

# Manchester City Council Local Development Framework

## Core Strategy Publication

### Sustainability Appraisal Appendices

**February 2011**

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# Appendix A - Baseline Data Tables

Table A.1 - Baseline Data Table

Indicator	Manchester	Comparisons	Trends	Target	Relevant SEA topic	Data source
<b>Social</b>						
Population – mid year estimate	2007: 458,100	A count, so national comparison not helpful	2001-2007: Manchester population grew by over 1% per year after decades of decline. Growing at twice the average rate of growth in England and Wales, although this rate has slowed in recent years.		Population	ONS 2007; Annual Monitoring Report (AMR) 2008
Gender profile	2009 51% male; 49% female 17% of males and females under 15 5% of males and 6% of females over 65	Women make up 51% of the population nationally; men 49%.	Women have slightly older age profile than men across age groups and age profile is reverse of national profile.		Population, Human Health,	ONS 2007 population projections (reported in State of the City – Communities of Interest, July 2009)
Black and ethnic minority (BME) population	23.3% in 2006 (26,372 people)	19.1% in 2001 (Manchester). Projected figure for 2015 is 28.1%.	All minority ethnic groups grew in number between 2001 and 2006 – all groups increased by 4,000 or more.		Population	ONS 2007
Percentage of BME population not in employment	2006: 56.4% in 2006 (three-fifths of BME population)	2006: 41.3% of white population in Manchester (85,121 people) Lower than the NW or national average (NW: 52%; England 59%; in 2004/05)	2004/2005- 43.4% Fairly stable over last 4 years		Population	State of the City – Communities of Interest (July 2009)
Percentage educational attainment (5+ A*-C GCSEs)	2007: 52.2%  Gender difference: 2007: 57% of girls achieved five or more A*-C grades, compared to 47.1% of boys.	Significant increase 1999-2007; and from 47.6% last year – latest target exceeded.	Significantly worse than England average. However, in Manchester there was a 4.2% improvement in 2006/07 and a 5.2%	51% by 2007/8  60% by 2008	Population,	AMR 2008, State of the City – Communities of Interest (July 2009)

Indicator	Manchester	Comparisons	Trends	Target	Relevant SEA topic	Data source
	2008: 60.3% of girls achieved five or more A*–C grades compared to 53.9% of boys.		improvement in 2007/08.			
Earnings by gender	12% pay gap between men and women in Manchester (2008 – based on average weekly wages)	Manchester: 22% in 1997 17.1% in 2007 for f/t and 36.6% for p/t nationally	Gender pay gap is decreasing in Manchester compared with the slight increase nationally		Population, Material Assets	2008 Annual Survey of Hours and Earnings, ONS 2007
Migration	41,590 inward; 38,890 outward (net gain 2,700)		Increase since 2001 (net gain 1,600)		Population	2007 MYE
Total number of National Insurance Number registrations	11,230 in 2007/08	Slight decrease of 1.2% since 2006/07	30.2% of registrations were from adults from the eight EU Accession States.		Population	
Percentage of population who are disabled	3% to 5% estimate				Population, Human Health	Manchester City Council Children's Services Department reported in State of the City – Communities of Interest (July 2009)
Ranking in Index of Multiple Deprivation	2007- Rank of average= 4	Manchester ranks as 4th most deprived district in England	2004: 49.38 (Score) Manchester's position has improved from 3 <sup>rd</sup> (in IMD 2004) to 4 <sup>th</sup> most deprived district in England		Human Health, Material Assets	AMR 2008
Super Output Areas in most deprived 10% nationally	2008: 60%	Manchester is the fourth most deprived district in the country	2004: 59.8 %		Human Health, Material Assets	AMR 2008
Percentage children in poverty: % of children living in families receiving means-tested benefits	2007: 48.2%	2007: 22.4% England average; 66.5% worst  Significantly worse than national			Population, Human Health, Material Assets	Manchester Health Profile 2009

Indicator	Manchester	Comparisons	Trends	Target	Relevant SEA topic	Data source
		average.				
Violent crime (recorded violence against the person crimes crude rate per 1,000 population)	2007/08: 28.8	2007/08: 17.6 England average; worst 38.4  Significantly worse than England average.			Population, Human Health	Manchester Health Profile 2009
% of resident working age population who are claiming job seekers allowance	February 2009: 5.1%	February 2009 (north west): 4.4%	2007: 3.3% (Manchester)		Population, Material Assets	State of the Wards Report 2008/09; DWP Information Directorate May 2008
% of resident working age population of working age who are claiming key benefits	May 2008: 20.7%	May 2008:13.5% (England)			Population, Material Assets	DWP Information Directorate May 2008
Percentage of working age population in receipt of Incapacity Benefit	10.7%	7% national average			Population, Material Assets	NOMIS reported in State of the City – Communities of Interest (July 2009)
Percentage of resident working age people in receipt of Incapacity Benefit and Severe Disablement Allowance	May 2008: 10.9%	May 2008: 6.7% (England)			Population, Material Assets	DWP Information Directorate May 2008
Percentage of household without a car (% of all households)	2001: 47.8%	2001: 32.85 (GM); 30.2% (NW); 26.8% (England)				ONS 2001
Percentage children living in workless households	2001:35.9%	2001: 20% (GM); 19.2% (NW); 16.4% (England)				ONS 2001
Working age population qualified to NVQ4 and over	2007- 30.3%	Higher than regional and national average (NW: 25.4%, GB: 28.6%)	Nov 2004- 27.6% Increased by over 50% from 18.9% in 1999/2000, but a drop from 32.4 in 2006	33.5% by 2008/09 36.3% by 2010/11	Population, Human Health, Material Assets	AMR 2008

Indicator	Manchester	Comparisons	Trends	Target	Relevant SEA topic	Data source
Employment rate (working age population)	Dec 2007-63.8%	Significantly lower than regional/national average (North West England: 72.3%, England: 74.4% 2007)	2004- 59.9% Steady increase, with minor yearly fluctuations	National- National: "Demonstrate progress"  Local: Rate to be 90.5% of England rate by May 2005, and 100% by 2010		ONS, Annual Population Survey, 2007, set out in Manchester Economic Factsheet, Jan 2009
Employment rate (women – working population)	Dec 2007: 61.5%	Dec 2007: 68.2% (GM); 68.6% (NW); 69.6% (England)				APS 2007
Employment rate (men – working population)	Dec 2007: 65.8%	Dec 2007: 74.5% (GM); 75.5% (NW); 78.8% (England)				APS 2007
Employment rate (white ethnic group – working population)	Dec 2007: 69.1%	Dec 2007: 74.2% (GM); 73.8% (NW); 76.4% (England)				APS 2007
Employment rate (ethnic minority groups– working population)	Dec 2007: 49.5%	Dec 2007: 53.3% (GM); 54.2% (NW); 60.3% (England)				APS 2007
Employment rate (people with no qualifications – working population)	Dec 2007: 10.4%	Dec 2007: 9.4% (GM); 8.9% (NW); 8.3% (England)				APS 2007
Worklessness	Feb 2008- 19.1%	Still much higher than the national average (England and Wales: 11.6% in Feb 2008)	August 2004- 26.4% Steady fall over last five years		Population, Human Health, Material Assets	AMR 2008
Employment rate for those with a disability that limits their day-to-day activities and their work		Significantly lower than the national average (England: 34.4% in 2004)	2004- 21.5% Fluctuating	National: "Significantly reduce the difference between disabled employment rate and the overall rate by 2008"	Population, Human Health, Material Assets	
Employment rate, lone parents		Significantly lower than the NW or national average (NW: 49%; England: 50%; in 2004/05)	2004/2005- 33.1% Fairly stable over last 4 years	National- Halve the number of children in relative low-income households between 1998-99	Population, Material Assets	

Indicator	Manchester	Comparisons	Trends	Target	Relevant SEA topic	Data source
				and 2010-11		
Unemployment rate	2008- 9.9%	Higher than the national average (GB - 6.3%)	Feb 2006- 4% Increased	National- 'Demonstrate progress on increasing employment rate'	Population, Material Assets	NOMIS
Long term unemployment		Latest figure lower than national average (GB: 13.8%)	Feb 2006- 12.6% Falling in recent years		Population, Material Assets	
Income Support claimants	May 2008: 11%	May 2008: 5.6% in England Over twice the national average (England: 6.0% 2004)	May 2005- 12.7% Steady over last 4 years		Material Assets	
Income Support Claimants receiving Lone Parent Premium		A count, so national comparison not helpful	May 2005- 13,000 Decreasing over the last 3 years	National- 'Halve the number of children in relative low income households between 1998-99 and 2010-11	Population, Material Assets	
% of job vacancies at JobCentres that are low paid (Govt threshold - £5.05)		Lower than GM average of 20.9%	April 2005-17.7%		Material Assets	
Earnings – workplace based	Feb 2008 – 490.8 average f/t wage p/w	Higher than national and regional averages: GM (449.8); NW (450.2) and England (483.1)	1.5% decrease since 2007		Material Assets	AMR 2008
Earnings – residents based	Feb 2008 – 427.7 average f/t per week	Lower than national and regional averages: GM (446.8); NW (451.3); England (464.0)	3.4% increase since 2007		Material Assets	AMR 2008
Percentage physically active adults (aged 16+)	2007/08: 9.2%	Lower than average for England (10.8%), worst 4.4%	Dec 2004- 53%		Population, Human Health	Manchester Health Profile 2009
Residents with healthy diet	2003-05 – 21.5%	Lower than national figure (England: 26.3% in 2003-05)	Dec 2004- 16%	Population, Human Health	Population, Human Health	Manchester Health Profile 2009
Proportion of residents within 10 minutes walk/public transport	Not currently available		Awaiting data from Planning Studies		Population, Human Health	



Indicator	Manchester	Comparisons	Trends	Target	Relevant SEA topic	Data source
travelling time of a GP/Health Centre						
Proportion of residents within 30 minutes walk/public transport travelling time of a hospital	Not currently available		Awaiting data from Planning Studies		Population, Human Health	
Proportion of residents who visited sport and leisure facilities (to participate) at least 10 time in the past year	Not currently available		Awaiting data from Emma Burnett		Population, Human Health	
Proportion of <i>disabled</i> residents who visited sport and leisure facilities (to participate) at least 10 time in the past year	Not currently available		Awaiting data from Emma Burnett		Population, Human Health	
Female Life expectancy	2005-2007- 78.9 years	Lower than national average by almost 3 years (England: 81.7)	2002-2004 3.0years Increased to meet 2010 target early	Local- 78.9 by 2010 National- 82.5 by 2010	Population, Human Health	AMR 2008
Male Life expectancy	2005-2007- 73.4 years	Lower than national average by over 4 years (England: 77.5)	2002-2004 4.3 years Increased – close to 2010 target	National- 78.6 by 2010 Local- 73.5 by 2010	Population, Human Health	AMR 2008
Mortality rate from suicide		Significantly higher than national average (England: 8.6 per 100,000 in 2001-3)	Declined from 16.8 per 100,000 in 1998-2000	National/ Local- 'Reduce by 20% by 2010'	Population, Human Health	
Early deaths heart disease and stroke	2009: 449 per 100,000 population under 75	Significantly higher than national average (England: 130.5 per 100,000 in 2005-07)	Declined from 211.7 per 100,000 in 1995-97	National/ Local – 'reduce by at least 40% by 2010 for people under 75'	Population, Human Health	Manchester Health Profile 2009
Excess winter deaths index	2009: 12.8 ratio of excess winter deaths (observed winter deaths minus expected deaths based on non-winter deaths) to average non-winter deaths 2004-07	2009: 17% England average; worst 30.3%. Not significantly different from England average.  Similar to national average (England and Wales: 13.5 in 2003)	Increasing slightly over last three years.		Population, Human Health	Manchester Health Profile 2009

Indicator	Manchester	Comparisons	Trends	Target	Relevant SEA topic	Data source
Home energy rating		No comparison data available	Increasing steadily	National- 'Eliminate fuel poverty by 2010' Local- '66.6% by 2005/6, 67.6 by 2006/7'	Population, Human Health, Material Assets	
Physically active children: % 5-16 year olds who spent at least 2 hours per week on high quality PE and school sport	2007/08: 85.5%	2007/08: 90% England average; worst 77.5%  Significantly <sup>1</sup> worse than England average			Population, Human Health	Manchester Health Profile 2009
% obesity amongst children	2007/08:11.5%	2007/08: 9.6% England average; worst 16.2%  Significantly worse than England average.			Population, Human Health	Manchester Health Profile 2009
Under-18 conception rate per 1,000 females (crude rate)	2005/07: 70	2007/08: 41.2 England average; worst 79.1 worst  Significantly worse than England average.			Population, Human Health	Manchester Health Profile 2009
Over 65s 'not in good health'(% who self-assessed general health as 'not good' (directly age and sex standardised) )	2001: 30.5%	2009: 21.5% England average; 32.5% worst  Significantly worse than England average			Population, Human Health	Manchester Health Profile 2009
Incapacity benefits for mental illness (rate per 1,000 working age population)	2007: 54.9% crude rate per 1,000 working age population	2007: 27.7% England average; worst 59.4%  Significantly worse than England average			Population, Human Health	Manchester Health Profile 2009
16 to 18 year olds Not in Education, Employment		Significantly higher than national average (England & Wales:	Nov 2004- 12.74% Decreasing over last	Local- 14% by 2004, 13% by	Population	

<sup>1</sup> This means statistically significant, as for all other Manchester Health Profile indicators.

Indicator	Manchester	Comparisons	Trends	Target	Relevant SEA topic	Data source
or Training (NEET)		7.7% in 2004)	three years	March 2005 National- Reduce by 2 percentage points by 2010		
Educational attainment of 14 year olds (KS 3 Maths)	2007-74%	Slightly lower than national average (NW: 79%, England: 77% in 2007)	2004- 58% Steady increase over last five years		Population	Department for Children, Schools and Families
Educational attainment of 14 year olds (KS3 English)	2007- 74%	Slightly below regional/ national average (NW: 81%, England: 80% in 2007)	2004-53% Increasing steadily (but with a dip in the 2003/4 figure)		Population	Department for Children, Schools and Families
Educational attainment of 14 year olds (KS3 Science)	2007- 84%	Significantly lower than regional/ national average (Both: 88% in 2007)	2004- 46% Significant improvement		Population	Department for Children, Schools and Families
Working age residents qualified to NVQ level 3 or above	2008- 45.2%	Only just below national average (GB): 47 in 2008)	2003- 43.1% Gradual increase in recent years		Population	Nomis
Households accepted by local housing authorities as homeless	2004/05- 7.7%	Lower than regional average (NW: 8.6%), the same as national (England-7.8%)	March 2004- 16 per 1000 Declining		Population, Human Health, Material Assets	Office for National Statistics
Statutory homelessness (crude rate per 1,000 households 2007/08)		2007/08; 2.8	June 2004- 18 Fluctuating, though with overall downward trend	Local- 7 in 2005/6, 5 in 2007/8	Population, Human Health, Material Assets	Manchester Health Profile 2009
Council Tax band A	Sep 2007- 62.3%	Much higher than comparators (GM: 44.7%, NW: 42.5%, Ebgland: 25.1%)	2001- 69.2% Slightly lower percentage than in 2006 (64.3%)		Population, Human Health, Material Assets	AMR 2008
Council Tax bands B & C	Mar 2007- 27.78%	Much lower than regional/national average (NW: 36.63, England: 41.01%)	2001- 24.2% Increasing steadily		Population, Human Health, Material Assets	Office for National Statistics
Council Tax bands D and higher	Sep 2007- 9.6%	Much lower than comparators (GM: 18.5%, NW: 20.7%, England: 25.1%)	2001- 17.7% Slightly higher percentage than in 2006 (8.7%)		Population, Human Health, Material Assets	AMR 2008
Local authority housing in a non-decent	Apr 2008- 55.2%	Significantly higher than regional and national average (NW:	April 2005- 54% Slight increase	Local- 54% by 2005/6, 48%	Population	Office for National Statistics

Indicator	Manchester	Comparisons	Trends	Target	Relevant SEA topic	Data source
condition		20%, England: 26.2% in 2008)		2007/8 National- zero by 2010		
RSL completions		No comparison data available	March 2005-170		Population	
Gross affordable housing completions	2008 - 244		The level of affordable housing completions has increased from last year and is expected to increase in future years.		Material Assets	AMR 2008
Empty properties in the private sector	April 2007- 7.1%	Much lower than comparators (GM: 18.5%, NW: 20.7%, England: 25.1%)	Jan 2005- 10.3% Steady decline		Landscape, Material Assets	AMR 2008
Unfit private sector dwellings made fit or demolished		No comparison data available	March 2005- 7.65% Very slight decline over last five years	Local- 8% in 2004/5	Landscape, Material Assets	
Vacant private sector dwellings returned to occupation		No meaningful comparison data available	March 2005- 322 Steady.	Local- 316 in 2004/5, and 330 in 5/6 and 6/7	Landscape, Material Assets	
Net additional pitches (Gypsy and Traveller)	2007/08: two private and no public authorised pitches. No additional gypsy pitches in 2007/08			RSS Partial Review identified the need for an additional 50 permanent and 10 transitory pitches to 2016 in Manchester. A further 3% annually is required over the period of 2016-2021.		AMR 2008 Core Strategy Proposed Option Document
Net additional dwellings	2007/08; 5,196	No meaningful comparison data available	Increasing (gross additional dwellings 2007/8 - 5,412)	Projected completions to 2023: 50,208 Projected completions to 2023 including Growth Point	Material Assets, Population	ARM 2008

Indicator	Manchester	Comparisons	Trends	Target	Relevant SEA topic	Data source
				Proposals: 56,508		
Domestic burglaries	2007/08- 31.1 per 1000	Mcr in lowest quartile of local authorities in England for this indicator	March 2005- 36.7 per 1000 34% reduction between 1999 and 2005; 15.3% fall from 2005	Local- 36.2/1000 by 2007/2008 National- Reduce by 25% between 1998/9 and 2005 and further 15% by 2007/2008	Population, Material Assets	AMR 2008
Robbery rate	2007/08- 7.2 per 1000	Mcr in lowest quartile of local authorities in England for this indicator	March 2005- 8.2 per 1000 13 % reduction between 1999 and 2005; 14.6% fall from 8.4 per 1000 in 2005	Local- 7.3% per 1000 for 2007/2008 National- reduce by 14% between 1999 and 2005 and further 15% by 2007/2008	Population, Material Assets	AMR 2008
Vehicle crimes	2008/09- 23.66 per 1000	Much higher than national average (England: 17/000 in 2003)	31.8 per 1000 Reducing steadily over last 4 years		Population, Material Assets	Home Office
Criminal damage	2008/09- 29.44 per 1000		2004/05- 38.87 Steadily declining		Population, Material Assets	Home office
Juvenile nuisance	Not currently available		Awaiting data from Kevin Warren, Community Safety Team		Population	
Residents feeling unsafe alone after dark in their local area	2008 Male – 44% Female – 59%	Much lower than national figure (England: 67% in 2003)	Dec 2004- 28% Figure from the 2004 QofL survey much lower than 2002 survey		Population, Human Health	2008/09 Manchester Place Survey
Disabled hate crime	No specific data	1. Disabled women are twice as likely to experience domestic violence as non-disabled women  2. Disabled people four times more likely to experience sexual violence, four times more likely to have their property stolen with the threat or use of violence and twice as likely to be burgled as			Population, Human health	1. State of the City – Communities of Interest (July 2009); 2. 'Disabled people's experiences of targeted violence and hostility',

Indicator	Manchester	Comparisons	Trends	Target	Relevant SEA topic	Data source
		non-disabled people.				Office for Public Management, Equality and Human Rights Commission 2009
Reported cases of domestic violence	17,193 reported cases 2008/09	Manchester –13,262 in 2006/07; 15,869 in 2007/08	7% increase 2007/08 to 2008/09 - higher increase c.f. national average at 4.7%			State of the City – Communities of Interest (July 2009)
Residents feeling safe alone after dark in their local area		Lower than % for <i>all</i> residents	Dec 2004- 32.8%		Population, Human Health	State of the Wards Report 2008/09
<i>Disabled</i> residents feeling safe alone after dark in their local area		Lower than % for <i>all</i> residents	Dec 2004- 22.5%		Population, Human Health	State of the Wards Report 2008/09
Residents feeling safe walking alone during daytime in their local area		No comparison data available	Dec 2004- 82%		Population, Human Health	State of the Wards Report 2008/09
<i>Disabled</i> residents feeling safe walking alone during daytime in their local area		Lower than % for <i>all</i> residents	Dec 2004- 70.7%		Population, Human Health	State of the Wards Report 2008/09
Residents' perceptions of anti-social behaviour		No comparison data available	Dec 2004- 49%		Population	State of the Wards Report 2008/09
Residents who have worked in a voluntary capacity over the last 12 months		Much lower than national figure (England: 42% in 2003), though different methodology	Dec 2004- 11%		Population	State of the Wards Report 2008/09
Residents believing they can be involved in local decision making		No comparison data available	2004- 3.17 (score)		Population	State of the Wards Report 2008/09
Residents perception of extent to which they can influence decisions in their area		No comparison data available	Dec 2004- 2.89 (score)		Population	State of the Wards Report 2008/09

Indicator	Manchester	Comparisons	Trends	Target	Relevant SEA topic	Data source
Residents believing that people from different backgrounds get on well together in their area		No comparison data available	Dec 2004- 55%		Population	State of the Wards Report 2008/09
Residents finding it easy to access local services and amenities		No comparison data available	Dec 2004- 72%		Population, Human Health	State of the Wards Report 2008/09
<i>Disabled</i> residents finding it easy to access local services and amenities		Lower than % for <i>all</i> residents	Dec 2004-61.6%		Population, Human Health	State of the Wards Report 2008/09
Amount of new residential development within 30 minutes public transport time of a GP hospital, primary and secondary school, employment and a major health centre.	2007/08 - a GP - 5,365 (100%) - a hospital - 5,261 (98.0%) - a primary school - 5,365 (100%)		- a GP - 100% for last 4 years - a hospital - slight decrease on last year (98.3% AMR 2007) - a primary school - 100% for last 4 years		Population, Human Health, Climatic Factors	AMR 2008
Public buildings accessible to disabled people	2007/08 - 70%	Approaching national rate (England: 43.5% in 2003/4)	2004/05- 38% Sharp increase from 2003/4 to 4/5 - continues to increase.	Local- 55% in 2005/06, 80% in 2006/07, 78% in 2007/08	Population, Human Health	AMR 2008
Residents' satisfaction with neighbourhood as a place to live	2008/09: 77% 2007/08: 68%	Increased from 64% in 2006/7	Steady increase	68% in 2008/09; 69% in 2009/10; 70% in 2010/11	Population, Human Health	AMR 2008; 2008/09 Manchester Place Survey
<b>Environmental</b>						
Green Flag open spaces	Nov 2008- 27 parks+ 611.2ha+46.2% of publicly available green leisure space	A count, so national comparison not helpful	June 2005- 11 An increase from 21 parks (520.7ha, 41.9% of eligible sites) last year	Local- 24 Green Flag parks	Soils, Landscape, Biodiversity, Population, Human Health	AMR 2008
Trips made to Regional Centre by means other	2005/06 (more comprehensive survey than	No comparison data available	2005- 59% Increase from 51%	LPSA target- 3.6% increase over 3	Population, Human Health,	AMR 2008

Indicator	Manchester	Comparisons	Trends	Target	Relevant SEA topic	Data source
than private car	previous years)- 64%		in 1998	year period 2005/06- 2008/09	Climatic Factors	
Children walking, cycling or using public transport to secondary school	Not currently available		Need to contact Catherine Hudson for Mcr figure relating to LTP4		Population, Human Health, Climatic Factors	
Annual bus mileage		A count, so national comparison not helpful	Nov 2003- 19.8 million miles Decrease over last three years		Climatic Factors	
Passenger journeys by bus per year		A count, so national comparison not helpful	March 2005- 218 millions of journeys Figures from Greater Manchester have been pretty steady over last 4 years	Local- 230 million by 2007/08 (GM) National- increase by 12% to 2010 compared to 2000	Population, Climatic Factors	
Satisfaction with local bus services	Not currently available		Awaiting data from Emma Burnett		Population	
Satisfaction with local bus services amongst disabled people	Not currently available		Awaiting data from Emma Burnett		Population, Human Health	
Children walking or cycling to primary school		Higher than Greater Manchester average (GM: 53.2% in 2004)	Oct 2004- 58% Only two years data available, and slight decrease probably due to sample error	Local- 66% travelling to primary school by non-car modes by 2010	Population, Human Health, Climatic Factors	
Ease of use of footpaths		Currently below national average (England: 72.7% in 2005)	March 2002- 1.7% Deteriorated 2002-4, but improved in 2005	Local- 71% in 2007/08	Population, Human Health, Climatic Factors	
Trips made to Regional Centre by cycle (or on foot)		No comparison data available	March 2002- 1.7% (update data to include 'or on foot'- contact Nigel Gilmore) Decrease between the two dates when statistics are		Population, Human Health, Climatic Factors	



Indicator	Manchester	Comparisons	Trends	Target	Relevant SEA topic	Data source
			available (1998-2002)			
Estimated distance travelled by cars per capita		Half the national figure (GB: 6894 in 2003)	Dec 2003- 3472.8 Km per capita		Climatic Factors	
Traffic movements on A & B roads		Lower than national average (GB: 104 in 2003)	Dec 2003- 92(index) (update to reflect traffic movements) Decreasing over the last 5 years		Climatic Factors	
Children killed or seriously injured in road traffic collisions		Significantly higher than national average (England: 0.4/000 in 2003)	Dec 2003- 0.7 per 1000 No clear trend		Population, Human Health	
People killed or seriously injured in road traffic collisions		In line with national average (England: 0.6/000 in 2003)	Dec 2003- 0.6 per 1000 No clear trend		Population, Human Health	
Satisfaction with safe places to cross the road in local neighbourhood	Not currently available		Awaiting data from Emma Burnett			
Disabled people satisfied with safe places to cross the road in local neighbourhood	Not currently available		Awaiting data from Emma Burnett		Population, Human Health	
Days per year on which air pollution reaches moderate levels or higher (for NO <sub>2</sub> , PM10, SO <sub>2</sub> , CO)	2007- 11 (five year rolling average)	Below national average for urban sites (UK: 24 days in 2007)	Dec 2004- 34 Days Slightly higher than 2006 (10 days) Fluctuations  1996: 46 1997: 19 1998: 18 1999:11 2000; 12 2001: 41 2002: 5	National- zero by 2010	Air	AMR 2008; Greater Manchester Air Quality Action Plan
Number and area of Air Quality Management Areas	The Manchester AQMA covers the city centre, and areas to the north and south	Regional approach to LAQM has been adopted – all of the 10 authorities have declared			Air	Greater Manchester Air Quality Action

Indicator	Manchester	Comparisons	Trends	Target	Relevant SEA topic	Data source
	of the city. Outside of the city centre the AQMA follows the trunk road network.	AQMAs.				Plan
Rivers of good or fair biological quality	2006- 46.6%	No comparable data available	2004- 48.03% Has decreased slightly	National- Achieve 91% compliance with River Quality Objectives by 2005, and make progress towards Government target on AMP4 for 2010.	Water	Defra
Rivers of good or fair chemical quality	2006- 80.9%	No comparable data available	2004- 77.59% % has increased from 2002/3 figures (69.4% / 67.7%)	National- Achieve 91% compliance with River Quality Objectives by 2005, and make progress towards Government target on AMP4 for 2010.	Water	Defra
Derelict land and buildings		No comparison data available	March 2005- 242.13 hectares		Soils, Material Assets	
Previously developed land and buildings which has been redeveloped or is under construction		No comparison data available	March 2005- 420.89 hectares		Soils, Material Assets	
Previously developed land now vacant		A count, so national comparison not helpful	March 2005- 140.29 hectares		Soils	
Density of more than 50 dwellings per hectare		No comparison data available	2005/06- 78% Insufficient trend data available	Local- over 64 dwellings per hectare	Soils, Material Assets	
New dwellings built on previously developed land	2005/06- 90%	Mets top quartile = 92.3% and the Core Cities average was 90.5% in 2004/05. No more recent data available.	2004/05- 93% Slight decrease	Local- 90% for 2004/05, 2005/06, 2006/07, 2007/08 National- 60% of all new housing development to be built on brownfield land	Soils, Material Assets	Audit Commission
Total amount of	100% for each business		Awaiting data from		Soils, Material	AMR 2008

Indicator	Manchester	Comparisons	Trends	Target	Relevant SEA topic	Data source
employment floorspace on previously developed land	development type.		Leslie		Assets	
No. of sites designated for nature conservation (SBIs/LNRs/SSSIs/candidate SACs)	Nov 2008 - 7 LNRs (306.8ha) - 37 SBI (284.04 ha) - 2 SSSIs (11.5 ha), one of which (Rochdale Canal) contains cSAC	No comparison data available	2005- 36 SBI One new LNR of 50 ha designated in 2008.  Net change between 06/07 and 07/08 = an increase in SBIs of 2.2 ha. This is due to designation of 1 new SBI – Wrengate Wood. There have been no losses in the past 2 years.	National- UK Biodiversity Action Plan (UKBAP) contains a wide range of habitat and species specific targets.	Biodiveristy, Flora, Fauna	AMR 2008
Local Nature Reserves	Nov 2008- 7 LNRs (306.8ha)	A count, so national comparison not helpful	2005- 2 increase		Biodiveristy, Flora, Fauna	AMR 2008
Area of land designated for nature conservation per 1000 population			2005- 0.65ha			
% area of SSSIs in favourable or recovering condition	2009- 68%	Higher than GM average: 29.8%; lower than NW average: 78.9%; close to England average: 69.7% (2006) No available 2009 data 90.25% of NW area in favourable or recovering condition (2008 report)	Surveyed Sep 2001? Compiled Jan 2006- 67.7% (Mcr's section of Rochdale Canal not incl) No real change	National- PSA Target 'to bring into favourable or recovering condition by 2010 95% of all SSSIs'.	Biodiveristy, Flora, Fauna	State of the Natural Environment for the North West 2008
Buildings of Grade I and II* at risk of decay	2008 BaR Register- 7 'at risk'	3.2% (997) of England's grade I and II listed buildings are 'at risk'	2004- 18 Dramatic reduction since 2007 (when there were 13)		Cultural Heritage	AMR 2008
Registered historic parks and gardens at risk of decay	2009: 0	2009 0 in Greater Manchester 5 in north west			Cultural Heritage, Landscape	Heritage at Risk Register 2009 (English Heritage)

Indicator	Manchester	Comparisons	Trends	Target	Relevant SEA topic	Data source
		96 in England				
Energy saving improvements		No comparison data available	Dec 2004- 57		Climatic Factors	
Improvement in domestic energy efficiency	March 2008- 25.75%	No comparison data available	Mar 2003- 12.1% Steady increase since 2001	Local- 30% over a 15 year period from 1995. Extended from 10 as more realistic. National- 30% over a 10 year period from 1995	Climatic Factors	AMR 2008
Average annual domestic consumption of gas and electricity (kWh)	2007- 16,733 kWh gas	Below regional and national average (NW:17932, GB:17614 kWh in 2007)	2003- 19,757 kWh Gas consumption has decreased		Climatic Factors	BERR
	2007- 4021 kWh electricity	Below regional and national average (NW: 4226, GB: 4392 kWh in 2007)	2003- 3735 kWh			BERR
Energy use of local authority operational buildings (including hospitals, all civic property and university buildings)	6% of total	No comparison data available	2003- 383 kWh/m2/annum	Local- 2% improvement per year	Climatic Factors	Manchester Energy Strategy 2005-2010
Capacity of on-site renewable energy generation in the City (cumulative total capacity – installed and operational)	March 2008: up to 11 developments with cumulative total capacity 636.7kW: Solar PV = 12.78 kW; Total = 12.78 kW;	2007: 94.6KW (solar PV); total 623.9kW (corrected figures reported in 2008)	Increase for 2007/08 smaller than 2006/07 and for 2005/06 – recording began in 2004/05 (only 2.5kW for wind)		Climatic Factors	AMR 2008
Energy used by the local authority generated from a renewable source	All street lighting and all all electricity used 800 operational buildings.	Above national average	2005- 85% Increase from 2003		Climatic Factors	Manchester Energy Strategy 2005-2010
Daily domestic water use (per capita)		Slightly lower than national average (154 litres)	2004- 148 litres per day		Water	
Water leakage		Nearly 3 times the national average (157 megalitres)	2004- 456 megalitres		Water	
Number of new		No comparison data available	7		Climatic Factors	

Indicator	Manchester	Comparisons	Trends	Target	Relevant SEA topic	Data source
developments achieving very good or excellent under BREEAM						
GHG emissions (kT CO <sub>2</sub> ) by sector and per capita emissions - proportion and absolute quantity	2006 & 2005 (release date in 2008): Industry & commercial :1,611 (2005: 1,548) Domestic: 1,017 (2005: 990) Road transport: 674 (2005: 690) LULUCF: 5 Total: 3,356 (2005: 3,233) Population mid-year estimate: 452 (2005: 444.6) Per capita emission: 7.43 (2005: 7.27)	North West 2006 & 2005 (release date in 2008): Industry & commercial : 26,594 (2005: 27,098) Domestic: 17,289 (2005: 17,062) Road transport:14,984 (2005: 15,190) LULUCF: 589 (608) Total: 59,455 (2005: 59,959) Population (mid-year estimate): 6,853 (2005: 6,839.8) Per capita emission: 8.68 (2005: 8.77) UK 2006 & 2005 (release date 2008) Industry & commercial : 245,076 (2005: 246,088) Domestic: 153,605 (2005: 151,278) Road transport: 135,007 (2005: 137,044) LULUCF: 1,953 (2005: 2,037) Total: 531,736 (2005: 532,273) Population (mid-year estimate): 60,587.9 (2005: 60,238.4) Per capita emission: 8.78 (2005: 8.84)	<b>NOTE:</b> 2004 estimates are not comparable with the first set of estimates, for 2003, published in 2005, because of improvements in the source data and in the estimation methods used. Figures for 2005 and 2006 (published in 2008) are directly comparable.	National - lower greenhouse gas emissions 12.5% below 1990 levels by year end 2012; 26%-32% reduction by 2020; 60% reduction by 2050.	Climatic Factors	DEFRA Climate Change Statistics 2008
Flood Risk – planning applications granted contrary to Environment Agency advice	In 2006/07, Manchester did not approve any developments in contrary to EA advice.		None for 2006/07, 2005/06 or 2004/05. Data for 2007/08 not yet available.		Water	AMR 2008
Amount of household waste	196,776 tonnes total waste arising Landfill =154,352 tonnes	2006/07- recycled / composted combined = 18.99%	2005- 15.26% Steady increase since 2001. Total	Local- Recycling targets: 15% by 2005-6; 17% by	Population, Soil, Water, Air	Defra; AMR 2008

Indicator	Manchester	Comparisons	Trends	Target	Relevant SEA topic	Data source
arising, and managed by management type, and the percentage each management type represents of the waste managed.	(78.44%) Recycled = 32,896 tonnes (16.72%) Composted = 9,528 tonnes (4.84%) Recycled / composted combined = 21.56 %  2007/08 – 21.56%	18.99% No comparison data available	amount of household waste has risen very slightly since 2006/07. The amount going to landfill has decreased slightly. The amount recycled has increased slightly.	2006-7, 19% by 2007- Composting targets: 5% by 2005; 6% by 2006-7; 7% by 2007-8 National- Recover value from 45% of municipal waste and to recycle or compost 30% of household waste by 2010. Reduce landfill for industrial and commercial waste to 85% of the 1998 level by 2005. Enable 25 per cent of household waste to be recycled or composted by 2005-06.		
Waste Arising per head	2006/07- 358 kgm	No comparison data available	2005- 466 kgm Steady improvement	Local- 465kg in 2004-5, 465kg in 2005-6, 465kg in 2006-7, 450kg in 2007-8 National- Recover value from 45% of municipal waste and to recycle or compost 30% of household waste by 2010. Reduce landfill for industrial and commercial waste to 85% of the 1998 level by 2005. Enable 25 per cent	Population, Soil, Water, Air	Defra

Indicator	Manchester	Comparisons	Trends	Target	Relevant SEA topic	Data source
				of household waste to be recycled or composted by 2005-06.		
<b>Economic</b>						
Net change in VAT registered enterprises	2008: 320 (1615 registrations; 1295 de-registrations)  Registrations: 12.9% of stock De-registrations: 10.3% of stock	Registrations: NW: 10.6% GB: 10.2%  De-registrations: NW: 7.5% GB: 7.3%  GB: new businesses represented 10.1% of stock at end of year	March 2003: 300 – fairly steady though fluctuating  Registrations – higher rate than previous 5 years  De-registrations – rate fairly steady since 2004		Material Assets	AMR 2008
Survival rates of VAT registered businesses		The Greater Manchester South figure is higher than the national average (England: 102 in 2002)	2001- 90 (index) Marginal improvement 1999/01		Material Assets	
Business start-up rate (new VAT registered enterprises as total % of stock)	2006: 11.8%	2006: 11% (GM); 9.9% (NW); 9.7% (England) GB: new businesses represented 10.1% of stock at end of year	2004- 1,440 (13% of stock) Fluctuating		Material Assets	ONS VAT Registrations 2006
% in employment who are self-employed	2007: 8.8%	2007: 10.5% (GM); NW (11.1%); 13.3% (England)				ONS Annual Population Survey 2007
GVA per capita	Dec 2005- 115 (index UK= 100) £20,422 GVA per head	The Greater Manchester South figure is higher than the regional (NW:£15,571) national average (England: £18,267, UK: £18,205)	2002- 116 (index)= £17,665 Increase of 2.8% since 2004, lower than the regional and UK growth rates of 3.1% and 3.6% respectively		Material Assets	AMR 2008
Tourist overnight stays		A count, so national comparison	2003- 5.5 million	Local- 4.6 million by	Material Assets	

Indicator	Manchester	Comparisons	Trends	Target	Relevant SEA topic	Data source
in the city		not helpful	days. Increasing, though affected by 9/11 & Commonwealth Games	2005, 4.9 million by 2009		
Total amount of employment floorspace by type	B1 - 38,768 sq m B2 - 12,634 sq m B8 - 7,999 sq m B1 development accounted for 65% of new employment floorspace developed		Varying – no trend available. Information on loss of floorspace is not available.		Material Assets	
Unskilled workers as % of those employed		Somewhat above the national average (England: 19.2%)	2004- 23.2% Fairly constant in the last 3 years		Population, Material Assets	
Total amount of employment floorspace on previously developed land	B1 development accounted for 65% of new employment floorspace (B1 - 38,768 sq m; B2 - 12,634 sq m; B8 - 7,999 sq m).		Varying – has been 100% for the last 6 years.		Material Assets	AMR 2008
Amount and percentages of completed retail, office and leisure development respectively in town centres	2008 Retail – 6,486 sq m (73%) Office – 46,660 sq m (82%) Leisure – 800 sq m (81%)	No comparison information available	No trend Information available		Material Assets	AMR 2008
Number of direct foreign investments in Manchester	2007/08: 47		2006/07 – 48 2005/06 – 25 2004/05 – 24		Material Assets	NWDA 2008
Percentage of population which is economically 'active'	2007: 79.8%	2007: 78.6% (England)			Population, Material Assets	ONS Population Survey 2007
Percentage of population which is economically 'inactive'	2007: 30.2%	2007: 21.4% (England)			Population, Material Assets	ONS Population Survey 2007



# Appendix B - Consultation Responses

## B.1 Amendments to SA Objectives and Sub-objectives – July 2005

Responses to the SA Objectives consultation were received from:

- Red Rose Forest
- Manchester Alliance for Community Care
- Environment Network for Manchester (EN4M)
- Greater Manchester Geological Unit
- Manchester Friends of the Earth
- Greater Manchester Ecology Unit
- Government Office NW
- Paul Butler Associates and Dave Butler (consultants for Indicators, Baseline and Monitoring)
- 3 residents

**Table B.1 - Proposed Revisions to the Draft SA Objectives following Consultation, July 2005**

Objective & sub-objectives consulted on May/June 2005	Comments made relating to this objective/sub-objectives	Revised objective/sub-objectives	Recommended indicator(s)	Council's response to comments/ Reason for revision
S1 Reduce poverty To reduce multiple deprivation	Manchester FoE suggested including sub-objectives re. unemployment and low-income from S3; and another on increasing wage levels.	S1 Reduce poverty To reduce multiple deprivation: Income deprivation Employment deprivation Health deprivation & disability Education, skills & training deprivation Barriers to housing and	Ranking of Index of Multiple Deprivation (IMD) 2004 Super Output Areas (SOAs) in most deprived 10%	Following SA workshop, it was decided that 'multiple deprivation' was too broad for policy appraisal purposes and needed clearer definition.  Revisions should address FoE's concerns; A satisfactory indicator for earnings/wage levels has been

Objective & sub-objectives consulted on May/June 2005	Comments made relating to this objective/sub-objectives	Revised objective/sub-objectives	Recommended indicator(s)	Council's response to comments/ Reason for revision
		services Crime Living environment deprivation		investigated but not found.
<p>S2 Increase Manchester's population</p> <ul style="list-style-type: none"> <li>Increase general population</li> <li>Increase graduate population</li> </ul>	<p>Manchester FoE suggested that population increase is not necessarily sustainable and should not be an SA objective.</p>	<p>S2 Increase Manchester's population</p> <ul style="list-style-type: none"> <li>Increase general population</li> <li>Increase population with higher level qualifications</li> </ul>	<ul style="list-style-type: none"> <li>Mid Year Estimate</li> <li>Working age population qualified to NVQ4 and over</li> </ul>	<p>Manchester needs to increase its population (especially in HMR areas) to support and sustain quality facilities and services.</p> <p>Second sub-objective re-worded to reflect availability of indicators</p>
<p>S3 Reduce economic exclusion</p> <ul style="list-style-type: none"> <li>Increase employment rates/reducing worklessness</li> <li>Increase employment rates for Limiting Long Term Illness, disabled, lone parents</li> <li>Reduce unemployment</li> <li>Reduce low-income households especially those with children</li> </ul>	<p>Manchester FoE suggested including this objective under Economic rather than Social; combining the 2 sub-objectives relating to increasing employment; moving the other 2 sub-objectives to S1; adding sub-objectives relating to social and community enterprises, business start-ups, and employment of/jobs for people from disadvantaged communities.</p>	<p>No change in wording</p>	<ul style="list-style-type: none"> <li>Worklessness</li> <li>Employment rate</li> <li>Employment rate for those registered under DDA, or with work-limiting disability</li> <li>Employment rate, lone parents</li> <li>Unemployment rate</li> <li>Long term unemployment</li> <li>Youth unemployment</li> <li>Income Support claimants</li> <li>Income Support claimants receiving Lone Parent Premium</li> <li>Children in households dependent on unemployment benefit</li> </ul>	<ul style="list-style-type: none"> <li>This objective will remain under Social as it relates to people's circumstances rather than 'the economy';</li> <li>The 2 sub-objectives relating to increasing employment will remain separate since they may be affected differently;</li> <li>Social and community enterprises are covered by EC1 as an indicator (data has not yet been obtained);</li> <li>Business start-ups are covered by EC2 as an indicator;</li> </ul> <p>Employment of/jobs for people from disadvantaged communities – S3 was intended to cover this already as far as possible – where policies are area-specific the monitoring of unemployment can be measured at an appropriate geographical level.</p>

Objective & sub-objectives consulted on May/June 2005	Comments made relating to this objective/sub-objectives	Revised objective/sub-objectives	Recommended indicator(s)	Council's response to comments/ Reason for revision
<p>S4 Improve health of the population</p> <ul style="list-style-type: none"> <li>• Encourage healthy lifestyles</li> <li>• Improve access to high quality health facilities/services</li> <li>• Improve access to healthy affordable food</li> <li>• Reduce accidents (requiring hospital admission)</li> <li>• Reduce health inequalities</li> <li>• Improve access to healthy, safe and warm homes</li> </ul>	<p>Manchester FoE suggested a sub-objective on levels of stress, smoking, and substance mis-use.</p>	<p>S4 Improve health of the population</p> <ul style="list-style-type: none"> <li>• Encourage healthy lifestyles</li> <li>• Improve access to high quality health facilities/services</li> <li>• Improve access to healthy affordable food</li> <li>• Reduce accidents</li> <li>• Reduce health inequalities</li> <li>• Improve availability of healthy, safe and warm homes</li> </ul>	<ul style="list-style-type: none"> <li>• Proportion of residents taking regular exercise</li> <li>• Proportion of residents with healthy diet</li> <li>• Obesity amongst children *</li> <li>• Accessibility to GP surgeries and hospitals *</li> <li>• Proportion of residents within easy reach of a food shop *</li> <li>• Proportion of residents involved in accidents</li> <li>• Mortality from coronary heart disease</li> <li>• Mortality from circulatory diseases</li> <li>• Mortality from suicide</li> <li>• Female life expectancy</li> <li>• Male life expectancy</li> <li>• Home energy rating</li> <li>• Excess winter deaths index</li> </ul>	<p>Levels of stress, smoking, and substance mis-use are difficult to measure reliably, and have a tenuous connection with Planning.</p> <p>Deleted '(requiring hospital admission)' due to unsatisfactory nature of data; Replace 'access to' with 'availability of' (healthy, safe and warm homes) because the latter is easier to measure (via BREEAM) – there is no indicator of access to such homes at the present time.</p>
<p>S5 Improve educational opportunities and facilities for formal, informal and vocational learning</p> <ul style="list-style-type: none"> <li>• Improve qualifications and skills of young</li> </ul>	<p>Manchester FoE suggested sub-objectives on numeracy and literacy levels, skills gap and barriers to work.</p>	<p>S5 Improve the qualifications and skills of the resident population</p> <ul style="list-style-type: none"> <li>• Improve qualifications and skills of young people</li> <li>• Improve qualifications and</li> </ul>	<ul style="list-style-type: none"> <li>• Educational attainment of 14 year olds (KS3 Maths)</li> <li>• Educational attainment of 14 year olds (KS3 English)</li> </ul>	<p>The recommended indicators measure a range of qualifications which will indicate progress on <u>numeracy/literacy/skills</u>; <u>'barriers to work'</u> are many and complex, and we have addressed those relevant to planning via other objectives</p>

Objective & sub-objectives consulted on May/June 2005	Comments made relating to this objective/sub-objectives	Revised objective/sub-objectives	Recommended indicator(s)	Council's response to comments/ Reason for revision
<p>people</p> <ul style="list-style-type: none"> <li>• Improve qualifications and skills of adults</li> </ul>		<p>skills of adults</p>	<ul style="list-style-type: none"> <li>• Educational attainment of 14 year olds (KS3 Science)</li> <li>• GCSE results</li> <li>• % of 16 to 18 year olds not in education, employment or training</li> <li>• Working age residents qualified to NVQ level 3 or above</li> </ul>	<p>such as S10.</p> <p>Objective re-worded to reflect availability of indicators – no indicators of educational facilities/opportunities available at the present time</p>
<p>S6 Extend quality and choice of housing opportunities</p> <ul style="list-style-type: none"> <li>• Reduce homelessness</li> <li>• Increase range of housing for all social groups and household types</li> <li>• Ensure sufficient supply of affordable housing</li> <li>• Reduce number of unfit or empty properties in private sector</li> </ul>	<p>Manchester Alliance for Community Care recommended reference to Lifetime Homes (or housing design in general).</p> <p>Manchester FoE suggested sub-objective to improve resource efficiency of housing and hence reduce fuel poverty.</p>	<p>S6 Extend quality and choice of housing opportunities</p> <ul style="list-style-type: none"> <li>• Reduce homelessness</li> <li>• Increase range of housing for all social groups and household types</li> <li>• Ensure sufficient supply of affordable housing</li> <li>• Reduce number of unfit or empty properties in private sector</li> </ul>	<ul style="list-style-type: none"> <li>• Households accepted by local housing authorities as homeless</li> <li>• People sleeping rough</li> <li>• Proportion of properties in Council Tax band A</li> <li>• Proportion of properties in Council Tax bands B &amp; C</li> <li>• Proportion of properties in Council Tax band D &amp; higher</li> <li>• Local authority housing in non-decent condition</li> <li>• RSL completions</li> <li>• Unfit private sector dwellings made fit or demolished</li> </ul>	<p>The existing sub-objective</p> <ul style="list-style-type: none"> <li>• Increase <u>range</u> of housing for <u>all social groups</u></li> </ul> <p>is intended to cover different types of households in different social groups, including those that may be in need of extra care such as the elderly. However, to add clarity, perhaps we could add the wording “and household types”.</p> <p>Lifetime Homes (or housing design in general) – potential <u>policy</u> rather than objective – if data is available Lifetime Homes (or Ecohomes / BREEAM) could be indicators.</p> <p>Energy efficiency of housing is already covered under EN7.</p>

Objective & sub-objectives consulted on May/June 2005	Comments made relating to this objective/sub-objectives	Revised objective/sub-objectives	Recommended indicator(s)	Council's response to comments/ Reason for revision
			<ul style="list-style-type: none"> <li>• Vacant private sector dwellings returned to occupation</li> <li>• Empty properties in the private sector</li> </ul>	
<p>S7 Reduce crime and perceptions of crime</p> <ul style="list-style-type: none"> <li>• Reduce incidence of crime and anti-social activity against individuals, communities, businesses and property</li> <li>• Reduce fear of crime and anti-social activity</li> </ul>	<p>Manchester FoE suggested adding sub-objective on promoting design that discourages crime.</p>	<p>No change in wording</p>	<ul style="list-style-type: none"> <li>• Vehicle crimes</li> <li>• Domestic burglaries</li> <li>• Robbery rate</li> <li>• Residents feeling safe walking alone during daytime in their local area</li> <li>• Residents feeling safe alone after dark in their local area</li> <li>• Residents' perceptions of anti-social behaviour</li> </ul>	<p>FoE suggested addition: more appropriate as potential <u>policy</u> than SA objective.</p>
<p>S8 Encourage a sense of community well-being and engagement</p> <ul style="list-style-type: none"> <li>• Promote local community networks and organisations</li> <li>• Provide opportunities and support for engagement and role in decision-making</li> <li>• Encourage strong and positive relationships between people from</li> </ul>	<p>Manchester FoE suggested sub-objectives on supporting local community and voluntary action, promoting citizenship, and fair access to/distribution of resources across the community.</p> <p>Resident 3 suggested inclusion of the following sub-objective: - encourage sense of belonging through</p>	<p>No change in wording</p>	<ul style="list-style-type: none"> <li>• Residents who have worked in a voluntary capacity over the last 12 months</li> <li>• Residents believing they can be involved in local decision making</li> <li>• Residents perception of extent to which they can influence decisions in their area</li> <li>• Residents believing that people from different</li> </ul>	<p>We have included an indicator relating to 'local community and voluntary action'; 'citizenship' is essentially covered by the existing sub-objectives; access to/distribution of resources across the community is covered by other objectives, in particular S9.</p> <p>Re. 'encourage sense of belonging through townscape continuity and identity' – 'sense of belonging' would be hard to measure; townscape continuity and identity</p>

Objective & sub-objectives consulted on May/June 2005	Comments made relating to this objective/sub-objectives	Revised objective/sub-objectives	Recommended indicator(s)	Council's response to comments/ Reason for revision
different backgrounds and communities	townscape continuity and identity.		backgrounds get on well together in their area	might be better dealt with as potential LDF policy (the concept of 'townscape continuity' would need to be clarified).
<p>S9 Ensure people's needs are met locally</p> <ul style="list-style-type: none"> <li>• Improve local access for all to local and district centres</li> <li>• Improve services and facilities in local and district centres</li> </ul>	Manchester FoE suggested adding specific examples of services and facilities.	No change in wording	<ul style="list-style-type: none"> <li>• Residents finding it easy to access local services and amenities</li> </ul>	Where appropriate, we have sub-objectives relating to particular uses, including S4 & EN4. There is no need to be more specific here.
<p>S10 Improve provision of efficient, inclusive and affordable transport systems</p> <ul style="list-style-type: none"> <li>• Encourage efficient non-car modes</li> <li>• Improve affordable alternatives to car</li> <li>• Improve accessible alternative to car</li> <li>• Encourage efficient travel patterns (less travelling/shorter journeys/less congestion)</li> </ul>	Manchester FoE suggested moving 'road safety' sub-objective from En1 to S10; rewording first sub-objective to 'encourage walking, cycling and use of public transport'; adding sub-objective on improving facilities for walking and cycling.	<p>S10 Improve provision and use of efficient, inclusive and affordable transport systems</p> <ul style="list-style-type: none"> <li>• Improve provision and use of public transport</li> <li>• Improve provision for and participation in walking and cycling</li> <li>• Encourage efficient travel patterns</li> </ul>	<ul style="list-style-type: none"> <li>• Use of public transport (passenger journeys by bus per year (millions of journeys))</li> <li>• Annual bus mileage</li> <li>• No. of residents within 500m of a bus stop, train station or Metrolink stop *</li> <li>• Trips made to Regional Centre by cycle</li> <li>• Ease of use of footpaths</li> <li>• Children walking or cycling to primary school</li> <li>• Trips made to Regional Centre by means other than private car</li> </ul>	<p>'Road safety' still considered to fit best under 'effects of traffic' rather than provision of transport systems.</p> <p>The other suggestions from FoE are covered by our revisions.</p> <p>We have included 'and use' because provision only adds to sustainability if it is used, and there are good indicators of such use.</p> <p>We feel that the 3 revised sub-objectives are generally clearer and better matched to indicator availability.</p>
En1 Reduce the effect of traffic on the environment	Manchester FoE suggested moving 'road	En1 Reduce the effects of traffic on the environment	<ul style="list-style-type: none"> <li>• People killed or</li> </ul>	We have replaced 'reduce traffic congestion' with 'reduce motorised

Objective & sub-objectives consulted on May/June 2005	Comments made relating to this objective/sub-objectives	Revised objective/sub-objectives	Recommended indicator(s)	Council's response to comments/ Reason for revision
<ul style="list-style-type: none"> <li>• Reduce traffic congestion</li> <li>• Reduce heavy goods traffic, particularly on non-classified roads</li> <li>• Increase proportion of journeys by non-car modes</li> <li>• Improve road safety for all users, particularly children</li> <li>• Reduce traffic-related emissions</li> </ul>	<p>safety' to S10; adding sub-objective on reducing volume of all traffic; increasing non-car journeys; increasing vehicle occupancy.</p>	<ul style="list-style-type: none"> <li>• Improve road safety for all users, particularly children</li> <li>• Reduce motorised traffic</li> <li>• Reduce traffic-related emissions</li> </ul>	<p>seriously injured in road traffic collisions</p> <ul style="list-style-type: none"> <li>• Children killed or seriously injured in road traffic collisions</li> <li>• Traffic growth on A &amp; B roads</li> <li>• Estimated distance travelled by cars per capita</li> <li>• Nitrogen dioxide emissions *</li> <li>• Emissions of CO2 *</li> <li>• Emissions of particulates *</li> </ul>	<p>traffic' because the volume of traffic can be measured and data is available (<i>check</i>) but 'congestion' is much harder to measure (no available data).</p> <p>The sub-objective:</p> <ul style="list-style-type: none"> <li>• Reduce heavy goods traffic, particularly on non-classified roads</li> </ul> <p>has been deleted following advice from Transport Policy via the consultants.</p> <p>The sub-objective:</p> <ul style="list-style-type: none"> <li>• Increase proportion of journeys by non-car modes</li> </ul> <p>is now covered under S10.</p> <p>FoE comments:</p> <p>'Road safety' – see above.</p> <p>Reduce volume of all motorised traffic – see above;</p> <p>'non-car journeys' – see above;</p> <p>'vehicle occupancy' – link to Planning is too tenuous.</p>
<p>En2 Improve air quality</p> <ul style="list-style-type: none"> <li>• To reduce emission of air borne pollutants</li> </ul>	<p>Manchester FoE suggested a sub-objective to keep air-pollution below</p>	<p>No change in wording</p>	<ul style="list-style-type: none"> <li>• Days on which air pollution reaches moderate levels</li> </ul>	<p>Targets will be included in the Scoping Report and performance will be compared to them via the baseline report and annual</p>



Objective & sub-objectives consulted on May/June 2005	Comments made relating to this objective/sub-objectives	Revised objective/sub-objectives	Recommended indicator(s)	Council's response to comments/ Reason for revision
from all sources.	Govt and EU target levels.			monitoring.
<p>En3 Improve water quality</p> <ul style="list-style-type: none"> <li>Improve quality of rivers, canals, surface water, groundwater (with regard to pollutants and nutrients)</li> </ul>	<p>Manchester FoE suggested a sub-objective to maintain and enhance the quality of drinking water.</p>	<p>No change in wording</p>	<ul style="list-style-type: none"> <li>Rivers of good or fair biological quality</li> <li>Rivers of good or fair chemical quality</li> <li>Quality (Nitrogen concentration) of ground water</li> </ul>	<p>Drinking water quality – link to Planning is too tenuous.</p> <p>Very difficult to judge city-wide or broad planning policies against this objective; but maybe leave in to flag up issue for policy writing, and for appraisal of non-planning policies/programmes?</p>
<p>En4 Maintain and enhance the quality of the physical environment</p> <ul style="list-style-type: none"> <li>Reduce the amount of derelict, underused and neglected (DUN) land</li> <li>Reduce no. of sites of potential concern with respect to contamination</li> <li>Increase percentage of homes built on previously developed land</li> <li>Increase number of Local Nature Reserves and green flag parks</li> <li>Maintain and enhance</li> </ul>	<p>Red Rose Forest suggested an additional measure under En4: "Increase in woodland cover and the urban tree stock."</p> <p>Manchester FoE suggested additional sub-objectives on light and noise pollution, dust, odours, litter and graffiti, soil quality and fertility.</p>	<p>En4 Maintain and enhance the quality of the environment:</p> <ul style="list-style-type: none"> <li>Reduce the amount of derelict, underused and neglected (DUN) land</li> <li>Reduce no. of sites of potential concern with respect to contamination</li> <li>Increase percentage of homes built on previously developed land</li> <li>Increase percentage of other development on previously developed land;</li> <li>Maintain and enhance formal and informal open space</li> <li>Maintain and enhance the local urban environment</li> </ul>	<ul style="list-style-type: none"> <li>Previously developed land now vacant</li> <li>Previously developed land and buildings which has been redeveloped or is under construction</li> <li>Area of derelict land and buildings (in hectares)</li> <li>Hectares of contaminated land remediated</li> <li>Percentage of new and converted dwellings built on previously developed land</li> <li>Homes built at density of more than 50 dwellings per hectare</li> <li>Percentage of other</li> </ul>	<p>1. Agreed with advice from the Consultants that the LNR and Green Flag sub-objective was more appropriate as <u>indicators</u> under the sub-objective</p> <ul style="list-style-type: none"> <li>Maintain and enhance formal and informal open space</li> </ul> <p>2. Added sub-objective:</p> <ul style="list-style-type: none"> <li>Increase percentage of other development on previously developed land;</li> </ul> <p>in response to comments from FoE (under En7, En10, Ec3), and from Resident 3 (under En7).</p> <p>3. Agreed with suggestion from Red Rose Forest, and this would link to the 'Net increase in tree</p>

Objective & sub-objectives consulted on May/June 2005	Comments made relating to this objective/sub-objectives	Revised objective/sub-objectives	Recommended indicator(s)	Council's response to comments/ Reason for revision
<p>formal and informal open space</p> <ul style="list-style-type: none"> <li>Maintain and enhance the local urban environment</li> <li>Improve the waterways environment</li> <li>Improve access to all public open space and waterways</li> </ul>		<ul style="list-style-type: none"> <li>Improve the waterways environment</li> <li>Improve access to all public open space and waterways</li> <li>Increase woodland cover and the urban tree stock</li> </ul>	<p>development built on previously developed land</p> <ul style="list-style-type: none"> <li>Number of Local Nature Reserves</li> <li>Number of Green Flag open spaces</li> <li>Residents satisfied with cleanliness of local area</li> <li>Public buildings accessible to disabled people</li> <li>Kilometres of river bank/canal brought back into active management</li> <li>Dwellings within x km of natural green space at least y ha in size *</li> <li>Net increase in tree cover</li> </ul>	<p>cover' indicator already identified for the SA (and Greening Manchester.)</p> <p>4. FoE suggested additions:</p> <ul style="list-style-type: none"> <li>Light and noise pollution – hard to measure, and more appropriate as subject of potential <u>policy</u> than SA objective;</li> <li>dust and odours, litter and graffiti – hard to measure but the indicator 'Residents satisfied with cleanliness of local area' from the local Quality of Life survey will give some indication of this.</li> <li>Soil quality and fertility – in the Manchester context, it is more appropriate to consider the quality of the land for urban (rather than rural) uses – hence derelict, underused and neglected (DUN) land, and contamination, are more appropriate sub-objectives.</li> </ul>
<p>En5 Maintain and enhance biodiversity, habitats and species</p> <ul style="list-style-type: none"> <li>Conserve and enhance habitats</li> </ul>	<p>Manchester FoE suggested additional sub-objectives on habitat creation, tree cover, wildlife corridors and</p>	<p>En5 Maintain and enhance biodiversity, habitats and species</p> <ul style="list-style-type: none"> <li>Conserve and enhance the natural environment</li> </ul>	<ul style="list-style-type: none"> <li>Sites designated for nature conservation (incl. SBIs, LNRs, SSSIs)</li> </ul>	<p>Sub-objective 'Maintain and enhance sites of biological interest (SBI's)' is now covered by an <u>indicator</u> under the sub-objective</p>

Objective & sub-objectives consulted on May/June 2005	Comments made relating to this objective/sub-objectives	Revised objective/sub-objectives	Recommended indicator(s)	Council's response to comments/ Reason for revision
<ul style="list-style-type: none"> <li>• Conserve and enhance species diversity, and in particular avoid harm to protected species</li> <li>• Maintain and enhance sites of biological interest (SBI's)</li> <li>• Improve image of Manchester as a Green City</li> </ul>	<p>networks.</p> <p>GMEU suggested the following detailed objectives (with potential indicators):</p> <ul style="list-style-type: none"> <li>• Conserve and enhance the natural environment</li> <li>• Conserve and enhance species diversity</li> <li>• Protection of international, national, and local sites of nature conservation importance</li> <li>• Protection of priority habitats as listed in the National/GM/local Biodiversity Action Plan (BAP)</li> <li>• Protection of protected species and priority BAP species</li> <li>• Promotion of the retention and appropriate management of important landscape features</li> </ul> <p>Improvement of the natural environment, particularly</p>	<p>including important landscape features, and in particular avoid harm to protected and priority habitats</p> <ul style="list-style-type: none"> <li>• Conserve and enhance species diversity, and in particular avoid harm to protected and priority species</li> </ul>	<ul style="list-style-type: none"> <li>• No of SBIs</li> <li>• Increase in priority habitats</li> <li>• Hectares of open space with a biodiversity emphasis</li> <li>• Practical projects run with a biodiversity emphasis</li> <li>• Species population indices</li> <li>• New developments with a biodiversity emphasis</li> <li>• Cases of wildlife crime reported</li> </ul>	<ul style="list-style-type: none"> <li>• Conserve and enhance habitats</li> </ul> <p>Sub-objective 'Improve image of Manchester as a Green City' has been removed since no suitable indicator has been found at the present time.</p> <p>Re. FoE suggested additions:</p> <ul style="list-style-type: none"> <li>• Tree cover – see above under EN4;</li> <li>• Habitat creation, wildlife corridors and networks – are covered by</li> <li>• Conserve and enhance habitats</li> </ul> <p>Indicators relating to these specific aspects are not currently available, but may be developed in the future by GMEU.</p> <p>Re. GMEU suggestions: all the bullet points should be covered by the revised sub-objectives under EN5; we will investigate the feasibility of adding the suggested additional indicators to monitor this objective.</p>

Objective & sub-objectives consulted on May/June 2005	Comments made relating to this objective/sub-objectives	Revised objective/sub-objectives	Recommended indicator(s)	Council's response to comments/ Reason for revision
	<p>creating, restoring and enhancing priority BAP habitats and increasing species populations (including reducing habitat fragmentation).</p>			
<p>En6 Protect and enhance sites, features and areas of historical, archaeological and cultural value</p>	<p>Manchester FoE suggested additional sub-objectives on using architectural design to enhance local character and help conserve historic buildings, and improving awareness of/access to historic sites.</p> <p>Resident 3 suggested inclusion of the following sub-objective:</p> <ul style="list-style-type: none"> <li>maintain surviving traces of the 'original modern' industrial city</li> </ul>	<p>En6 Protect and enhance sites, features and areas of historical and archaeological value</p> <ul style="list-style-type: none"> <li>Protect and enhance listed buildings</li> <li>Protect and enhance conservation areas</li> <li>Protect and enhance sites of archaeological importance</li> </ul>	<ul style="list-style-type: none"> <li>Number of Buildings of Grade I and II* at risk of decay</li> <li>Number of Buildings of Grade II at risk of decay</li> <li>% of Conservation Areas with up-to-date character appraisal</li> <li>Archaeological site appraisals completed *</li> </ul>	<p>Agreed with advice from the Consultants that EN6 needed to be broken down into sub-objectives for appraisal and monitoring purposes.</p> <p>Reference to <u>cultural</u> value removed from this objective, since no suitable indicator found, and advice from Consultants that it would be better considered under EC2 sub-objective</p> <ul style="list-style-type: none"> <li>Increase Manchester's role as a visitor destination.</li> </ul> <p>FoE suggested additions re.</p> <ul style="list-style-type: none"> <li>using architectural design would be more appropriate as potential <u>policy</u> than sub-objective;</li> <li>awareness/access to historic sites – disabled access to public buildings covered as an indicator under the sub-objective</li> </ul>

Objective & sub-objectives consulted on May/June 2005	Comments made relating to this objective/sub-objectives	Revised objective/sub-objectives	Recommended indicator(s)	Council's response to comments/ Reason for revision
				<ul style="list-style-type: none"> <li>Maintain and enhance the local urban environment</li> <li>Apart from this, no suitable indicators currently available</li> </ul> <p>Resident 3 – maintain surviving traces of the ‘original modern’ industrial city – this should be covered in part by the new sub-objectives, and may be better dealt with through LDF policy.</p>
<p>En7 Ensure the prudent use of natural resources Increase energy efficiency in:</p> <ul style="list-style-type: none"> <li>Domestic households</li> <li>Local Authority Buildings</li> <li>Other</li> </ul> <p>Increase proportion of energy needs being met from renewable sources</p> <ul style="list-style-type: none"> <li>Domestic households</li> <li>Local Authority Buildings</li> <li>Other</li> </ul> <p>Reduce water consumption</p> <p>Increase proportion of building materials from sustainable sources</p>	<p>GMGU suggested the following objective:</p> <ul style="list-style-type: none"> <li>to ensure the prudent use of natural resources <u>encouraging where possible the use of secondary and reprocessed materials</u> (in place of primary minerals).</li> </ul> <p>Resident 3 suggested inclusion of the following sub-objective:</p> <ul style="list-style-type: none"> <li>extend recycling of redundant buildings.</li> </ul> <p>Manchester FoE suggested making all 4 sub-objectives apply to “all buildings, including those</p>	<p>En7 Ensure the prudent use of natural resources Increase energy efficiency in:</p> <ul style="list-style-type: none"> <li>Domestic households</li> <li>Local Authority Buildings</li> <li>Other buildings</li> </ul> <p>Increase proportion of energy needs being met from renewable sources in:</p> <ul style="list-style-type: none"> <li>Domestic households</li> <li>Local Authority Buildings</li> <li>Other buildings</li> </ul> <p>Reduce water consumption <u>per capita</u></p> <p>Increase proportion of building materials from sustainable sources.</p>	<ul style="list-style-type: none"> <li>Energy saving improvements</li> <li>Improvement in domestic energy efficiency</li> <li>Energy use of local authority operational buildings</li> <li>Energy used by the local authority generated from a renewable source</li> <li>Amount of water consumed *</li> <li>Water leakage *</li> <li>Abstractions *</li> <li>Number of new developments achieving very good or excellent under BREEAM</li> </ul>	<p>Add <u>‘per capita’</u> so that any population increase does not skew figures.</p> <p>Advice from GMGU to add ‘Encouraging where possible the use of secondary and reprocessed materials (in place of primary minerals)’ is better dealt with as the subject of a potential LDF policy.</p> <p>Re. Resident 3 ‘s suggestion: ‘Extend recycling of redundant buildings’ is essentially covered by 4<sup>th</sup> sub-objective under EN7, and by EN4.</p> <p>Re. FoE’s suggestions:</p> <ul style="list-style-type: none"> <li>For energy efficiency and</li> </ul>

Objective & sub-objectives consulted on May/June 2005	Comments made relating to this objective/sub-objectives	Revised objective/sub-objectives	Recommended indicator(s)	Council's response to comments/ Reason for revision
	<p>in the domestic, public and commercial sectors"; also suggested additional sub-objectives relating to re-use of existing buildings, use of greenfield land, residential densities, rainwater harvesting/grey water usage, post construction BREEAM rating of 'excellent' for all new buildings.</p>			<p>energy from renewables, data is collected for these different building 'types'; for water and building materials it is not.</p> <ul style="list-style-type: none"> <li>The re-use of existing buildings, use of greenfield land, residential densities, and BREEAM ratings are covered by sub-objectives or indicators under EN4.</li> <li>Rainwater harvesting/grey water usage would be means of achieving 'reduce water consumption', but would be more appropriate as a possible LDF policy.</li> </ul> <p>(It is difficult to judge most planning policies against this objective – it might be better addressed by specific policies relating to resource use in building/by buildings. Alternatively, it could be included under a broader objective, and measured via BREEAM indicator.)</p>
<p>En8 Reduce contribution to climate change</p> <ul style="list-style-type: none"> <li>Reduce carbon emissions through improvements in domestic energy</li> </ul>	<p>Manchester FoE suggested re-wording sub-objective to:', rather than '...improvements to domestic energy efficiency' which is already</p>	<p>En8 Reduce contribution to climate change</p> <ul style="list-style-type: none"> <li>'Minimise greenhouse gas emissions, particularly carbon dioxide and methane</li> </ul>	<ul style="list-style-type: none"> <li>Change in CO2 emissions from domestic use</li> <li>Emissions of CO2 (from En1) *</li> </ul>	<p>Sub-objective originally worded in line with advice from council officers, however no satisfactory indicator identified.</p> <p>Agree with suggestion from FoE, although indicator availability will</p>

Objective & sub-objectives consulted on May/June 2005	Comments made relating to this objective/sub-objectives	Revised objective/sub-objectives	Recommended indicator(s)	Council's response to comments/ Reason for revision
efficiency	covered by EN7.			need to be investigated.
<p>En9 Reduce impact of climate change</p> <ul style="list-style-type: none"> <li>Minimise risk of flooding &amp; increase use of Sustainable Urban Drainage Systems (SUDS)</li> <li>Reduce risk of subsidence</li> <li>Reduce risk of storm damage to property</li> </ul>	<p>Resident 1 commented that, in relation to storm damage, particular attention should be paid to the potential wind-generating effects of buildings.</p>	<p>En9 Reduce impact of climate change</p> <ul style="list-style-type: none"> <li>Minimise risk of flooding &amp; increase use of Sustainable Urban Drainage Systems (SUDS)</li> </ul>	<ul style="list-style-type: none"> <li>New developments incorporating Sustainable Urban Drainage Systems</li> <li>New dwellings in "high risk" flood areas *</li> </ul>	<p>'Reduce risk of subsidence' and 'Reduce risk of storm damage to property' removed on the advice from the Consultants due to lack of suitable indicators. They may well be better dealt with as LDF policy anyway.</p> <p>The 'potential wind-generating effects of buildings', one aspect of reducing the risk of storm damage, would be more appropriate as a possible criteria in LDF policy.</p> <p>(Difficult to judge most planning policies against this objective – it might be better addressed by specific policies relating to flood risk/SUDS.)</p>
<p>En10 Minimise the production of waste</p> <ul style="list-style-type: none"> <li>Reduce consumption of materials and resources</li> <li>To maximise the amount of waste diverted from landfill through recovery and recycling</li> </ul>	<p>GMGU suggested the following objective:</p> <ul style="list-style-type: none"> <li>to manage waste sustainably, minimise waste, its production, and increase re-use, recycling and recovery rates.</li> </ul> <p>Manchester FoE suggested additional sub-</p>	<p>En10 Minimise the production of waste, manage waste sustainably, and increase re-use, recycling and recovery rates</p> <ul style="list-style-type: none"> <li>To maximise the amount of waste diverted from landfill through recovery and recycling</li> <li>Reduce household waste going to landfill</li> </ul>	<ul style="list-style-type: none"> <li>% of waste being recycled/composed</li> <li>Waste arising per head</li> </ul>	<p>Remove 'Reduce consumption of materials and resources'; it is essentially covered by En4 and En7 already.</p> <p>Add 'manage waste sustainably, and increase re-use, recycling and recovery rates' following advice from GMGU.</p> <p>FoE comments:</p>

Objective & sub-objectives consulted on May/June 2005	Comments made relating to this objective/sub-objectives	Revised objective/sub-objectives	Recommended indicator(s)	Council's response to comments/ Reason for revision
<ul style="list-style-type: none"> <li>Reduce household waste going to landfill</li> </ul>	<p>objectives on repair and re-use, diverting commercial waste from landfill, composting, recycling, and use of recycled products/materials.</p>			<p>Landfill, composting, and recycling are already dealt with by the sub-objectives and indicators for En10;</p> <p>Repair and re-use are essentially covered by En4:</p> <ul style="list-style-type: none"> <li>Increase percentage of homes built on previously developed land</li> <li>Increase percentage of other development built on previously developed land;</li> <li>and by En6</li> <li>Protect and enhance listed buildings;</li> </ul> <p>The use of recycled products/materials is dealt with under EN7</p> <ul style="list-style-type: none"> <li>Increase proportion of building materials from sustainable sources.</li> </ul> <p>(Difficult to judge most planning policies against this objective – it might be better addressed by specific policies relating to recycling facilities.)</p>
<p>Ec1 Encourage a thriving economy based on the industries of the future</p> <ul style="list-style-type: none"> <li>Improve business development and</li> </ul>	<p>Environment Network for Manchester (EN4M):</p> <ul style="list-style-type: none"> <li>Ec1 is not appropriate for a <i>Sustainability</i></li> </ul>	<p>Ec1 Encourage a (? strong &amp;) stable economy</p> <ul style="list-style-type: none"> <li>Improve the resilience of business and the economy</li> </ul>	<ul style="list-style-type: none"> <li>Survival rates of VAT registered businesses</li> <li>Net change in VAT registered enterprises</li> </ul>	<p>EC1 and EC2 have been revised following advice from the Consultants that they were difficult to interpret and to disentangle.</p>



Objective & sub-objectives consulted on May/June 2005	Comments made relating to this objective/sub-objectives	Revised objective/sub-objectives	Recommended indicator(s)	Council's response to comments/ Reason for revision
<p>enhance competitiveness</p> <ul style="list-style-type: none"> <li>• Improve the resilience of business and the economy</li> <li>• Promote employment growth in key sectors including knowledge-based industries, financial and business sector, creative and culture sector, biotechnology and airport related industries.</li> </ul>	<p>Appraisal;</p> <ul style="list-style-type: none"> <li>• Ec1 is in conflict Ec2, the latter contributes far more to sustainability and creating sustainable communities than Ec1.</li> </ul> <p>Manchester FoE suggested removing 'airport related industries' and including industries related to sustainable energy and recycling; also adding sub-objectives on R&amp;D, emerging technologies, links between firms, and business clusters.</p>		<ul style="list-style-type: none"> <li>• Employment in social economy organisations</li> </ul>	<p>'Employment in social economy organisations' (from EC2) is now included as an <u>indicator</u> under the revised EC1.</p> <p>The revised versions should deal with EN4M's concerns.</p> <p>Reference to specific sectors of the economy have now been removed since we understand that suitable indicators are not currently available to monitor individual sectors.</p>
<p>Ec2 Encourage a strong and growing local economy</p> <ul style="list-style-type: none"> <li>• Promote and develop social and community enterprise</li> </ul>	<p>Resident 3 suggested inclusion of the following sub-objective:</p> <ul style="list-style-type: none"> <li>• use historic environment to reinforce unique 'original modern' brand.</li> </ul> <p>Manchester FoE suggested sub-objectives relating to local independent businesses, local supply chains for goods and services, and</p>	<p>Ec2 Encourage a growing economy</p> <ul style="list-style-type: none"> <li>• Improve business development and enhance competitiveness</li> <li>• Increase Manchester's role as a visitor destination</li> </ul>	<ul style="list-style-type: none"> <li>• GVA per capita</li> <li>• Business start-ups (number of new VAT registered enterprises)</li> <li>• Number of overnight visits to the city</li> </ul>	<p>Advice from the Consultants that EC1 and EC2 were difficult to interpret and to disentangle.</p> <p>'Employment in social economy organisations' is now included as an indicator under the revised EC1.</p> <p>Resident 3's suggestion – 'use historic environment to reinforce unique 'original modern' brand' would probably help to 'increase</p>

Objective & sub-objectives consulted on May/June 2005	Comments made relating to this objective/sub-objectives	Revised objective/sub-objectives	Recommended indicator(s)	Council's response to comments/ Reason for revision
	retaining existing businesses.			<p>Manchester's role as a visitor destination, but would be better dealt with through LDF policy than SA objective.</p> <p>Re.FoE's suggestions:</p> <p>local independent businesses, and retaining existing businesses, are covered by Ec3</p> <ul style="list-style-type: none"> <li>• Encourage indigenous business;</li> </ul> <p>local supply chains for goods and services are essentially covered under S9</p> <ul style="list-style-type: none"> <li>• Improve services and facilities in local and district centres.</li> </ul>
<p>Ec3 Encourage and accommodate both indigenous and inward investment</p> <ul style="list-style-type: none"> <li>• Encourage indigenous business</li> <li>• Encourage inward investment</li> <li>• Enhance the image of the area as a business location</li> <li>• Make land and property available for development</li> <li>• Encourage additional</li> </ul>	<p>Manchester FoE suggested re-wording 4<sup>th</sup> sub-objective to refer to brownfield land and existing buildings; also suggested replacing 5<sup>th</sup> sub-objective with one relating to improving skills of local people.</p>	<p>Ec3 Encourage and accommodate both indigenous and inward investment:</p> <ul style="list-style-type: none"> <li>• Encourage indigenous business</li> <li>• Encourage inward investment</li> <li>• Encourage additional skilled workers to the area</li> </ul>	<p>➤ Proportion of those employed as unskilled workers</p>	<p>Remove sub-objectives:</p> <ul style="list-style-type: none"> <li>• Enhance the image of the area as a business location</li> <li>• Make land and property available for development</li> <li>• as no suitable indicators have been found; the latter can only be measured via our monitoring of land/buildings with planning permission. These issues may well be better dealt with as LDF policy anyway.</li> </ul> <p>Re. FoE suggestions:</p>

Objective & sub-objectives consulted on May/June 2005	Comments made relating to this objective/sub-objectives	Revised objective/sub-objectives	Recommended indicator(s)	Council's response to comments/ Reason for revision
skilled workers to the area				<ul style="list-style-type: none"> <li>• <u>brownfield</u> land and <u>existing buildings</u> – we agree that the suggested rewording would be better, but, as outlined above, no suitable indicators have been found; however, we have added an additional sub-objective under En4</li> <li>• increase percentage of other development built on previously developed land;</li> <li>• improving skills of local people – this is already covered by objective S5.</li> </ul>
Ec4 Encourage socially and environmentally responsible business <ul style="list-style-type: none"> <li>• Encourage ethical trading</li> <li>• Encourage good employee relations and management practices</li> <li>• Encourage companies to use environmental management systems</li> </ul>	Manchester FoE suggested sub-objectives relating to existing businesses, homeworking and green travel plans, resource use and recycling.	No change to wording	<ul style="list-style-type: none"> <li>• Cafes and restaurants serving Fairtrade products</li> <li>• Shops selling fair trade products</li> <li>• Organisations with an Investors in People award</li> <li>• Companies registered as using environmental management systems</li> </ul>	'Existing businesses' are covered by Ec3; 'Homeworking and green travel plans' are covered by S10; 'Resource use' is covered by EN7, and 'recycling' is covered by EN10.  (Difficult to judge planning policies against this objective since it's relationship to planning is tenuous at best.)
Ec5 Enable businesses and communities to benefit from the opportunities offered by ICT	No comments	No change to wording		(Difficult to judge most planning policies against this objective – it might be better addressed by specific policies relating to ICT infrastructure.)

## B.2 Amendments to SA Objectives and Sub-objectives – November 2005

Written responses to the Draft Sustainability Appraisal Scoping Report (October/November 2005) were received from:

- The Countryside Agency, North West Regional Office
- Environmental Strategy, MCC
- Community Network for Manchester (CN4M)
- Ramblers' Association, Manchester & High Peak Area
- Government Office North West
- Chorlton Civic Society
- Environment Network for Manchester (EN4M)
- English Heritage
- Greater Manchester Cycling Campaign (GMCC)
- Manchester Social Enterprise Forum
- English Nature
- United Utilities
- Policy Unit (Analysis) , Chief Executives Dept, MCC
- Manchester FoE
- North West Regional Assembly (NWRA)
- Manchester Disabled People's Access Group (MDPAG)
- Manchester Joint Health Unit & Central Manchester Primary Care Trust (JHU & PCT)
- Environment Agency
- 1 Independent resident (Respondent 12)
- 2 unknowns (Respondents 3 & 4)

Table B.2 - Proposed Revisions to the Draft SA Scoping Report following the October/November 2005 Consultation

Objective & sub-objectives consulted on in Draft Scoping Report Oct/Nov 2005	Recommended indicator(s) in Draft Scoping Report	Comments made relating to this objective/sub-objectives	Response to comments/ Reason for revision	Proposed revisions by Council
S1 Reduce poverty To reduce multiple deprivation: <ul style="list-style-type: none"> <li>• Income deprivation</li> </ul>	<ul style="list-style-type: none"> <li>• Ranking of Index of Multiple Deprivation (IMD) 2004</li> <li>• Super Output Areas</li> </ul>	JHU & PCT joint response suggested that the IMD is a one-off indicator which is not therefore very useful, and its components are measured	<i>We agree that the components of this objective, based on the IMD indicator, are all covered by other objectives, and that the IMD</i>	OBJECTIVE S1 Reduce poverty To reduce multiple deprivation:

Objective & sub-objectives consulted on in Draft Scoping Report Oct/Nov 2005	Recommended indicator(s) in Draft Scoping Report	Comments made relating to this objective/sub-objectives	Response to comments/ Reason for revision	Proposed revisions by Council
<ul style="list-style-type: none"> <li>• Employment deprivation</li> <li>• Health deprivation &amp; disability</li> <li>• Education, skills &amp; training deprivation</li> <li>• Barriers to housing and services</li> <li>• Crime</li> <li>• Living environment deprivation</li> </ul>	<p>(SOAs) in most deprived 10%</p>	<p>elsewhere anyway.</p>	<p><i>has limitations as an indicator in this context, but it is the only indicator that attempts to bring together the different components of 'poverty' into one overall measure.</i></p> <p><i>For appraisal purposes, it is necessary to break down this broad definition of 'poverty' into its components. These components are covered elsewhere in the set of SA objectives by other, more specific, objectives. It has been decided therefore to appraise the impact of policy on S1 by cross-referencing it to those other objectives, and by summarising the appraisal outcome for these objectives at the end of the appraisal.</i></p>	<ul style="list-style-type: none"> <li>• Income deprivation <b>(covered by S3)</b></li> <li>• Employment deprivation <b>(covered by S3)</b></li> <li>• Health deprivation &amp; disability <b>(covered by S4)</b></li> <li>• Education, skills &amp; training deprivation <b>(covered by S5)</b></li> <li>• Barriers to housing and services <b>(covered by S6, S4 &amp; S9)</b></li> <li>• Crime <b>(covered by S7)</b></li> <li>• Living environment deprivation <b>(covered by S6 &amp; En1)</b></li> </ul>
<p>S2 Increase Manchester's population</p> <ul style="list-style-type: none"> <li>• Increase general population</li> <li>• Increase population with higher level qualifications</li> </ul>	<ul style="list-style-type: none"> <li>• Mid Year Estimate</li> <li>• Working age population qualified to NVQ4 and over</li> </ul>	<p>Respondent 4 questioned the inclusion of an objective to increase Manchester's population.</p> <p>Respondent 12 agrees with Manchester FoE's previous response that this objective should be removed. He argues that population growth exacerbates problems with housing, traffic, consumption, pollution, noise, overcrowding etc. He argues that the focus</p>	<p><i>Our response would remain the same</i></p> <p><i>As above. We agree with the need to increase levels of engagement, education and training in the population, and to reduce worklessness, and this is reflected in the 2<sup>nd</sup> sub-objective of S2, and in S3, S5 and S8.</i></p>	<p>S2 Increase Manchester's population <b>to help sustain better services and amenities to support Neighbourhoods of Choice</b></p> <ul style="list-style-type: none"> <li>• Increase general population</li> <li>• Increase population with higher level qualifications</li> </ul>

Objective & sub-objectives consulted on in Draft Scoping Report Oct/Nov 2005	Recommended indicator(s) in Draft Scoping Report	Comments made relating to this objective/sub-objectives	Response to comments/ Reason for revision	Proposed revisions by Council
		<p>should be on engaging, educating and training the existing population in order to reduce the numbers of non-productive people. He suggests that we consult with the Optimum Population Trust.</p> <p>Policy Unit (Analysis), Chief Execs, questioned whether the 2<sup>nd</sup> sub-objective would be better under S5.</p> <p>Manchester FoE accept our response to their previous comment and suggest new wording for S2: <u>'Increase Manchester's population to the level required to support and sustain quality facilities and services'</u>.</p>	<p><i>It is meant to be a measure of the type of new residents that are being attracted to the City, and therefore fits best under S2.</i></p> <p><i>We welcome the acceptance of this objective. We propose to add some wording, based upon one of the 3 spines in the Local Area Agreement (which is likely to be the basis of the revised Community Strategy), to clarify to others the intention behind it. There are a number of regeneration initiatives in different parts of the City which should help to make these areas successful</i></p>	

Objective & sub-objectives consulted on in Draft Scoping Report Oct/Nov 2005	Recommended indicator(s) in Draft Scoping Report	Comments made relating to this objective/sub-objectives	Response to comments/ Reason for revision	Proposed revisions by Council
		<p>JHU + PCT commented that this objective should focus on specific sections of the population (children and elderly) to reflect City Council objectives to attract more families and to retain older people. They suggest the dependency ratio (ratio of working age population to young and old) as a summary measure.</p>	<p><i>and sustainable in terms of population, housing markets, services and amenities.</i></p> <p><i>As above, the aim is to increase the population to a level that will support successful and sustainable areas; the aim is not to increase any particular group, but to achieve a successful mix that will support a range of services and facilities catering for a range of life-stages.</i></p>	
<p>S3 Reduce economic exclusion</p> <ul style="list-style-type: none"> <li>• Increase employment rates/reducing worklessness</li> <li>• Increase employment rates for Limiting Long Term Illness, disabled, lone parents</li> <li>• Reduce unemployment</li> <li>• Reduce low-income households especially those with children</li> </ul>	<ul style="list-style-type: none"> <li>• Worklessness</li> <li>• Employment rate</li> <li>• Employment rate for those registered under DDA, or with work-limiting disability</li> <li>• Employment rate, lone parents</li> <li>• Unemployment rate</li> <li>• Long term unemployment</li> <li>• Youth unemployment</li> <li>• Income Support claimants</li> <li>• Income Support</li> </ul>	<p>Policy Unit (Analysis), Chief Execs, suggested adding BME to the list in the 2<sup>nd</sup> sub-objective.</p> <p>They also question whether there is a data source for lone parents.</p> <p>Manchester Disabled People's Access Group advised that the 2<sup>nd</sup> sub-objective should say disabled <u>people</u>; also questioned the accuracy of the wording of the 3<sup>rd</sup> indicator: 'Employment rate for those registered under <u>DDA</u>, or with <u>work-limiting disability</u>'.</p>	<p><i>We will include the employment rates for BME groups, and have identified a data source. We already have data for lone parents; need to check it will be updated.</i></p> <p><i>Agree first point; in relation to the 3<sup>rd</sup> indicator, we have found out that the wording comes from the ONS, Annual Local Area Labour Force Survey; ONS state that the LFS questions reflect the provisions of the DDA 1995. Decided to continue using</i></p>	<p>OBJECTIVE S3 Reduce economic exclusion</p> <ul style="list-style-type: none"> <li>• Increase employment rates/reducing worklessness</li> <li>• Increase employment rates for Limiting Long Term Illness, disabled <b>people</b>, lone parents, <b>BME groups</b></li> <li>• Reduce unemployment</li> <li>• Reduce low-income households especially those with children</li> </ul>

Objective & sub-objectives consulted on in Draft Scoping Report Oct/Nov 2005	Recommended indicator(s) in Draft Scoping Report	Comments made relating to this objective/sub-objectives	Response to comments/ Reason for revision	Proposed revisions by Council
	<p>claimants receiving Lone Parent Premium</p> <ul style="list-style-type: none"> <li>Children in households dependent on unemployment benefit</li> </ul>	<p>JHU + PCT suggested having an indicator of the number of people on low wages, as a check that any increased employment is not just in the low-wage economy. Also suggested indicator of economic activity amongst older people (with the aim of increasing this).</p>	<p><i>indicator, slightly re-worded.</i></p> <p><i>Agree a low-wage indicator would be useful; the Low Pay Unit have provided an indicator.</i></p> <p><i>Appreciate there is an issue about economic activity amongst older people but not sure it would be a useful indicator here.</i></p>	<p>INDICATORS</p> <p>Reword 3<sup>rd</sup> indicator:</p> <ul style="list-style-type: none"> <li>Employment rate for those with a disability that limits their day-to-day activities and/or with work-limiting disability</li> </ul> <p>Add additional indicator:</p> <ul style="list-style-type: none"> <li>Employment rate, BME</li> <li>% of jobs vacancies at JobCentres that are low-paid (Govt threshold is £5.06 for the North West)</li> </ul>
<p>S4 Improve health of the population</p> <ul style="list-style-type: none"> <li>Encourage healthy lifestyles</li> <li>Improve access to high quality health facilities/services</li> <li>Improve access to healthy affordable food</li> <li>Reduce accidents</li> <li>Reduce health inequalities</li> <li>Improve availability of healthy, safe and warm homes</li> </ul>	<ul style="list-style-type: none"> <li>Proportion of residents taking regular exercise</li> <li>Proportion of residents with healthy diet</li> <li>Obesity amongst children *</li> <li><u>Accessibility to GP surgeries and hospitals</u> *</li> <li>Proportion of residents within easy reach of a food shop *</li> <li>Proportion of residents involved in accidents</li> <li>Mortality from coronary</li> </ul>	<p>Manchester Disabled People's Access Group suggested 4 additional/amended indicators under 'Improve access to high quality health facilities/services' &amp; 'Improve access to healthy affordable food', to broaden the scope of the indicators to include health (incl. dentists and other health facilities), leisure, sport and exercise facilities, and food shops, and to specifically mention disabled people.</p>	<p><i>We propose to find out if the Accession model can provide us with data on a broader range of health facilities.</i></p> <p><i>To avoid ambiguity, we propose to change the wording of the 4<sup>th</sup> indicator (need to split into two indicators to accommodate this).</i></p> <p><i>We also propose to include an additional indicator from the local Quality of Life survey, based on Q22, sub-section i.</i></p> <p><i>Some of the suggestions will</i></p>	<p>OBJECTIVES</p> <p>S4 Improve health of the population</p> <ul style="list-style-type: none"> <li>Encourage healthy lifestyles</li> <li>Improve access <b>for all, including disabled people</b>, to high quality health facilities/services</li> <li>Improve access to healthy affordable food</li> <li>Reduce health inequalities</li> <li>Improve availability of healthy, safe and warm</li> </ul>



Objective & sub-objectives consulted on in Draft Scoping Report Oct/Nov 2005	Recommended indicator(s) in Draft Scoping Report	Comments made relating to this objective/sub-objectives	Response to comments/ Reason for revision	Proposed revisions by Council
	<p>heart disease</p> <ul style="list-style-type: none"> <li>• Mortality from circulatory diseases</li> <li>• Mortality from suicide</li> <li>• Female life expectancy</li> <li>• Male life expectancy</li> <li>• Home energy rating</li> <li>• Excess winter deaths index</li> </ul>	<p>NWRA commented that the indicators relating to the sub-objective on health inequalities may not in fact show up inequalities, and suggested comparisons between socio-economic groups or wards within the City.</p> <p>JHU + PCT advised that 'life expectancy' and 'mortality' are not ideal indicators in this context since affected by a number of other factors, and are long- rather than short-term outcomes. Suggested instead using a self-assessment question (based on a 2001 Census question) from the Quality of Life survey (Q35 presumably). Also advised that 'accidents' here should be separated from road accidents. Suggested that coronary heart disease indicator not needed if</p>	<p><i>be noted as pointers to LDF policy.</i></p> <p><i>At this stage, for simplicity, we have interpreted 'health inequalities' as differences between Manchester and the national average, in line with Manchester's LPSA2 target 11. Agree that in the future we will probably need to develop (some of) our indicators to identify inequalities within the City.</i></p> <p><i>Life expectancy and mortality indicators are included in Community Strategy; whilst accepting point made, will leave for now and reconsider when reviewing indicators in near future.</i></p> <p><i>Re. 'reduce accidents', it is road/traffic accidents that are most relevant to planning, so will delete this one.</i></p> <p><i>Re. coronary heart disease –</i></p>	<p>homes</p> <p>Remove:</p> <ul style="list-style-type: none"> <li>• <del>Reduce accidents</del></li> </ul> <p>INDICATORS</p> <p>Change the wording of the 4<sup>th</sup> indicator to:</p> <ul style="list-style-type: none"> <li>• 'Proportion of residents within 10 minutes walk/public transport travelling time of a GP surgery';</li> </ul> <p>Add another indicator:</p> <ul style="list-style-type: none"> <li>• 'Proportion of residents within 30 minutes walk/public transport travelling time of a hospital'.</li> </ul> <p>Add another 2 indicators:</p> <ul style="list-style-type: none"> <li>• Proportion of residents who visited sport and leisure facilities (to participate) at least 10 times in the past year;</li> </ul>

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		<p>have circulatory disease one. Also advised including a measure of health inequalities within the City. Noted lack of indicator for ‘...safe...homes’ but acknowledge difficulty of measuring it.</p>	<p><i>accept.</i> <i>Re. health inequalities – see above.</i> <i>Re. ‘...safe...homes’ – need to contact Alison Hartley who suggested the sub-objective.</i></p>	<p>And:</p> <ul style="list-style-type: none"> <li>Proportion of disabled residents who visited sport and leisure facilities (to participate) at least 10 times in the past year;</li> </ul> <p>Remove:</p> <ul style="list-style-type: none"> <li><del>Mortality from coronary heart disease</del></li> </ul>
<p>S5 Improve the qualifications and skills of the resident population</p> <ul style="list-style-type: none"> <li>Improve qualifications and skills of young people</li> <li>Improve qualifications and skills of adults</li> </ul>	<ul style="list-style-type: none"> <li>Educational attainment of 14 year olds (KS3 Maths)</li> <li>Educational attainment of 14 year olds (KS3 English)</li> <li>Educational attainment of 14 year olds (KS3 Science)</li> <li>GCSE results</li> <li>% of 16 to 18 year olds not in education, employment or training</li> <li>Working age residents qualified to NVQ level 3 or above</li> <li></li> </ul>	<p>NWRA commented that there should be more emphasis on basic skills (within either the sub-objectives or the indicators) since this is a particular issue in Manchester.</p>	<p><i>We feel that basic skills are adequately covered by KS3 attainment, but would reconsider if NWRA can suggest a basic skills indicator.</i></p>	

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<p>S6 Extend quality and choice of housing opportunities</p> <ul style="list-style-type: none"> <li>• Reduce homelessness</li> <li>• Increase range of housing for all social groups and household types</li> <li>• Ensure sufficient supply of affordable housing</li> <li>• Reduce number of unfit or empty properties in private sector</li> </ul>	<ul style="list-style-type: none"> <li>• Households accepted by local housing authorities as homeless</li> <li>• People sleeping rough</li> <li>• Proportion of properties in Council Tax band A</li> <li>• Proportion of properties in Council Tax bands B &amp; C</li> <li>• Proportion of properties in Council Tax band D &amp; higher</li> <li>• Local authority housing in non-decent condition</li> <li>• RSL completions</li> <li>• Unfit private sector dwellings made fit or demolished</li> <li>• Vacant private sector dwellings returned to occupation</li> <li>• Empty properties in the private sector</li> </ul>	<p>Chorlton Civic Society commented that S6 should be extended to include all dwellings, without distinction between private and public.</p> <p>Policy Unit (Analysis), Chief Execs, suggested that the 'empty properties' indicator should include public as well as private sector properties.</p> <p>NWRA suggest additional sub-objective relating to resource efficiency of housing, although they accept that it is partially covered under En7.</p> <p>MDPAG suggested amending the 2<sup>nd</sup> sub-objective to refer</p>	<p><i>S6 is intended to cover both private and social sector[?] dwellings. The separation is mainly a result of indicator availability due to the way in which data is collected. One omission might be that the 4<sup>th</sup> sub-objective does not cover the public/social sector, although there is an indicator for this – 'Local authority housing in non-decent condition', and planning has less influence over the public sector.</i></p> <p><i>Need to find out if this is available.</i></p> <p><i>We feel that between En4 and En7 that this is adequately covered, and is more appropriately located within the Environment section.</i></p> <p><i>Agree to add additional sub-</i></p>	<p>OBJECTIVE</p> <p>S6 Extend quality and choice of housing opportunities</p> <ul style="list-style-type: none"> <li>• Reduce homelessness</li> <li>• Increase range of housing for all social groups and household types</li> <li>• <b>Increase range of housing suitable for disabled people</b></li> <li>• Ensure sufficient supply of affordable housing</li> <li>• Reduce number of unfit or empty properties in private sector</li> <li>• <b>Increase amount of housing development of good quality design that enhances the urban character (as defined in Manchester's Guide to Development 2 ??)</b></li> </ul> <p>INDICATORS</p> <p>Add:</p> <ul style="list-style-type: none"> <li>• Proportion of all new dwellings that are either</li> </ul>

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		<p>specifically to disabled people; MDPAG also suggested an additional sub-objective: 'Increase number of accessible properties in the private sector'. Also suggested 5 additional indicators, relating to proportion of properties (including affordable housing) that are accessible or adaptable.</p> <p>JHU + PCT commented that Council Tax is a measure of value rather than range of housing types.</p> <p>Planning Strategy have identified the need for a sub-objective relating to housing design/quality/character.</p>	<p><i>objective to cover disabled people specifically; this then seems to make it unnecessary to add 'Increase number of accessible properties in the private sector'; we will however add indicators for 'the proportion of all new developments that are either accessible or adaptable'; and 'the proportion of all new affordable developments (RSLs?) that are either accessible or adaptable'.</i></p> <p><i>Agree it is a proxy rather than a direct indicator, but we are not aware of an indicator of housing type/size apart from possibly 2001 Census.</i></p> <p><i>See proposed new sub-objective.</i></p>	<p>accessible or adaptable</p> <ul style="list-style-type: none"> <li>• Proportion of all new affordable dwellings (RSLs?) that are either accessible or adaptable</li> <li>• Dwellings in developments accompanied by a satisfactory design statement (as defined in Manchester's Guide to Development 2) – is this a reasonable indicator for once we have adopted <i>Design SPD?</i></li> </ul>
<p>S7 Reduce crime and perceptions of crime</p> <ul style="list-style-type: none"> <li>• Reduce incidence of crime and anti-social activity against individuals, communities, businesses</li> </ul>	<ul style="list-style-type: none"> <li>• Vehicle crimes</li> <li>• Domestic burglaries</li> <li>• Robbery rate</li> <li>• Residents feeling safe walking alone during</li> </ul>	<p>Respondent 12 suggests an additional indicator – the number of ASBOs/the ASBO league position; this would fit best under S7 or S8.</p>	<p><i>It is not clear what it would be telling us so probably not that useful an indicator at this stage; we will consider it again in future reviews of the SA Framework.</i></p>	<p>INDICATORS</p> <p>Add:</p> <ul style="list-style-type: none"> <li>• Disabled residents feeling safe walking alone during daytime in</li> </ul>

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<p>and property</p> <ul style="list-style-type: none"> <li>• Reduce fear of crime and anti-social activity</li> </ul>	<p>daytime in their local area</p> <ul style="list-style-type: none"> <li>• Residents feeling safe alone after dark in their local area</li> <li>• Residents' perceptions of anti-social behaviour</li> </ul>	<p>Policy Unit (Analysis), Chief Execs, suggested additional indicators – ‘criminal damage’ and ‘juvenile nuisance’.</p> <p>MDPAG suggested amending wording of the indicator: ‘Residents feeling safe walking alone during daytime in their local area’ to replace ‘walking’ with the phrase ‘travelling or using pedestrian routes’.</p> <p>JHU + PCT commented that there is no indicator for crime on business; that it would be useful to measure crime inequalities within the City; that ASBOs/reports of ASBOs could</p>	<p><i>We will include these assuming that the data is available (presumably they would not have suggested them otherwise).</i></p> <p><i>The wording is that used in the local Quality of Life survey questionnaire and cannot therefore be changed. However, we take the point and will pass it on to the local Quality of Life survey team. We will include 2 additional indicators, derived from cross-tabulations of Q2 a &amp; b (do you feel safe ... in your local area ...) with Q53 (do you think of yourself as a disabled person?)</i></p> <p><i>An indicator for crime on business has not so far been identified.</i></p> <p><i>Agree that in the future we will probably need to develop (some of) our indicators to identify inequalities within the City.</i></p> <p><i>Re. ASBOs – see above.</i></p>	<p>their local area (70.7%)</p> <ul style="list-style-type: none"> <li>• Disabled residents feeling safe alone after dark in their local area (22.5%)</li> <li>• Criminal damage</li> <li>• Juvenile nuisance</li> </ul>

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		be a measure of ASB.		
<p>S8 Encourage a sense of community well-being and engagement</p> <ul style="list-style-type: none"> <li>• Promote local community networks and organisations</li> <li>• Provide opportunities and support for engagement and role in decision-making</li> <li>• Encourage strong and positive relationships between people from different backgrounds and communities</li> </ul>	<ul style="list-style-type: none"> <li>• Residents who have worked in a voluntary capacity over the last 12 months</li> <li>• Residents believing they can be involved in local decision making</li> <li>• Residents perception of extent to which they can influence decisions in their area</li> <li>• Residents believing that people from different backgrounds get on well together in their area</li> </ul>	<p>NWRA support these sub-objectives.</p> <p>Respondent 12 suggests an additional indicator – the number of ASBOs/the ASBO league position; this would fit best under S7 or S8.</p>	<p><i>Support welcomed</i></p> <p><i>See above under S7.</i></p>	

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<p>S9 Ensure people's needs are met locally</p> <ul style="list-style-type: none"> <li>• Improve local access for all to local and district centres</li> <li>• Improve services and facilities in local and district centres</li> </ul>	<ul style="list-style-type: none"> <li>• Residents finding it easy to access local services and amenities</li> </ul>	<p>Respondent 3 (unknown) suggested an additional sub-objective 'increase the use and availability of locally produced goods, products and services' (see also En1/Ec1).</p> <p>Ramblers' Association commented that S9 is ambiguous – is it about availability or ease of reaching them? Suggested rewording of sub-objectives to: 'Improve the ability of local residents to get to their local and/or district centers' and 'Improve availability of services and facilities in local and district centres'; they suggested replacing '...to access...' with '...to get to their...' in the indicator, and an additional indicator: numbers of post offices, banks, pubs, churches, variety of shops, etc.)</p> <p>Manchester FoE suggest NEF's Clone Town Britain study as model for services and facilities indicator.</p>	<p><i>Not sure it is possible to measure this.</i></p> <p><i>Our intention was to clarify this via the sub-objectives; and to cover (via the 1<sup>st</sup> sub-objective) all issues relating to proximity, transport, routes and disabled access to buildings.</i></p> <p><i>We could consider rewording the sub-objectives, with a separate one for disabled access?</i></p> <p><i>The indicator cannot be reworded as it come from the local QoL survey, and we are not aware of an alternative indicator. We could consider an additional indicator – from Accession.</i></p> <p><i>From my understanding, Clone Town Britain is about the range of retailers – local/independent vs high street chains, not about the range of services per se.</i></p>	<p><b>OBJECTIVE</b> <b>S9 Ensure people's needs are met locally</b></p> <ul style="list-style-type: none"> <li>• Improve <b>the ability of local residents, including disabled people</b>, to get to their nearest local and district centre</li> <li>• Improve <b>availability of</b> services and facilities in local and district centres</li> </ul> <p><b>INDICATORS</b> <b>Add:</b></p> <ul style="list-style-type: none"> <li>• Disabled residents finding it easy to access local services and amenities' (61.6%)</li> <li>• Proportion of residents within easy reach of a local centre (from Accession)</li> <li>• Proportion of residents within easy reach of a district centre (from Accession)</li> </ul> <p><i>[Still no indicators for the 2<sup>nd</sup> sub-objective – Improve services...]</i></p>

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		<p>MDPAG suggest new sub-objective: 'Improve access in the environment and to services and facilities for disabled people', and two potential new indicators.</p> <p>JHU + PCT questioned how 'Residents finding it easy to access local services and amenities' will be measured/source or what will be covered – suggest health centres, leisure centres, food shops, and possibly employment opportunities.</p>	<p><i>We propose to amend the first sub-objective to specifically include disabled people, and to add an additional indicator under it: 'disabled residents finding it easy to access local services and amenities' (from the local Quality of Life survey, Q19, Q53).</i></p> <p><i>Indicator is from the local Quality of Life survey Q19, in which local services and amenities are not defined. Health centres should be covered under S4 – indicator from Accession. It may be possible to add further indicators re. other amenities as Accession develops.</i></p>	
<p>S10 Improve provision and use of efficient, inclusive and affordable transport systems</p> <ul style="list-style-type: none"> <li>• Improve provision and use of public transport</li> <li>• Improve provision for and participation in walking and cycling</li> <li>• Encourage efficient travel patterns</li> </ul>	<ul style="list-style-type: none"> <li>• Use of public transport (passenger journeys by bus per year (millions of journeys))</li> <li>• Annual bus mileage</li> <li>• No. of residents within 500m of a bus stop, train station or Metrolink stop *</li> <li>• Trips made to Regional</li> </ul>	<p>Ramblers' Association suggested amending 5<sup>th</sup> indicator to: 'Ease of use of footpaths <u>and</u> footways' to include pavements.</p> <p>Chorlton Civic Society commented that S10 is the remit of the GMPTA rather than</p>	<p><i>5<sup>th</sup> indicator came from Ramblers' Association!</i></p> <p><i>There may be Highways data about the condition of pavements/ footways – we need to look into that one.</i></p> <p><i>There is interdependence between development (Planning's remit) and the</i></p>	<p>OBJECTIVE S10 Improve provision and use of efficient, inclusive and affordable transport systems</p> <ul style="list-style-type: none"> <li>• Improve provision and use of public transport</li> <li>• <b>Improve access to public transport by disabled people</b></li> <li>• Improve provision for</li> </ul>



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	<p>Centre by cycle</p> <ul style="list-style-type: none"> <li>• Ease of use of footpaths</li> <li>• Children walking or cycling to primary school</li> <li>• Trips made to Regional Centre by means other than private car</li> </ul>	<p>Planning. In particular that the 3<sup>rd</sup> indicator is meaningless because it also depends on the services available at the stop.</p> <p>Manchester FoE suggest including 'road safety' under this objective, and extending the wording to include ...affordable and safe transport systems'.</p> <p>Also suggest a car-sharing indicator under S10 (see below).</p> <p>Manchester FoE also suggest additional indicators, relating to:</p> <ul style="list-style-type: none"> <li>• public transport efficiency and customer satisfaction levels,</li> <li>• train travel</li> <li>• children walking/cycling to secondary school</li> <li>• walking/cycling to place of</li> </ul>	<p><i>provision of transport systems, and whilst GMPTA has more influence, the effect of planning is not negligible. The 3<sup>rd</sup> indicator is not without its limitations, but is nevertheless a useful one. Agree that information on services would add more value to it, if/when available.</i></p> <p>See below.</p> <p><i>Transport efficiency and customer satisfaction – link too tenuous?</i></p> <p><i>Train travel will come under 'Trips made to Regional Centre by means other than private car'; it is not a major mode within the City.</i></p> <p><i>Data is collected for Secondary school children,</i></p>	<p>and participation in walking and cycling</p> <ul style="list-style-type: none"> <li>• Encourage efficient travel patterns</li> </ul> <p>INDICATORS</p> <p><b>Amend:</b></p> <p>Trips made to Regional Centre by cycle <b>or on foot</b></p> <p><b>Add:</b></p> <ul style="list-style-type: none"> <li>• Satisfaction with local bus services (QoL q25)</li> <li>• Satisfaction with local bus services, amongst disabled people (QoL q25/q53)</li> <li>• Children walking, cycling or using public transport to secondary school</li> </ul>

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		<p>employment.</p> <p>NWRA suggested adding an indicator of the number of organisations with workplace travel plans.</p> <p>MDPAG suggest 3 new sub-objectives: 'Improve access to public transport by disabled people'; 'Improve access to information on public transport by disabled people'; 'Increase number of accessible parking spaces in public and private areas'. Also suggest potential indicators relating to each of these possible new sub-</p>	<p><i>and we will add this as an additional indicator (they travel further on average so appropriate to include travel by public transport). Data is sparse for journeys other than those to regional centre; trips to the centre account for by far the largest proportion of journeys to work.</i></p> <p><i>The AMR may monitor the no. of new developments with Travel Plans at some point – if/when this happens it will be added here.</i></p> <p><i>Following meeting with Flick Harris, we decided to include the first of these extra sub-objectives, with an indicator from the local Quality of Life Survey (Q27 – satisfaction with public transport services – amongst those defining themselves as disabled); the 2<sup>nd</sup> sub-objective will be referred on to the PTE; the third could be included but we decided it wouldn't tell us very much.</i></p> <p><i>Bus mileage is an indicator of</i></p>	

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		<p>objectives.</p> <p>JHU + PCTs suggest annual bus mileage not a good measure if buses are sometimes empty. Suggest no. of routes/journeys on quality, accessible, buses. Also suggest need for wider measure of walking/cycling to include adults.</p>	<p><i>availability of buses; agree not a good measure of use. Not aware of indicator for 'routes/journeys on quality, accessible, buses' – could ask PTE/PTA/GMTU.</i></p> <p><i>Re. walking/cycling adults – 'trips to Regional Centre by cycle' will measure mainly adults – should be able to include walking in this indicator – need to check.</i></p>	
		<p><b>Planning Strategy has identified the need for an Objective specifically relating to equality and diversity.</b></p>	<p><b><i>Following advice in the ODPM Guidance, and training on Equality Impact Assessment, we have decided to include this issue as a specific and separate indicator within the SA framework.</i></b></p>	<p><b>OBJECTIVE</b></p> <p><b>S11 Ensure inclusion and equality of opportunity for all, whilst embracing differing needs, values, and customs.</b></p> <p><b>INDICATORS</b></p> <ul style="list-style-type: none"> <li>• <b>Employment rates for LLTI, disabled people, lone parents, BME, youth (under S3)</b></li> <li>• <b>Local Quality of Life Survey indicators such as 'Ease of access to local services and amenities' cross-tabbed against</b></li> </ul>

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				<b>disability, gender and BME</b>
<p>En1 Reduce the effects of traffic on the environment</p> <ul style="list-style-type: none"> <li>• Improve road safety for all users, particularly children</li> <li>• Reduce motorised traffic</li> <li>• Reduce traffic-related emissions</li> </ul>	<ul style="list-style-type: none"> <li>• People killed or seriously injured in road traffic collisions</li> <li>• Children killed or seriously injured in road traffic collisions</li> <li>• Traffic growth on A &amp; B roads</li> <li>• Estimated distance travelled by cars per capita</li> <li>• Nitrogen dioxide emissions *</li> <li>• Emissions of CO2 *</li> <li>• Emissions of particulates *</li> </ul>	<p>Environmental Strategy suggested 'CO2 emissions by sector and per capita emissions' indicator.</p> <p>Respondent 3 (unknown) suggested an additional sub-objective 'increase the use and availability of locally produced goods, products and services' (see also S9/Ec1).</p> <p>Ramblers' Association suggested amending 3rd indicator to: 'Traffic movements...' as measuring 'Traffic growth...' implies that growth is inevitable.</p> <p>GMCC suggests that we should 'decouple' traffic growth from economic development, and adopt a challenging target for traffic reduction.</p> <p>Manchester FoE again suggest</p>	<p><i>There is no data, as far as we know, for our indicator at present. Use whichever form of the data becomes available on a regular basis.</i></p> <p><i>This might indicate a strong local economy, but is it possible to measure?</i></p> <p><i>Valid point. We will try to find out if this data is readily available – presumably it is.</i></p> <p><i>So far we have only quoted existing targets; other targets will need to be set in the context of other relevant policy such as the LTP and Greenest City targets etc.</i></p>	<p>OBJECTIVE</p> <p>En1 Reduce the effects of traffic on the environment</p> <ul style="list-style-type: none"> <li>• Improve road safety for all users, particularly children <b>and other vulnerable groups including disabled people</b></li> <li>• Reduce motorised traffic</li> <li>• Reduce traffic-related emissions</li> </ul> <p>INDICATORS</p> <p>Amend:</p> <ul style="list-style-type: none"> <li>• Traffic <b>movements</b> on A &amp; B roads</li> <li>• <b>Satisfaction with safe places to cross the road in local neighbourhood (QoL q9(d))</b></li> <li>• <b>Disabled people satisfied with safe places to cross the road in local neighbourhood (QoL q9/q53)</b></li> </ul>

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		<p>moving 'road safety', to S4 Reduce Accidents or to S10 Transport Systems'.</p> <p>Manchester FoE also re-iterate their previous suggestion of a 'vehicle-occupancy' sub-objective; argue that it reflects community well-being and encouragement of car-sharing by employers. Suggest it might fit under S10.</p> <p>MDPAG request that '... and disabled people' is added to the objective wording. Also suggested 3 new potential indicators relating to types of pedestrian crossings, vehicle/pedestrian shared space designs, and physical barriers in walkways and near crossings.</p>	<p><i>It does not fit under S10 – road safety is related to cars mainly, not transport systems. It could go under S4, however 'road safety' is still considered to fit best under 'effects of traffic'.</i></p> <p><i>Still consider link with Planning to be too tenuous. Presumably car-sharing will result in a reduction in motorised traffic which is already included as a sub-objective with a related indicator.</i></p> <p><i>Accept the point that children are not the only vulnerable group in this context; however, they are the only vulnerable group for which there is data available (from the police); propose to amend wording to highlight the need to consider vulnerable groups (incl. disabled people), but there is no direct indicator currently available to support this. The closest proxy would be from the QoL Survey q9 d) – How satisfied are you with</i></p>	

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		<p>JHU + PCTs suggest that there should be a sub-objective and indicator relating to traffic noise.</p>	<p><i>safe places to cross the road in your neighbourhood? – amongst disabled people.</i></p> <p><i>The 3 suggested indicators would be more appropriately dealt with through specific policies rather than as part of the SA Framework.</i></p> <p><i>We will need to look into the availability of data relating to traffic noise – which would presumably include aircraft noise? Will consider when reviewing indicators in near future.</i></p>	
<p>En2 Improve air quality</p> <ul style="list-style-type: none"> <li>o To reduce emission of air borne pollutants from all sources</li> </ul>	<ul style="list-style-type: none"> <li>➤ Days on which air pollution reaches moderate levels</li> </ul>	<p>Environmental Strategy suggested 'Levels of key air pollutants' indicator.</p> <p>Environment Agency support En2, but also query wording of indicator – should actually state '...moderate levels or higher'.</p>	<p><i>Keep with the one we've got – simple and widely used. Possibly add the others if/when the data is available. Check what Butlers said.</i></p> <p><i>Moderate or higher is what the indicator measures – amend wording to clarify this.</i></p>	<p>INDICATOR</p> <p>Amend:</p> <ul style="list-style-type: none"> <li>➤ Days <b>per year</b> on which air pollution reaches moderate levels <b>or higher (for NO<sub>2</sub>, PM10, SO<sub>2</sub>, CO)</b></li> </ul>
<p>En3 Improve water quality</p>	<ul style="list-style-type: none"> <li>• Rivers of good or fair</li> </ul>	<p>GMCC suggest sources of</p>	<p><i>We have now located these</i></p>	

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<ul style="list-style-type: none"> <li>Improve quality of rivers, canals, surface water, groundwater (with regard to pollutants and nutrients)</li> </ul>	<ul style="list-style-type: none"> <li>biological quality</li> <li>Rivers of good or fair chemical quality</li> <li>Quality (Nitrogen concentration) of ground water</li> </ul>	<p>information on water quality.</p> <p>United Utilities made a comment relating to Manchester FoE's previous comment on drinking water...</p> <p>Manchester FoE suggests (again) a sub-objective relating to drinking water quality (referred to in United Utilities' comment above) and that there is a clear link to planning/development.</p> <p>Environment Agency support En3, but also suggest rewording to include 'controlled waters' (which includes all inland freshwater and groundwater).</p>	<p><i>sources.</i></p> <p><i>Need to clarify this comment – it was slightly confusing...</i></p> <p><i>Need to clarify what the issue is here – need to speak to UU first.</i></p> <p><i>Current wording seems to cover these already – will check with EA.</i></p>	
<p>En4 Maintain and enhance the quality of the environment:</p> <ul style="list-style-type: none"> <li>Reduce the amount of derelict, underused and neglected (DUN) land</li> <li>Reduce no. of sites of potential concern with respect to contamination</li> <li>Increase percentage of homes built on previously</li> </ul>	<ul style="list-style-type: none"> <li>Previously developed land now vacant</li> <li>Previously developed land and buildings which has been redeveloped or is under construction</li> <li>Area of derelict land and buildings (in hectares)</li> </ul>	<p>Countryside Agency suggested a new objective/sub-objective '<u>Conserve and enhance open spaces in the city and improve access to them</u>' to replace/supplement the sub-objective 'Improve access to all public open space and waterways'.</p> <p>Environmental Strategy</p>	<p><i>Open spaces are covered by the other sub-objectives (fifth and eighth), but some of the sub-objectives have re-wording in the light of this and other comments, and to increase clarity.</i></p>	<p>OBJECTIVE</p> <p>En4 Maintain and enhance the quality of the environment:</p> <ul style="list-style-type: none"> <li>Reduce the amount of derelict, underused and neglected (DUN) land</li> <li>Reduce no. of sites of potential concern with respect to contamination</li> </ul>

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<p>developed land</p> <ul style="list-style-type: none"> <li>• Increase percentage of other development on previously developed land;</li> <li>• Maintain and enhance formal and informal open space</li> <li>• Maintain and enhance the local urban environment</li> <li>• Improve the waterways environment</li> <li>• Improve access to all public open space and waterways</li> <li>• Increase woodland cover and the urban tree stock</li> </ul>	<ul style="list-style-type: none"> <li>• Hectares of contaminated land remediated</li> <li>• Percentage of new and converted dwellings built on previously developed land</li> <li>• Homes built at density of more than 50 dwellings per hectare</li> <li>• Percentage of other development built on previously developed land</li> <li>• Number of Local Nature Reserves</li> <li>• Number of Green Flag open spaces</li> <li>• Residents satisfied with cleanliness of local area</li> <li>• Public buildings accessible to disabled people</li> <li>• Kilometres of river bank/canal brought back into active management</li> <li>• Dwellings within x km of natural green space at least y ha in size *</li> </ul>	<p>suggested ‘% of developed land that is derelict’, % of relevant land and highways that is assessed as having combined deposits of litter and detritus’ as additional indicators.</p> <p>Ramblers’ Association suggest ‘Dwellings within 300m of natural greenspace of at least 2 ha in size’ and dwellings within 2km of at least one natural greenspace of 20 ha in size’ – EN standards.</p> <p>English Heritage suggest additional sub-objective: ‘Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place’.</p> <p>EH suggested new objective along the lines of: ‘Achieve high quality and sustainable design for buildings, spaces and the public realm sensitive to the locality’. They also suggested</p>	<p><i>We could add ‘% ... derelict’ in to supplement 3<sup>rd</sup> indicator, but the list is long already.</i></p> <p><i>We could add in the one about litter and detritus to complement the ‘Residents satisfied with cleanliness...’ indicator, but link to planning is tenuous in both cases!</i></p> <p><i>There is insufficient data at present for such an indicator – data and standards will need to be considered as part of a PPG17-compliant open space assessment and audit.</i></p> <p><i>We agree that there is a need for an objective or sub-objective which enables us to consider a) character/appearance/local distinctiveness/sense of place, and b) the quality of urban design as an aspect of sustainable development. See proposed revisions. However, we feel that <u>landscape features in Manchester are covered sufficiently by sub-objectives relating to formal and informal open spaces, and waterways and their</u></i></p>	<ul style="list-style-type: none"> <li>• Increase percentage of homes built on previously developed land</li> <li>• Increase percentage of other development on previously developed land;</li> <li>• <b>Contribute to high quality sustainable design for buildings and spaces</b></li> <li>• <b>Maintain and enhance townscape character, local distinctiveness and sense of place</b></li> <li>• <b>Maintain and enhance formal and informal open spaces and improve access to them</b></li> <li>• <b>Maintain and enhance waterways and their environment and improve access to them</b></li> <li>• Increase woodland cover and the urban tree stock</li> </ul>



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	<ul style="list-style-type: none"> <li>Net increase in tree cover</li> </ul>	<p>some additional indicators (see under En6).</p> <p>MDPAG suggest additional indicator: 'commercial and private buildings accessible to disabled people';</p> <p>Also suggested 'pedestrian routes accessible to disabled people'; and 'public open spaces accessible to disabled people'.</p>	<p><i>environment, and by En5.</i></p> <p><i>It might be useful at some point to develop an indicator along the lines of:</i></p> <ul style="list-style-type: none"> <li>% residents content with character and appearance of local area.</li> </ul> <p><i>Agree with logic of including 'commercial and private buildings', but we don't know of a suitable indicator – could monitor % new developments but are they not all now required to be accessible under DDA? LDF will address this in policy terms.</i></p> <p><i>Employment rates for disabled people indicator might be best (proxy) measure, anyway.</i></p> <p><i>Pedestrian routes are considered under S10.</i></p> <p><i>Specific aspects of public open spaces (including disabled access) will be addressed as part of a PPG17-compliant open space assessment and audit (see Assessing needs and opportunities: PPG17 companion guide).</i></p>	

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		<p>JHU + PCTs suggested that indicator re. housing density is too narrow – we don't want all housing to be high density; also suggested need for indicator of building <u>quality</u>.</p> <p>Environment Agency support En4.</p>	<p><i>Housing density indicator is an average, intended to indicate the efficient use of land.</i></p> <p><i>Re. building quality, so far no indicators have been identified for the suggested changes to S6 and En4 regarding housing design/quality; however, we do have indicators of housing in unfit/non-decent condition under S6, plus the BREEAM indicator under En7.</i></p> <p><i>Support welcomed.</i></p>	
<p>En5 Maintain and enhance biodiversity, habitats and species</p> <ul style="list-style-type: none"> <li>• Conserve and enhance the natural environment including important landscape features, and in particular avoid harm to protected and priority habitats</li> </ul>	<ul style="list-style-type: none"> <li>• Sites designated for nature conservation (incl. SBIs, LNRs, SSSIs)</li> <li>• No of SBIs</li> <li>• Increase in priority habitats *</li> <li>• Hectares of open space with a biodiversity</li> </ul>	<p>Countryside Agency suggested a new objective/sub-objective '<u>To conserve and enhance landscape features, landscape character and quality</u>' to replace the reference to 'important landscape features in the first sub-objective.</p>	<p><i>We feel that landscape features are adequately covered by open space and waterways sub-objectives under En4, and under En5 for those landscapes in the natural environment. The objective and sub-objective have been slightly re-worded to make this clearer, reflecting the 'Biodiversity and</i></p>	<p>OBJECTIVE En5 Maintain and enhance <b>landscapes and</b> biodiversity, <b>including</b> habitats and species</p> <ul style="list-style-type: none"> <li>• Conserve and enhance the natural environment including important landscape features</li> <li>• <b>Conserve and enhance</b></li> </ul>

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<ul style="list-style-type: none"> <li>Conserve and enhance species diversity, and in particular avoid harm to protected and priority species</li> </ul>	<p>emphasis *</p> <ul style="list-style-type: none"> <li><u>Practical projects run with a biodiversity emphasis</u> *</li> <li>Species population indices *</li> <li>New developments with a biodiversity emphasis *</li> <li>Cases of wildlife crime reported *</li> </ul>	<p>Environmental Strategy suggested '% area of SSSIs in favourable condition' and 'area of land designated as LNR per 1,000 population' as additional indicators.</p> <p>English Nature commented on current lack of available data on biodiversity; suggested use of Habitat Action Plans and/or Species Action Plans as future indicators.</p> <p>NWRA suggested that, given the need to reduce the number of indicators, the 5<sup>th</sup> indicator might be one that could be left out, given the difficulty of collecting the data and the subjective nature of it.</p> <p>Environment Agency support En5, but would also like to see an indicator of the no. and type of habitats lost to development,</p>	<p><i>Landscapes' regional priority in the AfS.</i></p> <p><i>Both these might be useful additions if data is available (we don't have much actual data under En5 at present), but why only LNRs, not SBIs or SSSIs?</i></p> <p><i>May be worth investigating – ask GMEU or Environmental Strategy for advice?</i></p> <p><i>Agree</i></p> <p><i>It is intended that the 'Increase in priority habitats' and 'Species population</i></p>	<p><b>habitats</b>, and in particular avoid harm to protected and priority habitats</p> <ul style="list-style-type: none"> <li>Conserve and enhance species diversity, and in particular avoid harm to protected and priority species</li> </ul> <p>INDICATORS Add:</p> <ul style="list-style-type: none"> <li>% area of SSSIs in favourable condition</li> <li>area of land designated as LNR/SBI/SSSI per 1,000 population</li> </ul> <p>Remove:</p> <ul style="list-style-type: none"> <li><del>Practical projects run with a biodiversity emphasis</del></li> </ul>

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		and make the point that habitat replacement should be as like-for-like as possible to minimise loss of biodiversity.	<p><i>indices' indicators would pick up losses as well as gains, but accept point and will investigate availability of data from GMEU or Environmental Strategy; it will be considered when reviewing indicators in near future.</i></p> <p><i>Need to address habitat replacement via Core Strategy.</i></p>	
<p>En6 Protect and enhance sites, features and areas of historical and archaeological value</p> <ul style="list-style-type: none"> <li>• Protect and enhance listed buildings</li> <li>• Protect and enhance conservation areas</li> <li>• Protect and enhance sites of archaeological importance</li> </ul>	<ul style="list-style-type: none"> <li>• Number of Buildings of Grade I and II* at risk of decay</li> <li>• Number of Buildings of Grade II at risk of decay</li> <li>• % of Conservation Areas with up-to-date character appraisal</li> <li>• Archaeological site appraisals completed *</li> </ul>	<p>Chorlton Civic Society commented that there are buildings outside the 3 categories listed that would be better retained and reused rather than demolished and rebuilt.</p> <p>English Heritage request additional sub-objective: 'Protect and enhance <u>registered historic parks and gardens</u>'.</p> <p>Also suggest additional indicators:</p>	<p><i>We could consider a sub-objective and/or indicator under En4, if data is available on conversions, but the number of conversions is limited by the number and suitability of vacant and derelict buildings.</i></p> <p><i>Perhaps better dealt with under policy to encourage retention and re-use, in a sustainable manner?</i></p> <p><i>Agree, we should include 'historic parks and gardens', for completeness.</i></p> <p><i>Regarding indicators, we would need to identify sources (ask EH?); we need to keep the number of indicators manageable, but</i></p>	<p>OBJECTIVE</p> <p>En6 Protect and enhance sites, features and areas of historical and archaeological value</p> <ul style="list-style-type: none"> <li>• Protect and enhance listed buildings</li> <li>• Protect and enhance conservation areas</li> <li>• <b>Protect and enhance registered historic parks and gardens</b></li> <li>• Protect and enhance sites of archaeological importance</li> </ul> <p><b>INDICATORS</b> <b>Add:</b></p> <ul style="list-style-type: none"> <li>• No. of registered historic parks and gardens at risk;</li> </ul>

Objective & sub-objectives consulted on in Draft Scoping Report Oct/Nov 2005	Recommended indicator(s) in Draft Scoping Report	Comments made relating to this objective/sub-objectives	Response to comments/ Reason for revision	Proposed revisions by Council
		<ol style="list-style-type: none"> <li>1. No. of scheduled monuments at risk;</li> <li>2. No. of registered historic parks and gardens at risk;</li> <li>3. Impact of change on the character or appearance of conservation areas;</li> <li>4. % or areas of historic buildings, sites and areas, incl. locally listed assets, affected, whether in an adverse or beneficial way;</li> <li>5. Street/public realm audits, improvement works, de-cluttering works;</li> <li>6. % residents content with character and appearance of local area;</li> <li>7. Rate of loss of historic landscape features;</li> <li>8. Erosion of quality, character and distinctiveness.</li> </ol>	<p><i>could consider including some of these suggestions if they were found to be a) relevant to Manchester, and b) have data available. No. 6. might be a useful indicator under S6 or En4, if we add a 'design' objective/sub-objective, and if any data is available.</i></p>	
<p>En7 Ensure the prudent use of natural resources</p> <ul style="list-style-type: none"> <li>• Increase energy efficiency in: <ul style="list-style-type: none"> <li>▪ Domestic households</li> <li>▪ Local Authority Buildings</li> <li>▪ Other buildings</li> </ul> </li> <li>• Increase proportion of energy needs being met from renewable sources in:</li> </ul>	<ul style="list-style-type: none"> <li>• Energy saving improvements</li> <li>• Improvement in domestic energy efficiency</li> <li>• Energy use of local authority operational buildings</li> <li>• Energy used by the local authority generated from a</li> </ul>	<p>Environmental Strategy suggested 'average annual domestic consumption of gas and electricity (kwh)' and 'daily domestic water use (per capita consumption) as additional indicators.</p> <p>Ramblers' Association suggest that improvements to local</p>	<p><i>An average of what?</i></p> <p><i>These are probably good indicators, esp. if per capita to allow for population increase, if data will be regularly available (there are figures on the website for 2003 – energy, and 2004 - water).</i></p> <p><i>It may be possible to measure this, but the energy use of City Council buildings is</i></p>	<p>INDICATORS</p> <p>Add:</p> <ul style="list-style-type: none"> <li>• average annual domestic consumption of gas and electricity (kwh)</li> <li>• daily domestic water use (per capita consumption)</li> <li>• Capacity of on-site renewable energy</li> </ul>

Objective & sub-objectives consulted on in Draft Scoping Report Oct/Nov 2005	Recommended indicator(s) in Draft Scoping Report	Comments made relating to this objective/sub-objectives	Response to comments/ Reason for revision	Proposed revisions by Council
<ul style="list-style-type: none"> <li>▪ Domestic households</li> <li>▪ Local Authority Buildings</li> <li>▪ Other buildings</li> <li>• Reduce water consumption <i>per capita</i></li> <li>• Increase proportion of building materials from sustainable sources.</li> </ul>	<p>renewable source</p> <ul style="list-style-type: none"> <li>• Amount of water consumed *</li> <li>• Water leakage *</li> <li>• Abstractions *</li> <li>• Number of new developments achieving very good or excellent under BREEAM</li> </ul>	<p>authority buildings should be included under Energy saving improvements (it measures only improvements to homes at present). Also suggest additional indicator: ‘% of public and private properties with a water meter’.</p> <p>EN4M suggested that there should be a separate objective for energy.</p> <p>GMCC comment that there is no reference to increasing use of recycled products/dematerialisation of the economy.</p>	<p><i>already covered by the 3<sup>rd</sup> indicator.</i></p> <p><i>It is probably not necessary to have an indicator relating to water metres when we have a measure of water use. Especially since all new (residential?) developments have a water meter fitted automatically.</i></p> <p><i>This was considered but it was decided, in the light of previous feedback, to include it under the broader ‘prudent use of natural resources’ objective, of which it forms a significant part.</i></p> <p><i>It is not clear what is meant by dematerialisation of the economy. In relation to use of recycled products, we feel that this is too far beyond the scope of planning, except in the realm of building materials, which we have covered.</i></p> <p><i>See also comments from Respondent 12 below (under</i></p>	<p>generation in the City (cumulative total of figure for AMR)</p>

Objective & sub-objectives consulted on in Draft Scoping Report Oct/Nov 2005	Recommended indicator(s) in Draft Scoping Report	Comments made relating to this objective/sub-objectives	Response to comments/ Reason for revision	Proposed revisions by Council
		<p>United Utilities can supply data for:</p> <ul style="list-style-type: none"> <li>• Amount of water consumed</li> <li>• Water leakage</li> </ul> <p>for an area not exactly (but nearly) matching the City boundary. Would need relevant population figures to produce per capita figure.</p> <p>UU commented (in relation to previous feedback on En7) that rainwater harvesting/grey water usage may not have huge sustainability benefits when all aspects of production and fitting are considered.</p> <p>Manchester FoE suggest that sub-objective should refer to energy <u>generated</u> from renewable sources rather than just <u>met</u>, which could be green energy purchased from elsewhere.</p>	<p>En8).</p> <p><i>Look into this, but also look at data on Audit Commission QoL website as alternative source (identify any issues such as boundary discrepancies with this QoL data).</i></p> <p><i>Need further advice on such aspects of water conservation before drafting policies.</i></p> <p><i>The current indicator, only available for local authority buildings at present, does indeed measure green energy purchased rather than generated. We will add an indicator relating to on-site generation.- the indicator from the AMR identifies the Kw Capacity of on-site renewable energy generation in the City, from new schemes -</i></p>	

Objective & sub-objectives consulted on in Draft Scoping Report Oct/Nov 2005	Recommended indicator(s) in Draft Scoping Report	Comments made relating to this objective/sub-objectives	Response to comments/ Reason for revision	Proposed revisions by Council
		<p>Manchester FoE notes that Appx D stated that BREEAM ratings are covered under En4. Also that it would be better stated as a percentage rather than a number.</p> <p>Manchester FoE agree with suggestion by us in Appx D that specific policies would be a better way of addressing natural resource use.</p> <p>Manchester FoE also suggested several potential new indicators: for energy efficiency – EU Building Directive?; for domestic renewables –h’holds receiving Clear Skies/other govt grants?, or via Phase 2 of Manchester is my Planet campaign?; for renewables in other buildings – ROCs earned by Mcr businesses? They also suggested that data on domestic and private</p>	<p><i>cumulative total of this will probably be most useful.</i></p> <p><i>Agree Appx D was misleading on this point - BREEAM ratings are in fact covered under En7. There are issues with stating figures either as a percentage or a number – we will need to discuss these issues with Environmental Strategy.</i></p> <p><i>We will address these issues when we are at the policy drafting stage of the LDF, but do not feel in the light of other feedback, that we can abandon objective En7 at this stage.</i></p> <p><i>In view of the fact that these are not readily available, it is probably better not to add them to the list of indicators at present, but to bear them in mind when we reconsider indicators in the light of other recent sets of indicators such as those recommended by NWRA in their response.</i></p>	



Objective & sub-objectives consulted on in Draft Scoping Report Oct/Nov 2005	Recommended indicator(s) in Draft Scoping Report	Comments made relating to this objective/sub-objectives	Response to comments/ Reason for revision	Proposed revisions by Council
		<p>commercial energy use might be obtained from the billing companies.</p> <p>Manchester FoE queried the exact definition of the 'improvement in domestic energy efficiency' indicator.</p> <p>NWRA comment that 2<sup>nd</sup> sub-objective (energy from renewables) would be improved by a specific target for on-site renewable energy generation in new build (suggest 'to meet 10% of the building's energy requirements').</p>	<p><i>This indicator came from Manchester Housing – need to find out how they collect it.</i></p> <p><i>We will address specific targets after completion of the current Greenest City study. We will take this suggested wording into consideration when we are at the policy drafting stage of the LDF. However, we will add an indicator relating to on-site generation.</i></p>	
<p>En8 Reduce contribution to climate change</p> <ul style="list-style-type: none"> <li>• 'Minimise greenhouse gas emissions, particularly carbon dioxide and methane</li> </ul>	<ul style="list-style-type: none"> <li>• Change in CO2 emissions from domestic use</li> <li>• Emissions of CO2 (from En1) *</li> </ul>	<p>Respondent 12 comments that Manchester should be moving towards 'energy self-sustainability' instead of just signing up to renewable electricity generated elsewhere. He refers to the work of Alan Jones in Woking and London.</p>	<p><i>This comments seems more appropriate to En7. Cities can certainly make a significant contribution to renewable energy generation. This will be addressed through policies in the LDF and other Council strategies. We should probably consider a relevant</i></p>	

Objective & sub-objectives consulted on in Draft Scoping Report Oct/Nov 2005	Recommended indicator(s) in Draft Scoping Report	Comments made relating to this objective/sub-objectives	Response to comments/ Reason for revision	Proposed revisions by Council
		<p>Manchester FoE suggest a policy wording relating to the causes of climate change (no source given). Also suggest using DEFRA figures (for 2<sup>nd</sup> indicator?). Defra site has figures for domestic, industry and transport CO2 emissions for 2003 for Mcr.</p>	<p><i>indicator for overall energy production/ consumption, and/or renewables schemes in new developments (see above).</i></p> <p><i>We will take this suggested wording into consideration when we are at the policy drafting stage of the LDF. We will add these figures to our baseline and also contact DEFRA for trend data.</i></p>	
<p>En9 Reduce impact of climate change</p> <ul style="list-style-type: none"> <li>Minimise risk of flooding &amp; increase use of Sustainable Urban Drainage Systems (SUDS)</li> </ul>	<ul style="list-style-type: none"> <li>New developments incorporating Sustainable Urban Drainage Systems</li> <li>New dwellings in "high risk" flood areas *</li> </ul>	<p>Chorlton Civic Society commented that instead of the 2<sup>nd</sup> indicator, we should draft plan policies that do not allow any such developments.</p> <p>Environment Agency support En9, but also suggest 2<sup>nd</sup> indicator should read 'New developments in "high risk" flood</p>	<p><i>The number of new dwellings built in high-risk flood areas was zero last year, but we believe it is sensible to monitor this, at least until we have an appropriate LDF policy in place.</i></p> <p><i>'No. of applications with EA advice' is probably not a particularly useful indicator for the SA; Flood zone 3 is what they now call high risk areas</i></p>	<p>INDICATORS</p> <p>Remove:</p> <ul style="list-style-type: none"> <li><del>New dwellings in "high risk" flood areas</del></li> </ul> <p>Add:</p> <ul style="list-style-type: none"> <li><b>New developments in Flood Zone 3 *</b></li> </ul>

Objective & sub-objectives consulted on in Draft Scoping Report Oct/Nov 2005	Recommended indicator(s) in Draft Scoping Report	Comments made relating to this objective/sub-objectives	Response to comments/ Reason for revision	Proposed revisions by Council
		areas'. Also suggest indicators re. applications determined with EA advice, and no. new developments in Flood Zone 3.	<i>(risk of flooding 1% fluvial or 0.5% tidal); will change wording of 2<sup>nd</sup> indicator.</i>	
<p>En10 Minimise the production of waste, manage waste sustainably, and increase re-use, recycling and recovery rates</p> <ul style="list-style-type: none"> <li>• To maximise the amount of waste diverted from landfill through recovery and recycling</li> <li>• Reduce household waste going to landfill</li> </ul>	<ul style="list-style-type: none"> <li>• % of waste being recycled/composed</li> <li>• Waste arising per head</li> </ul>	<p>GMCC comment that the recycling targets are extremely unambitious and should be amended taking into account best practice elsewhere to reflect Manchester's Greenest City agenda.</p> <p>Manchester FoE agree with suggestion by us in Appx D that specific policies would be a better way of addressing waste minimisation.</p> <p>FoE also suggest that recycling of commercial waste should also be measured.</p> <p>Environment Agency support En10.</p>	<p><i>These targets are not set by Planning, but will no doubt be kept under review with the Greenest city agenda in mind.</i></p> <p><i>We will address this issue when we are at the policy drafting stage of the LDF, but do not feel in the light of other feedback, that we can abandon objective En10 at this stage.</i></p> <p><i>Agree – it makes sense to also monitor figures for industry and commerce, and construction and demolition. This will be looked at when we reconsider indicators in the light of other recent sets of indicators such as those recommended by NWRA in their response.</i></p>	

Objective & sub-objectives consulted on in Draft Scoping Report Oct/Nov 2005	Recommended indicator(s) in Draft Scoping Report	Comments made relating to this objective/sub-objectives	Response to comments/ Reason for revision	Proposed revisions by Council
<p>Ec1 Encourage a strong and stable economy</p> <ul style="list-style-type: none"> <li>Improve the resilience of business and the economy</li> </ul>	<ul style="list-style-type: none"> <li>Survival rates of VAT registered businesses</li> <li>Net change in VAT registered enterprises</li> <li>Employment in social economy organisations</li> </ul>	<p>Respondent 3 (unknown) suggested an additional sub-objective 'increase the use and availability of locally produced goods, products and services' (see also S9/En1).</p> <p>Manchester Social Enterprise Forum (MSEF) suggested an additional sub-objective under either S3 or Ec1: 'Promote sustainable economic growth in deprived areas by encouraging community business and social enterprise'. Also suggested indicators: 'numbers of social economy organisations by Ward', and 'employment in social economy organisations by Ward'. Data may not be available yet for the numbers employed (need to contact Manchester Enterprises), and data on the no. of organisations is out-of-date (Manchester Enterprises/MSEF).</p> <p>MDPAG also suggested including a measure of growth of the social economy/enterprises.</p>	<p><i>We are not aware of an indicator for this at present but we will add this sub-objective if a suitable measure becomes available.</i></p> <p><i>Ec1 seems a better place for it than S3, but we could consider a version of this suggested indicator either under Ec1 or Ec3 (in tandem with moving indicator 208). See below. We need to make sure that the data is actually available. At present we do not intend to monitor at Ward level; in the future we will probably need to develop (some of) our indicators to identify inequalities/ differences within the City.</i></p> <p><i>As above, we will look into an additional indicator of the number of social economy enterprises.</i></p>	<p>INDICATORS</p> <p>Move:</p> <ul style="list-style-type: none"> <li>Employment in social economy organisations to Ec3.</li> </ul>

Objective & sub-objectives consulted on in Draft Scoping Report Oct/Nov 2005	Recommended indicator(s) in Draft Scoping Report	Comments made relating to this objective/sub-objectives	Response to comments/ Reason for revision	Proposed revisions by Council
		<p>Manchester FoE disagree with revisions to Ec1 &amp; Ec2, due to loss of indicator for encouraging <u>local economy</u>. Suggest combining Ec1, Ec2 and Ec3 into 2 objectives as follows:</p> <p>Ec1 Encourage sustainable economic growth:</p> <ul style="list-style-type: none"> <li>• Improve resilience</li> <li>• Improve business development and enhance competitiveness</li> <li>• Increase Manchester’s role as a visitor destination</li> <li>• Encourage inward investment</li> </ul> <p>Ec2 Encourage local and small independent businesses:</p> <ul style="list-style-type: none"> <li>• Encourage indigenous business</li> <li>• Encourage social economy organisations.</li> </ul> <p>Suggest omitting sub-objective on skilled workers since it conflicts with S5 (skills and education of resident population).</p>	<p><i>There were no indicators to accompany the objectives and sub-objectives in the last round of consultation, so none have been lost. In fact, a lack of indicators was part of the reason for rearranging the objectives and sub-objectives; another reason was advice from the consultants that EC1 and EC2 were difficult to interpret and to disentangle.</i></p> <p><i>‘Employment in social economy organisations’ was the closest we could find to an indicator for the local economy.</i></p> <p><i>The suggested rewording still leaves the problem of finding an indicator for local economy/businesses; we will retain the current wording for now, but keep it under review.</i></p> <p><i>The sub-objective (under Ec3) relating to additional skilled workers is intended to complement, not conflict, with the objective and sub-objectives in S5.</i></p> <p>See below.</p>	

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		<p>NWRA comment that there is 'a gap in promotion of the local economy'.</p>		
<p>Ec2 Encourage a growing economy</p> <ul style="list-style-type: none"> <li>• Improve business development and enhance competitiveness</li> <li>• Increase Manchester's role as a visitor destination</li> </ul>	<ul style="list-style-type: none"> <li>• GVA per capita</li> <li>• Business start-ups (number of new VAT registered enterprises)</li> <li>• Number of overnight visits to the city</li> </ul>	<p>See above under Manchester FoE.</p> <p>NWRA comment that there is 'a gap in promotion of the local economy'.</p> <p>Also suggest that we aim to encourage 'sustainable economic development' rather than a 'growing economy', since unsustainable patterns of consumption and production will have negative environmental impacts.</p>	<p><i>See above under Ec1 re. local economy.</i></p> <p><i>We have tried to avoid the use of the word 'sustainable' within the SA framework to avoid circularity, since the set of objectives is itself a working definition of sustainable. It is the intention that policies that are likely to result in unsustainable economic growth will be filtered out by applying the full set of sustainability objectives to them.</i></p> <p><i>Social businesses is now</i></p>	

Objective & sub-objectives consulted on in Draft Scoping Report Oct/Nov 2005	Recommended indicator(s) in Draft Scoping Report	Comments made relating to this objective/sub-objectives	Response to comments/ Reason for revision	Proposed revisions by Council
		<p>JHU + PCT noted that indicators don't cover social business. They also comment that there are no cultural indicators in the SA framework.</p>	<p><i>covered under Ec3. R. Cultural indicators – 'overnight visits to the City' is an indicator that appears in both the Cultural Strategy, and the Culture section of the Community Strategy. There is also an indicator under S8 relating to 'people from different backgrounds'. There are additional indicators in the above strategies that could be considered when reviewing indicators in near future.</i></p>	
<p>Ec3 Encourage and accommodate both indigenous and inward investment:</p> <ul style="list-style-type: none"> <li>• Encourage indigenous business</li> <li>• Encourage inward investment</li> <li>• Encourage additional skilled workers to the area</li> </ul>	<ul style="list-style-type: none"> <li>• Proportion of those employed as unskilled workers</li> </ul>	<p>EN4M suggests that indicators relating to numbers of social enterprises or indigenous businesses are available for inclusion under Ec3, from the Manchester Progressive Enterprise Network and the Manchester Social Enterprise Forum.</p> <p>See also above, under Manchester FoE comments under Ec1.</p>	<p><i>We have already included a similar indicator: 'Employment in social economy organisations' under Ec1, which is being relocated to Ec3. If a reliable indicator for numbers of social economy organisations is found we will add it at a later date.</i></p>	<p>INDICATORS</p> <p>Add:</p> <ul style="list-style-type: none"> <li>• Employment in social economy organisations (from Ec1)</li> </ul>
<p>Ec4 Encourage socially and environmentally responsible business</p> <ul style="list-style-type: none"> <li>• Encourage ethical trading</li> </ul>	<ul style="list-style-type: none"> <li>• Cafes and restaurants serving Fairtrade products</li> <li>• Shops selling fair trade</li> </ul>	<p>Ramblers' Association suggested that '...business' is changed to ...'trading' in the wording of the objective, so as not to exclude local authority</p>	<p><i>The objective is intended to cover the private, public and voluntary sectors – perhaps this needs adding to the</i></p>	<p>Ec4 Encourage socially and environmentally responsible business <b>in the private, public and voluntary sectors</b></p>

Objective & sub-objectives consulted on in Draft Scoping Report Oct/Nov 2005	Recommended indicator(s) in Draft Scoping Report	Comments made relating to this objective/sub-objectives	Response to comments/ Reason for revision	Proposed revisions by Council
<ul style="list-style-type: none"> <li>Encourage good employee relations and management practices</li> <li>Encourage companies to use environmental management systems</li> </ul>	<p>products</p> <ul style="list-style-type: none"> <li>Organisations with an Investors in People award</li> <li>Companies registered as using environmental management systems</li> </ul>	<p>operations, and also suggested an additional indicator: ‘% of local authority catering products obtained from Fairtrade sources’.</p> <p>GMCC comment that the 3<sup>rd</sup> indicator – IIP – is not a good measure of good employee relations and management practices. Also, that the figure for Companies with EMSs seems very high.</p> <p>NWRA supports the first sub-objective (Fairtrade) in particular, as one with a global dimension.</p> <p>Manchester FoE take issue with Manchester’s comment in Appendix D that ‘homeworking</p>	<p><i>wording.</i></p> <p><i>The suggested indicator might be useful if the objective and indicators were to be used across the Council – but is too far removed from that which can be influenced by planning (as is the whole objective, probably!).</i></p> <p><i>Whilst IIP may not be a perfect indicator, it is the best we could find. We would welcome suggestions of a better one.</i></p> <p><i>Appx E – Indicator Definitions, gives the source of indicator 139 – EMAS register plus ISO 14001 database.</i></p> <p><i>Support welcomed</i></p> <p><i>Since the link to planning is tenuous in both cases, and we need to reduce the number of indicators, we should leave these out for</i></p>	<ul style="list-style-type: none"> <li>Encourage ethical trading</li> <li>Encourage good employee relations and management practices</li> <li>Encourage companies to use environmental management systems</li> <li><b>‘Encourage companies to have robust diversity policies and procedures’ (re. BME groups, older people, disabled people).</b></li> </ul>



Objective & sub-objectives consulted on in Draft Scoping Report Oct/Nov 2005	Recommended indicator(s) in Draft Scoping Report	Comments made relating to this objective/sub-objectives	Response to comments/ Reason for revision	Proposed revisions by Council
		<p>and green travel plans' are covered by S10. Also suggest an indicator for local and organic food.</p> <p>Manchester Disabled People's Access Group suggest additional sub-objective 'Encourage companies to have robust diversity policies and procedures' (re. BME groups, older people, disabled people).</p>	<p><i>now. It is still the case that the effect of initiatives such as green travel plans, and homeworking, will be measured by S10.</i></p> <p><i>This would fit logically alongside the current 3 sub-objectives, so we will add it in; however, we are not aware of any relevant indicators at present.</i></p>	
Ec5 Enable businesses and communities to benefit from the opportunities offered by ICT	No indicators at present	No comments		

**Table B.3 – Consultation Responses on the Scoping Report**

Consultees	Summary of comments	Council's Response
Stephen Hedley The Countryside Agency North West Regional Office stephen.hedley@ countryside.gov.uk	- Suggests rewording of En4 and En5.	See 'Proposed Revisions to Scoping Report' table above.
	- Suggests addition to document review – 'The countryside in and around towns – a vision for connecting town and country in the pursuit of sustainable development' – Countryside Agency & Groundwork, January 2005.	The PPP review has been updated to include this document.
	- Suggests possible sources of additional indicators.	None of the proposed indicators are at a small enough geographical level to be useful.
	- Suggests list of environmental problems to consider: Degraded landscapes & further loss of landscape character/quality;	These issues are considered within the social and environmental objectives and indicators of the revised SA framework
	Effect of development on landscape or people's enjoyment of it;	
	Enjoyment of national trails, and other major countryside recreation/tourism routes/sites;	
	Traffic congestion, air quality, landscape erosion, social well-being around well-visited sites;	
Effect of above on quality of life incl. economic and social well-being.		
Jonathan Sadler Environmental Strategy MCC	- Requested that we include key environment indicators from the latest set of Government Quality of Life Indicators; they are going to be used to measure 'green city' status by Environmental Strategy.	Many of the revised SA framework indicators are Quality of Life Indicators. Additional indicators will be considered in due course.
Unknown - via website on 4.10.05	Suggests additional (sub-objective?) re. 'use and availability of locally produced goods, products and services'.	The origin of goods, products and services is not likely to be influenced by the Core Strategy.  See 'Proposed Revisions to Scoping Report' table.
Unknown - via website on 3.10.05 (Response similar to that from CN4M)	Comments relate to S2 (population) and unidentified potential conflicts with other objectives: S2 vs S4; S2 vs S6; S2 vs En3; S2 vs En9.	Where possible, revised SA objectives and indicators seek to minimise potential conflicts between objectives
Ben Anderson CN4M	Comments relate to unidentified potential conflicts between S2 (population) and other objectives: S2 vs S4; S2 vs S6; S2 vs En3; S2 vs En9.	See above.
Janet Cuff Ramblers' Association Manchester & High Peak Area	Suggest addition to document review – <i>Walking and Cycling: an action plan</i> (DfT, June 2004).	The PPP review has been updated to include this document.
	Suggest revisions to S9 and Ec4.  Suggest new/revised indicators for S9, S10, En1, En4, En7, Ec4.	See 'Proposed Revisions to Scoping Report' table above.
	Suggest additional conflict in Appx C between En4 & En5	Where possible, revised SA

Consultees	Summary of comments	Council's Response
	since vacant and derelict land can have high biodiversity value.	objectives and indicators seek to minimise potential conflicts between objectives
<p>Phil Lally Senior Spatial Development Manager  GONW PLALLY.GONW@go-regions.gsi.gov.uk</p>	No obvious omissions and therefore no comments.	No comments to respond to.
<p>George Yeadon Chorlton Civic Society</p>	Suggested that there are too many Objectives for the process to be manageable.	SA framework has been consolidated; subobjectives have been removed and combined with a suite of relevant indicators.
	Suggested that S2, S5 and S6 are not needed for SEA.	These objectives are needed for SA and as such have been retained within the revised SA framework.
	Suggested that some of the indicators are beyond the scope of Planning.	Agree link may be tenuous for some indicators, but Planning is now meant to be 'spatial'; the list of indicators will be kept under review.
	Commented that we should not rely on scoring system to arrive at conclusions.	We do not intend to rely of scoring alone; the Appraisal Methodology section of the Scoping Report makes this clear.
	Commented that S6 should be extended to include all dwellings, without distinction between private and public.	<p>Revised SA framework includes indicators relating to both private and public housing.</p> <p>See 'Proposed Revisions to Scoping Report' table above.</p>
	Commented that S10 is the remit of the GMPTA rather than Planning. In particular that the 3 <sup>rd</sup> indicator is meaningless because it also depends on the services available at the stop.	<p>The revised SA framework includes some transport-related indicators as the provision of an appropriate, affordable transport network is a crucial aspect of sustainable development.</p> <p>See 'Proposed Revisions to Scoping Report' table above.</p>
	Commented that there are buildings outside the 3 categories listed in EN6 that would be better retained and reused rather than demolished and rebuilt.	<p>The revised SA framework promotes the development of previously developed land but does not require the demolition and rebuilding of all derelict buildings.</p> <p>See 'Proposed Revisions to Scoping Report' table above.</p>
	Commented that instead of the 2 <sup>nd</sup> indicator in EN9, we should draft plan policies that do not allow any such developments (new dwellings in high risk flood areas).	The SA framework is a framework for the assessment of development proposals and as such this indicator has been

Consultees	Summary of comments	Council's Response
		<p>retained within the revised SA framework.</p> <p>See 'Proposed Revisions to Scoping Report' table above.</p>
<p>Catriona Fothergill EN4M</p>	<p>Suggested that there should be a separate objective for energy.</p>	<p>A separate objective for energy was not considered necessary. However, a number of indicators within the revised SA framework consider energy provision and consumption.</p> <p>See 'Proposed Revisions to Scoping Report' table above.</p>
	<p>Suggested that indicators relating to numbers of social enterprises or indigenous businesses are available for inclusion under Ec3, from the Manchester Progressive Enterprise Network and the Manchester Social Enterprise Forum.</p>	<p>The revised SA framework considers the provision of indigenous businesses.</p> <p>See 'Proposed Revisions to Scoping Report' table above.</p>
<p>Judith Nelson English Heritage</p>	<p>Suggests that we highlight within the report itself, in addition to Appx B, where it relates to SEA specifically.</p>	<p>It was felt that this was unnecessary in the Scoping Report, and that the tables in Appendix B were a better way of doing this. When we produce the SA Report to accompany each draft DPD and SPD, we will consider this issue again.</p>
	<p>Suggests additions to En4 and En6, a further new objective relating to design, and 8 new indicators.</p>	<p>See 'Proposed Revisions to Scoping Report' table above.</p>
	<p>Suggests a number of further documents which could be included in the document review.</p>	<p>These documents may be relevant to the process of devising LDF objectives and drafting policies. At this stage of the SA process, will a review of them as a source of possible objectives add anything to our SA Framework, given that we having already drafted and consulted on the objectives, and EH have highlighted omissions relevant to their remit?</p>
<p>Richard Venes Greater Manchester Cycling Campaign</p>	<p>Comments that we have not taken the opportunity to generate a step change in sustainability; also that the appraisal methodology and process are difficult to understand and suggests a simplified version; also that there are too many indicators.</p>	<p>The process of SA provides information which contribute to promoting sustainability and as such will assist with a step change. The SA framework has been consolidated; sub-objectives have been removed and combined with a suite of relevant indicators.</p>
	<p>In addition there are specific comments on 6 of the objectives.</p>	<p>See 'Proposed Revisions to Scoping Report' table above.</p>
<p>John Watson</p>	<p>Comments relate to population increase (S2), climate</p>	<p>Indicators and objectives relating</p>

Consultees	Summary of comments	Council's Response
Independent (not CPRE)	change (En8), and ASBOs as a potential indicator.	to population increase and contributions to climate change have been retained within the revised SA framework as these are relevant to the consideration of sustainable development within Manchester. The use of ASBOs as an indicator has been removed.  See 'Proposed Revisions to Scoping Report' table above.
Anna Seward Manchester Social Enterprise Forum	Comments refer mainly to the need to recognize economic disparities within the City (in terms of economic exclusion), and the role that social enterprise can play in narrowing these gaps and therefore making the economy stronger, more stable and more sustainable.	Agree that it will be appropriate to address issues and monitor trends at a smaller geographic scale for some objectives/ indicators, at a later stage in the LDF process. However, this SA is of the Core Strategy and therefore that level of detail is not necessary or appropriate at this stage.
	A new sub-objective is proposed, under either S3 or Ec1, together with potential indicators.	See 'Proposed Revisions to Scoping Report' table above. – under Ec1.
	Response quotes policy backing for role of social enterprise: Mcr Economic Development Plan; Sub-Regional Economic Development Plan; Gov't's 'Social Enterprise – A Strategy for Success'.	The PPP review has been updated to include this document.
David Jeffreys English Nature	Comments refer to a number of background documents that should be referred to in relation to plan preparation and environmental quality/ nature conservation/ biodiversity. Suggests on-line sources of relevant GIS data for boundaries of designated sites etc. Notes current lack of available data on biodiversity and therefore difficulty in interpreting those sections of the baseline that require it. Suggests use of Habitat Action Plans and/or Species Action Plans as future indicators.	The Phase One Habitat Survey of Manchester City is considered to provide appropriate information regarding the biodiversity baseline.  See 'Proposed Revisions to Scoping Report' table above – under En5.
David Hardman United Utilities WA5 3LP David.hardman@uuplc.co.uk	Comments relate to data that United Utilities could provide us with (water consumed and water leakage) for En7; also responds to previous comment from FoE in relation to En3.	Comment noted.  The latter comment is confusing and clarification on this point is needed.
	Also comments on previous feedback on En7 relating to rainwater harvesting/grey water usage.	Comment noted.
Linda Frost Policy Unit (Analysis) , Chief Executives Dept, MCC	A number of comments relate to individual objectives/indicators.	See 'Proposed Revisions to Scoping Report' table above – under S2, S3, S6, S7, Ec1.
	Response also includes corrections and updates to Table 2 and Baseline commentary.	Need to update database, Table 2 and Baseline commentary accordingly.

Consultees	Summary of comments	Council's Response
	General comment that list of objectives/indicators seems lengthy; suggests we should try to match all indicators to corporate aims/objectives/targets.	Perhaps worth considering - this would be a way of slimming down the list of indicators at least, and ensuring that updates are readily available!
<p>Ali Abbas Manchester FoE ali@manchesterfoe.org.uk</p>	Comments refer mainly to individual objectives/indicators.	See 'Proposed Revisions to Scoping Report' table above.
	Also comments that it is not clear which are priority objectives, and that if it is those with negative trends, that will lead to an imbalance since some have no baseline/trend data.	The SA process does not require the prioritization of sustainability objectives. The Sustainability Appraisal Report will identify existing gaps in baseline information, and the monitoring report may, to some extent, contribute to the filling of these data gaps.
	Suggests that the SEA should prioritise climate change, in line with Kyoto Protocol, and that AMR should clearly report progress on climate change and any policy implications.	The SA process does not require the prioritization of sustainability objectives. The progress of the AMR is not relevant to the SA of MCC's core strategy. However, data from the AMR should be used in the monitoring programme in order to ensure that the negative significant effects of the Core Strategy are minimised and the positive effects maximized.
<p>Helen Rimmer North West Regional Assembly</p>	Suggest we should review RSS appraisal framework and process, in particular that relating to sustainability and health.	The SA framework and supporting text have been revised in line with this comment.
	Specific comments relate to S5, S6, En7, and the economic objectives.	See 'Proposed Revisions to Scoping Report' table above.
	They make a number of suggestions relating to our proposed indicators, other sources of indicators, and the need for conformity with other monitoring processes. They also suggest that our overall list of indicators is too long and should be refined and reduced ('for simplicity, practical purposes and ease of data collection').	The SA framework has been consolidated; subobjectives have been removed and combined with a suite of relevant indicators. The list of indicators will be reviewed following the production of the first full sustainability monitoring report of the LDF.
	Also comments relating to our proposed appraisal process especially future stakeholder consultation. Suggest relevant stakeholders include LSP, Area Boards, LEA, police, community groups. Question how they will be informed of, and involved in, the SA process.	The text of the Sustainability Appraisal Report has been amended to take these comments on board.
<p>Flick Harris Manchester Disabled People's Access Group (MDPAG) admin@mdpog.org.uk</p>	Comments indicate that there should be more references to improving access for disabled people within the SA framework. There are specific suggestions for additional sub-objectives and indicators. It was pointed out that unless disabled people are specifically referred to, their needs tend to get overlooked.	<p>The revised SA framework includes a number of indicators relating to the quality of life, safety and accessibility of disabled people.</p> <p>See 'Proposed Revisions to</p>

Consultees	Summary of comments	Council's Response
		Scoping Report' table above.
	Comments that the 'do-nothing' option (under methodology) i.e. the current UDP, would have a negative impact in relation to access for disabled people.	Consideration of the nature of the plan area without implementation of the plan is one of the statutory requirements of SEA Directive and as such must be included within the Sustainability Appraisal Report.
	Suggests that there should be representatives on both the Appraisal Team and Steering Group from the Community Network (to represent local people's interests), a group such as MDPAG and/or an Access Officer from MCC.	Comment noted.
	Written comments were discussed in meeting with Flick Harris on 15.11.05.	
Colin Cox/Neil Bendel -Manchester JHU & Val Armstrong - Central Manchester PCT  Manchester Joint Health Unit and Central Manchester Primary Care Trusts – joint response	Detailed comments relating to parts of the section on Background and Context; the list of objectives and indicators, the Baseline Assessment; the Appraisal Methodology and process; and Monitoring.	These comments have been considered and appropriate changes made to the SA framework and Scoping Report text.
	Comments on the individual objectives/indicators relate to: S1, S2, S3, S4, S6, S7, S8, S10, En1, En4, and Ec2.	See 'Proposed Revisions to Scoping Report' table above.
Sylvia Heron, Planning Liaison Officer Environment Agency Birchwood, Warrington, Cheshire. (01925 543362)  Sylvia.heron@environment-agency.gov.uk	Mention particular support for a number of the environmental SA Objectives.  Also make suggestions relating to En2, En3, En5 & En9.	See 'Proposed Revisions to Scoping Report' table above.

## B.3 Consultation Comments on SAR - Nov '09 - Jan '10 Consultation

TableB.4: Consultation Comments on SAR (Nov '09 – Jan '10 Consultation)


Comment Ref	Comment	Response to comment
195 (EN6 – Flood Risk) Helen Telfer, Environment Agency	The Environment Agency are currently involved in and support the work being undertaken as part of the Level 2 Strategic Flood Risk Assessment. However the SFRA needs to be completed by Submission stage as this will inform the Sustainability Appraisal of the DPD and ultimately the application of the exception test (PPS25). Until this is completed we are unable to endorse the Proposed Option as the flood risks associated with the preferred option/strategic sites are not fully understood.	The Level 2 SFRA, prepared in consultation with the EA, was completed and signed off in March 2010.  See <a href="http://www.manchester.gov.uk/info/100006/environmental_services/4700/strategic_flood_risk_assessment_sfra/1">www.manchester.gov.uk/info/100006/environmental_services/4700/strategic_flood_risk_assessment_sfra/1</a>
586 (EN13 – Biodiversity, actually relates more to the SA) Mandy North, Natural England	<p>Sustainability appraisal</p> <p>We are pleased to see that the SA report is thorough and well presented. Baseline data presents a comprehensive picture of local conditions, and in particular, we commend the emphasis on specific habitats and species of special interest in the report. The SA objectives have been well considered, and are monitored by appropriate indicators.</p> <p>We also strongly applaud the Council for sourcing 100% of its energy consumption from renewable source (Table 8.2).</p> <p>Baseline information</p> <p>Information on air pollution seems contradictory, stating first that it is above the national average, and then below national average (para.6.77). It would be helpful if text could be amended for clarification.</p> <p>We commend the inclusion in the SA report of points given consideration for each SA objective in the assessment of policies (Table 11.2), which improves the transparency of the assessment. We recommend that more detail on the Cotterill Clough SSSI is provided in the baseline information (para.6.69 and Table 8.2, pg.102) – in particular, the habitats and species for which it has been designated; its current condition; and threats or vulnerabilities to its condition.</p>	<p>Support and comments noted.</p> <p>Reference to air quality in the SA baseline has been amended.</p> <p>Additional text about Cotterill Clough SSSI has been included in the baseline information.</p>



<p>826 (EN13 – Biodiversity) GMEU</p>	<p>The candidate SAC (cSAC) has now been selected and should be referred to as SAC. It needs to be clear within the text that the Rochdale Canal is only a SAC and SSSI within Oldham District and that these designations are not within Manchester City. The Habitats Regulations Assessment (HRA) includes consideration of the Rochdale SAC and a cross reference to that document may be useful at this point.</p>	<p>Policy En 13 revised to reflect these comments. Table 8.2 (Item 14) of the SA report and accompanying text updated to reflect this.</p>
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## B.4 Consultation Comments on Sustainability Appraisal Note for Partial Consultation – August 2010

B.4.1 There was only one consultation comment received on the Sustainability Appraisal Note for the Partial Consultation, from English Heritage. The response is below:



ENGLISH HERITAGE  
NORTH WEST REGION

Manchester City Council  
Planning Strategy  
FREEPOST MR 1514  
Manchester  
M60 2BR

Your ref: 558  
Our ref:  
Telephone: 0161 242 1423

25<sup>th</sup> August 2010

Dear Sir / Madam

**Manchester CS: SA Note for Partial Consultation**


I refer to your email sent on the 4<sup>th</sup> August 2010 consulting English Heritage on the above Note. I also refer you to my letter dated 24<sup>th</sup> August commenting on the Pre-publication Partial Consultation. My principal area of concern for both documents relates to Manchester Airport. CS policy MA1 and its supporting text make no reference to the historic environment or heritage assets. I am therefore very concerned to read in the SA Note that the grade II listed building Cloughbank Farm is to be demolished.

The SA includes the objective 16. *Protect and enhance sites, features and areas of historical and archaeological value* and covers the consideration of impacts upon heritage assets and the wider historic environment. Table 2.5 gives a summary of significance of effects and scores Manchester Airport against SA objective 16 as "moderately negative", paragraph 2.54 in the report refers to significant negative effects and 2.5 to moderate adverse effects. Paragraph 2.5 on page 49 reveals that Cloughbank Farm a grade II listed building is to be demolished. PPS5 Policy HE9.1 sets out the presumption in favour of the conservation of designated heritage assets and that the loss of a grade II listed building should be exceptional. The loss of any designated heritage asset requires clear and convincing justification and the PPS sets out the tests. I suggest that the loss of a listed building is strongly negative and not the moderate adverse given in paragraph 2.5.

Turning to Appendix A on page 154 the commentary again refers to the demolition of the listed building but says "Taking a precautionary approach, negative effects are considered to be potentially significant" yet no recommendations are made. Effects on other listed buildings, for example Rose Cottage are not mentioned.

SUITES 3.3 AND 3.4 CANADA HOUSE 3 CHEPSTOW STREET MANCHESTER M1 5PW  
Telephone 0161 242 1400 Facsimile 0161 242 1401  
[www.english-heritage.org.uk](http://www.english-heritage.org.uk)

Please note that English Heritage operates an access to information policy.  
Correspondence or information which you send us may therefore become publicly available

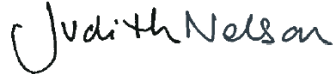


The SA Note makes a number of references to the Axis Environmental Assessment (July 2010) it would be very helpful if a copy of this report was supplied to English Heritage as we have not been consulted on this document yet it appears to have been used to inform this SA.

I consider on the basis of the information in the SA Note that the appraisal has not been carried out with sufficient rigour in relation to the effects of proposals at Manchester Airport on the historic environment and heritage assets. As a result it has failed to inform the development of CS policy for the airport and proposes no mitigation.

I should be pleased to receive a copy of the Axis report and further information on the assessment of impact on the historic environment and heritage assets of the airport proposals. I suggest that early discussions are held with my colleague, Nick Grimshaw, regarding the expansion proposals for the airport and their impact on the historic environment and heritage assets.

Yours sincerely



Judith Nelson  
Regional Planner

*Judith.nelson@english-heritage.org.uk.*

*HB: Sent email re. Axis report + meeting on  
27.8.10.*

B.4.2 Policy MA 1 on Manchester Airport Strategic Site has been updated in the Dec '10 version of the Core Strategy to include the following paragraph:

*“- support the retention and preservation of heritage assets. Detailed proposals which impact upon heritage assets within or close to the site, including listed buildings, will be required to show they have met the tests within PPS5. Development which has a detrimental impact on heritage assets should be necessary to meet operational capacity requirements, taking account of the availability of preferable development options within the Airport site.”*

# Appendix C - Strategic Options Assessment Tables

Table C.1 – Assessment of Strategic Options

SA Objective		Refined Option A	Refined Option B	Commentary/Explanation
		A managed approach that is undertaken within the context of national and regional policy. There are no specific local area policies, with Citywide policies applied to reinforce national and regional policy. Development will be allowed in line with national and regional policy context.	A regeneration led managed approach, consistent with national and regional policy but with more detailed local focus, including in relation to type, phasing and distribution of development.	
		Score	Score	
1	Reduce poverty and social exclusion	+	++	Both options are likely to be positive. Option B performs slightly better than option A in terms of housing provision extending housing choice and the range of housing types, affordable housing, tenure and density, and in terms of reducing the reliance on a private car, which should contribute towards the reduction of poverty and social exclusion. Option B, with its more targeted approach, is able to focus attention and resources on the more deprived areas of the City where social exclusion is an issue in line with the Council's approach to Regeneration Areas.
2	Attract additional population to settle in Manchester	+	++	ONS estimates and population projections forecast population growth; both Core Strategy options will support the economic and housing growth aspirations of RSS and will therefore lead to an increase in Manchester's population, though Option B is capable of providing the locally targeted infrastructure and service improvements that will continue to attract people to settle in the City and allow for the needs of the increased population being met. Manchester Sustainable Community Strategy also aims to increase the City's population. General level of education & skills is increasing with various initiatives and improvements. The housing offer is improving, providing greater choice, and attracting population with higher qualifications.
3	Improve health of the population and reduce health inequalities (Objective aiming to integrate HIA)	+	++	The Refining Options paper states that both options will contain a suite of City wide policies to support the health of Manchester residents through good access to leisure, recreation & open space, concentrating facilities in district centres including fresh food & health facilities, and promoting walking & cycling. The Refining Options paper states that both options will contain a suite of City wide policies will support health, education, crime and other service programmes. Need more detailed policies to evaluate if there is any impact both options offer scope for this. This will be delivered with Option A through national policy and legislation (through Governments changes to building regulations etc). There may be scope in terms of anticipated national policy changes to contribute to this sub-objective through more detailed policies. Option B, with its more targeted approach, is able to focus attention and resources on the more deprived areas of the City where social exclusion and health inequalities are an issue in line with the Council's approach to Regeneration Areas.

4	Improve the qualifications and skills of the resident population	+	++	The Refining Options paper states that both options will contain a suite of City wide policies promoting good access to education facilities & increase training opportunities. The ability of Option B to implement national and regional policies on learning and skills with targeted local improvements to infrastructure helps to support the accessibility that people require to reach these educational opportunities.
5	Provide an adequate mix of quality housing for current and future residents of the area	+	++	The Refining Options paper states that both options will contain a suite of City wide policies including affordable housing and spreading economic benefits to all. Option A offers scope for this but Option B outlines a more detailed local approach to housing development including scale, type, tenure, density and affordable housing. This will be managed according to the particular characteristics of areas within the city.
6	Reduce crime and perceptions of crime	+	++	The Refining Options paper states that both options will contain a suite of City wide policies will support health, education, crime and other service programmes. The Refining Options paper states that both options will contain a suite of City wide policies will support health, education, crime and other service programmes. However, as Option B more led by local management, it is able to take cognisance of the geographic distribution of crime and perception of crime across the City and thereby target resource more effectively to these areas, leading to overall City-wide improvements (particularly in the City's perception of its own crime rates).
7	Encourage a sense of community well-being and engagement	+	++	Consultation process encourages all stakeholders to take part in the decision making for the city. The Refining Options paper includes general principles for sustainable development to promote the positive contribution to the economic & social well being of Manchester's residents. Option A offers scope for this but Option B allows a more managed approach according to the particular characteristics of areas within the city.
8	Ensure people's needs for goods, services and amenities are met	+	++	Promoting equality forms part of the vision and more detailed policies are needed to evaluate if there is any impact. The Refining Options paper Option B promotes the location of facilities in centres and the improvement of access for residents & disabled people to all centres. The Refining Options paper promotes the location of facilities in centres.
9	Ensure inclusion and equality of opportunity for all, whilst embracing differing needs, values and customs (Objective aiming to integrate Eq1A)	+?	++?	To be completed at draft plan stage. Option A is able to provide stronger drivers for equality through the Equality Bill and national building standards and policies (including special needs housing, affordable housing, energy efficiency and fuel poverty). Option B is in a position to provide more local improvements that would be of benefit to reducing social exclusion (see objective 1) and reducing economic exclusion (see objective 22) and to deliver the improvements in accessibility to goods and services required to meet these objectives. Option B is also in a stronger position to deliver community safety measures and targeted improvements to the public realm which can help to improve access to public and green spaces for target equality groups.

10	Promote the use of sustainable transport modes and reduce motorised traffic	-	+/-	Both options will underpin the Greater Manchester Local Transport Plan and future transport programmes. Both options will likely to lead to an overall increase in motorised traffic through economic growth and attracting people to the City either permanently through inward migration, or temporarily, to access goods and services. This may be offset to some extent by ability of Option B to co-locate housing, employment and community facilities and services including education (thereby reducing the need to travel) and if by being led more by local management, it can match economic growth with the quality provisions in public transport and the promotion of sustainable modes at a local level.
11	Improve air quality	--	--	The LTP2 (supported by the Core Strategy), and location policies should encourage more efficient travel patterns and the use of more sustainable modes. The growth in population, economic development, motorised traffic and use of the private car is likely to lead to an overall increase in air-borne pollutants unless this growth is matched by increased accessibility reducing the need to travel throughout the City.
12	Improve the quality of water bodies and their environment	-	+/-	Would need detailed policies in line with Water Framework Directive to address. The growth in the number / frequency of developments and construction sites brought about by economic growth, increased population and demand for housing could lead to the cumulative effects of development within the floodplain, pollution (e.g. through an increased area of impermeable surfaces, accelerated rates of polluted run-off, disturbance of contaminated land / groundwater) if not managed properly through appropriately protective management practices. It is possible that the targeting of economic growth to specific areas of the city through Option B could exacerbate the accumulation of pollutants to nearby watercourses, and the effect of this will be negative if these watercourses are of good water quality status or are particularly sensitive to pollution. However, Option B is in the best position to deliver successful remediation of contaminated sites prior to development to avoid this potential outcome.
13	Ensure efficient use of land	0	++	Option A offers scope for this but Option B allows a more managed approach according to the particular characteristics of areas within the city. Option B supports this objective as it is underpinned by local management, e.g. availability of brownfield land over greenfield land, the reuse of existing buildings, the need for contaminated land remediation, the potential for mixed use development.

14	Maintain and enhance biodiversity, including habitats and species	--?	-?	Need more detailed policies informed by Biodiversity strategy and other evidence but the growth in the number / frequency of developments and construction sites brought about by economic growth, increased population and demand for housing could lead to effects on areas designated for biodiversity importance, depending on the level of protection conferred to these sites, the quality of their assessment and mitigation proposals at project level. It is also possible that the targeting of economic growth to specific areas of the city through Option B will lead to cumulative effects on these sites if there are a number of developments in close proximity to these sites at the same time. Good management and strategic phasing / siting / distribution of developments will be key to avoiding this outcome and Option B is in the best position to deliver this, particularly through support for the LBAP.
15	Maintain and enhance the quality of landscape, townscape and built environment	+	++	Option B supports this objective as it is underpinned by local management and can be informed by local resource availability, the quality and attractiveness of the public realm, sense of place and character, and the amount of derelict, degraded or unused land. Option A can encourage adherence to BREEAM and Code for Sustainable Homes standards (see objective 17). However, Option B may also avoid a cumulative effect on the encroachment into greenfield sites through informed distribution of development.
16	Protect and enhance sites, features and areas of historical and archaeological value	+	++	Need more detailed policies. Protection of features designated at the international, national or regional level should be delivered through national policy and legislation (Option A). Option B is in a stronger position to ensure that development is sympathetic and enhances local character and minimises impacts on Listed Buildings, Scheduled Monuments, Conservation Areas, Historic Parks and Gardens and sites with archaeological potential.
17	Ensure the prudent use of natural resources	+	+	Both options support this objective equally. Option A because there are strong drivers from existing and emerging national policy for natural resource management e.g. BREEAM, Building for Life or Lifetime Homes criteria, energy efficiency and zero carbon energy solutions etc). Option B because its locally led management can secure the realisation of measures aimed at securing prudent use of natural resources e.g. efficient use of land (see objective 13) sustainable waste management (see Objective 20).
18	Reduce contribution to climate change	--	--?	The growth in population, economic development and motorised traffic is likely to lead to an overall increase in greenhouse gas emissions for both options. However, Option B performs marginally better as it is in a better position to ensure the co-location of resources within particular areas.
19	Reduce impact of climate change	+?	++?	Need more detailed policies to evaluate if there is any impact both options offer scope for this. Option A, being driven by national policy, could provide stronger drivers to adapt buildings through design measures to climate change (national policy being strong in this area). Option B on the other hand, by being more locally informed, is in a better position to deliver by avoiding development within areas of high flood risk and by not permitting inappropriate development with the potential to cause run-off to areas of flood risk.



23	Minimise the production of waste, manage waste sustainably and increase re-use, recycling and recovery rates	+/-	+/-	Need more detailed policies to evaluate if there is any impact both options offer scope for this. Economic growth coupled with an increasing population may lead to increased waste generation via both Options. Option B is in a better position to provide sustainable waste management facilities closer to homes e.g. 'bring' sites. Option A is in a better position to ensure adherence to CfSH, BREEAM standards and construction waste standards.
21	Encourage a strong and stable economy	++	++	Both options will provide opportunities for businesses to flourish, through policies that support RSS, Regional Economic Strategy, and the City Region Development Programme. Option B provides support for targeting development to particular areas of the city where attractiveness could be improved e.g. urban areas. This Option also supports reduced economic exclusion and increased accessibility (see Objective 22). Option A performs slightly better than Option B on support and encouragement for a range of employment sectors in the local economy through national and regional economic drivers (particularly those at a regional level) which helps to establish resilience.
22	Reduce economic exclusion	+	++	Both Options support inward investment that will provide increased employment opportunities though Option B is able to support this investment in disadvantaged areas and can provide a more targeted approach allowing resources to be focussed on areas of deprivation in the City. Option B can also better support improvements in accessibility to these areas.
23	Encourage and accommodate both indigenous and inward investment	+	++	Both options will provide opportunities for businesses to flourish and thereby support an increase in employment opportunities, through policies that support RSS, Regional Economic Strategy, and the City Region Development Programme. Option B allows a more managed approach according to the particular characteristics of areas within the city.
24	Maintain and enhance vitality and viability of Manchester's centres, including City Centre, District and Local Centres	+	+++	Option B performs better than Option A as it could be informed by locally available factors and data such as the number of vacant units within centres and the extent to which it can encourage a greater mix of uses including offices, retail and leisure, in the city's centres.

**Table C.2 - Assessment of Manchester Airport Growth Options**

SA Objective		Option 1	Option 2	Option 3	Commentary/Explanation
		Retain the existing areas of Manchester Airport within the Green Belt and the existing Major Developed Site boundary and managing expansion in line with the Future of Air Transport White Paper as proposals come forward.	<p>Review the green belt boundary in the current operational area against the tests in PPG2 to determine which areas meet PPG2 requirements. Remove those areas if any are identified which no longer serve a green belt function. Prepare an Area Action Plan to consider proposals for further expansion to meet the capacity targets of the Future of Air Transport White Paper. An Area Action Plan would be required to demonstrate:</p> <ul style="list-style-type: none"> <li>- The need for and proposed use of specific areas of land</li> <li>- There was no adverse impact on the highways network and surface access improvements were proposed to accommodate growth in passenger numbers</li> <li>- Maximum possible reductions in noise</li> <li>- Any adverse impact on areas of international or national conservation, ecological and landscape importance is avoided and where this is not possible appropriate mitigation measures are put in place to compensate for any adverse impact.</li> <li>- A further review of the green belt in areas identified for expansion and removal of the Green Belt only where it can be justified in terms of the tests in PPG2.</li> </ul>	Removal of built up current operational area and proposed extensions from the Green Belt to provide the land necessary for growth to meet the capacity targets of the Aviation White Paper.	
		Score	Score	Score	
1	Reduce poverty and social exclusion	+	++	++	The Airport is the major employment centre for Wythenshawe and important employer for South Manchester. If the airport development is specifically linked with the targeted areas with the issues of worklessness and deprivation, this may bring some benefits against this objective. Options 2 and 3 may help link new job opportunities with the targeted areas through the use of prescriptive policies.

2	Attract additional population to settle in Manchester	+	++	++	The Airport is the major employment centre for Wythenshawe and important employer for South Manchester. The planned approach of Options 2 and 3 may help target the generation of specific types of job opportunities within target sectors.
3	Improve health of the population and reduce health inequalities (Objective aiming to integrate HIA)	--	-	-	Aircraft noise is one of the most significant impacts of an airport on local communities. The expansion of the airport's activities will not include the building of new runway capacity, but increase the frequency and volume of air traffic and involve the construction of the necessary buildings associated with this type of expansion. Health of population living in the vicinity of the airport may therefore be affected through an increase in the noise and air pollution. Options 2 and 3 will perform more favourably than option 1, as they will allow the consideration of reductions in noise and air pollution to form part of the policy criteria.
4	Improve the qualifications and skills of the resident population	+?	+++?	+++?	Closer integration between the Airport and Wythenshawe Centre promoted in the Wythenshawe Strategic Regeneration Framework should enhance residents' access to a range of employment and training opportunities. Options 2 and 3 may enable the direction of airport growth in terms of its ability to generate appropriate employment and training opportunities.
5	Provide an adequate mix of quality housing for current and future residents of the area	0	0	0	No obvious effects.
6	Reduce crime and perceptions of crime	0	+?	+?	Increased jobs and training opportunities provision may have indirect positive effects against this objective, if appropriately targeted to reach for communities with high level of deprivation and worklessness. There is potential within options 2 and 3 to enable this through policy requirements.
7	Encourage a sense of community well-being and engagement	+/-	+/-	+/-	All the options are likely to result in a mixture of positive and negative effects with regards to this SA objective. Positive effects are linked with access to a range of employment and training opportunities for residents in Wythenshawe, South Manchester and other neighbouring areas. Negative effects are associated with increases in noise pollution affecting residents living in the vicinity of the airport. There likely to be a split in communities' opinion supporting or opposing

					the increase in airport activity.
8	Ensure people's needs for goods, services and amenities are met	+/-	+?	+?	A mixture of positive and negative effects is expected against this objective, as residential amenity of the nearby areas is likely to be affected as a result of an increase in noise and air pollution but airport ancillary facilities may be beneficial for those in employment at the airport, which will reduce negative effects to some extent. In addition, negative effects could potentially be mitigated through policy requirements in option 2 or 3.
9	Ensure inclusion and equality of opportunity for all, whilst embracing differing needs, values and customs (Objective aiming to integrate EqIA)	0	0	0	Not sufficient information for a meaningful assessment.
10	Promote the use of sustainable transport modes and reduce motorised traffic	--	-	-	The airport strategy sets out a long-term public transport mode share target of 40%, including enhanced rail services, the Metrolink connection, better bus and coach access and a number of satellite park and ride schemes. However, the proposed increase in airport activities will inevitably result in an increase in absolute traffic volumes, offsetting an increase in the proportion of public transport use. Options 2 and 3 have the potential to ensure that development activities enhance the use of public transport for accessibility, as opposed to the ad hoc approach advocated in Option 1.
11	Improve air quality	---	--	--	The following pollutants are released as a result of the airport operation: NO <sub>2</sub> and NO <sub>x</sub> produced by road vehicles, aircraft and boiler houses; PM <sub>10</sub> emitted by road vehicles, aircraft and construction processes; Volatile Organic Compounds originated from aircraft refuelling, spillages, fuel depot and paint, affecting local air quality. As all options promote an increase in flight activity at the airport, they are all likely to have similarly negative effects on air quality. The encouragement of public transport discussed

					under objective 10 and policy requirements under Options 2 and 3 may help minimise these offsets to some extent.
12	Improve the quality of water bodies and their environment	--	-	-	An increase in flight activity arising under all three options may lead to an increase in pollution in surface water run off. Potential spillages and leaks from oil and fuel storage may result in contamination of soil or controlled waters. All three options are likely to lead to similar effects, although Options 2 and 3 have the potential to ensure that planning controls are in place and considered as part of development strategies from the outset minimising these effects.
13	Ensure efficient use of land	+/-	+?	+?	All of the airport options seek to intensify the use of the existing airport footprint, through increased flight activity and development of ancillary buildings rather than runway expansion. Potential adverse environmental effects in terms of additional land take may be offset by an increased economic efficiency of the land use. Options 2 and 3 offer the potential for the maximisation of benefits through the application of criteria-based policies. These will also ensure the minimisation of negative environmental effects at the strategic design stage.
14	Maintain and enhance biodiversity, including habitats and species	--	-	-	All three options will lead to destruction or fragmentation of natural habitats by greenfield land take. The intensification of activities within the airport boundary will have adverse impacts on the local biodiversity in terms of transport, air, water and soil pollution, noise and light pollution. These effects may be significant as there are known sites of ecological value adjacent to the airport boundary. Option 2 and 3 will enable the minimisation of effects through the development of criteria-based mitigation policies to direct development.

15	Maintain and enhance the quality of landscape, townscape and built environment	--	-	-	Growth of the airport activities will affect the tranquillity levels of the locality. The development of planning policy under Options 2 and 3 may help minimise this effect through specified requirements.
16	Protect and enhance sites, features and areas of historical and archaeological value	--	-	-	The development of land for ancillary activities may have some effect on areas of historical or archaeological value under all three options. Options 2 and 3 could help to minimise this effect to a certain degree through specified requirements.
17	Ensure the prudent use of natural resources	--	-	-	The development of land for ancillary activities is likely to have some effects in terms of additional land take. The airport expansion will also lead to an increase in the use of primary resources and waste generation. No data is available on design requirements for proposed extensions. The planned approach to the expansion under options 2 and 3 may help increase resource efficiency during the construction stage.
18	Reduce contribution to climate change	---	---	---	Aviation is steadily increasing its contribution to climate change. Increasing levels of air traffic in Manchester will lead to growth of GHG emissions with equally significant effects under all three options. Expansion of the airport capacity will also result in higher levels of road traffic and associated transport related GHG emissions.
19	Reduce impact of climate change	--	-	-	Although an increase in runway capacity is not planned, there is still likely to be some increase in impermeable surfaces due to the airport expansion, leading to increased levels of run-off. However, Options 2 and 3 create an opportunity for a new building development to minimise the risk of flooding to people and property through the development of criteria-based policies.
23	Minimise the production of waste, manage waste sustainably and increase re-use, recycling and recovery rates	-	-	-	The airport expansion will also lead to an increase in waste generation.




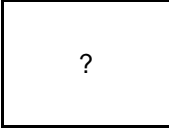

21	Encourage a strong and stable economy	+++	+++	+++	Manchester airport is seen as one of the major economic drivers of the north-west region. The Airport is one of six priority "sector accelerators" for the City Region. The Manchester City Region Development Programme states that "access to an increasing range of air services, especially long haul, will be key to attracting and retaining economic activity". The levels of the airport expansion and associated economic benefits are comparable under all the options.
22	Reduce economic exclusion	+?	++?	++?	Higher levels of the airport expansion may generate benefits against this objective in terms of generating jobs for local people, provided that jobs are made available for wider sections of the local communities, including in more deprived areas. There is more potential for the achievement of this objective through options 2 and 3, although the ability of planning policy to deliver significant change in this respect is uncertain and may be dependent on implementation tools.
23	Encourage and accommodate both indigenous and inward investment	++	+++	+++	The Manchester City Region Development Programme identifies that "the continued growth and expansion of Manchester Airport is a vital component of the success of the Manchester City Region and is crucial to the City Region's ability to attract globally mobile high value added inward investment." The planned approach promoted under options 2 and 3 may help attract higher levels of investment.
24	Maintain and enhance vitality and viability of Manchester's centres, including City Centre, District and Local Centres	++	++	++	The Airport plays a dominant role in Wythenshawe as a major employer and in terms of its size and as a premium business location. This could be capitalised upon in all three options.

# Appendix D - Strategic Sites Assessment Tables (November 2009)



This Appendix section presents the findings of the assessment of the proposed strategic sites. Each table records likely sustainability effects of each strategic site against the SA objectives, in accordance with the methodology described in Section 2 of the main SA Report, together with a commentary/explanation of the assessment. Table D.1 below shows the assessment scale used in the tables.

**Table D.1 – Key to Strategic Sites Assessment**

	In conformity with the criterion		Not relevant to criterion / Neutral effects
	Partially meets the criterion / possibly in conflict with the criterion/ some constraints identified		Insufficient information is available
	In conflict with the criterion		

## D.1 Housing Sites

Table D.2 - Housing Site 1 – Collyhurst


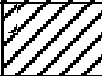

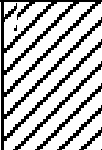
SA Objective	Indicator	Notes	Colour Code	
<b>Manchester - Housing Site 1 - Collyhurst</b>				
Total Estimated Area - 52ha 385562,400161				
<b>Social</b>				
1	Reduce poverty and social inclusion	Will the site be located near or within deprived areas?	The site falls in one of the UK's most deprived areas and opportunities for regeneration are likely.	
2	Attract additional population to settle in Manchester	Will the site include the provision of a range of high quality housing opportunities in sustainable locations, suitable to attract the target population?	The site is located in one of the UK's most deprived areas and, as such, is likely to target the provision of high quality housing to meet the needs of local people in the first instance (PFI scheme).	
		Will the site include the provision of employment opportunities, in particular in growth sectors (Aviation and Manchester Airport Creative/ Digital/ New Media, Financial and Professional Services, ICT Digital/ Communications, Life Science Industries, Manufacturing)?	Site is for housing development.	
		Will the site encourage public realm improvements, connectivity to external areas and provision of regionally important facilities and services?	The site will lead to the improvement of public realm and green infrastructure, which will contribute to the improvement of the wider area.	
3	Improve health of the population and reduce health inequalities	Is it within 30 mins of a GP, dentist and hospital by public transport?	The site is within 30min of a GP by public transport. The nearest GP is located within the site and the nearest hospital, the Pennine Acute Hospital NHS Trust is located approximately 2.6km from the site.	

		Will it lead to a direct loss of public open space or open access land?	The development of the site may result in a loss of public open space as it contains a Local Park and some green open spaces. However, policy H 9 includes potential interventions as including green infrastructure, which may enhance open access land.	
		Will it improve accessibility by Public Rights of Way?	Nearby Public Rights of Way will improve accessibility to the site.	
		Will the site allocation contribute to noise pollution through the allocation of noisy uses next to noise-sensitive uses or allocating noise-sensitive uses close to significant noise sources (e.g. major roads)?	Housing adjacent to the railway or A roads are likely to suffer some noise pollution.	
4	Improve the qualifications and skills of the resident population	Is it within 30 mins of a school by public transport?	The site is within 30 mins of a school by public transport.	
		Is it within walkable/cyclable distances (800m and 2-5km)?	It is within walkable and cyclable distance. The nearest school is located approximately 130m from the site.	
5	Provide an adequate mix of quality housing for current and future residents of the area	Is the site proposal over the relevant thresholds for the application of affordable housing policy? CS Policy Approach H5 defines that, for Manchester, for sites of 0.3ha and above, or 15 dwellings or more, 20% shall be affordable and that developers are expected to use the 20% target as a starting point. The proportion of affordable housing units will reflect the type and size of the development as a whole.	The proposed site area is 52 hectares and is likely to generate 1300 dwellings. As such is above the relevant threshold for the application of affordable housing policy.	
8	Ensure people's needs for goods, services and amenities are met	Is it within 30 min of the Manchester City Centre, District Centre or Local Centre by public transport?	The site is within 30 mins of Manchester City Centre by public transport.	
		Is it within walkable/cyclable distances (800m and 2-5km) to key services? (local services include convenience store; post office; pub; bank; supermarket/ shopping centre)	City centre is located approximately 900m from the site. Bank: 2km; Bobby's Convenience Store: 500m; Post Office: 1km; Pub: 600m. Also the site does have a grocery within.	
		Is it within 30 mins of a supermarket/ shopping centre by public transport?	The site is within 30 mins of shops/supermarkets by public transport. 1km to Lancashire Food Store.	

		Is the site proposed in a location with accessible natural green space?	The site is located next to recreation/ amenity open spaces. The site contains Local Parks within and is adjacent to a City Park (the Queen's Park). The site is also adjacent to a River Valley.	
9	Ensure inclusion and equality of opportunity for all, whilst embracing differing needs, values and customs	Is the site proposed for employment?	The site is proposed for housing development.	
		Will the site be located near or within deprived areas?	The site falls in one of the UK's most deprived areas and opportunities for regeneration are likely.	
		Is it within 30 min of the Manchester City Centre, District Centre or Local Centre by public transport?	The site is within 30 mins of Manchester City Centre by public transport.	
		Is it within walkable/cyclable distances (800m and 2-5km) to key services? (community uses)	Harpurhey Community Church: 1km; Irish Community Care: 2km; Greater Manchester Homeworking Project: 2km	
		Is the site proposal over the relevant thresholds for the application of affordable housing policy? CS Policy Approach H5 defines that, for Manchester, for sites of 0.3ha and above, or 15 dwellings or more, 20% shall be affordable and that developers are expected to use the 20% target as a starting point. The proportion of affordable housing units will reflect the type and size of the development as a whole.	The proposed site area is 52 hectares and as such is above the relevant threshold for the application of affordable housing policy.	
<b>Environmental</b>				
10	Promote the use of sustainable transport modes and reduce motorised traffic	Does the site have good accessibility to local facilities?	City centre is located approximately 900m from the site, which has good accessibility to local facilities.	
		Is the site proposed in a proximity to a public transport route or in a walkable/cyclable distance?	There are public transport routes and bus stops located within the site.	
11	Improve air quality	Is the site proposed within an Air Quality Management Area (AQMA)?	The site is located within an Air Quality Management Area.	
12	Improve the quality of water bodies and their environment	Is the site proposed within a groundwater source protection zone?	The site is not located within a groundwater source protection zone.	

		Is the site adjacent to a watercourse or within an area of poor ground or surface water quality? (WFD)	The River Irk flows through part of the site, considered overall 'at risk' in terms of water quality. WFD Draft River Basin Management Plans 2008- Groundwater: Poor	
13	Ensure efficient use of land	Is the site proposed on Greenfield land?	The site is proposed on Urban Land.	
		Would it lead to the loss of best and most versatile agricultural land (Grade 1, 2 and 3a)?	The site is proposed on Urban Land.	
		Will it lead to remediation of contaminated land?	Development of the site is likely to lead to remediation of existing contaminated land	
14	Maintain and enhance biodiversity, including habitats and species	Is the site in proximity to a Special Protection Area (SPA), Special Area of Conservation (SAC) or Site of Special Scientific Interest (SSSI)? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 2km of a SPA, SAC or SSSI.	The site is not located in close proximity to a SPA, SAC or SSSI. The nearest SAC is the Rochdale Canal located approximately 3.5km east of the site and the nearest SSSI is the Hollinwood Branch Canal located 5.3km also east of the site.	
		Is the site in proximity to a Site of Biological Interest or Local Nature Reserve? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 500m of a site.	The site is not located in close proximity to a Site of Biological Interest or Local Nature Reserve.	
		Are BAP habitats known to be on the site?	There are no BAP habitats known to be on the site.	
15	Maintain and enhance the quality of landscape, townscape and built environment	Is the site in or adjacent to a Green Corridor? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 40m of a Green Corridor.	The site is not in or adjacent to a Green Corridor.	
16	Protect and enhance sites, features and areas of historical and archaeological value	Are there any listed buildings on or adjacent to the site?	There are no Listed Buildings on or adjacent to the site.	
		Is the site in or adjacent to a Conservation Area?	The site is not in or adjacent to a Conservation Area.	
		Is the site in or adjacent to a Historic Park and Garden? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 40m of a Historic Park and Garden.	The site is located adjacent to a Grade II Registered Park and Garden, the Queen's Park.	

		Is the site in or adjacent to a Scheduled Ancient Monument (SAM)? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 40m of a SAM.	The site is not in or adjacent to a Scheduled Ancient Monument.	
17	Ensure the prudent use of natural resources	Is there a clear commitment to meet Code Level 3 or above of the Government's Code for Sustainable Homes for housing development; or BREEAM "Excellent/Very Good" for non-residential buildings?	The Core Strategy requires that the development of new housing meets the current Code for Sustainable Homes requirements and that any local targets are to be framed with reference to existing national targets - there is a national timetable for achieving Code for Sustainable Homes Level 6 (zero carbon) for all new housing by 2016. The Core Strategy recognises that there may be scope to meet these targets in advance of this timetable in specific areas. Meeting Code Level 3-6 will help minimise CO2 emissions.	
18	Reduce contribution to climate change	Will the site proposal promote the incorporation of small-scale renewable in developments?	The Core Strategy Policy Approach En2 considers Strategic Housing and Employment Sites as Strategic Areas for Low Carbon, Decentralised and Renewable Energy Development within Manchester. It is considered that these strategic sites will have a major role to play in achieving an increase in the level of decentralised, low carbon and renewable energy available.	
19	Reduce impact of climate change	Does the site lie within the flood risk zones (2, 3a, 3b) identified in the SFRA and have a proposed 'non-compatible' use or is located within 9m of a river?	A small area of the site, immediately adjacent to both margins of the River Irk, which crosses the site, does lie within Flood Risk Zone 3a. Although the majority of the site is not at risk of flooding, an Exception Test still needs to be undertaken for the area that falls within Flood Risk Zone 3a.	
<b>Economic</b>				
21	Encourage a strong and stable economy	Is the site proposed for mixed-use development or employment and/or encourage the diversification of employment in Manchester?	The site is proposed for housing development.	
		Will the site increase accessibility by sustainable modes between residential and employment areas?	There are public transport routes and bus stops located within the site.	

22	Reduce economic exclusion	is the site proposed for appropriate employment development adjacent to or within areas of deprivation?	The site is proposed for housing development.	
23	Encourage and accommodate both indigenous and inward investment	Will it increase employment land availability?	The site is proposed for housing development.	
		Will the site increase the attractiveness of the area to potential investors?	The redevelopment of a large area of deprivation is likely to improve the attractiveness of the area which may encourage investment.	
24	Maintain and enhance vitality and viability of Manchester' centres, including City Centres, District and Local Centres	Is the site proposed for mixed-use development or employment in Manchester' centres?	The site is proposed for housing development.	

**Summary Assessment**

This development is proposed on urban land and is considered a large-scale development (50+ha) that would significantly improve the housing stock within Manchester. The development of the site may affect local air quality, as it is located within an Air Quality Management Area (AQMA) and although its not located within a groundwater source protection zone it does have poor groundwater quality, and the river water quality is considered by the EA to be 'at risk'. The site has good accessibility to local facilities by being within cyclable distance from Manchester Town Centre and would benefit from the services offered within it. It also has the advantage of having public transport routes and bus stops located within and of being close to Public Rights of Way. The proposed site is not within or in close proximity to any statutory or locally designated sites, although does contain a Local Park within and is adjacent to a Registered Park and Garden. A small area of the site, immediately adjacent to both margins of the River Irk, which crosses the site, does lie within Flood Risk Zone 3a. Although the majority of the site is not at risk of flooding, an Exception Test still needs to be undertaken for the area that falls within Flood Risk Zone 3a. It should be ensured that the open space within the site is retained and enhanced as part of the green infrastructure scheme. It should be ensured that noise pollution effects are minimised and mitigated through design solutions.

Table D.3 - Housing Site 2 - East of Rochdale Road

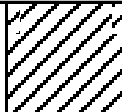

SA Objective	Indicator	Notes	Colour Code	
<b>Manchester - Housing Site 2 - East of Rochdale Road</b>				
Total Estimated Area - 40.8ha 385946,400956				
<b>Social</b>				
1	Reduce poverty and social inclusion	Will the site be located near or within deprived areas?	Development of this site for employment purposes will help tackle deprivation due to close proximity to deprived areas and opportunities for regeneration are likely.	
2	Attract additional population to settle in Manchester	Will the site include the provision of a range of high quality housing opportunities in sustainable locations, suitable to attract the target population?	The site is located in a social housing area and, as such, is likely to target the provision of high quality housing to meet the needs of local people in the first instance (council owned scheme).	
		Will the site include the provision of employment opportunities, in particular in growth sectors (Aviation and Manchester Airport Creative/ Digital/ New Media, Financial and Professional Services, ICT Digital/ Communications, Life Science Industries, Manufacturing)?	Site is for housing development	
		Will the site encourage public realm improvements, connectivity to external areas and provision of regionally important facilities and services?	The site will lead to the improvement of green infrastructure, which will contribute to the improvement of the wider area.	
3	Improve health of the population and reduce health inequalities	Is it within 30 mins of a GP, dentist and hospital by public transport?	The site is within 30min of a GP by public transport. The nearest GP (Dr. S Saleh) is located within the site and the Willow Bank Surgery is located approximately 100m from the site.	
		Will it lead to a direct loss of public open space or open access land?	The site is likely to result in loss of public open space as does contain some green open spaces.	
		Will it improve accessibility by Public Rights of Way?	Nearby Public Rights of Way will improve accessibility to the site.	



		Will the site allocation contribute to noise pollution through the allocation of noisy uses next to noise-sensitive uses or allocating noise-sensitive uses close to significant noise sources (e.g. major roads)?	Site will lead to the redevelopment of housing stock in an area with no obvious sources of noise pollution.	
4	Improve the qualifications and skills of the resident population	Is it within 30 mins of a school by public transport?	The site is within 30 mins of a school by public transport.	
		Is it within walkable/cyclable distances (800m and 2-5km)?	It is within walkable and cyclable distance. The nearest school, the St. Edmunds RC Primary School is adjacent to the site.	
5	Provide an adequate mix of quality housing for current and future residents of the area	Is the site proposal over the relevant thresholds for the application of affordable housing policy? CS Policy Approach H5 defines that, for Manchester, for sites of 0.3ha and above, or 15 dwellings or more, 20% shall be affordable and that developers are expected to use the 20% target as a starting point. The proportion of affordable housing units will reflect the type and size of the development as a whole.	The proposed site area is 40.8 hectares and as such is above the relevant threshold for the application of affordable housing policy.	
8	Ensure people's needs for goods, services and amenities are met	Is it within 30 min of the Manchester City Centre, District Centre or Local Centre by public transport?	The site is within 30 mins of Harpurhey District Centre by public transport.	
		Is it within walkable/cyclable distances (800m and 2-5km) to key services? (local services include convenience store; post office; pub; bank; supermarket/ shopping centre)	It is within walkable and cyclable distance. Harpurhey District Centre is adjacent to the site. Bobby's convenience store: 2km; Bank: 2km; Post Office: 2km; Pub 700m. Also the site does have a grocery within.	
		Is it within 30 mins of a supermarket/ shopping centre by public transport?	The site is within 30 mins of shops/supermarkets by public transport.	
		Is the site proposed in a location with accessible natural green space?	The site is located next to recreation/ amenity open spaces. The site is adjacent to a City Park (the Queen's Park).	
9	Ensure inclusion and equality of	Is the site proposed for employment?	The site is proposed for housing development.	

	opportunity for all, whilst embracing differing needs, values and customs	Will the site be located near or within deprived areas?	Development of this site for employment purposes will help tackle deprivation due to close proximity to deprived areas and opportunities for regeneration are likely.	
		Is it within 30 min of the Manchester City Centre, District Centre or Local Centre by public transport?	The site is within 30 mins of Harpurhey District Centre by public transport.	
		Is it within walkable/cyclable distances (800m and 2-5km) to key services? (community uses)	It is within walkable and cyclable distance. Harpurhey District Centre is adjacent to the site. Harpurhey Community Church: 700m; Community Learning Disability Team: 700m; Irish Community Care: 2km; Cheetham Community Project: 3km; Neesa Well Women Drop In Project: 3km	
		Is the site proposal over the relevant thresholds for the application of affordable housing policy? CS Policy Approach H5 defines that, for Manchester, for sites of 0.3ha and above, or 15 dwellings or more, 20% shall be affordable and that developers are expected to use the 20% target as a starting point. The proportion of affordable housing units will reflect the type and size of the development as a whole.	The proposed site area is 40.8 hectares and as such is above the relevant threshold for the application of affordable housing policy.	
<b>Environmental</b>				
10	Promote the use of sustainable transport modes and reduce motorised traffic	Does the site have good accessibility to local facilities?	City centre is located approximately 900m from the site, which has good accessibility to existing local facilities.	
		Is the site proposed in a proximity to a public transport route or in a walkable/cyclable distance?	There are public transport routes and bus stops located within the site.	
11	Improve air quality	Is the site proposed within an Air Quality Management Area (AQMA)?	The site is located within an Air Quality Management Area.	
12	Improve the quality of water bodies and their environment	Is the site proposed within a groundwater source protection zone?	The site is not located within a groundwater source protection zone.	

		Is the site adjacent to a watercourse or within an area of poor ground or surface water quality? (WFD)	WFD Draft River Basin Management Plans 2008-Groundwater: Poor; Moston Brook flows through part of the site: considered 'at risk'.	
13	Ensure efficient use of land	Is the site proposed on Greenfield land?	The site is proposed on Brownfield site.	
		Would it lead to the loss of best and most versatile agricultural land (Grade 1, 2 and 3a)?	There is no agricultural land within the site area.	
		Will it lead to remediation of contaminated land?	Insufficient information is available - a potential for conflict may exist.	?
14	Maintain and enhance biodiversity, including habitats and species	Is the site in proximity to a Special Protection Area (SPA), Special Area of Conservation (SAC) or Site of Special Scientific Interest (SSSI)? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 2km of a SPA, SAC or SSSI.	The site is not located in close proximity to a SPA, SAC or SSSI. The nearest SAC is the Rochdale Canal located approximately 2.6km east of the site.	
		Is the site in proximity to a Site of Biological Interest or Local Nature Reserve? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 500m of a site.	The site is not located in close proximity to a Site of Biological Interest or Local Nature Reserve. The nearest Local Nature Reserve is Clayton Vale LNR located approximately 1.6km south of the site.	
		Are BAP habitats known to be on the site?	There are no BAP habitats known to be on the site.	
15	Maintain and enhance the quality of landscape, townscape and built environment	Is the site in or adjacent to a Green Corridor? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 40m of a Green Corridor.	The site is not in or adjacent to a Green Corridor.	
16	Protect and enhance sites, features and areas of historical and archaeological value	Are there any listed buildings on or adjacent to the site?	There are no Listed Buildings on or adjacent to the site.	
		Is the site in or adjacent to a Conservation Area?	The site is not in or adjacent to a Conservation Area.	
		Is the site in or adjacent to a Historic Park and Garden? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 40m of a Historic Park and Garden.	The site is located adjacent to Queen's Park Registered Park and Garden and to Manchester General Cemetery Registered Park and Garden.	

		Is the site in or adjacent to a Scheduled Ancient Monument (SAM)? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 40m of a SAM.	The site is not in or adjacent to a Scheduled Ancient Monument.	
17	Ensure the prudent use of natural resources	Is there a clear commitment to meet Code Level 3 or above of the Government's Code for Sustainable Homes for housing development; or BREEAM "Excellent/Very Good" for non-residential buildings?	The Core Strategy requires that the development of new housing meets the current Code for Sustainable Homes requirements and that any local targets are to be framed with reference to existing national targets - there is a national timetable for achieving Code for Sustainable Homes Level 6 (zero carbon) for all new housing by 2016. The Core Strategy recognises that there may be scope to meet these targets in advance of this timetable in specific areas. Meeting Code Level 3-6 will help minimise CO2 emissions.	
18	Reduce contribution to climate change	Will the site proposal promote the incorporation of small-scale renewable in developments?	The Core Strategy Policy Approach En2 considers Strategic Housing and Employment Sites as Strategic Areas for Low Carbon, Decentralised and Renewable Energy Development within Manchester. It is considered that these strategic sites will have a major role to play in achieving an increase in the level of decentralised, low carbon and renewable energy available.	
19	Reduce impact of climate change	Does the site lie within the flood risk zones (2, 3a, 3b) identified in the SFRA and have a proposed 'non-compatible' use or is located within 9m of a river?	The site is not located within a Flood Risk Zone.	
<b>Economic</b>				
21	Encourage a strong and stable economy	Is the site proposed for mixed-use development or employment and/or encourage the diversification of employment in Manchester?	The site is proposed for housing development.	
		Will the site increase accessibility by sustainable modes between residential and employment areas?	There are public transport routes and bus stops located within the site.	


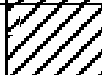

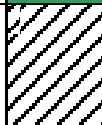
22	Reduce economic exclusion	is the site proposed for appropriate employment development adjacent to or within areas of deprivation?	The site is proposed for housing development.	
23	Encourage and accommodate both indigenous and inward investment	Will it increase employment land availability?	The site is proposed for housing development.	
		Will the site increase the attractiveness of the area to potential investors?	The redevelopment of a large area of deprivation is likely to improve the attractiveness of the area which may encourage investment.	
24	Maintain and enhance vitality and viability of Manchester' centres, including City Centres, District and Local Centres	Is the site proposed for mixed-use development or employment in Manchester' centres?	The site is proposed for housing development.	
<b>Summary Assessment</b>				
<p>The development of the site would increase the housing stock within Manchester and is likely to result in the loss of some greenfield land and public open space. The development of the site may affect local air quality, as it is located within an Air Quality Management Area (AQMA) and although its not located within a groundwater source protection zone it is in an WFD Draft River Basin Management Plans 2008 area where Groundwater is considered to be 'Poor'; Moston Brook flows through part of the site, considered 'at risk' in terms of water quality. The site has good accessibility to local facilities by being adjacent to Harpurhey District Centre and would benefit from the services offered within it. It also has the advantage of having public transport routes, bus stops and Public Rights of Way within. The proposed site is not within or in close proximity to any statutory or locally designated sites, although is adjacent to two Registered Park and Gardens.</p>				




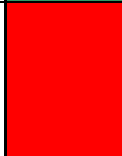






Table D.4 - Housing Site 3 - Moston/ Harpurhey

SA Objective	Indicator	Notes	Colour Code	
<b>Manchester - Housing Site 3 - Moston/ Harpurhey</b>				
Total Estimated Area - 10.8ha (six land plots combined)- mid point taken as: 387083,401691				
<b>Social</b>				
1	Reduce poverty and social inclusion	Will the site be located near or within deprived areas?	This site is composed by a series of vacant, cleared land plots under Council ownership in a priority regeneration area of North Manchester.	
2	Attract additional population to settle in Manchester	Will the site include the provision of a range of high quality housing opportunities in sustainable locations, suitable to attract the target population?	The site has good access to local services and is likely to comprise high quality housing development. As such, as part of the regeneration scheme in the area, the site may attract additional highly skilled migrants to the area.	
		Will the site include the provision of employment opportunities, in particular in growth sectors (Aviation and Manchester Airport Creative/ Digital/ New Media, Financial and Professional Services, ICT Digital/ Communications, Life Science Industries, Manufacturing)?	Site is for housing development.	
		Will the site encourage public realm improvements, connectivity to external areas and provision of regionally important facilities and services?	Site development will include public realm improvements and green infrastructure, which may have benefits for the wider area.	
3	Improve health of the population and reduce health inequalities	Is it within 30 mins of a GP, dentist and hospital by public transport?	The site is within 30min of a GP by public transport.	
		Will it lead to a direct loss of public open space or open access land?	The site is likely to result in loss of public open space as does contain few green open spaces.	
		Will it improve accessibility by Public Rights of Way?	There are no nearby Public Rights of Way to improve accessibility to the site.	

		Will the site allocation contribute to noise pollution through the allocation of noisy uses next to noise-sensitive uses or allocating noise-sensitive uses close to significant noise sources (e.g. major roads)?	Site locations are unlikely to suffer from or lead to high levels of noise pollution.	
4	Improve the qualifications and skills of the resident population	Is it within 30 mins of a school by public transport?	The site is within 30 mins of a school by public transport.	
		Is it within walkable/cyclable distances (800m and 2-5km)?	It is within walkable and cyclable distance. There are schools located adjacent to the site	
5	Provide an adequate mix of quality housing for current and future residents of the area	Is the site proposal over the relevant thresholds for the application of affordable housing policy? CS Policy Approach H5 defines that, for Manchester, for sites of 0.3ha and above, or 15 dwellings or more, 20% shall be affordable and that developers are expected to use the 20% target as a starting point. The proportion of affordable housing units will reflect the type and size of the development as a whole.	The proposed site area is 10.8 hectares and as such is above the relevant threshold for the application of affordable housing policy.	
8	Ensure people's needs for goods, services and amenities are met	Is it within 30 min of the Manchester City Centre, District Centre or Local Centre by public transport?	The site is within 30 mins of Harpurhey District Centre by public transport.	
		Is it within walkable/cyclable distances (800m and 2-5km) to key services? (local services include convenience store; post office; pub; bank; supermarkets/shopping centre)	It is within walking and cyclable distance of Harpurhey District Centre. Local convenience store from central point is 500m away; bank is 400m away; Post Office: 600m; Pub: 1km. Also there are grocery shops adjacent to the site.	
		Is it within 30 mins of a supermarket/ shopping centre by public transport?	The site is within 30 mins of shops/supermarkets by public transport.	
		Is the site proposed in a location with accessible natural green space?	The site is located next to a natural green space area.	
9	Ensure inclusion and equality of opportunity for all, whilst embracing differing needs, values and customs	Is the site proposed for employment?	The site is proposed for Housing development.	
		Will the site be located near or within deprived areas?	This site is composed by a series of vacant, cleared land plots under Council ownership in a priority regeneration area of North Manchester.	

		Is it within 30 min of the Manchester City Centre, District Centre or Local Centre by public transport?	The site is within 30 mins of Harpurhey District Centre by public transport.	
		Is it within walkable/cyclable distances (800m and 2-5km) to key services? (community uses)	It is within walkable and cyclable distance of Harpurhey District Centre. Whitemoss Club for Young People: 3km; Harpurhey Community Church 2km; Turkey Lane & Monsall Neighbourhood Centre 2km	
		Is the site proposal over the relevant thresholds for the application of affordable housing policy? CS Policy Approach H5 defines that, for Manchester, for sites of 0.3ha and above, or 15 dwellings or more, 20% shall be affordable and that developers are expected to use the 20% target as a starting point. The proportion of affordable housing units will reflect the type and size of the development as a whole.	The proposed site area is 10.8 hectares and as such is above the relevant threshold for the application of affordable housing policy.	
<b>Environmental</b>				
10	Promote the use of sustainable transport modes and reduce motorised traffic	Does the site have good accessibility to local facilities?	The site is within walking and cyclable distance of Harpurhey District Centre and has good accessibility to existing local facilities.	
		Is the site proposed in a proximity to a public transport route or in a walkable/cyclable distance?	There are public transport routes and bus stops located adjacent to the site.	
11	Improve air quality	Is the site proposed within an Air Quality Management Area (AQMA)?	The site is located within an Air Quality Management Area.	
12	Improve the quality of water bodies and their environment	Is the site proposed within a groundwater source protection zone?	The site is not located within a groundwater source protection zone.	
		Is the site adjacent to a watercourse or within an area of poor ground or surface water quality? (WFD)	WFD Draft River Basin Management Plans 2008-Groundwater: the majority of the site are in an area designated as 'Poor', but a portion of the site is designated as having 'good' quality.	
13	Ensure efficient use of land	Is the site proposed on Greenfield land?	The site is proposed on previously developed land.	



		Would it lead to the loss of best and most versatile agricultural land (Grade 1, 2 and 3a)?	The site is proposed on previously developed land.	
		Will it lead to remediation of contaminated land?	Development of the site is likely to lead to remediation of existing contaminated land	
14	Maintain and enhance biodiversity, including habitats and species	Is the site in proximity to a Special Protection Area (SPA), Special Area of Conservation (SAC) or Site of Special Scientific Interest (SSSI)? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 2km of a SPA, SAC or SSSI.	The site is not located in close proximity to a SPA, SAC or SSSI.	
		Is the site in proximity to a Site of Biological Interest or Local Nature Reserve? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 500m of a site.	The site is located approximately 50m from a Site of Biological Interest.	
		Are BAP habitats known to be on the site?	There are no BAP habitats known to be on the site.	
15	Maintain and enhance the quality of landscape, townscape and built environment	Is the site in or adjacent to a Green Corridor? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 40m of a Green Corridor.	The site is not in or adjacent to a Green Corridor.	
16	Protect and enhance sites, features and areas of historical and archaeological value	Are there any listed buildings on or adjacent to the site?	There are no Listed Buildings on or adjacent to the site.	
		Is the site in or adjacent to a Conservation Area?	The site is not in or adjacent to a Conservation Area.	
		Is the site in or adjacent to a Historic Park and Garden? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 40m of a Historic Park and Garden.	The site is not in or adjacent to a Historic Park and Garden.	
		Is the site in or adjacent to a Scheduled Ancient Monument (SAM)? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 40m of a SAM.	The site is not in or adjacent to a Scheduled Ancient Monument.	

17	Ensure the prudent use of natural resources	Is there a clear commitment to meet Code Level 3 or above of the Government's Code for Sustainable Homes for housing development; or BREEAM "Excellent/Very Good" for non-residential buildings?	The Core Strategy requires that the development of new housing meets the current Code for Sustainable Homes requirements and that any local targets are to be framed with reference to existing national targets - there is a national timetable for achieving Code for Sustainable Homes Level 6 (zero carbon) for all new housing by 2016. The Core Strategy recognises that there may be scope to meet these targets in advance of this timetable in specific areas. Meeting Code Level 3-6 will help minimise CO2 emissions.	
18	Reduce contribution to climate change	Will the site proposal promote the incorporation of small-scale renewable in developments?	The Core Strategy Policy Approach En2 considers Strategic Housing and Employment Sites as Strategic Areas for Low Carbon, Decentralised and Renewable Energy Development within Manchester. It is considered that these strategic sites will have a major role to play in achieving an increase in the level of decentralised, low carbon and renewable energy available.	
19	Reduce impact of climate change	Does the site lie within the flood risk zones (2, 3a, 3b) identified in the SFRA and have a proposed 'non-compatible' use or is located within 9m of a river?	The site is not located within a Flood Risk Zone.	
<b>Economic</b>				
21	Encourage a strong and stable economy	Is the site proposed for mixed-use development or employment and/or encourage the diversification of employment in Manchester?	The site is proposed for housing development.	
		Will the site increase accessibility by sustainable modes between residential and employment areas?	There are public transport routes and bus stops located within the site.	
22	Reduce economic exclusion	is the site proposed for appropriate employment development adjacent to or within areas of deprivation?	The site is proposed for housing development.	
23	Encourage and accommodate both indigenous and inward investment	Will it increase employment land availability?	The site is proposed for housing development.	


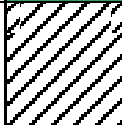
		Will the site increase the attractiveness of the area to potential investors?	The plots are within a priority regeneration area of Manchester and as such are likely to improve the attractiveness of the area through high quality development in accordance with the development plan.	
24	Maintain and enhance vitality and viability of Manchester' centres, including City Centres, District and Local Centres	Is the site proposed for mixed-use development or employment in Manchester' centres?	The site is proposed for housing development.	
<b>Summary Assessment</b>				
<p>The development of the site may affect local air quality, as it is located within an Air Quality Management Area (AQMA) and although its not located within a groundwater source protection zone, according to WFD Draft River Basin Management Plans 2008 the majority of the site are in an area with 'Poor' groundwater, but with a portion of the site is designated as having 'good' quality. The site has good accessibility to local facilities by being within walking and cycling distance from Harpurhey District Centre and would benefit from the services offered within it. It also has the advantage of having public transport routes and bus stops adjacent. The site has good access to local services and is likely to comprise high quality housing development. As such, as part of the regeneration scheme in the area, the site may attract additional highly skilled migrants to the area. The proposed site is not within or in close proximity to any statutory or locally designated sites. However, it is located approximately 50m from a Site of Biological Interest.</p>				

Table D.5 - Housing Site 4 - Lower Irk Valley

SA Objective	Indicator	Notes	Colour Code	
<b>Manchester - Housing Site 4 - Lower Irk Valley</b>				
Total Estimated Area - 51ha 384969,399898				
<b>Social</b>				
1	Reduce poverty and social inclusion	Will the site be located near or within deprived areas?	Development of this site for employment purposes will help tackle deprivation due to proximity to deprived areas and opportunities for regeneration.	
2	Attract additional population to settle in Manchester	Will the site include the provision of a range of high quality housing opportunities in sustainable locations, suitable to attract the target population?	Potential constraints on the site include access issues, which may hinder the sustainability potential of the site. However, sites are likely to generate high quality housing.	
		Will the site include the provision of employment opportunities, in particular in growth sectors (Aviation and Manchester Airport Creative/ Digital/ New Media, Financial and Professional Services, ICT Digital/ Communications, Life Science Industries, Manufacturing)?	Site is for housing development.	
		Will the site encourage public realm improvements, connectivity to external areas and provision of regionally important facilities and services?	Site may provide public realm improvements as part of the masterplanning work already underway.	?
3	Improve health of the population and reduce health inequalities	Is it within 30 mins of a GP, dentist and hospital by public transport?	The site is within 30min of a GP by public transport. The Whitley Road Medical Centre is located approximately 30m from the site.	
		Will it lead to a direct loss of public open space or open access land?	The site is likely to result in loss of public open space as does contain green open spaces within and is partially within a River Valley area.	
		Will it improve accessibility by Public Rights of Way?	Nearby Public Rights of Way will improve accessibility to the site.	

		Will the site allocation contribute to noise pollution through the allocation of noisy uses next to noise-sensitive uses or allocating noise-sensitive uses close to significant noise sources (e.g. major roads)?	Site is bordered on the east and south by an A road and railway track respectively. This may lead to some noise pollution.	
4	Improve the qualifications and skills of the resident population	Is it within 30 mins of a school by public transport?	The site is within 30 mins of a school by public transport.	
		Is it within walkable/cyclable distances (800m and 2-5km)?	It is within walkable and cyclable distance. The Saviour C of E Primary School is located within the site.	
5	Provide an adequate mix of quality housing for current and future residents of the area	Is the site proposal over the relevant thresholds for the application of affordable housing policy? CS Policy Approach H5 defines that, for Manchester, for sites of 0.3ha and above, or 15 dwellings or more, 20% shall be affordable and that developers are expected to use the 20% target as a starting point. The proportion of affordable housing units will reflect the type and size of the development as a whole.	The proposed site area is 51 hectares and as such is above the relevant threshold for the application of affordable housing policy.	
8	Ensure people's needs for goods, services and amenities are met	Is it within 30 min of the Manchester City Centre, District Centre or Local Centre by public transport?	The site is within 30 mins of Manchester City Centre by public transport.	
		Is it within walkable/cyclable distances (800m and 2-5km) to key services? (local services include convenience store; post office; pub; bank; supermarkets/shopping centre)	It is within walkable and cyclable distance. Manchester Fort Shopping Park: 4km from site. Post Office: 4km; Bank 5km; pub: 3km. Also there is a convenience store adjacent to the site.	
		Is it within 30 mins of a supermarket/ shopping centre by public transport?	The site is within 30 mins of shops/supermarkets by public transport.	
		Is the site proposed in a location with accessible natural green space?	The site does contain natural green space areas and a Local Park within.	
9	Ensure inclusion and equality of opportunity for all, whilst embracing differing needs, values and customs	Is the site proposed for employment?	The site is proposed for housing development.	
		Will the site be located near or within deprived areas?	Development of this site for employment purposes will help tackle deprivation due to proximity to deprived areas and opportunities for regeneration.	
		Is it within 30 min of the Manchester City Centre, District Centre or Local Centre by public transport?	The site is within 30 mins of Manchester City Centre by public transport.	

		Is it within walkable/cyclable distances (800m and 2-5km) to key services? (community uses)	Community uses are within cycling distance but not walking distance: Greater Manchester Homeworking Project 5km; Irish Community Care: 4km; Community Foundations for Greater Manchester: 5km	
		Is the site proposal over the relevant thresholds for the application of affordable housing policy? CS Policy Approach H5 defines that, for Manchester, for sites of 0.3ha and above, or 15 dwellings or more, 20% shall be affordable and that developers are expected to use the 20% target as a starting point. The proportion of affordable housing units will reflect the type and size of the development as a whole.	The proposed site area is 51 hectares and as such is above the relevant threshold for the application of affordable housing policy.	
<b>Environmental</b>				
10	Promote the use of sustainable transport modes and reduce motorised traffic	Does the site have good accessibility to local facilities?	Town centre is located approximately 150m from the site, which has got good accessibility to existing local facilities.	
		Is the site proposed in a proximity to a public transport route or in a walkable/cyclable distance?	There are public transport routes and bus stops located adjacent to the site.	
11	Improve air quality	Is the site proposed within an Air Quality Management Area (AQMA)?	The site is located within an Air Quality Management Area.	
12	Improve the quality of water bodies and their environment	Is the site proposed within a groundwater source protection zone?	The site is partially located within a groundwater source protection zone. A small area south of the site is within an Outer Zone.	
		Is the site adjacent to a watercourse or within an area of poor ground or surface water quality? (WFD)	WFD Draft River Basin Management Plans 2008-Groundwater: 'Poor'; River Irk flows through the entire site, and is considered 'at risk' by the EA.	
13	Ensure efficient use of land	Is the site proposed on Greenfield land?	The site is proposed on Brownfield site.	
		Would it lead to the loss of best and most versatile agricultural land (Grade 1, 2 and 3a)?	There is no agricultural land within the site area.	
		Will it lead to remediation of contaminated land?	Development of the site is likely to lead to remediation of existing contaminated land	

14	Maintain and enhance biodiversity, including habitats and species	Is the site in proximity to a Special Protection Area (SPA), Special Area of Conservation (SAC) or Site of Special Scientific Interest (SSSI)? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 2km of a SPA, SAC or SSSI.	The site is not located in close proximity to a SPA, SAC or SSSI.	
		Is the site in proximity to a Site of Biological Interest or Local Nature Reserve? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 500m of a site.	The site is not located in close proximity to a Site of Biological Interest or Local Nature Reserve.	
		Are BAP habitats known to be on the site?	There are no BAP habitats known to be on the site.	
15	Maintain and enhance the quality of landscape, townscape and built environment	Is the site in or adjacent to a Green Corridor? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 40m of a Green Corridor.	The site is not in or adjacent to a Green Corridor.	
16	Protect and enhance sites, features and areas of historical and archaeological value	Are there any listed buildings on or adjacent to the site?	There are no Listed Buildings on or adjacent to the site.	
		Is the site in or adjacent to a Conservation Area?	The site is not in or adjacent to a Conservation Area.	
		Is the site in or adjacent to a Historic Park and Garden? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 40m of a Historic Park and Garden.	The site is not in or adjacent to a Historic Park and Garden. The nearest Registered Park and Garden is the Queen's Park located approximately 200m from the site.	
		Is the site in or adjacent to a Scheduled Ancient Monument (SAM)? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 40m of a SAM.	The site is not in or adjacent to a Scheduled Ancient Monument.	

17	Ensure the prudent use of natural resources	Is there a clear commitment to meet Code Level 3 or above of the Government's Code for Sustainable Homes for housing development; or BREEAM "Excellent/Very Good" for non-residential buildings?	The Core Strategy requires that the development of new housing meets the current Code for Sustainable Homes requirements and that any local targets are to be framed with reference to existing national targets - there is a national timetable for achieving Code for Sustainable Homes Level 6 (zero carbon) for all new housing by 2016. The Core Strategy recognises that there may be scope to meet these targets in advance of this timetable in specific areas. Meeting Code Level 3-6 will help minimise CO2 emissions.	
18	Reduce contribution to climate change	Will the site proposal promote the incorporation of small-scale renewable in developments?	The Core Strategy Policy Approach En2 considers Strategic Housing and Employment Sites as Strategic Areas for Low Carbon, Decentralised and Renewable Energy Development within Manchester. It is considered that these strategic sites will have a major role to play in achieving an increase in the level of decentralised, low carbon and renewable energy available.	
19	Reduce impact of climate change	Does the site lie within the flood risk zones (2, 3a, 3b) identified in the SFRA and have a proposed 'non-compatible' use or is located within 9m of a river?	A very small area of the site, immediately adjacent to both margins of the River Irk, which crosses the site, does lie within Flood Risk Zones 2, 3 and 3a. Although the majority of the site is not at risk of flooding, an Exception Test still needs to be undertaken for the area that falls within Flood Risk Zone 3a.	
<b>Economic</b>				
21	Encourage a strong and stable economy	Is the site proposed for mixed-use development or employment and/or encourage the diversification of employment in Manchester?	The site is proposed for housing development.	
		Will the site increase accessibility by sustainable modes between residential and employment areas?	There are public transport routes and bus stops located within the site.	
22	Reduce economic exclusion	is the site proposed for appropriate employment development adjacent to or within areas of deprivation?	The site is proposed for housing development.	



23	Encourage and accommodate both indigenous and inward investment	Will it increase employment land availability?	The site is proposed for housing development.	
		Will the site increase the attractiveness of the area to potential investors?	Masterplanning work and adherence to sustainable design standards are likely to improve the overall attractiveness of the area. However, a potential relocation of non-residential uses could contradict this effect.	?
24	Maintain and enhance vitality and viability of Manchester' centres, including City Centres, District and Local Centres	Is the site proposed for mixed-use development or employment in Manchester' centres?	The site is proposed for housing development.	

**Summary Assessment**




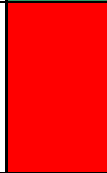






The development of the site would significantly increase the housing stock within Manchester and result in the loss of some greenfield land. Masterplanning work and adherence to sustainable design standards are likely to improve the overall attractiveness of the area. However, a potential relocation of non-residential uses could contradict this effect. The development of the site may affect the quality of groundwater, as it is located within a water abstraction management area and partially within a groundwater source protection zone. It is also in a WFD Draft River Basin Management Plans 2008- Groundwater area regarded as 'Poor' and the River Irk flows through the entire site, considered 'at risk' by the EA. The development may negatively affect air quality, as it is located within an Air Quality Management Area (AQMA). The site has good accessibility to local facilities by being within walking and cycling distance from Manchester City Centre and would benefit from the services offered within it. It also has the advantage of having public transport routes and bus stops adjacent. The proposed site is not within or in close proximity to any statutory or locally designated sites. A small area of the site, immediately adjacent to both margins of the River Irk, which crosses the site, does lie within Flood Risk Zones 2, 3 and 3a. Although the majority of the site is not at risk of flooding, an Exception Test still needs to be undertaken for the area that falls within Flood Risk Zone 3a.

Table D.6 - Housing Site 5 - Booth Hall Hospital

SA Objective	Indicator	Notes	Colour Code
<b>Manchester - Housing Site 5 - Booth Hall Hospital</b>			
Total Estimated Area - 9ha			
<b>Social</b>			
1	Reduce poverty and social inclusion	Will the site be located near or within deprived areas?	Development of this site for employment purposes will help tackle deprivation due to proximity to deprived areas and opportunities for regeneration.
2	Attract additional population to settle in Manchester	Will the site include the provision of a range of high quality housing opportunities in sustainable locations, suitable to attract the target population?	The site is considered to be in a sustainable location in terms of accessibility to transport and services and facilities. The redevelopment of the hospital in accordance with the CS is likely to create high quality housing.
		Will the site include the provision of employment opportunities, in particular in growth sectors (Aviation and Manchester Airport Creative/ Digital/ New Media, Financial and Professional Services, ICT Digital/ Communications, Life Science Industries, Manufacturing)?	Site is for housing development.
		Will the site encourage public realm improvements, connectivity to external areas and provision of regionally important facilities and services?	As a former hospital site for housing provision, it is unlikely that the development will lead to the provision of services or facilities that will benefit the wider area.
3	Improve health of the population and reduce health inequalities	Is it within 30 mins of a GP, dentist and hospital by public transport?	The site is within 30min of a GP by public transport. The Booth Hall Hospital is located within the site.
		Will it lead to a direct loss of public open space or open access land?	The site is likely to result in loss of public open space as does contain some green open spaces.
		Will it improve accessibility by Public Rights of Way?	Nearby Public Rights of Way will improve accessibility to the site.

		Will the site allocation contribute to noise pollution through the allocation of noisy uses next to noise-sensitive uses or allocating noise-sensitive uses close to significant noise sources (e.g. major roads)?	Site locations are unlikely to suffer from or lead to high levels of noise pollution.	
4	Improve the qualifications and skills of the resident population	Is it within 30 mins of a school by public transport?	The site is within 30 mins of a school by public transport.	
		Is it within walkable/cyclable distances (800m and 2-5km)?	It is within walkable and cyclable distance. The nearest school, the St. John Bosco Primary School is located approximately 700m from the site.	
5	Provide an adequate mix of quality housing for current and future residents of the area	Is the site proposal over the relevant thresholds for the application of affordable housing policy? CS Policy Approach H5 defines that, for Manchester, for sites of 0.3ha and above, or 15 dwellings or more, 20% shall be affordable and that developers are expected to use the 20% target as a starting point. The proportion of affordable housing units will reflect the type and size of the development as a whole.	The proposed site area is 9 hectares and as such is above the relevant threshold for the application of affordable housing policy.	
8	Ensure people's needs for goods, services and amenities are met	Is it within 30 min of the Manchester City Centre, District Centre or Local Centre by public transport?	The site is within 30 mins of Harpurhey District Centre by public transport.	
		Is it within walkable/cyclable distances (800m and 2-5km) to key services? (local services include convenience store; post office; pub; bank; supermarket/ shopping centre)	It is within walkable and cyclable distances. The nearest grocery shop is located approximately 600m from the site.	
		Is it within 30 mins of a supermarket/ shopping centre by public transport?	The site is within 30 mins of shops/supermarkets by public transport.	
		Is the site proposed in a location with accessible natural green space?	The site is located adjacent to Boggart Hole Clough, which is a natural green space and designated City Park with recreation/ amenity open spaces.	
9	Ensure inclusion and equality of	Is the site proposed for employment?	The site is proposed for housing development.	

	opportunity for all, whilst embracing differing needs, values and customs	Will the site be located near or within deprived areas?	Development of this site for employment purposes will help tackle deprivation due to proximity to deprived areas and opportunities for regeneration.	
		Is it within 30 min of the Manchester City Centre, District Centre or Local Centre by public transport?	The site is within 30 mins of Harpurhey District Centre by public transport.	
		Is it within walkable/cyclable distances (800m and 2-5km) to key services? (community uses)	Harpurhey District Centre is within cyclable distance as is located approximately 1.2km from the site. Key services for community uses can be found within the District Centre.	
		Is the site proposal over the relevant thresholds for the application of affordable housing policy? CS Policy Approach H5 defines that, for Manchester, for sites of 0.3ha and above, or 15 dwellings or more, 20% shall be affordable and that developers are expected to use the 20% target as a starting point. The proportion of affordable housing units will reflect the type and size of the development as a whole.	The proposed site area is 9 hectares and as such is above the relevant threshold for the application of affordable housing policy.	
<b>Environmental</b>				
10	Promote the use of sustainable transport modes and reduce motorised traffic	Does the site have good accessibility to local facilities?	The site is considered to be in a sustainable location in terms of accessibility to transport and services and facilities.	
		Is the site proposed in a proximity to a public transport route or in a walkable/cyclable distance?	There are public transport routes and bus stops located adjacent to the site.	
11	Improve air quality	Is the site proposed within an Air Quality Management Area (AQMA)?	The site is located within an Air Quality Management Area.	
12	Improve the quality of water bodies and their environment	Is the site proposed within a groundwater source protection zone?	The site is not located within a groundwater source protection zone.	
		Is the site adjacent to a watercourse or within an area of poor ground or surface water quality? (WFD)	According to WFD Draft River Basin Management Plans 2008, the Groundwater is considered of poor quality.	
13	Ensure efficient use of land	Is the site proposed on Greenfield land?	The site is proposed on Brownfield site.	

		Would it lead to the loss of best and most versatile agricultural land (Grade 1, 2 and 3a)?	There is no agricultural land within the site area.	
		Will it lead to remediation of contaminated land?	Development of the site is likely to lead to remediation of existing contaminated land	
14	Maintain and enhance biodiversity, including habitats and species	Is the site in proximity to a Special Protection Area (SPA), Special Area of Conservation (SAC) or Site of Special Scientific Interest (SSSI)? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 2km of a SPA, SAC or SSSI.	The site is not located in close proximity to a SPA, SAC or SSSI. The nearest SAC is the Rochdale Canal located approximately 3km east of the site.	
		Is the site in proximity to a Site of Biological Interest or Local Nature Reserve? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 500m of a site.	The site is adjacent to Boggart Hole Clough, which is a Site of Biological Interest and City Park. It is not located in close proximity to a Local Nature Reserve as the nearest one is Alkington Woods located approximately 1.5km from the site.	
		Are BAP habitats known to be on the site?	The site does contain within undetermined Woodland (a BAP habitat).	
15	Maintain and enhance the quality of landscape, townscape and built environment	Is the site in or adjacent to a Green Corridor? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 40m of a Green Corridor.	The site is not in or adjacent to a Green Corridor.	
16	Protect and enhance sites, features and areas of historical and archaeological value	Are there any listed buildings on or adjacent to the site?	There are no Listed Buildings on or adjacent to the site.	
		Is the site in or adjacent to a Conservation Area?	The site is not in or adjacent to a Conservation Area.	
		Is the site in or adjacent to a Historic Park and Garden? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 40m of a Historic Park and Garden.	The site is not in or adjacent to a Historic Park and Garden. The nearest Registered Park and Garden is Manchester General Cemetery located approximately 2km from the site.	
		Is the site in or adjacent to a Scheduled Ancient Monument (SAM)? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 40m of a SAM.	The site is not in or adjacent to a Scheduled Ancient Monument.	

17	Ensure the prudent use of natural resources	Is there a clear commitment to meet Code Level 3 or above of the Government's Code for Sustainable Homes for housing development; or BREEAM "Excellent/Very Good" for non-residential buildings?	The Core Strategy clearly mention that the Council is committed to the development of new housing which meets the current Code for Sustainable Homes requirements and that any local targets are to be framed with reference to existing national targets - there is a national timetable for achieving Code for Sustainable Homes Level 6 (zero carbon) for all new housing by 2016. The Core Strategy recognises that there may be scope to meet these targets in advance of this timetable in specific areas. Meeting Code Level 3-6 will help minimise CO2 emissions.	
18	Reduce contribution to climate change	Will the site proposal promote the incorporation of small-scale renewable in developments?	The Core Strategy Policy Approach En2 considers Strategic Housing and Employment Sites as Strategic Areas for Low Carbon, Decentralised and Renewable Energy Development within Manchester. It is considered that these strategic sites will have a major role to play in achieving an increase in the level of decentralised, low carbon and renewable energy available.	
19	Reduce impact of climate change	Does the site lie within the flood risk zones (2, 3a, 3b) identified in the SFRA and have a proposed 'non-compatible' use or is located within 9m of a river?	The site is not located within a Flood Risk Zone.	
<b>Economic</b>				
21	Encourage a strong and stable economy	Is the site proposed for mixed-use development or employment and/or encourage the diversification of employment in Manchester?	The site is proposed for housing development.	
		Will the site increase accessibility by sustainable modes between residential and employment areas?	There are public transport routes and bus stops adjacent to the site.	
22	Reduce economic exclusion	is the site proposed for appropriate employment development adjacent to or within areas of deprivation?	The site is proposed for housing development.	
23	Encourage and accommodate both indigenous and inward investment	Will it increase employment land availability?	The site is proposed for housing development.	


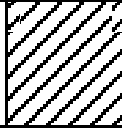
		Will the site increase the attractiveness of the area to potential investors?	Masterplanning work to develop a former hospital site is likely to lead to the improved attractiveness of the area.	
24	Maintain and enhance vitality and viability of Manchester' centres, including City Centres, District and Local Centres	Is the site proposed for mixed-use development or employment in Manchester' centres?	The site is proposed for housing development.	
<b>Summary Assessment</b>				
<p>The development of the site is likely to result in the loss of some greenfield land and public open space. Also the development of the site may affect local air quality, as it is located within an Air Quality Management Area (AQMA) and it's not located within a groundwater source protection zone. It is also in a WFD Draft River Basin Management Plans 2008- Groundwater area regarded as 'Poor'. The site has good accessibility to local facilities by being within cyclable distance from Harpurhey District Centre and would benefit from the services offered within it. It also has the advantage of having public transport routes, bus stops and Public Rights of Way adjacent. The proposed site is not within or in close proximity to most of statutory or locally designated sites. However, is adjacent to a Site of Biological Importance and it does contain within undetermined Woodland, which is a BAP habitat. The site is not within a Flood Risk Zone and has no agricultural land within.</p>				

Table D.7 - Housing Site 6 - Blackley Village

SA Objective	Indicator	Notes	Colour Code
<b>Manchester - Housing Site 6 - Blackley Village</b>			
Total Estimated Area - 8ha			
<b>Social</b>			
1	Reduce poverty and social inclusion	Will the site be located near or within deprived areas?	Development of this site for employment purposes will help tackle deprivation due to proximity to deprived areas and opportunities for regeneration.
2	Attract additional population to settle in Manchester	Will the site include the provision of a range of high quality housing opportunities in sustainable locations, suitable to attract the target population?	The site has good access to local services and is likely to comprise high quality housing development. As such, as part of the regeneration scheme in the area, the site may attract additional highly skilled migrants to the area.
		Will the site include the provision of employment opportunities, in particular in growth sectors (Aviation and Manchester Airport Creative/ Digital/ New Media, Financial and Professional Services, ICT Digital/ Communications, Life Science Industries, Manufacturing)?	Site is for housing development.
		Will the site encourage public realm improvements, connectivity to external areas and provision of regionally important facilities and services?	Site may provide public realm improvements.
3	Improve health of the population and reduce health inequalities	Is it within 30 mins of a GP, dentist and hospital by public transport?	The site is within 30min of a GP by public transport. The Dr. TE Neville is adjacent to the site.
		Will it lead to a direct loss of public open space or open access land?	The site is likely to result in loss of public open space as does contain public green open spaces.
		Will it improve accessibility by Public Rights of Way?	Nearby Public Rights of Way will improve accessibility to the site.



		Will the site allocation contribute to noise pollution through the allocation of noisy uses next to noise-sensitive uses or allocating noise-sensitive uses close to significant noise sources (e.g. major roads)?	Site locations are unlikely to suffer from or lead to high levels of noise pollution.	
4	Improve the qualifications and skills of the resident population	Is it within 30 mins of a school by public transport?	The site is within 30 mins of a school by public transport.	
		Is it within walkable/cyclable distances (800m and 2-5km)?	It is within walkable and cyclable distance. The nearest school, the Pike Fold Primary School is located approximately 140m from the site.	
5	Provide an adequate mix of quality housing for current and future residents of the area	Is the site proposal over the relevant thresholds for the application of affordable housing policy? CS Policy Approach H5 defines that, for Manchester, for sites of 0.3ha and above, or 15 dwellings or more, 20% shall be affordable and that developers are expected to use the 20% target as a starting point. The proportion of affordable housing units will reflect the type and size of the development as a whole.	The proposed site area is 8 hectares and as such is above the relevant threshold for the application of affordable housing policy.	
8	Ensure people's needs for goods, services and amenities are met	Is it within 30 min of the Manchester City Centre, District Centre or Local Centre by public transport?	The site is within 30 mins of Harpurhey District Centre by public transport.	
		Is it within walkable/cyclable distances (800m and 2-5km) to key services? (local services include convenience store; post office; pub; bank; supermarket/ shopping centre)	It is within walkable and cyclable distances. The nearest convenience store is located approximately 500m from the site.	
		Is it within 30 mins of a supermarket/ shopping centre by public transport?	The site is within 30 mins of shops/supermarkets by public transport.	
		Is the site proposed in a location with accessible natural green space?	The site is located adjacent to natural green space areas.	
9	Ensure inclusion and equality of opportunity for all, whilst embracing differing needs, values and customs	Is the site proposed for employment?	The site is proposed for housing development.	
		Will the site be located near or within deprived areas?	Development of this site for employment purposes will help tackle deprivation due to proximity to deprived areas and opportunities for regeneration.	

		Is it within 30 min of the Manchester City Centre, District Centre or Local Centre by public transport?	The site is within 30 mins of Harpurhey District Centre by public transport.	
		Is it within walkable/cyclable distances (800m and 2-5km) to key services? (community uses)	Harpurhey District Centre is within walkable and cyclable distance as is located approximately 800m from the site. Key services for community uses can be found within the District Centre.	
		Is the site proposal over the relevant thresholds for the application of affordable housing policy? CS Policy Approach H5 defines that, for Manchester, for sites of 0.3ha and above, or 15 dwellings or more, 20% shall be affordable and that developers are expected to use the 20% target as a starting point. The proportion of affordable housing units will reflect the type and size of the development as a whole.	The proposed site area is 8 hectares and as such is above the relevant threshold for the application of affordable housing policy.	
<b>Environmental</b>				
10	Promote the use of sustainable transport modes and reduce motorised traffic	Does the site have good accessibility to local facilities?	The site is considered to be in a sustainable location in terms of accessibility to transport and services and facilities.	
		Is the site proposed in a proximity to a public transport route or in a walkable/cyclable distance?	There are public transport routes and bus stops located adjacent to the site.	
11	Improve air quality	Is the site proposed within an Air Quality Management Area (AQMA)?	The site is located within an Air Quality Management Area.	
12	Improve the quality of water bodies and their environment	Is the site proposed within a groundwater source protection zone?	The site is not located within a groundwater source protection zone.	
		Is the site adjacent to a watercourse or within an area of poor ground or surface water quality? (WFD)	According to WFD Draft River Basin Management Plans 2008, the Groundwater is considered of poor quality.	
13	Ensure efficient use of land	Is the site proposed on Greenfield land?	The site is proposed on Brownfield site.	
		Would it lead to the loss of best and most versatile agricultural land (Grade 1, 2 and 3a)?	There is no agricultural land within the site area.	

		Will it lead to remediation of contaminated land?	Development of the site is likely to lead to remediation of existing contaminated land.	
14	Maintain and enhance biodiversity, including habitats and species	Is the site in proximity to a Special Protection Area (SPA), Special Area of Conservation (SAC) or Site of Special Scientific Interest (SSSI)? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 2km of a SPA, SAC or SSSI.	The site is not located in close proximity to a SPA, SAC or SSSI. The nearest SAC is the Rochdale Canal located approximately 3.6km east of the site.	
		Is the site in proximity to a Site of Biological Interest or Local Nature Reserve? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 500m of a site.	The site is not located in close proximity to a Site of Biological Interest or Local Nature Reserve. The nearest Local Nature Reserve is Blackley Forest located approximately 700m from the site.	
		Are BAP habitats known to be on the site?	There are no BAP habitats known to be on the site.	
15	Maintain and enhance the quality of landscape, townscape and built environment	Is the site in or adjacent to a Green Corridor? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 40m of a Green Corridor.	The site is not in or adjacent to a Green Corridor.	
16	Protect and enhance sites, features and areas of historical and archaeological value	Are there any listed buildings on or adjacent to the site?	There are no Listed Buildings on or adjacent to the site.	
		Is the site in or adjacent to a Conservation Area?	The site is not in or adjacent to a Conservation Area.	
		Is the site in or adjacent to a Historic Park and Garden? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 40m of a Historic Park and Garden.	The site is not in or adjacent to a Historic Park and Garden. The nearest Registered Park and Garden is Heaton Park located approximately 1.5km from the site.	
		Is the site in or adjacent to a Scheduled Ancient Monument (SAM)? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 40m of a SAM.	The site is not in or adjacent to a Scheduled Ancient Monument.	

17	Ensure the prudent use of natural resources	Is there a clear commitment to meet Code Level 3 or above of the Government's Code for Sustainable Homes for housing development; or BREEAM "Excellent/Very Good" for non-residential buildings?	The Core Strategy clearly mention that the Council is committed to the development of new housing which meets the current Code for Sustainable Homes requirements and that any local targets are to be framed with reference to existing national targets - there is a national timetable for achieving Code for Sustainable Homes Level 6 (zero carbon) for all new housing by 2016. The Core Strategy recognises that there may be scope to meet these targets in advance of this timetable in specific areas. Meeting Code Level 3-6 will help minimise CO2 emissions.	
18	Reduce contribution to climate change	Will the site proposal promote the incorporation of small-scale renewable in developments?	The Core Strategy Policy Approach En2 considers Strategic Housing and Employment Sites as Strategic Areas for Low Carbon, Decentralised and Renewable Energy Development within Manchester. It is considered that these strategic sites will have a major role to play in achieving an increase in the level of decentralised, low carbon and renewable energy available.	
19	Reduce impact of climate change	Does the site lie within the flood risk zones (2, 3a, 3b) identified in the SFRA and have a proposed 'non-compatible' use or is located within 9m of a river?	The site is not located within a Flood Risk Zone.	
<b>Economic</b>				
21	Encourage a strong and stable economy	Is the site proposed for mixed-use development or employment and/or encourage the diversification of employment in Manchester?	The site is proposed for housing development.	
		Will the site increase accessibility by sustainable modes between residential and employment areas?	There are public transport routes and bus stops adjacent to the site.	
22	Reduce economic exclusion	is the site proposed for appropriate employment development adjacent to or within areas of deprivation?	The site is proposed for housing development.	
23	Encourage and accommodate both indigenous and inward investment	Will it increase employment land availability?	The site is proposed for housing development.	


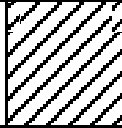
		Will the site increase the attractiveness of the area to potential investors?	The redevelopment of a large area of deprivation is likely to improve the attractiveness of the area which may encourage investment.	
24	Maintain and enhance vitality and viability of Manchester' centres, including City Centres, District and Local Centres	Is the site proposed for mixed-use development or employment in Manchester' centres?	The site is proposed for housing development.	
<b>Summary Assessment</b>				
<p>The development of the site is likely to result in the loss of non-agricultural greenfield land. Also the development of the site may affect local air quality, as it is located within an Air Quality Management Area (AQMA) and its not located within a groundwater source protection zone. It is also in a WFD Draft River Basin Management Plans 2008- Groundwater area regarded as 'Poor'. The site has good accessibility to local facilities by being located approximately 800m from Harpurhey District Centre and would benefit from the services offered within it. It also has the advantage of having public transport routes, bus stops and Public Rights of Way adjacent. The proposed site is not within or in close proximity to any statutory or locally designated sites, does not contain BAP habitats within and is not within a Flood Risk Zone.</p>				

Table D.8 - Housing Site 7 - Holt Town

SA Objective	Indicator	Notes	Colour Code
<b>Manchester - Housing Site 7 - Holt Town</b>			
Total Estimated Area - 35.3ha			
<b>Social</b>			
1	Reduce poverty and social inclusion	Will the site be located near or within deprived areas?	Development of this site for employment purposes will help tackle deprivation due to proximity to deprived areas and opportunities for regeneration.
2	Attract additional population to settle in Manchester	Will the site include the provision of a range of high quality housing opportunities in sustainable locations, suitable to attract the target population?	The development is likely to deliver 4,348 additional units and, based in its location, is likely to be suitable for the provision of more than 20% affordable housing on site. In accordance with CS policy H3, housing proposals should seek to diversify the existing housing stock to provide family housing.
		Will the site include the provision of employment opportunities, in particular in growth sectors (Aviation and Manchester Airport Creative/ Digital/ New Media, Financial and Professional Services, ICT Digital/ Communications, Life Science Industries, Manufacturing)?	The allocation is likely to provide employment uses as development of the site will comprise a range of uses in addition to residential.
		Will the site encourage public realm improvements, connectivity to external areas and provision of regionally important facilities and services?	Site may provide public realm improvements as its development comprise a range of uses in addition to residential and will involve redevelopment of industrial land into an urban quarter.
3	Improve health of the population and reduce health inequalities	Is it within 30 mins of a GP, dentist and hospital by public transport?	The site is within 30min of a GP by public transport. The nearest GP, the Bollington Rd Surgery is located approximately 300m from the site.
		Will it lead to a direct loss of public open space or open access land?	The site is likely to result in loss of public open space as does contain public green open spaces within.

		Will it improve accessibility by Public Rights of Way?	Nearby Public Rights of Way will improve accessibility to the site.	
		Will the site allocation contribute to noise pollution through the allocation of noisy uses next to noise-sensitive uses or allocating noise-sensitive uses close to significant noise sources (e.g. major roads)?	The site is bordered by an A road to the south. Houses adjacent to these uses are likely to suffer noise pollution.	
4	Improve the qualifications and skills of the resident population	Is it within 30 mins of a school by public transport?	The site is within 30 mins of a school by public transport.	
		Is it within walkable/cyclable distances (800m and 2-5km)?	It is within walkable and cyclable distance. The nearest school, the St. Anne's RC Primary School is adjacent to the site.	
5	Provide an adequate mix of quality housing for current and future residents of the area	Is the site proposal over the relevant thresholds for the application of affordable housing policy? CS Policy Approach H5 defines that, for Manchester, for sites of 0.3ha and above, or 15 dwellings or more, 20% shall be affordable and that developers are expected to use the 20% target as a starting point. The proportion of affordable housing units will reflect the type and size of the development as a whole.	The proposed site area is 35.3 hectares and as such is above the relevant threshold for the application of affordable housing policy.	
8	Ensure people's needs for goods, services and amenities are met	Is it within 30 min of the Manchester City Centre, District Centre or Local Centre by public transport?	The site is within 30 mins of Sportcity District Centre by public transport.	
		Is it within walkable/cyclable distances (800m and 2-5km) to key services? (local services include convenience store; post office; pub; bank; supermarket/ shopping centre)	It is within walkable and cyclable distance. Sportcity District Centre is located approximately 800m from the site and the nearest grocery shop is adjacent to the site.	
		Is it within 30 mins of a supermarket/ shopping centre by public transport?	The site is within 30 mins of shops/supermarkets by public transport.	
		Is the site proposed in a location with accessible natural green space?	The site is located next to natural green spaces. The site contains also contains green space areas within.	
9	Ensure inclusion and equality of	Is the site proposed for employment?	The site is proposed for Housing development.	

	opportunity for all, whilst embracing differing needs, values and customs	Will the site be located near or within deprived areas?	Development of this site for employment purposes will help tackle deprivation due to proximity to deprived areas and opportunities for regeneration.	
		Is it within 30 min of the Manchester City Centre, District Centre or Local Centre by public transport?	The site is within 30 mins of Sportcity District Centre by public transport.	
		Is it within walkable/cyclable distances (800m and 2-5km) to key services? (community uses)	Sportcity District Centre is within walkable and cyclable distance as is located approximately 800m from the site. Key services for community uses can be found within the District Centre.	
		Is the site proposal over the relevant thresholds for the application of affordable housing policy? CS Policy Approach H5 defines that, for Manchester, for sites of 0.3ha and above, or 15 dwellings or more, 20% shall be affordable and that developers are expected to use the 20% target as a starting point. The proportion of affordable housing units will reflect the type and size of the development as a whole.	The proposed site area is 35.3 hectares and as such is above the relevant threshold for the application of affordable housing policy.	
<b>Environmental</b>				
10	Promote the use of sustainable transport modes and reduce motorised traffic	Does the site have good accessibility to local facilities?	The site is considered to be in a sustainable location in terms of accessibility to transport and services and facilities, especially due to the fact that portcity District Centre is located approximately 800m from the site.	
		Is the site proposed in a proximity to a public transport route or in a walkable/cyclable distance?	There are public transport routes and bus stops around the site.	
11	Improve air quality	Is the site proposed within an Air Quality Management Area (AQMA)?	The site is located within an Air Quality Management Area.	
12	Improve the quality of water bodies and their environment	Is the site proposed within a groundwater source protection zone?	The site is not located within a groundwater source protection zone.	



		Is the site adjacent to a watercourse or within an area of poor ground or surface water quality? (WFD)	According to WFD Draft River Basin Management Plans 2008, the Groundwater is considered of poor quality. River Medlocks flows through the entire site, and is considered 'at risk' by the EA.	
13	Ensure efficient use of land	Is the site proposed on Greenfield land?	The site is proposed on Brownfield site.	
		Would it lead to the loss of best and most versatile agricultural land (Grade 1, 2 and 3a)?	There is no agricultural land within the site area.	
		Will it lead to remediation of contaminated land?	Development of the site is likely to lead to remediation of existing contaminated land	
14	Maintain and enhance biodiversity, including habitats and species	Is the site in proximity to a Special Protection Area (SPA), Special Area of Conservation (SAC) or Site of Special Scientific Interest (SSSI)? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 2km of a SPA, SAC or SSSI.	The site is not located in close proximity to a SPA, SAC or SSSI. The nearest SAC is the Rochdale Canal located approximately 3km east of the site.	
		Is the site in proximity to a Site of Biological Interest or Local Nature Reserve? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 500m of a site.	A river, designated as Site of Biological Interest crosses the site.	
		Are BAP habitats known to be on the site?	There are no BAP habitats known to be on the site.	
15	Maintain and enhance the quality of landscape, townscape and built environment	Is the site in or adjacent to a Green Corridor? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 40m of a Green Corridor.	The site is not in or adjacent to a Green Corridor.	
16	Protect and enhance sites, features and areas of historical and archaeological value	Are there any listed buildings on or adjacent to the site?	The site does contain Listed Buildings within.	
		Is the site in or adjacent to a Conservation Area?	The site is not in or adjacent to a Conservation Area.	
		Is the site in or adjacent to a Historic Park and Garden? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 40m of a Historic Park and Garden.	The site is not in or adjacent to a Historic Park and Garden. The nearest Registered Park and Garden is Philips Park Cemetery located approximately 80m from the site.	

		Is the site in or adjacent to a Scheduled Ancient Monument (SAM)? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 40m of a SAM.	The site is not in or adjacent to a Scheduled Ancient Monument.	
17	Ensure the prudent use of natural resources	Is there a clear commitment to meet Code Level 3 or above of the Government's Code for Sustainable Homes for housing development; or BREEAM "Excellent/Very Good" for non-residential buildings?	The Core Strategy clearly mention that the Council is committed to the development of new housing which meets the current Code for Sustainable Homes requirements and that any local targets are to be framed with reference to existing national targets - there is a national timetable for achieving Code for Sustainable Homes Level 6 (zero carbon) for all new housing by 2016. The Core Strategy recognises that there may be scope to meet these targets in advance of this timetable in specific areas. Meeting Code Level 3-6 will help minimise CO2 emissions. Also the Core Strategy requirement to achieve rating under the Code for Sustainable Homes will be widened to include other use classes by 2019.	
18	Reduce contribution to climate change	Will the site proposal promote the incorporation of small-scale renewable in developments?	The Core Strategy Policy Approach En2 considers Strategic Housing and Employment Sites as Strategic Areas for Low Carbon, Decentralised and Renewable Energy Development within Manchester. It is considered that these strategic sites will have a major role to play in achieving an increase in the level of decentralised, low carbon and renewable energy available.	
19	Reduce impact of climate change	Does the site lie within the flood risk zones (2, 3a, 3b) identified in the SFRA and have a proposed 'non-compatible' use or is located within 9m of a river?	The site is partially located within Flood Zones 3, 3a and 3b. Although part of the site is not at risk of flooding, an Exception Test still needs to be undertaken for the area that falls within Flood Risk Zone 3a and no housing development should be allowed within Flood Risk Zone 3b.	
<b>Economic</b>				

21	Encourage a strong and stable economy	Is the site proposed for mixed-use development or employment and/or encourage the diversification of employment in Manchester?	The sites is proposed for mixed-use and as such is likely to include employment.	
		Will the site increase accessibility by sustainable modes between residential and employment areas?	The mix of uses will help to increase the walking and cycling as modes of travel to work through the co-location of housing and employment uses.	
22	Reduce economic exclusion	is the site proposed for appropriate employment development adjacent to or within areas of deprivation?	The site is located within East Manchester, identified as a key regeneration area within the Core Strategy due to its high deprivation levels, and includes the creation of employment uses.	
23	Encourage and accommodate both indigenous and inward investment	Will it increase employment land availability?	The site includes employment land.	
		Will the site increase the attractiveness of the area to potential investors?	The redevelopment of this previously developed site, close to public transport, and including a range of land uses, is likely to improve the attractiveness of the area to potential investors.	
24	Maintain and enhance vitality and viability of Manchester' centres, including City Centres, District and Local Centres	Is the site proposed for mixed-use development or employment in Manchester' centres?	The site is allocated for mixed-use development close to the City Centre.	

**Summary Assessment**

The development of the site is likely to result in the loss of non-agricultural greenfield land. Also the development of the site may affect local air quality, as it is located within an Air Quality Management Area (AQMA) and it's not located within a groundwater source protection zone. According to WFD Draft River Basin Management Plans 2008, the Groundwater is considered of poor quality. River Medlocks flows through the entire site, and is considered 'at risk' by the EA. The site has good accessibility to local facilities by being located approximately 800m from Sportcity District Centre and would benefit from the services offered within it. It also has the advantage of having public transport routes, bus stops and Public Rights of Way adjacent. The proposed site is not within or in close proximity to any statutory or locally designated sites, does not contain BAP habitats within and is not within a Flood Risk Zone. However, a river designated as Site of Biological Interest crosses the site and there are some Listed Buildings within and adjacent to the site. Development of the site is likely to encourage a strong and stable economy as it will involve a major transformational scheme, involving redevelopment of industrial land into an urban quarter with mixed-use proposed.

Table D.9 - Housing Site 8 - Chancellor's Place

SA Objective	Indicator	Notes	Colour Code
<b>Manchester - Housing Site 8 - Chancellor's Place</b>			
Total Area - 16 ha			
<b>Social</b>			
1	Reduce poverty and social inclusion	Will the site be located near or within deprived areas?	The site is located within East Manchester, identified as a key regeneration area within the Core Strategy due to its high deprivation levels.
2	Attract additional population to settle in Manchester	Will the site include the provision of a range of high quality housing opportunities in sustainable locations, suitable to attract the target population?	The development is likely to deliver 1,852 additional units and, based in its location, is likely to be suitable for the provision of more than 20% affordable housing on site. In accordance with CS policy H3, housing proposals should seek to diversify the existing housing stock to provide family housing.
		Will the site include the provision of employment opportunities, in particular in growth sectors (Aviation and Manchester Airport Creative/ Digital/ New Media, Financial and Professional Services, ICT Digital/ Communications, Life Science Industries, Manufacturing)?	The allocation is to provide employment uses including office accommodation which has the potential to meet the needs of a highly skilled population.
		Will the site encourage public realm improvements, connectivity to external areas and provision of regionally important facilities and services?	The site is may provide regionally important facilities and services through the provision of a hotel and office accommodation.
3	Improve health of the population and reduce health inequalities	Is it within 30 mins of a GP, dentist and hospital by public transport?	The mix of uses is likely to include healthcare facilities, which will help to improve accessibility.
		Will it lead to a direct loss of public open space or open access land?	The site is previously developed.
		Will it improve accessibility by Public Rights of Way?	There are no designated Public Rights of Way through the site.

		Will the site allocation contribute to noise pollution through the allocation of noisy uses next to noise-sensitive uses or allocating noise-sensitive uses close to significant noise sources (e.g. major roads)?	The site is bordered by an A road to the north, and a railway to the south. Houses adjacent to these uses are likely to suffer noise pollution.	
4	Improve the qualifications and skills of the resident population	Is it within 30 mins of a school by public transport?	The site is within 30 mins public transport of a school	
		Is it within walkable/cyclable distances (800m and 2-5km)?	St Francis RC Primary School is approximately 1km from the edge of the site. St Luke's CofE Primary School is approximately 2km from the site, and Richmond Park School is also approximately 2km from the site. They are all within cyclable but not walkable distance from the site.	
5	Provide an adequate mix of quality housing for current and future residents of the area	Is the site proposal over the relevant thresholds for the application of affordable housing policy? CS Policy Approach H5 defines that, for Manchester, for sites of 0.3ha and above, or 15 dwellings or more, 20% shall be affordable and that developers are expected to use the 20% target as a starting point. The proportion of affordable housing units will reflect the type and size of the development as a whole.	The development is likely to deliver 1,852 housing units and, based in its location, is likely to be suitable for the provision of more than 20% affordable housing on site. In accordance with CS policy H3, housing proposals should seek to diversify the existing housing stock to provide family housing.	
8	Ensure people's needs for goods, services and amenities are met	Is it within 30 min of the Manchester City Centre, District Centre or Local Centre by public transport?	Site is adjacent to the City Centre area and is bordered by a railway line including two stations (Ardwick and Ashbury's), leading to the City Centre.	
		Is it within walkable/cyclable distances (800m and 2-5km) to key services? (local services include convenience store; post office; pub; bank; supermarkets/shopping centre)	The strategic housing site is allocated for mixed use development to include residential but also hotel, offices, food and drink, healthcare, retail and community uses. This will enable key services to be within walkable or cyclable distances.	
		Is it within 30 mins of a supermarket/ shopping centre by public transport?	The site is within 30 mins public transport of a supermarket/shopping centre. The nearest existent supermarket (Al-Zoal Superstore) is 2km from the centre of the site.	

		Is the site proposed in a location with accessible natural green space?	There is a city park adjacent to the site, however it is unknown whether or not this can be considered 'natural' green space. Gorton Park is 0.8 km from the site to the south east. Ardwick Green Park is less than 1 km from the site.	
9	Ensure inclusion and equality of opportunity for all, whilst embracing differing needs, values and customs	Is the site proposed for employment?	Although the site is a strategic housing allocation, it will include some provision for the creation of employment opportunities.	
		Will the site be located near or within deprived areas?	The site is located within East Manchester, identified as a key regeneration area within the Core Strategy due to its high deprivation levels.	
		Is it within 30 min of the Manchester City Centre, District Centre or Local Centre by public transport?	Site is adjacent to the City Centre area and is bordered by a railway line including two stations (Ardwick and Ashbury's), leading to the City Centre.	
		Is it within walkable/cyclable distances (800m and 2-5km) to key services? (community uses)	In addition to the the findings under objectives 3 and 8, the site is also within 1km of the Ardwick Youth and Community Centre.	
		Is the site proposal over the relevant thresholds for the application of affordable housing policy? CS Policy Approach H5 defines that, for Manchester, for sites of 0.3ha and above, or 15 dwellings or more, 20% shall be affordable and that developers are expected to use the 20% target as a starting point. The proportion of affordable housing units will reflect the type and size of the development as a whole.	The proposed site area is 16 hectares and as such is above the relevant threshold for the application of affordable housing policy.	
<b>Environmental</b>				
10	Promote the use of sustainable transport modes and reduce motorised traffic	Does the site have good accessibility to local facilities?	See assessment under objectives 3, 8 and 9.	
		Is the site proposed in a proximity to a public transport route or in a walkable/cyclable distance?	Site is adjacent to the City Centre area and is bordered by a railway line including two stations (Ardwick and Ashbury's), leading to the City Centre.	

11	Improve air quality	Is the site proposed within an Air Quality Management Area (AQMA)?	The site is within the Manchester AQMA.	
12	Improve the quality of water bodies and their environment	Is the site proposed within a groundwater source protection zone?	The site not within an EA groundwater source protection zone.	
		Is the site adjacent to a watercourse or within an area of poor ground or surface water quality? (WFD)	WFD Draft River Basin Management Plans 2008-Groundwater: Poor. River Medlock runs adjacent to south of the site: current status is moderate for biological quality - considered 'at risk'.	
13	Ensure efficient use of land	Is the site proposed on Greenfield land?	Site is previously developed.	
		Would it lead to the loss of best and most versatile agricultural land (Grade 1, 2 and 3a)?	Site is previously developed.	
		Will it lead to remediation of contaminated land?	Development of the site is likely to lead to remediation of existing contaminated land.	
14	Maintain and enhance biodiversity, including habitats and species	Is the site in proximity to a Special Protection Area (SPA), Special Area of Conservation (SAC) or Site of Special Scientific Interest (SSSI)? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 2km of a SPA, SAC or SSSI.	The site is not close to any nationally or internationally protected sites.	
		Is the site in proximity to a Site of Biological Interest or Local Nature Reserve? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 500m of a site.	The site is not close to any site designated for biodiversity or nature conservation importance.	
		Are BAP habitats known to be on the site?	The site is not close to any site designated for biodiversity or nature conservation importance.	
15	Maintain and enhance the quality of landscape, townscape and built environment	Is the site in or adjacent to a Green Corridor? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 40m of a Green Corridor.	The site is not adjacent to a green corridor	

16	Protect and enhance sites, features and areas of historical and archaeological value	Are there any listed buildings on or adjacent to the site?	There are no listed buildings on or adjacent to the site.	
		Is the site in or adjacent to a Conservation Area?	The site is not within a Conservation Area.	
		Is the site in or adjacent to a Historic Park and Garden? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 40m of a Historic Park and Garden.	The site is not within or adjacent to a Historic Park and Garden.	
		Is the site in or adjacent to a Scheduled Ancient Monument (SAM)? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 40m of a SAM.	The site is not in or adjacent to a Scheduled Ancient Monument. The nearest SAM is Clayton Hall Moated Site located approximately 1.6km east of the site.	
17	Ensure the prudent use of natural resources	Is there a clear commitment to meet Code Level 3 or above of the Government's Code for Sustainable Homes for housing development; or BREEAM "Excellent/Very Good" for non-residential buildings?	The Core Strategy clearly mention that the Council is committed to the development of new housing which meets the current Code for Sustainable Homes requirements and that any local targets are to be framed with reference to existing national targets - there is a national timetable for achieving Code for Sustainable Homes Level 6 (zero carbon) for all new housing by 2016. The Core Strategy recognises that there may be scope to meet these targets in advance of this timetable in specific areas. Meeting Code Level 3-6 will help minimise CO2 emissions.	
18	Reduce contribution to climate change	Will the site proposal promote the incorporation of small-scale renewable in developments?	The Core Strategy Policy Approach En2 considers Strategic Housing and Employment Sites as Strategic Areas for Low Carbon, Decentralised and Renewable Energy Development within Manchester. It is considered that these strategic sites will have a major role to play in achieving an increase in the level of decentralised, low carbon and renewable energy available.	



19	Reduce impact of climate change	Does the site lie within the flood risk zones (2, 3a, 3b) identified in the SFRA and have a proposed 'non-compatible' use or is located within 9m of a river?	The site is not at high risk of flooding according to Environment Agency Flood Risk maps.	
<b>Economic</b>				
21	Encourage a strong and stable economy	Is the site proposed for mixed-use development or employment and/or encourage the diversification of employment in Manchester?	The sites is likely to include a range of employment uses including offices, hotel, food and drink, healthcare and retail, which are likely to add to the diversification of employment.	
		Will the site increase accessibility by sustainable modes between residential and employment areas?	The mix of uses will help to increase the walking and cycling as modes of travel to work through the co-location of housing and employment uses.	
22	Reduce economic exclusion	is the site proposed for appropriate employment development adjacent to or within areas of deprivation?	The site is located within East Manchester, identified as a key regeneration area within the Core Strategy due to its high deprivation levels, and includes the creation of employment uses.	
23	Encourage and accommodate both indigenous and inward investment	Will it increase employment land availability?	The site includes employment land.	
		Will the site increase the attractiveness of the area to potential investors?	The redevelopment of this previously developed site, close to public transport, and including a range of land uses, is likely to improve the attractiveness of the area to potential investors.	
24	Maintain and enhance vitality and viability of Manchester' centres, including City Centres, District and Local Centres	Is the site proposed for mixed-use development or employment in Manchester' centres?	The site is allocated for mixed-use development close to the City Centre.	
<b>Summary Assessment</b>				
<p>The development will lead to the redevelopment of previously developed land in a sustainable location. The site is likely to enable a reduction in poverty, health and wellbeing through the increase in the provision of employment sites, and key services and facilities within walking distance from high quality residential dwellings. Potential negative effects may arise in terms of water, air and noise pollution. The implementation of BREEAM standards is likely to mitigate these potential effects to some degree. In order to mitigate noise pollution to sensitive uses, residential uses should be located away from main sources such as the railway line and the A-road.</p>				

Table D.10 - Housing Site 9 - Lower Medlock Valley

SA Objective	Indicator	Notes	Colour Code	
<b>Manchester - Housing Site 9 - Lower Medlock Valley</b>				
Total Area - 49 ha				
<b>Social</b>				
1	Reduce poverty and social inclusion	Will the site be located near or within deprived areas?	The site is located within East Manchester, identified as a key regeneration area within the Core Strategy due to its high deprivation levels.	
2	Attract additional population to settle in Manchester	Will the site include the provision of a range of high quality housing opportunities in sustainable locations, suitable to attract the target population?	The development is likely to deliver 800 additional units and, based in its location, is likely to be suitable for the provision of more than 20% affordable housing on site. In accordance with CS policy H3, housing proposals should seek to diversify the existing housing stock to provide family housing.	
		Will the site include the provision of employment opportunities, in particular in growth sectors (Aviation and Manchester Airport Creative/ Digital/ New Media, Financial and Professional Services, ICT Digital/ Communications, Life Science Industries, Manufacturing)?	The allocation is to provide employment uses including new retail and leisure facilities.	
		Will the site encourage public realm improvements, connectivity to external areas and provision of regionally important facilities and services?	Site may provide public realm improvements.	?
3	Improve health of the population and reduce health inequalities	Is it within 30 mins of a GP, dentist and hospital by public transport?	The Ancoats Health Centre and the Ancoats Community Clinic are 0.6 km from the site. Additionally, proposed uses on the site include health facilities.	
		Will it lead to a direct loss of public open space or open access land?	The site is likely to result in loss of public open space as does contain public green open spaces within.	

		Will it improve accessibility by Public Rights of Way?	There is a national trail to the north of the site. Development on site may help to improve the use of this route.	
		Will the site allocation contribute to noise pollution through the allocation of noisy uses next to noise-sensitive uses or allocating noise-sensitive uses close to significant noise sources (e.g. major roads)?	The site is bordered by an A road to the west and south, and a railway to the east. Houses adjacent to these uses are likely to suffer noise pollution.	
4	Improve the qualifications and skills of the resident population	Is it within 30 mins of a school by public transport?	Northridge High School is located on site. St Marks C of E Primary School is 1.5km away from the site.	
		Is it within walkable/cyclable distances (800m and 2-5km)?	Northridge High School is located on site. St Marks C of E Primary School is 1.5km away from the site.	
5	Provide an adequate mix of quality housing for current and future residents of the area	Is the site proposal over the relevant thresholds for the application of affordable housing policy? CS Policy Approach H5 defines that, for Manchester, for sites of 0.3ha and above, or 15 dwellings or more, 20% shall be affordable and that developers are expected to use the 20% target as a starting point. The proportion of affordable housing units will reflect the type and size of the development as a whole.	The proposed site area is 49 hectares and as such is above the relevant threshold for the application of affordable housing policy.	
8	Ensure people's needs for goods, services and amenities are met	Is it within 30 min of the Manchester City Centre, District Centre or Local Centre by public transport?	The site is located adjacent to the City Centre, and the centre of the site is 3km from Piccadilly Station.	
		Is it within walkable/cyclable distances (800m and 2-5km) to key services? (local services include convenience store; post office; pub; bank; supermarkets/shopping centre)	In addition to food convenience, the site is within 1km of a bank, 700m from a public house and 1km from a Post Office. The Grosvenor Supermarket is 2km from the centre of the site, and within the site itself is a local convenience store (Premier).	
		Is it within 30 mins of a supermarket/ shopping centre by public transport?	The Grosvenor Supermarket is 2km from the centre of the site, and within the site itself is a local convenience store (Premier).	

		Is the site proposed in a location with accessible natural green space?	The site contains Local Parks within and Arwick Green Park is approximately 1km from site.	
9	Ensure inclusion and equality of opportunity for all, whilst embracing differing needs, values and customs	Is the site proposed for employment?	The allocation is to provide housing and employment uses including new retail and leisure facilities	
		Will the site be located near or within deprived areas?	The site is located within East Manchester, identified as a key regeneration area within the Core Strategy due to its high deprivation levels.	
		Is it within 30 min of the Manchester City Centre, District Centre or Local Centre by public transport?	The site is located adjacent to the City Centre, and the centre of the site is 3km from Piccadilly Station.	
		Is it within walkable/cyclable distances (800m and 2-5km) to key services? (community uses)	The Ardwick Youth and Community Centre is located on site. 1km from the site is the Dar Al-Islam Foundation and well as Community Arts the same distance away from site. However, the Potential Constraints identified in CS policy H 9 include potential access issues, although further detail is not provided on this matter.	?
		Is the site proposal over the relevant thresholds for the application of affordable housing policy? CS Policy Approach H5 defines that, for Manchester, for sites of 0.3ha and above, or 15 dwellings or more, 20% shall be affordable and that developers are expected to use the 20% target as a starting point. The proportion of affordable housing units will reflect the type and size of the development as a whole.	The proposed site area is 49 hectares and as such is above the relevant threshold for the application of affordable housing policy.	
<b>Environmental</b>				
10	Promote the use of sustainable transport modes and reduce motorised traffic	Does the site have good accessibility to local facilities?	See assessment under objectives 3, 8 and 9.	

		Is the site proposed in a proximity to a public transport route or in a walkable/cyclable distance?	The site is located adjacent to the City Centre, and the centre of the site is 3km from Piccadilly Station.	
11	Improve air quality	Is the site proposed within an Air Quality Management Area (AQMA)?	The site is within the Manchester AQMA.	
12	Improve the quality of water bodies and their environment	Is the site proposed within a groundwater source protection zone?	The site not within an EA groundwater source protection zone.	
		Is the site adjacent to a watercourse or within an area of poor ground or surface water quality? (WFD)	WFD Draft River Basin Management Plans 2008-Groundwater: Poor. River Medlock runs through the site, current status 'at risk', current ecological quality: Moderate Potential	
13	Ensure efficient use of land	Is the site proposed on Greenfield land?	Site is previously developed.	
		Would it lead to the loss of best and most versatile agricultural land (Grade 1, 2 and 3a)?	Site is previously developed.	
		Will it lead to remediation of contaminated land?	It is unknown as to whether or not the site is contaminated.	?
14	Maintain and enhance biodiversity, including habitats and species	Is the site in proximity to a Special Protection Area (SPA), Special Area of Conservation (SAC) or Site of Special Scientific Interest (SSSI)? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 2km of a SPA, SAC or SSSI.	There are no nationally or internationally designated sites within 2km of the site.	
		Is the site in proximity to a Site of Biological Interest or Local Nature Reserve? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 500m of a site.	The site is approximately 2.5km from the Clayton Vale LNR.	
		Are BAP habitats known to be on the site?	The site is not close to any site designated for biodiversity or nature conservation importance.	

15	Maintain and enhance the quality of landscape, townscape and built environment	Is the site in or adjacent to a Green Corridor? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 40m of a Green Corridor.	The River Medlock runs through the site, which is identified as a priority corridor in the Manchester Biodiversity Strategy.	
16	Protect and enhance sites, features and areas of historical and archaeological value	Are there any listed buildings on or adjacent to the site?	From the data available, it appears that there is at least one listed building on site.	
		Is the site in or adjacent to a Conservation Area?	The site is not within a Conservation Area.	
		Is the site in or adjacent to a Historic Park and Garden? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 40m of a Historic Park and Garden.	The site is not within or adjacent to a Historic Park and Garden.	
		Is the site in or adjacent to a Scheduled Ancient Monument (SAM)? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 40m of a SAM.	The site is not in or adjacent to a Scheduled Ancient Monument.	
17	Ensure the prudent use of natural resources	Is there a clear commitment to meet Code Level 3 or above of the Government's Code for Sustainable Homes for housing development; or BREEAM "Excellent/Very Good" for non-residential buildings?	The Core Strategy clearly mention that the Council is committed to the development of new housing which meets the current Code for Sustainable Homes requirements and that any local targets are to be framed with reference to existing national targets - there is a national timetable for achieving Code for Sustainable Homes Level 6 (zero carbon) for all new housing by 2016. The Core Strategy recognises that there may be scope to meet these targets in advance of this timetable in specific areas. Meeting Code Level 3-6 will help minimise CO2 emissions.	

18	Reduce contribution to climate change	Will the site proposal promote the incorporation of small-scale renewable in developments?	The Core Strategy Policy Approach En2 considers Strategic Housing and Employment Sites as Strategic Areas for Low Carbon, Decentralised and Renewable Energy Development within Manchester. It is considered that these strategic sites will have a major role to play in achieving an increase in the level of decentralised, low carbon and renewable energy available.	
19	Reduce impact of climate change	Does the site lie within the flood risk zones (2, 3a, 3b) identified in the SFRA and have a proposed 'non-compatible' use or is located within 9m of a river?	The area of the site, adjacent to both margins of the River Medlock, which crosses the site, does lie within Flood Risk Zones 3 and 3a. Although the majority of the site is not at risk of flooding, an Exception Test still needs to be undertaken for the area that falls within Flood Risk Zone 3a.	
<b>Economic</b>				
21	Encourage a strong and stable economy	Is the site proposed for mixed-use development or employment and/or encourage the diversification of employment in Manchester?	The sites is likely to include a range of employment uses including retail and leisure facilities, which are likely to add to the diversification of employment.	
		Will the site increase accessibility by sustainable modes between residential and employment areas?	The mix of uses will help to increase the walking and cycling as modes of travel to work through the co-location of housing and employment uses.	
22	Reduce economic exclusion	is the site proposed for appropriate employment development adjacent to or within areas of deprivation?	The site is located within East Manchester, identified as a key regeneration area within the Core Strategy due to its high deprivation levels, and includes the creation of employment uses.	
23	Encourage and accommodate both indigenous and inward investment	Will it increase employment land availability?	The site includes employment land.	
		Will the site increase the attractiveness of the area to potential investors?	The redevelopment of this previously developed site, close to public transport, and including a range of land uses, is likely to improve the attractiveness of the area to potential investors.	

24	Maintain and enhance vitality and viability of Manchester' centres, including City Centres, District and Local Centres	Is the site proposed for mixed-use development or employment in Manchester' centres?	The site is allocated for mixed-use development close to the City Centre.	
<b>Summary Assessment</b>				
<p>The development of the site may affect local air quality, as it is located within an Air Quality Management Area (AQMA). Although the site and its not located within a groundwater source protection zone, according to WFD Draft River Basin Management Plans 2008, the existing Groundwater is considered of poor quality. River Medlocks flows through the entire site, and is considered 'at risk' by the EA. The site has good accessibility to local facilities by being located adjacent to the City Centre and would benefit from the services offered within it. It also has the advantage of having public transport routes, bus stops and Public Rights of Way adjacent. The site is likely to result in loss of public open space as does contain public green open spaces within and the River Medlock runs through the site, which is identified as a priority corridor in the Manchester Biodiversity Strategy. There is also a Listed Building within the site and the area of the site, adjacent to both margins of the River Medlock, which crosses the site, does lie within Flood Risk Zones 3 and 3a. Although the majority of the site is not at risk of flooding, an Exception Test still needs to be undertaken for the area that falls within Flood Risk Zone 3a. Development of the site is likely to encourage a strong and stable economy as it will include new retail, health and leisure facilities.</p>				















Table D.11 - Housing Site 10 - Miles Platting

SA Objective	Indicator	Notes	Colour Code	
<b>Manchester - Housing Site 10 - Miles Platting</b>				
Total Area - 77 ha				
<b>Social</b>				
1	Reduce poverty and social inclusion	Will the site be located near or within deprived areas?	The site is located within East Manchester, identified as a key regeneration area within the Core Strategy due to its high deprivation levels.	
2	Attract additional population to settle in Manchester	Will the site include the provision of a range of high quality housing opportunities in sustainable locations, suitable to attract the target population?	The development is likely to deliver 800 additional units and, based in its location, is likely to be suitable for the provision of more than 20% affordable housing on site. In accordance with CS policy H3, housing proposals should seek to diversify the existing housing stock to provide family housing.	
		Will the site include the provision of employment opportunities, in particular in growth sectors (Aviation and Manchester Airport Creative/ Digital/ New Media, Financial and Professional Services, ICT Digital/ Communications, Life Science Industries, Manufacturing)?	The allocation is to provide employment uses including commercial and community facilities.	
		Will the site encourage public realm improvements, connectivity to external areas and provision of regionally important facilities and services?	Site may provide public realm improvements.	?
3	Improve health of the population and reduce health inequalities	Is it within 30 mins of a GP, dentist and hospital by public transport?	The Whitley Road Medical Centre is approximately 1km from the site and the New Cross Dental Surgery is approximately 2km from the site.	
		Will it lead to a direct loss of public open space or open access land?	The site is likely to result in loss of public open space as does contain public green open spaces and a Local Park within.	

		Will it improve accessibility by Public Rights of Way?	There is a national trail to the south of the site. Development on site may help to improve the use of this route.	
		Will the site allocation contribute to noise pollution through the allocation of noisy uses next to noise-sensitive uses or allocating noise-sensitive uses close to significant noise sources (e.g. major roads)?	The site is bordered by an A road to the north and east. Houses adjacent to this road are likely to suffer noise pollution.	
4	Improve the qualifications and skills of the resident population	Is it within 30 mins of a school by public transport?	St Mark's C of E Primary school is within 500m of the centre of the site. Parkview Community School is within 300m of the centre of the site.	
		Is it within walkable/cyclable distances (800m and 2-5km)?	St Mark's C of E Primary school is within 500m of the centre of the site. Parkview Community School is within 300m of the centre of the site.	
5	Provide an adequate mix of quality housing for current and future residents of the area	Is the site proposal over the relevant thresholds for the application of affordable housing policy? CS Policy Approach H5 defines that, for Manchester, for sites of 0.3ha and above, or 15 dwellings or more, 20% shall be affordable and that developers are expected to use the 20% target as a starting point. The proportion of affordable housing units will reflect the type and size of the development as a whole.	The proposed site area is 77 hectares and as such is above the relevant threshold for the application of affordable housing policy.	
8	Ensure people's needs for goods, services and amenities are met	Is it within 30 min of the Manchester City Centre, District Centre or Local Centre by public transport?	Piccadilly Station is 5km from the centre of the site. Manchester City Centre services and facilities are likely to be within walking or cycling distance.	
		Is it within walkable/cyclable distances (800m and 2-5km) to key services? (local services include convenience store; post office; pub; bank; supermarket/ shopping centre)	Distances to everyday services and facilities approximate from the centre of the site: Post Office: 1km; Bank: 2km; Public House: 600m; Convenience Store: 700m. Also there is a supermarket within 400m of the centre of the site.	
		Is it within 30 mins of a supermarket/ shopping centre by public transport?	There is a supermarket within 400m of the centre of the site. Manchester City Centre is approximately 380m away.	

		Is the site proposed in a location with accessible natural green space?	The site does contain Local Parks within.	
9	Ensure inclusion and equality of opportunity for all, whilst embracing differing needs, values and customs	Is the site proposed for employment?	Site is to include commercial development and community facilities.	
		Will the site be located near or within deprived areas?	The site is located within East Manchester, identified as a key regeneration area within the Core Strategy due to its high deprivation levels.	
		Is it within 30 min of the Manchester City Centre, District Centre or Local Centre by public transport?	Piccadilly Station is 5km from the centre of the site. Manchester City Centre services and facilities are likely to be within walking or cycling distance.	
		Is it within walkable/cyclable distances (800m and 2-5km) to key services? (community uses)	Ardwick Youth and Community Centre is 2km from the centre of the site approximately. Grange Community Resource Centre is also approximately 2km from the site centre. They are within cyclable but not walkable distance.	
		Is the site proposal over the relevant thresholds for the application of affordable housing policy? CS Policy Approach H5 defines that, for Manchester, for sites of 0.3ha and above, or 15 dwellings or more, 20% shall be affordable and that developers are expected to use the 20% target as a starting point. The proportion of affordable housing units will reflect the type and size of the development as a whole.	The proposed site area is 77 hectares and as such is above the relevant threshold for the application of affordable housing policy.	
<b>Environmental</b>				
10	Promote the use of sustainable transport modes and reduce motorised traffic	Does the site have good accessibility to local facilities?	See assessment under objectives 3, 8 and 9.	
		Is the site proposed in a proximity to a public transport route or in a walkable/cyclable distance?	Piccadilly Station is 5km from the centre of the site. However, there are public transport routes and bus stops around the site.	

11	Improve air quality	Is the site proposed within an Air Quality Management Area (AQMA)?	The site is within the Manchester AQMA.	
12	Improve the quality of water bodies and their environment	Is the site proposed within a groundwater source protection zone?	The site not within an EA groundwater source protection zone.	
		Is the site adjacent to a watercourse or within an area of poor ground or surface water quality? (WFD)	WFD Draft River Basin Management Plans 2008-Groundwater: Poor. Water Quality of Canal not yet assessed. Site constraints mention potential canal seepage.	
13	Ensure efficient use of land	Is the site proposed on Greenfield land?	Development will comprise refurbishment and redevelopment of a previously developed site.	
		Would it lead to the loss of best and most versatile agricultural land (Grade 1, 2 and 3a)?	Development will comprise refurbishment and redevelopment of a previously developed site.	
		Will it lead to remediation of contaminated land?	Development of the site is likely to lead to the remediation of contaminated land.	
14	Maintain and enhance biodiversity, including habitats and species	Is the site in proximity to a Special Protection Area (SPA), Special Area of Conservation (SAC) or Site of Special Scientific Interest (SSSI)? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 2km of a SPA, SAC or SSSI.	The site is not locate close to any nationally or internationally protected sites.	
		Is the site in proximity to a Site of Biological Interest or Local Nature Reserve? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 500m of a site.	The site is approximately 900m from the Clayton Vale LNR.	
		Are BAP habitats known to be on the site?	The site is not known to contain any BAP habitats.	
15	Maintain and enhance the quality of landscape, townscape and built environment	Is the site in or adjacent to a Green Corridor? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 40m of a Green Corridor.	The Rochdale Canal runs through the centre of the site.	
16	Protect and enhance sites, features and areas of historical and archaeological value	Are there any listed buildings on or adjacent to the site?	From the data available, it appears that there is at least one listed building on site.	
		Is the site in or adjacent to a Conservation Area?	The site is not within a Conservation Area.	

		Is the site in or adjacent to a Historic Park and Garden? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 40m of a Historic Park and Garden.	The site is not in or adjacent to a Historic Park and Garden. The nearest Registered Park and Garden is Philips Park Cemetery located approximately 120m from the site.	
		Is the site in or adjacent to a Scheduled Ancient Monument (SAM)? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 40m of a SAM.	The site is not in or adjacent to a Scheduled Ancient Monument.	
17	Ensure the prudent use of natural resources	Is there a clear commitment to meet Code Level 3 or above of the Government's Code for Sustainable Homes for housing development; or BREEAM "Excellent/Very Good" for non-residential buildings?	The Core Strategy clearly mention that the Council is committed to the development of new housing which meets the current Code for Sustainable Homes requirements and that any local targets are to be framed with reference to existing national targets - there is a national timetable for achieving Code for Sustainable Homes Level 6 (zero carbon) for all new housing by 2016. The Core Strategy recognises that there may be scope to meet these targets in advance of this timetable in specific areas. Meeting Code Level 3-6 will help minimise CO2 emissions.	
18	Reduce contribution to climate change	Will the site proposal promote the incorporation of small-scale renewable in developments?	The Core Strategy Policy Approach En2 considers Strategic Housing and Employment Sites as Strategic Areas for Low Carbon, Decentralised and Renewable Energy Development within Manchester. It is considered that these strategic sites will have a major role to play in achieving an increase in the level of decentralised, low carbon and renewable energy available.	
19	Reduce impact of climate change	Does the site lie within the flood risk zones (2, 3a, 3b) identified in the SFRA and have a proposed 'non-compatible' use or is located within 9m of a river?	The site is not within EA Flood Risk Zones 2, 3a or 3b.	
<b>Economic</b>				
21	Encourage a strong and stable economy	Is the site proposed for mixed-use development or employment and/or encourage the diversification of employment in Manchester?	The sites is likely to include a range of employment uses including commercial and community facilities, which are likely to add to the	

			diversification of employment.	
		Will the site increase accessibility by sustainable modes between residential and employment areas?	The mix of uses will help to increase the walking and cycling as modes of travel to work through the co-location of housing and employment uses.	
22	Reduce economic exclusion	is the site proposed for appropriate employment development adjacent to or within areas of deprivation?	The site is located within East Manchester, identified as a key regeneration area within the Core Strategy due to its high deprivation levels, and includes the creation of employment uses.	
23	Encourage and accommodate both indigenous and inward investment	Will it increase employment land availability?	The site includes employment land.	
		Will the site increase the attractiveness of the area to potential investors?	The redevelopment of this previously developed site, with public transport within, and including a range of land uses, is likely to improve the attractiveness of the area to potential investors.	
24	Maintain and enhance vitality and viability of Manchester' centres, including City Centres, District and Local Centres	Is the site proposed for mixed-use development or employment in Manchester' centres?	The site is allocated for mixed-use development close to the City Centre.	

**Summary Assessment**

The development of the site may affect local air quality, as it is located within an Air Quality Management Area (AQMA). Although the site and its not located within a groundwater source protection zone, according to WFD Draft River Basin Management Plans 2008, the existing Groundwater is considered of poor quality. Although the water quality of the canal has not been assessed yet, one of its constraints is the potential canal seepage. The site has good accessibility to local facilities by being located approximately 380m away from the City Centre and would benefit from the services offered within it. It also has the advantage of having public transport routes and bus stops within and a national trail to the south of the site. The site is likely to result in loss of small public open space as does contain public green open spaces and Local Park within and the Rochdale Canal runs through the centre of the site. There is also a Listed Building within the site. The site is not at risk of flooding. The site is bordered by an A road to the north and east and houses adjacent to this road are likely to suffer noise pollution. Development of the site is likely to encourage a strong and stable economy as refurbishment and redevelopment of the site will include commercial and communities facilities as well as residential.

Table D.12 - Housing Site 11 - Newton Heath / Jackson's Brickworks

SA Objective	Indicator	Notes	Colour Code
<b>Manchester - Housing Site 11 - Newton Heath / Jackson's Brickworks</b>			
Total Area - 19 ha			
<b>Social</b>			
1	Reduce poverty and social inclusion	Will the site be located near or within deprived areas?	The site is located within East Manchester, identified as a key regeneration area within the Core Strategy due to its high deprivation levels.
2	Attract additional population to settle in Manchester	Will the site include the provision of a range of high quality housing opportunities in sustainable locations, suitable to attract the target population?	The development is likely to deliver 500 additional units and, based in its location, is likely to be suitable for the provision of more than 20% affordable housing on site. In accordance with CS policy H3, housing proposals should seek to diversify the existing housing stock to provide family housing.
		Will the site include the provision of employment opportunities, in particular in growth sectors (Aviation and Manchester Airport Creative/ Digital/ New Media, Financial and Professional Services, ICT Digital/ Communications, Life Science Industries, Manufacturing)?	The allocation is to provide small scale employment along with new housing.
		Will the site encourage public realm improvements, connectivity to external areas and provision of regionally important facilities and services?	Site may provide public realm improvements as the development of this former industrial and contaminated site is linked to the wider redevelopment of the district centre.
3	Improve health of the population and reduce health inequalities	Is it within 30 mins of a GP, dentist and hospital by public transport?	The Newton Heath Health Centre is located approximately 300m from the site.
		Will it lead to a direct loss of public open space or open access land?	Development of the site is likely to lead to a loss of open space- Newton Heath.
		Will it improve accessibility by Public Rights of Way?	The site does not have any PROWs in proximity.

		Will the site allocation contribute to noise pollution through the allocation of noisy uses next to noise-sensitive uses or allocating noise-sensitive uses close to significant noise sources (e.g. major roads)?	The site is bordered by a railway to the north and an A road crosses the site. Houses adjacent to these uses are likely to suffer noise pollution.	
4	Improve the qualifications and skills of the resident population	Is it within 30 mins of a school by public transport?	The site is within 30min of a school by public transport. Briscoe Lane Primary School 1km; All Saints CofE Primary School 600m; Christ the King RC Junior and Primary School 1km; St Matthew's RC High School 2km.	
		Is it within walkable/cyclable distances (800m and 2-5km)?	It is within walkable and cyclable distance as the nearest school, the All Saints CofE Primary School is located approximately 600m from the site.	
5	Provide an adequate mix of quality housing for current and future residents of the area	Is the site proposal over the relevant thresholds for the application of affordable housing policy? CS Policy Approach H5 defines that, for Manchester, for sites of 0.3ha and above, or 15 dwellings or more, 20% shall be affordable and that developers are expected to use the 20% target as a starting point. The proportion of affordable housing units will reflect the type and size of the development as a whole.	The proposed site area is 19 hectares and as such is above the relevant threshold for the application of affordable housing policy.	
8	Ensure people's needs for goods, services and amenities are met	Is it within 30 min of the Manchester City Centre, District Centre or Local Centre by public transport?	The site is linked to the redevelopment of Newton Heath District Centre, as is partially located within the District Centre and in addition, Dean Lane Rail station is adjacent to the site, which is also adjacent to a Metrolink Proposed Line.	
		Is it within walkable/cyclable distances (800m and 2-5km) to key services? (local services include convenience store; post office; pub; bank; supermarket/ shopping centre)	There is a bank and convenience stores directly adjacent to the site; Site is linked to the redevelopment of the District Centre.	
		Is it within 30 mins of a supermarket/ shopping centre by public transport?	Site is linked to the redevelopment of the District Centre; Dean Lane Rail station is adjacent to the site; the site is also adjacent to a Metrolink Proposed Line.	



		Is the site proposed in a location with accessible natural green space?	The site is approximately 500m from the Clayton Vale LNR. Brookdale Park is 800m from the site approximately.	
9	Ensure inclusion and equality of opportunity for all, whilst embracing differing needs, values and customs	Is the site proposed for employment?	Site is linked to the redevelopment of Newton Heath District Centre, and is likely to include some employment uses.	
		Will the site be located near or within deprived areas?	The site is located within East Manchester, identified as a key regeneration area within the Core Strategy due to its high deprivation levels.	
		Is it within 30 min of the Manchester City Centre, District Centre or Local Centre by public transport?	Site is linked to the redevelopment of a District Centre; Dean Lane Rail station is adjacent to the site; the site is also adjacent to a Metrolink Proposed Line.	
		Is it within walkable/cyclable distances (800m and 2-5km) to key services? (community uses)	Community uses are within cyclable but not walkable distance from the site: Brookdale Park Play Centre is located approximately 1km from the site, Clayton Sure Start Centre 4km, Whitemoss Club for Young People 4km and Grange Community Resource Centre 4km.	
		Is the site proposal over the relevant thresholds for the application of affordable housing policy? CS Policy Approach H5 defines that, for Manchester, for sites of 0.3ha and above, or 15 dwellings or more, 20% shall be affordable and that developers are expected to use the 20% target as a starting point. The proportion of affordable housing units will reflect the type and size of the development as a whole.	The proposed site area is 19 hectares and as such is above the relevant threshold for the application of affordable housing policy.	
<b>Environmental</b>				
10	Promote the use of sustainable transport modes and reduce motorised traffic	Does the site have good accessibility to local facilities?	See assessment under objectives 3, 8 and 9.	
		Is the site proposed in a proximity to a public transport route or in a walkable/cyclable distance?	Dean Lane Rail station is adjacent to the site and the site is also adjacent to a Metrolink Proposed Line.	

11	Improve air quality	Is the site proposed within an Air Quality Management Area (AQMA)?	The site is within the Manchester AQMA.	
12	Improve the quality of water bodies and their environment	Is the site proposed within a groundwater source protection zone?	The site not within an EA groundwater source protection zone.	
		Is the site adjacent to a watercourse or within an area of poor ground or surface water quality? (WFD)	Water Quality of Canal not yet assessed. WFD Draft River Basin Management Plans 2008-Groundwater: Poor	
13	Ensure efficient use of land	Is the site proposed on Greenfield land?	The site is proposed on Brownfield site.	
		Would it lead to the loss of best and most versatile agricultural land (Grade 1, 2 and 3a)?	The site is not located within agricultural land.	
		Will it lead to remediation of contaminated land?	The development of the site will lead to the remediation of contaminated land.	
14	Maintain and enhance biodiversity, including habitats and species	Is the site in proximity to a Special Protection Area (SPA), Special Area of Conservation (SAC) or Site of Special Scientific Interest (SSSI)? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 2km of a SPA, SAC or SSSI.	The site is located approximately 900m from Rochdale Canal cSAC/ SSSI.	
		Is the site in proximity to a Site of Biological Interest or Local Nature Reserve? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 500m of a site.	The site is approximately 500m from the Clayton Vale LNR and the river that crosses the site is designated Site of Biological Interest.	
		Are BAP habitats known to be on the site?	No BAP habitats are known to be on the site.	
15	Maintain and enhance the quality of landscape, townscape and built environment	Is the site in or adjacent to a Green Corridor? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 40m of a Green Corridor.	The Rochdale Canal goes through part of the site.	
16	Protect and enhance sites, features and areas of historical and archaeological value	Are there any listed buildings on or adjacent to the site?	From the data available, it appears that there is at least one listed building on site.	
		Is the site in or adjacent to a Conservation Area?	The site is not within a Conservation Area.	

		Is the site in or adjacent to a Historic Park and Garden? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 40m of a Historic Park and Garden.	The site is not in or adjacent to a Historic Park and Garden. The nearest Historic Park and Garden is Philips Park Cemetery located approximately 650m from the site.	
		Is the site in or adjacent to a Scheduled Ancient Monument (SAM)? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 40m of a SAM.	The site is not in or adjacent to a SAM.	
17	Ensure the prudent use of natural resources	Is there a clear commitment to meet Code Level 3 or above of the Government's Code for Sustainable Homes for housing development; or BREEAM "Excellent/Very Good" for non-residential buildings?	The Core Strategy clearly mention that the Council is committed to the development of new housing which meets the current Code for Sustainable Homes requirements and that any local targets are to be framed with reference to existing national targets - there is a national timetable for achieving Code for Sustainable Homes Level 6 (zero carbon) for all new housing by 2016. The Core Strategy recognises that there may be scope to meet these targets in advance of this timetable in specific areas. Meeting Code Level 3-6 will help minimise CO2 emissions.	
18	Reduce contribution to climate change	Will the site proposal promote the incorporation of small-scale renewable in developments?	The Core Strategy Policy Approach En2 considers Strategic Housing and Employment Sites as Strategic Areas for Low Carbon, Decentralised and Renewable Energy Development within Manchester. It is considered that these strategic sites will have a major role to play in achieving an increase in the level of decentralised, low carbon and renewable energy available.	
19	Reduce impact of climate change	Does the site lie within the flood risk zones (2, 3a, 3b) identified in the SFRA and have a proposed 'non-compatible' use or is located within 9m of a river?	The site is not within EA Flood Risk Zones 2, 3a or 3b.	
<b>Economic</b>				

21	Encourage a strong and stable economy	Is the site proposed for mixed-use development or employment and/or encourage the diversification of employment in Manchester?	The site is linked to the redevelopment of Newton Heath District Centre and is likely to include small scale employment uses, which is likely to add to the diversification of existing employment.	
		Will the site increase accessibility by sustainable modes between residential and employment areas?	The mix of uses will help to increase the walking and cycling as modes of travel to work through the co-location of housing and employment uses.	
22	Reduce economic exclusion	is the site proposed for appropriate employment development adjacent to or within areas of deprivation?	The site is located within East Manchester, identified as a key regeneration area within the Core Strategy due to its high deprivation levels, and includes the creation of employment uses.	
23	Encourage and accommodate both indigenous and inward investment	Will it increase employment land availability?	The site includes employment land.	
		Will the site increase the attractiveness of the area to potential investors?	The site is linked to the redevelopment of Newton Heath District Centre and as such is likely to improve the attractiveness of the area to potential investors.	
24	Maintain and enhance vitality and viability of Manchester' centres, including City Centres, District and Local Centres	Is the site proposed for mixed-use development or employment in Manchester' centres?	The site is allocated for mixed-use development and is partially located within the Newton Heath District Centre.	

<b>Summary Assessment</b>				
<p>The development of the site is likely to result in the loss of non-agricultural greenfield land and may affect local air quality, as it is located within an Air Quality Management Area (AQMA). Although the site and its not located within a groundwater source protection zone, according to WFD Draft River Basin Management Plans 2008, the existing Groundwater is considered of poor quality. One of existing site constraints is accessibility, although the site is partially located within Newton Heath District Centre and would benefit from the services offered within it. It also has the advantage of having public transport routes and bus stops within and the Dean Lane Rail station adjacent to the site. The site is likely to impact negatively on the Rochdale Canal, which runs through the site. There is also a Listed Building within the site and there is a SAC/SSSI (Rochdale Canal) located approximately 900m from the site. The site is also located approximately 500m from Clayton Vale LNR and the river that crosses the site is designated Site of Biological Interest. The site is not at risk of flooding. The site is bordered by a railway to the north and an A road crosses the site. Houses adjacent to these uses are likely to suffer noise pollution. Development of the site is likely to encourage the local economy as the site is linked to the redevelopment of Newton Heath District Centre.</p>				

Table D.13 - Housing Site 12 - West Gorton

SA Objective	Indicator	Notes	Colour Code	
<b>Manchester - Housing Site 12 - West Gorton</b>				
Total Area - 56 ha Measurements taken from Grid reference: 386612,396961				
<b>Social</b>				
1	Reduce poverty and social inclusion	Will the site be located near or within deprived areas?	The site is located within East Manchester, identified as a key regeneration area within the Core Strategy due to its high deprivation levels.	
2	Attract additional population to settle in Manchester	Will the site include the provision of a range of high quality housing opportunities in sustainable locations, suitable to attract the target population?	The development is likely to deliver 1,100 additional units and, based in its location, is likely to be suitable for the provision of more than 20% affordable housing on site. In accordance with CS policy H3, housing proposals should seek to diversify the existing housing stock to provide family housing.	
		Will the site include the provision of employment opportunities, in particular in growth sectors (Aviation and Manchester Airport Creative/ Digital/ New Media, Financial and Professional Services, ICT Digital/ Communications, Life Science Industries, Manufacturing)?	Site is for housing development.	
		Will the site encourage public realm improvements, connectivity to external areas and provision of regionally important facilities and services?	Site may provide public realm improvements as part of the approved masterplan.	?
3	Improve health of the population and reduce health inequalities	Is it within 30 mins of a GP, dentist and hospital by public transport?	This site is within 30min of a GP by public transport. The West Gorton Medical Centre is located approximately 300m from the site and the East Road Dental Practice approximately 3km.	
		Will it lead to a direct loss of public open space or open access land?	The site appears to contain small areas of green open space, which are likely to be lost as part of the site development.	



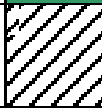

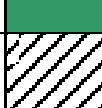

		Will it improve accessibility by Public Rights of Way?	The development of the site is unlikely to negatively affect any PROWs.	
		Will the site allocation contribute to noise pollution through the allocation of noisy uses next to noise-sensitive uses or allocating noise-sensitive uses close to significant noise sources (e.g. major roads)?	The site is bordered by an A road to the east and south and a railway to the west and south. Houses adjacent to these uses are likely to suffer noise pollution.	
4	Improve the qualifications and skills of the resident population	Is it within 30 mins of a school by public transport?	The site is within 30 mins of a school by public transport.	
		Is it within walkable/cyclable distances (800m and 2-5km)?	It is within walkable and cyclable distance as the Armitage CE Primary School is located within the site.	
5	Provide an adequate mix of quality housing for current and future residents of the area	Is the site proposal over the relevant thresholds for the application of affordable housing policy? CS Policy Approach H5 defines that, for Manchester, for sites of 0.3ha and above, or 15 dwellings or more, 20% shall be affordable and that developers are expected to use the 20% target as a starting point. The proportion of affordable housing units will reflect the type and size of the development as a whole.	The proposed site area is 56 hectares and as such is above the relevant threshold for the application of affordable housing policy.	
8	Ensure people's needs for goods, services and amenities are met	Is it within 30 min of the Manchester City Centre, District Centre or Local Centre by public transport?	Site is located approximately 1.2km from the City Centre area and is bordered by a railway line including two stations (Ardwick and Ashbury's), leading to the City Centre.	
		Is it within walkable/cyclable distances (800m and 2-5km) to key services? (local services include convenience store; post office; pub; bank; supermarket/ shopping centre)	Key services are located within cyclable but not walkable distance from the site. Beswick store: 1km; Beswick Sub Post Office: 2km; Bank: 2km; Pub: 2km and Asda is approximately 2km away.	
		Is it within 30 mins of a supermarket/ shopping centre by public transport?	The site is within 30 mins of a supermarket/ shopping centre by public transport, as Asda supermarket is approximately 2km away.	

		Is the site proposed in a location with accessible natural green space?	The site does contain a Local Park within.	
9	Ensure inclusion and equality of opportunity for all, whilst embracing differing needs, values and customs	Is the site proposed for employment?	Site is for housing development.	
		Will the site be located near or within deprived areas?	The site is located within East Manchester, identified as a key regeneration area within the Core Strategy due to its high deprivation levels.	
		Is it within 30 min of the Manchester City Centre, District Centre or Local Centre by public transport?	Site is located approximately 1.2km from the City Centre area and is bordered by a railway line including two stations (Ardwick and Ashbury's), leading to the City Centre.	
		Is it within walkable/cyclable distances (800m and 2-5km) to key services? (community uses)	Community uses are within cyclable but not walkable distance. St Luke's Neighbourhood Centre: 1km; Pakistani Community Centre: 2km; Grange Community Resource Centre: 2km; Dar Al-Islam Foundation: 2km; Ardwick Youth and Community Centre: 2km	
		Is the site proposal over the relevant thresholds for the application of affordable housing policy? CS Policy Approach H5 defines that, for Manchester, for sites of 0.3ha and above, or 15 dwellings or more, 20% shall be affordable and that developers are expected to use the 20% target as a starting point. The proportion of affordable housing units will reflect the type and size of the development as a whole.	The proposed site area is 56 hectares and as such is above the relevant threshold for the application of affordable housing policy.	
<b>Environmental</b>				
10	Promote the use of sustainable transport modes and reduce motorised traffic	Does the site have good accessibility to local facilities?	See assessment under objectives 3, 8 and 9.	
		Is the site proposed in a proximity to a public transport route or in a walkable/cyclable distance?	Site is bordered by a railway line including two stations (Ardwick and Ashbury's).	
11	Improve air quality	Is the site proposed within an Air Quality Management Area (AQMA)?	The site is within the Manchester AQMA.	

12	Improve the quality of water bodies and their environment	Is the site proposed within a groundwater source protection zone?	The site not within an EA groundwater source protection zone.	
		Is the site adjacent to a watercourse or within an area of poor ground or surface water quality? (WFD)	River Medlock flows to the north of the site: 'at risk' for river water quality. WFD Draft River Basin Management Plans 2008- Groundwater: Poor	
13	Ensure efficient use of land	Is the site proposed on Greenfield land?	Site is a former industrial, commercial and residential area.	
		Would it lead to the loss of best and most versatile agricultural land (Grade 1, 2 and 3a)?	The site is not located within agricultural land.	
		Will it lead to remediation of contaminated land?	Development on the site will lead to the remediation of contaminated land.	
14	Maintain and enhance biodiversity, including habitats and species	Is the site in proximity to a Special Protection Area (SPA), Special Area of Conservation (SAC) or Site of Special Scientific Interest (SSSI)? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 2km of a SPA, SAC or SSSI.	The site is not close to any nationally or internationally designated sites.	
		Is the site in proximity to a Site of Biological Interest or Local Nature Reserve? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 500m of a site.	The site is not in proximity to any local designations for biodiversity.	
		Are BAP habitats known to be on the site?	No BAP habitats are known on the site.	
15	Maintain and enhance the quality of landscape, townscape and built environment	Is the site in or adjacent to a Green Corridor? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 40m of a Green Corridor.	The site is not in or adjacent to a green corridor.	
16	Protect and enhance sites, features and areas of historical and archaeological value	Are there any listed buildings on or adjacent to the site?	From the data available, it appears that there is at least one listed building on site.	
		Is the site in or adjacent to a Conservation Area?	The site is not within a Conservation Area.	



		Is the site in or adjacent to a Historic Park and Garden? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 40m of a Historic Park and Garden.	The site is not in or adjacent to a Historic Park and Garden.	
		Is the site in or adjacent to a Scheduled Ancient Monument (SAM)? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 40m of a SAM.	The site is not in or adjacent to a Scheduled Ancient Monument.	
17	Ensure the prudent use of natural resources	Is there a clear commitment to meet Code Level 3 or above of the Government's Code for Sustainable Homes for housing development; or BREEAM "Excellent/Very Good" for non-residential buildings?	The Core Strategy clearly mention that the Council is committed to the development of new housing which meets the current Code for Sustainable Homes requirements and that any local targets are to be framed with reference to existing national targets - there is a national timetable for achieving Code for Sustainable Homes Level 6 (zero carbon) for all new housing by 2016. The Core Strategy recognises that there may be scope to meet these targets in advance of this timetable in specific areas. Meeting Code Level 3-6 will help minimise CO2 emissions.	
18	Reduce contribution to climate change	Will the site proposal promote the incorporation of small-scale renewable in developments?	The Core Strategy Policy Approach En2 considers Strategic Housing and Employment Sites as Strategic Areas for Low Carbon, Decentralised and Renewable Energy Development within Manchester. It is considered that these strategic sites will have a major role to play in achieving an increase in the level of decentralised, low carbon and renewable energy available.	
19	Reduce impact of climate change	Does the site lie within the flood risk zones (2, 3a, 3b) identified in the SFRA and have a proposed 'non-compatible' use or is located within 9m of a river?	Part of the site does lie within Flood Risk Zones 3 and 3a. Although the remaining area of the site is not at risk of flooding, an Exception Test still needs to be undertaken for the area that falls within Flood Risk Zone 3a.	
<b>Economic</b>				

21	Encourage a strong and stable economy	Is the site proposed for mixed-use development or employment and/or encourage the diversification of employment in Manchester?	The site is proposed for housing development.	
		Will the site increase accessibility by sustainable modes between residential and employment areas?	There are public transport routes and bus stops located within the site. Also the site is bordered by a railway line including two stations (Ardwick and Ashbury's), leading to the City Centre.	
22	Reduce economic exclusion	is the site proposed for appropriate employment development adjacent to or within areas of deprivation?	The site is proposed for housing development.	
23	Encourage and accommodate both indigenous and inward investment	Will it increase employment land availability?	The site is proposed for housing development.	
		Will the site increase the attractiveness of the area to potential investors?	The redevelopment of a large area of deprivation is likely to improve the attractiveness of the area which may encourage investment.	
24	Maintain and enhance vitality and viability of Manchester' centres, including City Centres, District and Local Centres	Is the site proposed for mixed-use development or employment in Manchester' centres?	The site is proposed for housing development.	

**Summary Assessment**

Development of the site is likely to result in the loss of small areas of green open spaces and may affect local air quality, as the site is located within an Air Quality Management Area (AQMA). Although the site is not located within a groundwater source protection zone, according to the WFD Draft River Basin Management Plans 2008 the groundwater is considered to be 'Poor'. The site has good accessibility to local facilities by being within cycling but not walking distance from key services and community uses and by being located approximately 1.2km from the City Centre and would benefit from the services offered within it. It also has the advantage of having public transport routes and bus stops within and of being bordered by a railway line including two stations (Ardwick and Ashbury's), leading to the City Centre. The proposed site is not within or in close proximity to any statutory or locally designated sites. However, it does contain a Listed Building within and part of the site does lie within Flood Risk Zones 3 and 3a. Although the remaining area of the site is not at risk of flooding, an Exception Test still needs to be undertaken for the area that falls within Flood Risk Zone 3a. The site is bordered by an A road to the east and south and a railway to the west and south and houses adjacent to these uses are likely to suffer noise pollution.

Table D.14 - Housing Site 13 - Brunswick

SA Objective	Indicator	Notes	Colour Code	
<b>Manchester - Housing Site 13 - Brunswick</b>				
Total Area - 15 ha mid point of site taken as: 384943,397058				
<b>Social</b>				
1	Reduce poverty and social inclusion	Will the site be located near or within deprived areas?	The development is within the 'Central Manchester' strategic area of the Core Strategy. As an 'Inner Area' this area suffers from economic decline and a disconnection with employment. Site will deliver the remodelling of the Brunswick Estate.	
2	Attract additional population to settle in Manchester	Will the site include the provision of a range of high quality housing opportunities in sustainable locations, suitable to attract the target population?	The development is likely to deliver 350 additional units and, based in its location, is likely to be suitable for the provision of more than 20% affordable housing on site. In accordance with CS policy H3, housing proposals should seek to diversify the existing housing stock to provide family housing.	
		Will the site include the provision of employment opportunities, in particular in growth sectors (Aviation and Manchester Airport Creative/ Digital/ New Media, Financial and Professional Services, ICT Digital/ Communications, Life Science Industries, Manufacturing)?	Site is for housing development.	
		Will the site encourage public realm improvements, connectivity to external areas and provision of regionally important facilities and services?	Site is likely to provide public realm improvements.	
3	Improve health of the population and reduce health inequalities	Is it within 30 mins of a GP, dentist and hospital by public transport?	This site is within 30min of a GP by public transport. The St. Mary's Hospital and Manchester Royal Infirmary are located approximately 1km from the site.	

		Will it lead to a direct loss of public open space or open access land?	The site appears to contain small areas of green open space, which are likely to be lost as part of the site development. It also does contain a Local Park (Plymouth Grove Park) within.	
		Will it improve accessibility by Public Rights of Way?	The development of the site is unlikely to negatively affect any PROWs.	
		Will the site allocation contribute to noise pollution through the allocation of noisy uses next to noise-sensitive uses or allocating noise-sensitive uses close to significant noise sources (e.g. major roads)?	The site is bordered by a motorway to the north and by an A road to the west. Houses adjacent to these uses are likely to suffer noise pollution.	
4	Improve the qualifications and skills of the resident population	Is it within 30 mins of a school by public transport?	The site is within 30 mins of a school by public transport.	
		Is it within walkable/cyclable distances (800m and 2-5km)?	The site is within walkable and cyclable distance of a school as the Medlock Primary School is located approximately 400m from the site. University of Manchester 1km; Trinity CofE High School 2km.	
5	Provide an adequate mix of quality housing for current and future residents of the area	Is the site proposal over the relevant thresholds for the application of affordable housing policy? CS Policy Approach H5 defines that, for Manchester, for sites of 0.3ha and above, or 15 dwellings or more, 20% shall be affordable and that developers are expected to use the 20% target as a starting point. The proportion of affordable housing units will reflect the type and size of the development as a whole.	The proposed site area is 15 hectares and as such is above the relevant threshold for the application of affordable housing policy.	
8	Ensure people's needs for goods, services and amenities are met	Is it within 30 min of the Manchester City Centre, District Centre or Local Centre by public transport?	The site is located adjacent to the City Centre.	
		Is it within walkable/cyclable distances (800m and 2-5km) to key services? (local services include convenience store; post office; pub; bank; supermarket/ shopping centre)	The site is within walkable and cyclable distance to key services. Convenience store: 600m; post office: 1km; bank: 1km; pub: 1km	

		Is it within 30 mins of a supermarket/ shopping centre by public transport?	The site is within 30 mins of a supermarket/ shopping centre by public transport with the A-Zoal Superstore located approximately 600m from the site and the Tesco supermarket approximately 2km.	
		Is the site proposed in a location with accessible natural green space?	Site is 500m from Ardwick Green Park and it does contain a Local Park within.	
9	Ensure inclusion and equality of opportunity for all, whilst embracing differing needs, values and customs	Is the site proposed for employment?	Site is for housing development.	
		Will the site be located near or within deprived areas?	The development is within the 'Central Manchester' strategic area of the Core Strategy. As an 'Inner Area' this area suffers from economic decline and a disconnection with employment. Site will deliver the remodelling of the Brunswick Estate.	
		Is it within 30 min of the Manchester City Centre, District Centre or Local Centre by public transport?	The site is located adjacent to the City Centre.	
		Is it within walkable/cyclable distances (800m and 2-5km) to key services? (community uses)	Community services are located within cyclable but not walkable distance from the site. Dar Al-Islam Foundation: 1km; St Luke's Neighbourhood Centre: 1km; Manchester Lesbian Community Project: 1km; Child Support UK: 3km	
		Is the site proposal over the relevant thresholds for the application of affordable housing policy? CS Policy Approach H5 defines that, for Manchester, for sites of 0.3ha and above, or 15 dwellings or more, 20% shall be affordable and that developers are expected to use the 20% target as a starting point. The proportion of affordable housing units will reflect the type and size of the development as a whole.	The proposed site area is 15 hectares and as such is above the relevant threshold for the application of affordable housing policy.	
<b>Environmental</b>				
10	Promote the use of sustainable transport modes and reduce	Does the site have good accessibility to local facilities?	See assessment under objectives 3, 8 and 9.	

	motorised traffic	Is the site proposed in a proximity to a public transport route or in a walkable/cyclable distance?	The site is located adjacent to the City Centre with public transport routes and bus stops located around the site boundaries.	
11	Improve air quality	Is the site proposed within an Air Quality Management Area (AQMA)?	The site is within the Manchester AQMA.	
12	Improve the quality of water bodies and their environment	Is the site proposed within a groundwater source protection zone?	Part of the site is within an EA SPZ 'total catchment' (The total catchment is the total area needed to support removal of water from the borehole, and to support any discharge from the borehole.)	
		Is the site adjacent to a watercourse or within an area of poor ground or surface water quality? (WFD)	Site is in two CAMS areas. WFD Draft River Basin Management Plans 2008- Groundwater: Poor	
13	Ensure efficient use of land	Is the site proposed on Greenfield land?	Site is already developed, development will comprise remodelling.	
		Would it lead to the loss of best and most versatile agricultural land (Grade 1, 2 and 3a)?	The site is not located within agricultural land.	
		Will it lead to remediation of contaminated land?	Site is already developed and development will comprise remodelling. As such it is unlikely that the site is contaminated.	
14	Maintain and enhance biodiversity, including habitats and species	Is the site in proximity to a Special Protection Area (SPA), Special Area of Conservation (SAC) or Site of Special Scientific Interest (SSSI)? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 2km of a SPA, SAC or SSSI.	The site is not close to any nationally or internationally designated sites.	
		Is the site in proximity to a Site of Biological Interest or Local Nature Reserve? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 500m of a site.	The site is not in proximity to any local designations for biodiversity.	
		Are BAP habitats known to be on the site?	No BAP habitats are known to be on the site.	

15	Maintain and enhance the quality of landscape, townscape and built environment	Is the site in or adjacent to a Green Corridor? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 40m of a Green Corridor.	The site is not in or adjacent to a green corridor.	
16	Protect and enhance sites, features and areas of historical and archaeological value	Are there any listed buildings on or adjacent to the site?	There are no listed buildings within the site boundary.	
		Is the site in or adjacent to a Conservation Area?	The site is not within a Conservation Area.	
		Is the site in or adjacent to a Historic Park and Garden? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 40m of a Historic Park and Garden.	The site is not in or adjacent to a Historic Park and Garden. The nearest Historic Park and Garden is Alexandra Park located approximately 1.9km from the site.	
		Is the site in or adjacent to a Scheduled Ancient Monument (SAM)? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 40m of a SAM.	The site is not in or adjacent to a SAM.	
17	Ensure the prudent use of natural resources	Is there a clear commitment to meet Code Level 3 or above of the Government's Code for Sustainable Homes for housing development; or BREEAM "Excellent/Very Good" for non-residential buildings?	The Core Strategy clearly mention that the Council is committed to the development of new housing which meets the current Code for Sustainable Homes requirements and that any local targets are to be framed with reference to existing national targets - there is a national timetable for achieving Code for Sustainable Homes Level 6 (zero carbon) for all new housing by 2016. The Core Strategy recognises that there may be scope to meet these targets in advance of this timetable in specific areas. Meeting Code Level 3-6 will help minimise CO2 emissions.	

18	Reduce contribution to climate change	Will the site proposal promote the incorporation of small-scale renewable in developments?	The Core Strategy Policy Approach En2 considers Strategic Housing and Employment Sites as Strategic Areas for Low Carbon, Decentralised and Renewable Energy Development within Manchester. It is considered that these strategic sites will have a major role to play in achieving an increase in the level of decentralised, low carbon and renewable energy available.	
19	Reduce impact of climate change	Does the site lie within the flood risk zones (2, 3a, 3b) identified in the SFRA and have a proposed 'non-compatible' use or is located within 9m of a river?	Part of the site does lie within Flood Risk Zones 3 and 3a. Although the remaining area of the site is not at risk of flooding, an Exception Test still needs to be undertaken for the area that falls within Flood Risk Zone 3a.	
<b>Economic</b>				
21	Encourage a strong and stable economy	Is the site proposed for mixed-use development or employment and/or encourage the diversification of employment in Manchester?	The site is proposed for housing development.	
		Will the site increase accessibility by sustainable modes between residential and employment areas?	There are public transport routes and bus stops located around the site boundaries and the site is adjacent to the City Centre.	
22	Reduce economic exclusion	is the site proposed for appropriate employment development adjacent to or within areas of deprivation?	The site is proposed for housing development.	
23	Encourage and accommodate both indigenous and inward investment	Will it increase employment land availability?	The site is proposed for housing development.	
		Will the site increase the attractiveness of the area to potential investors?	The development is within the 'Central Manchester' strategic area of the Core Strategy. As an 'Inner Area' this area suffers from economic decline and a disconnection with employment. Site will deliver the remodelling of the Brunswick Estate.	
24	Maintain and enhance vitality and viability of Manchester' centres, including City Centres, District and Local Centres	Is the site proposed for mixed-use development or employment in Manchester' centres?	The site is proposed for housing development.	



### Summary Assessment

Development of the site is likely to result in the loss of small areas of green open spaces as the site contains a Local Park and may affect local air quality, as the site is located within an Air Quality Management Area (AQMA). The site is located within a groundwater source protection zone and according to the WFD Draft River Basin Management Plans 2008 the groundwater is considered to be 'Poor'. The site has good accessibility to local facilities by being within walkable and cycling distance from key services and by being within cycling distance from community uses. The site is also adjacent to the City Centre and would benefit from the services offered within it. It also has the advantage of having public transport routes and bus stops bordering the site. The proposed site is not within or in close proximity to any statutory or locally designated sites and it does not contain Listed Building within. Part of the site does lie within Flood Risk Zones 3 and 3a and although the remaining area of the site is not at risk of flooding, an Exception Test still needs to be undertaken for the area that falls within Flood Risk Zone 3a. The site is bordered by a motorway to the north and by an A road to the west. Houses adjacent to these uses are likely to suffer noise pollution.

Table D.15 - Housing Site 14 - Coverdale


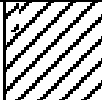





SA Objective	Indicator	Notes	Colour Code	
<b>Manchester - Housing Site 14 - Coverdale</b>				
Total Area - 17 ha Centre of site: 386254,396443				
<b>Social</b>				
1	Reduce poverty and social inclusion	Will the site be located near or within deprived areas?	The development is within the 'Central Manchester' strategic area of the Core Strategy. As an 'Inner Area' this area suffers from economic decline and a disconnection with employment. Site seeks to deliver regeneration objectives in the south east of the City (policy H 9)	
2	Attract additional population to settle in Manchester	Will the site include the provision of a range of high quality housing opportunities in sustainable locations, suitable to attract the target population?	The development is likely to deliver 350 additional units and, based in its location, is likely to be suitable for the provision of more than 20% affordable housing on site. In accordance with CS policy H3, housing proposals should seek to diversify the existing housing stock to provide family housing.	
		Will the site include the provision of employment opportunities, in particular in growth sectors (Aviation and Manchester Airport Creative/ Digital/ New Media, Financial and Professional Services, ICT Digital/ Communications, Life Science Industries, Manufacturing)?	Site is for housing development.	
		Will the site encourage public realm improvements, connectivity to external areas and provision of regionally important facilities and services?	Site may provide public realm improvements.	?
3	Improve health of the population and reduce health inequalities	Is it within 30 mins of a GP, dentist and hospital by public transport?	The site is within 30min of a GP, dentist and hospital by public transport. The nearest GP (Dr. D. Hyland) is within 400m from the site, the West Gorton Medical Centre approximately 1km and a Dentist practice approximately 1km.	

		Will it lead to a direct loss of public open space or open access land?	The site appears to contain small areas of green open space, which are likely to be lost as part of the site development. It also does contain Local Parks within.	
		Will it improve accessibility by Public Rights of Way?	The development of the site is unlikely to negatively affect any PROWs.	
		Will the site allocation contribute to noise pollution through the allocation of noisy uses next to noise-sensitive uses or allocating noise-sensitive uses close to significant noise sources (e.g. major roads)?	The site is bordered by an A road to the north and west and a railway to the east. Houses adjacent to these uses are likely to suffer noise pollution.	
4	Improve the qualifications and skills of the resident population	Is it within 30 mins of a school by public transport?	The site is within 30 mins of a school by public transport.	
		Is it within walkable/cyclable distances (800m and 2-5km)?	The site is within walkable and cyclable distance of a school as the Richmond Park School is located approximately 700m from the site and the St Luke's C Of E Primary School approximately 200m.	
5	Provide an adequate mix of quality housing for current and future residents of the area	Is the site proposal over the relevant thresholds for the application of affordable housing policy? CS Policy Approach H5 defines that, for Manchester, for sites of 0.3ha and above, or 15 dwellings or more, 20% shall be affordable and that developers are expected to use the 20% target as a starting point. The proportion of affordable housing units will reflect the type and size of the development as a whole.	The proposed site area is 17 hectares and as such is above the relevant threshold for the application of affordable housing policy.	
8	Ensure people's needs for goods, services and amenities are met	Is it within 30 min of the Manchester City Centre, District Centre or Local Centre by public transport?	Site is located approximately 900m from the City Centre area and is bordered by a railway line.	
		Is it within walkable/cyclable distances (800m and 2-5km) to key services? (local services include convenience store; post office; pub; bank; supermarket/ shopping centre)	The site is within walkable and cyclable distance to key services as the site is adjacent to Longsight District Centre. Also the Charlie Mini Market is located approximately 700m from the site, the Post Office 1km, the bank 1km and the pub 1km. In addition, there is a supermarket within the site.	

		Is it within 30 mins of a supermarket/ shopping centre by public transport?	There is a supermarket within the site boundary.	
		Is the site proposed in a location with accessible natural green space?	Site is 2km from Plymouth Grove Park and it does contain Local Parks within.	
9	Ensure inclusion and equality of opportunity for all, whilst embracing differing needs, values and customs	Is the site proposed for employment?	Site is for housing development.	
		Will the site be located near or within deprived areas?	The development is within the 'Central Manchester' strategic area of the Core Strategy. As an 'Inner Area' this area suffers from economic decline and a disconnection with employment. Site seeks to deliver regeneration objectives in the south east of the City (policy H 9)	
		Is it within 30 min of the Manchester City Centre, District Centre or Local Centre by public transport?	Site is located approximately 900m from the City Centre area and is bordered by a railway line.	
		Is it within walkable/cyclable distances (800m and 2-5km) to key services? (community uses)	The nearest community services are within cyclable but nor walkable distance from the site. St Luke's Neighbourhood Centre: 2km; Pakistani Community Centre: 1km; Metropolitan Community Church: 2km	
		Is the site proposal over the relevant thresholds for the application of affordable housing policy? CS Policy Approach H5 defines that, for Manchester, for sites of 0.3ha and above, or 15 dwellings or more, 20% shall be affordable and that developers are expected to use the 20% target as a starting point. The proportion of affordable housing units will reflect the type and size of the development as a whole.	The proposed site area is 17 hectares and as such is above the relevant threshold for the application of affordable housing policy.	
<b>Environmental</b>				
10	Promote the use of sustainable transport modes and reduce	Does the site have good accessibility to local facilities?	See assessment under objectives 3, 8 and 9.	

	motorised traffic	Is the site proposed in a proximity to a public transport route or in a walkable/cyclable distance?	Site is located approximately 900m from the City Centre area and is bordered by a railway line. Also does contain public transport routes and bus stops around its boundaries.	
11	Improve air quality	Is the site proposed within an Air Quality Management Area (AQMA)?	The site is within the Manchester AQMA.	
12	Improve the quality of water bodies and their environment	Is the site proposed within a groundwater source protection zone?	The site not within an EA groundwater source protection zone.	
		Is the site adjacent to a watercourse or within an area of poor ground or surface water quality? (WFD)	Site is in two CAMS areas. WFD Draft River Basin Management Plans 2008- Groundwater: Poor	
13	Ensure efficient use of land	Is the site proposed on Greenfield land?	The site is proposed on Brownfield site.	
		Would it lead to the loss of best and most versatile agricultural land (Grade 1, 2 and 3a)?	The site is not located within agricultural land.	
		Will it lead to remediation of contaminated land?	Potential constraints are identified as site investigations which are likely to identify the need for any remediation.	?
14	Maintain and enhance biodiversity, including habitats and species	Is the site in proximity to a Special Protection Area (SPA), Special Area of Conservation (SAC) or Site of Special Scientific Interest (SSSI)? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 2km of a SPA, SAC or SSSI.	The site is not close to any nationally or internationally designated sites.	
		Is the site in proximity to a Site of Biological Interest or Local Nature Reserve? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 500m of a site.	The site is not in proximity to any local designations for biodiversity.	
		Are BAP habitats known to be on the site?	No BAP habitats are known to be on the site.	
15	Maintain and enhance the quality of landscape, townscape and built environment	Is the site in or adjacent to a Green Corridor? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 40m of a Green Corridor.	The site is not in or adjacent to a green corridor.	

16	Protect and enhance sites, features and areas of historical and archaeological value	Are there any listed buildings on or adjacent to the site?	There are no listed buildings within the site boundary.	
		Is the site in or adjacent to a Conservation Area?	The site is not within a Conservation Area.	
		Is the site in or adjacent to a Historic Park and Garden? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 40m of a Historic Park and Garden.	The site is not in or adjacent to a Historic Park and Garden.	
		Is the site in or adjacent to a Scheduled Ancient Monument (SAM)? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 40m of a SAM.	The site is not in or adjacent to a SAM.	
17	Ensure the prudent use of natural resources	Is there a clear commitment to meet Code Level 3 or above of the Government's Code for Sustainable Homes for housing development; or BREEAM "Excellent/Very Good" for non-residential buildings?	The Core Strategy clearly mention that the Council is committed to the development of new housing which meets the current Code for Sustainable Homes requirements and that any local targets are to be framed with reference to existing national targets - there is a national timetable for achieving Code for Sustainable Homes Level 6 (zero carbon) for all new housing by 2016. The Core Strategy recognises that there may be scope to meet these targets in advance of this timetable in specific areas. Meeting Code Level 3-6 will help minimise CO2 emissions.	
18	Reduce contribution to climate change	Will the site proposal promote the incorporation of small-scale renewable in developments?	The Core Strategy Policy Approach En2 considers Strategic Housing and Employment Sites as Strategic Areas for Low Carbon, Decentralised and Renewable Energy Development within Manchester. It is considered that these strategic sites will have a major role to play in achieving an increase in the level of decentralised, low carbon and renewable energy available.	

19	Reduce impact of climate change	Does the site lie within the flood risk zones (2, 3a, 3b) identified in the SFRA and have a proposed 'non-compatible' use or is located within 9m of a river?	A very small area north of the site does lie within Flood Risk Zones 3 and 3a. Although the majority of the site is not at risk of flooding, an Exception Test still needs to be undertaken for the area that falls within Flood Risk Zone 3a.	
<b>Economic</b>				
21	Encourage a strong and stable economy	Is the site proposed for mixed-use development or employment and/or encourage the diversification of employment in Manchester?	The site is proposed for housing development.	
		Will the site increase accessibility by sustainable modes between residential and employment areas?	There are public transport routes and bus stops located around the site boundaries and the site is close 900m from the City Centre.	
22	Reduce economic exclusion	is the site proposed for appropriate employment development adjacent to or within areas of deprivation?	The site is proposed for housing development.	
23	Encourage and accommodate both indigenous and inward investment	Will it increase employment land availability?	The site is proposed for housing development.	
		Will the site increase the attractiveness of the area to potential investors?	The development is within the 'Central Manchester' strategic area of the Core Strategy. As an 'Inner Area' this area suffers from economic decline and a disconnection with employment. Site will deliver the remodelling of the Brunswick Estate.	
24	Maintain and enhance vitality and viability of Manchester' centres, including City Centres, District and Local Centres	Is the site proposed for mixed-use development or employment in Manchester' centres?	The site is proposed for housing development.	
<b>Summary Assessment</b>				

Development of the site is likely to result in the loss of small areas of green open spaces as the site contains Local Parks and may affect local air quality, as the site is located within an Air Quality Management Area (AQMA). The site is not located within a groundwater source protection zone, however according to the WFD Draft River Basin Management Plans 2008 the groundwater is considered to be 'Poor'. The site has good accessibility to local facilities by being within walkable and cycling distance from key services and by being within cycling distance from community uses. The site is also located approximately 900m from the City Centre and would benefit from the services offered within it. It also has the advantage of having public transport routes and bus stops bordering the site. The proposed site is not within or in close proximity to any statutory or locally designated sites and it does not contain Listed Building within. Part of the site does lie within Flood Risk Zones 3 and 3a and although the remaining area of the site is not at risk of flooding, an Exception Test still needs to be undertaken for the area that falls within Flood Risk Zone 3a. The site is bordered by an A road to the north and west and a railway to the east. Houses adjacent to these uses are likely to suffer noise pollution.



## D.2 Employment Sites

Table D.16 - Employment Site 1 - Strangeways

SA Objective	Indicator	Notes	Colour Code	
<b>Manchester - Employment Site 1 - Strangeways</b>				
Total Estimated Area - 84ha				
<b>Social</b>				
1	Reduce poverty and social inclusion	Will the site be located near or within deprived areas?	Development of this site for employment purposes will help tackle deprivation due to close proximity to deprived communities in North Manchester, a nationally significant area of deprivation and opportunities for regeneration are likely.	
2	Attract additional population to settle in Manchester	Will the site include the provision of a range of high quality housing opportunities in sustainable locations, suitable to attract the target population?	The site is proposed for employment.	
		Will the site include the provision of employment opportunities, in particular in growth sectors (Aviation and Manchester Airport Creative/ Digital/ New Media, Financial and Professional Services, ICT Digital/ Communications, Life Science Industries, Manufacturing)?	The allocation is to provide employment uses and its position relative to the City Centre means that it offers potential for the expansion of office development. The site also has potential for location of growth sectors including creative, cultural, warehousing, manufacturing and distribution activities. These uses have the potential to meet the needs of a highly skilled population.	
		Will the site encourage public realm improvements, connectivity to external areas and provision of regionally important facilities and services?	Development of Strangeways aims to capitalise on good public transport links to City Centre, North Manchester and Salford, encouraging this way connectivity. Also aims to assist in the economic restructuring of this part of the Regional Centre and deliver a strategic business location.	

3	Improve health of the population and reduce health inequalities	Is it within 30 mins of a GP, dentist and hospital by public transport?	The site is within 30min of a GP by public transport. The nearest GP is located approximately 400m from the site and the nearest hospital, the North Manchester General Hospital is located approximately 2.8km from the site.	
		Will it lead to a direct loss of public open space or open access land?	The site does contain a Local Park within.	
		Will it improve accessibility by Public Rights of Way?	Nearby Public Rights of Way will improve accessibility to the site.	
		Will the site contribute to noise pollution through the allocation of noisy uses next to noise-sensitive uses or allocating noise-sensitive uses close to significant noise sources (e.g. major roads)?	The site is bordered by an A road to the east and part of the northern boundary. Also an A road crosses the site on the west side. However, employment is not considered a noise-sensitive use.	
4	Improve the qualifications and skills of the resident population	Is it within 30 mins of a school by public transport?	The site is proposed for employment.	
		Is it within walkable/cyclable distances (800m and 2-5km)?	The site is proposed for employment.	
		Will the site allocation help retain and enhance local skills and qualifications?	New employment opportunities associated with the site development should help retain and enhance local skills and qualification levels.	
5	Provide an adequate mix of quality housing for current and future residents of the area	Is the site proposal over the relevant thresholds for the application of affordable housing policy? CS Policy Approach H5 defines that, for Manchester, for sites of 0.3ha and above, or 15 dwellings or more, 20% shall be affordable and that developers are expected to use the 20% target as a starting point. The proportion of affordable housing units will reflect the type and size of the development as a whole.	The site is proposed for employment.	
8	Ensure people's needs for goods, services and amenities are met	Is it within 30 min of the Manchester City Centre, District Centre or Local Centre by public transport?	The site is within 30 mins of Manchester City Centre by public transport.	

		Is it within walkable/cyclable distances (800m and 2-5km) to key services? (local services include convenience store; post office; pub; bank; supermarket/ shopping centre)	It is within walkable and cyclable distances. The site does have a grocery within.	
		Is it within 30 mins of a supermarket/ shopping centre by public transport?	The site is within 30 mins of shops/supermarkets by public transport.	
		Is the site proposed in a location with accessible natural green space?	The site does contain a Local Park within.	
9	Ensure inclusion and equality of opportunity for all, whilst embracing differing needs, values and customs	Is the site proposed for employment?	The site is proposed for employment.	
		Will the site be located near or within deprived areas?	Development of this site for employment purposes will help tackle deprivation due to close proximity to deprived communities in North Manchester, a nationally significant area of deprivation and opportunities for regeneration are likely.	
		Is it within 30 min of the Manchester City Centre, District Centre or Local Centre by public transport?	The site is within 30 mins of Manchester City Centre by public transport.	
		Is it within walkable/cyclable distances (800m and 2-5km) to key services? (community uses)	The site is proposed for employment.	
		Is the site proposal over the relevant thresholds for the application of affordable housing policy? CS Policy Approach H5 defines that, for Manchester, for sites of 0.3ha and above, or 15 dwellings or more, 20% shall be affordable and that developers are expected to use the 20% target as a starting point. The proportion of affordable housing units will reflect the type and size of the development as a whole.	The site is proposed for employment.	
<b>Environmental</b>				
10	Promote the use of sustainable transport modes and reduce motorised traffic	Does the site have good accessibility to local facilities?	It is within walkable and cyclable distance as is located adjacent to Manchester City Centre and will make use of the local facilities available within the City Centre (see assessment under objectives	

			3, 8 and 9).	
		Is the site proposed in a proximity to a public transport route or in a walkable/cyclable distance?	There are public transport routes and bus stops located within the site.	
11	Improve air quality	Is the site proposed within an Air Quality Management Area (AQMA)?	The site is located within an Air Quality Management Area.	
12	Improve the quality of water bodies and their environment	Is the site proposed within a groundwater source protection zone?	Part of the site is located within a groundwater source protection zone (Outer Zone and Total Catchment Zone).	
		Is the site adjacent to a watercourse or within an area of poor ground or surface water quality? (WFD)	WFD Draft River Basin Management Plans 2008-Groundwater: Poor. Manchester Ship Canal runs close to the south border of the site: current status is moderate for biological quality and failed for chemical quality - considered 'at risk'.	
13	Ensure efficient use of land	Is the site proposed on Greenfield land?	The site is proposed on Urban Land.	
		Would it lead to the loss of best and most versatile agricultural land (Grade 1, 2 and 3a)?	The site is proposed on Urban Land.	
		Will it lead to remediation of contaminated land?	Insufficient information is available - a potential for conflict may exist.	?
14	Maintain and enhance biodiversity, including habitats and species	Is the site in proximity to a Special Protection Area (SPA), Special Area of Conservation (SAC) or Site of Special Scientific Interest (SSSI)? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 2km of a SPA, SAC or SSSI.	The site is not located in close proximity to a SPA, SAC or SSSI.	
		Is the site in proximity to a Site of Biological Interest or Local Nature Reserve? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 500m of a site.	The site is not located in close proximity to a Site of Biological Interest or Local Nature Reserve.	
		Are BAP habitats known to be on the site?	There are no BAP habitats known to be on the	

			site.	
15	Maintain and enhance the quality of landscape, townscape and built environment	Is the site in or adjacent to a Green Corridor? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 40m of a Green Corridor.	The site is not in or adjacent to a Green Corridor.	
16	Protect and enhance sites, features and areas of historical and archaeological value	Are there any listed buildings on or adjacent to the site?	There are no Listed Buildings on or adjacent to the site.	
		Is the site in or adjacent to a Conservation Area?	The site is not in or adjacent to a Conservation Area. The nearest Conservation Area is located approximately 200m from the site.	
		Is the site in or adjacent to a Historic Park and Garden? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 40m of a Historic Park and Garden.	The site is not in or adjacent to a Historic Park and Garden. The nearest Historic Park and Garden, the Queen's Park is located approximately 1.2km from the site.	
		Is the site in or adjacent to a Scheduled Ancient Monument (SAM)? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 40m of a SAM.	The site is not in or adjacent to a Scheduled Ancient Monument.	
17	Ensure the prudent use of natural resources	Is there a clear commitment to meet Code Level 3 or above of the Government's Code for Sustainable Homes for housing development; or BREEAM "Excellent/Very Good" for non-residential buildings?	The Core Strategy requirement to achieve rating under the Code for Sustainable Homes will be widened to include other use classes by 2019.	
18	Reduce contribution to climate change	Will the site proposal promote the incorporation of small-scale renewable in developments?	The Core Strategy Policy Approach En2 considers Strategic Housing and Employment Sites as Strategic Areas for Low Carbon, Decentralised and Renewable Energy Development within Manchester. It is considered that these strategic sites will have a major role to play in achieving an increase in the level of decentralised, low carbon and renewable energy available.	

19	Reduce impact of climate change	Does the site lie within the flood risk zones (2, 3a, 3b) identified in the SFRA and have a proposed 'non-compatible' use or is located within 9m of a river?	A small area of the site does lie within Flood Risk Zone 3a. Although the majority of the site is not at risk of flooding, an Exception Test still needs to be undertaken for the area that falls within Flood Risk Zone 3a.	
<b>Economic</b>				
21	Encourage a strong and stable economy	Is the site proposed for mixed-use development or employment and/or encourage the diversification of employment in Manchester?	The site is proposed for employment and will encourage diversification of employment in Manchester.	
		Will the site increase accessibility by sustainable modes between residential and employment areas?	There are public transport routes and bus stops located within the site.	
22	Reduce economic exclusion	Is the site proposed for appropriate employment development adjacent to or within areas of deprivation?	Development of this site for employment purposes will help tackle deprivation due to close proximity to deprived communities in North Manchester, a nationally significant area of deprivation and opportunities for regeneration are likely.	
23	Encourage and accommodate both indigenous and inward investment	Will it increase employment land availability?	The site is proposed for employment.	
		Will the site increase the attractiveness of the area to potential investors?	The site will assist in the economic restructuring of this part of the Regional Centre and deliver a strategic business location. The redevelopment of this previously developed site, close to public transport, and including a range of land uses, is likely to improve the attractiveness of the area to potential investors	
24	Maintain and enhance vitality and viability of Manchester' centres, including City Centres, District and Local Centres	Is the site proposed for mixed-use development or employment in Manchester' centres?	The site is proposed for employment.	
<b>Summary Assessment</b>				

This development is proposed on Urban land and is considered a large-scale development (50+ha) that would significantly increase employment opportunities within Manchester. The development of the site may affect the quality of groundwater, as it is located within a groundwater source protection zone and according to the WFD Draft River Basin Management Plans 2008 the groundwater is considered poor. In addition, the current status of the Manchester Ship Canal that runs close to the south border of the site is moderate for biological quality and failed for chemical quality, and is considered 'at risk'. Development of the site may affect air quality as well, as it is located within an Air Quality Management Area (AQMA). On the positive side, the site has good accessibility to local facilities and would benefit from the services offered within Manchester City Centre as its located adjacent to it, and it has the advantage of having public transport routes and bus stops located within and of being close to Public Rights of Way. The proposed site is not within or in close proximity to any statutory or locally designated sites, although does contain a Local Park within. Although a small area of the site does lie within Flood Risk Zone 3a, the majority of the site is not at risk of flooding. However, an Exception Test still needs to be undertaken for the area that falls within Flood Risk Zone 3a. From the economic perspective, the site also has potential for location of growth sectors including creative, cultural, warehousing, manufacturing and distribution activities and these uses have the potential to meet the needs of a highly skilled population. Also development of the site aims to capitalise on good public transport links to City Centre, North Manchester and Salford, encouraging this way connectivity and aims to assist in the economic restructuring of this part of the Regional Centre and deliver a strategic business location.











Table D.17 - Employment Site 2 - Central Park

SA Objective	Indicator	Notes	Colour Code	
<b>Manchester - Employment Site 2 - Central Park</b>				
Total Estimated Area - 169ha				
<b>Social</b>				
1	Reduce poverty and social inclusion	Will the site be located near or within deprived areas?	Development of this site for employment purposes will help tackle deprivation due to close proximity to deprived areas and opportunities for regeneration are likely.	
2	Attract additional population to settle in Manchester	Will the site include the provision of a range of high quality housing opportunities in sustainable locations, suitable to attract the target population?	The site is proposed for employment.	
		Will the site include the provision of employment opportunities, in particular in growth sectors (Aviation and Manchester Airport Creative/ Digital/ New Media, Financial and Professional Services, ICT Digital/ Communications, Life Science Industries, Manufacturing)?	Central Park forms a key part of the transformation of east Manchester by attracting investment including knowledge-based industries, to grow in a priority regeneration area and will be a priority location for accommodating high quality employment opportunities. This has the potential to meet the needs of a highly skilled population. Employment uses includes assembly, media and commercial.	
		Will the site encourage public realm improvements, connectivity to external areas and provision of regionally important facilities and services?	Development aims to provide a flagship site in the Regeneration Framework for New East Manchester, building on Manchester's key economic strengths and capitalise on planned Metrolink improvements.	
3	Improve health of the population and reduce health inequalities	Is it within 30 mins of a GP, dentist and hospital by public transport?	The site is within 30min of a GP by public transport. The nearest GP, the Whitley Road Medical Centre is located approximately 1km from the site.	
		Will it lead to a direct loss of public open space or open access land?	The site is likely to result in loss of green open space.	



		Will it improve accessibility by Public Rights of Way?	Nearby Public Rights of Way will improve accessibility to the site.	
		Will the site contribute to noise pollution through the allocation of noisy uses next to noise-sensitive uses or allocating noise-sensitive uses close to significant noise sources (e.g. major roads)?	The site is crossed by an A road and by a railway and is bordered by another A road on the west side. However, employment is not considered a noise-sensitive use.	
4	Improve the qualifications and skills of the resident population	Is it within 30 mins of a school by public transport?	The site is proposed for employment.	
		Is it within walkable/cyclable distances (800m and 2-5km)?	The site is proposed for employment.	
		Will the site allocation help retain and enhance local skills and qualifications?	New employment opportunities associated with the site development should help retain and enhance local skills and qualification levels.	
5	Provide an adequate mix of quality housing for current and future residents of the area	Is the site proposal over the relevant thresholds for the application of affordable housing policy? CS Policy Approach H5 defines that, for Manchester, for sites of 0.3ha and above, or 15 dwellings or more, 20% shall be affordable and that developers are expected to use the 20% target as a starting point. The proportion of affordable housing units will reflect the type and size of the development as a whole.	The site is proposed for employment.	
8	Ensure people's needs for goods, services and amenities are met	Is it within 30 min of the Manchester City Centre, District Centre or Local Centre by public transport?	The site is within 30 mins of Newton Heath District Centre by public transport.	
		Is it within walkable/cyclable distances (800m and 2-5km) to key services? (local services include convenience store; post office; pub; bank; supermarket/ shopping centre)	It is within walkable and cyclable distances. The nearest grocery shop is located approximately 600m from the site. And can also benefit from the services offered within Newton Heath District Centre, as the District Centre is approximately 600m from the site.	
		Is it within 30 mins of a supermarket/ shopping centre by public transport?	The site is within 30 mins of shops/supermarkets by public transport.	

		Is the site proposed in a location with accessible natural green space?	The site is located adjacent to some natural green spaces, such as the Newton Heath, the Philips Park and to Clayton Vale Local Nature Reserve.	
9	Ensure inclusion and equality of opportunity for all, whilst embracing differing needs, values and customs	Is the site proposed for employment?	The site is proposed for employment.	
		Will the site be located near or within deprived areas?	Development of this site for employment purposes will help tackle deprivation due to close proximity to deprived areas and opportunities for regeneration are likely.	
		Is it within 30 min of the Manchester City Centre, District Centre or Local Centre by public transport?	The site is within 30 mins of Newton Heath District Centre by public transport.	
		Is it within walkable/cyclable distances (800m and 2-5km) to key services? (community uses)	The site is proposed for employment.	
		Is the site proposal over the relevant thresholds for the application of affordable housing policy? CS Policy Approach H5 defines that, for Manchester, for sites of 0.3ha and above, or 15 dwellings or more, 20% shall be affordable and that developers are expected to use the 20% target as a starting point. The proportion of affordable housing units will reflect the type and size of the development as a whole.	The site is proposed for employment.	
<b>Environmental</b>				
10	Promote the use of sustainable transport modes and reduce motorised traffic	Does the site have good accessibility to local facilities?	It is within walkable and cyclable distance as is located approximately 600m from Newton Heath District Centre and will make use of the local facilities available within the City Centre (see assessment under objectives 3, 8 and 9).	
		Is the site proposed in a proximity to a public transport route or in a walkable/cyclable distance?	There are public transport routes and bus stops located within the site.	
11	Improve air quality	Is the site proposed within an Air Quality Management Area (AQMA)?	The site is located within an Air Quality Management Area.	

12	Improve the quality of water bodies and their environment	Is the site proposed within a groundwater source protection zone?	The site is not located within a groundwater source protection zone.	
		Is the site adjacent to a watercourse or within an area of poor ground or surface water quality? (WFD)	WFD Draft River Basin Management Plans 2008-Groundwater: Poor.	
13	Ensure efficient use of land	Is the site proposed on Greenfield land?	The site is mainly proposed on Urban Land, with some small greenfield areas.	
		Would it lead to the loss of best and most versatile agricultural land (Grade 1, 2 and 3a)?	The site is proposed on Urban Land.	
		Will it lead to remediation of contaminated land?	Insufficient information is available - a potential for conflict may exist.	?
14	Maintain and enhance biodiversity, including habitats and species	Is the site in proximity to a Special Protection Area (SPA), Special Area of Conservation (SAC) or Site of Special Scientific Interest (SSSI)? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 2km of a SPA, SAC or SSSI.	The Rochdale Canal SAC is located approximately 1.7km east of the site.	
		Is the site in proximity to a Site of Biological Interest or Local Nature Reserve? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 500m of a site.	The site is located adjacent to Clayton Vale Local Nature Reserve and a river, designated as Site of Biological Interest also crosses the site.	
		Are BAP habitats known to be on the site?	There are no BAP habitats known to be on the site.	
15	Maintain and enhance the quality of landscape, townscape and built environment	Is the site in or adjacent to a Green Corridor? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 40m of a Green Corridor.	The site is not in or adjacent to a Green Corridor.	
16	Protect and enhance sites, features and areas of historical and archaeological value	Are there any listed buildings on or adjacent to the site?	There are no Listed Buildings on or adjacent to the site.	
		Is the site in or adjacent to a Conservation Area?	The site is not in or adjacent to a Conservation Area. The nearest Conservation Area is located approximately 200m from the site.	

		Is the site in or adjacent to a Historic Park and Garden? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 40m of a Historic Park and Garden.	The site adjacent to a Historic Park and Garden, the Philips Park Cemetery and Philips Park.	
		Is the site in or adjacent to a Scheduled Ancient Monument (SAM)? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 40m of a SAM.	The site is not in or adjacent to a Scheduled Ancient Monument.	
17	Ensure the prudent use of natural resources	Is there a clear commitment to meet Code Level 3 or above of the Government's Code for Sustainable Homes for housing development; or BREEAM "Excellent/Very Good" for non-residential buildings?	The Core Strategy requirement to achieve rating under the Code for Sustainable Homes will be widened to include other use classes by 2019.	
18	Reduce contribution to climate change	Will the site proposal promote the incorporation of small-scale renewable in developments?	The Core Strategy Policy Approach En2 considers Strategic Housing and Employment Sites as Strategic Areas for Low Carbon, Decentralised and Renewable Energy Development within Manchester. It is considered that these strategic sites will have a major role to play in achieving an increase in the level of decentralised, low carbon and renewable energy available.	
19	Reduce impact of climate change	Does the site lie within the flood risk zones (2, 3a, 3b) identified in the SFRA and have a proposed 'non-compatible' use or is located within 9m of a river?	The site is not located within a Flood Risk Zone.	
<b>Economic</b>				
21	Encourage a strong and stable economy	Is the site proposed for mixed-use development or employment and/or encourage the diversification of employment in Manchester?	The site is proposed for employment and will encourage diversification of employment in Manchester.	
		Will the site increase accessibility by sustainable modes between residential and employment areas?	There are public transport routes and bus stops located within the site.	

22	Reduce economic exclusion	Is the site proposed for appropriate employment development adjacent to or within areas of deprivation?	Development of this site for employment purposes will help tackle deprivation due to close proximity to deprived areas and opportunities for regeneration are likely.	
23	Encourage and accommodate both indigenous and inward investment	Will it increase employment land availability?	The site is proposed for employment.	
		Will the site increase the attractiveness of the area to potential investors?	Central Park forms a key part of the transformation of east Manchester by attracting investment including knowledge-based industries, to grow in a priority regeneration area and will be a priority location for accommodating high quality employment opportunities.	
24	Maintain and enhance vitality and viability of Manchester' centres, including City Centres, District and Local Centres	Is the site proposed for mixed-use development or employment in Manchester' centres?	The site is proposed for employment.	
<b>Summary Assessment</b>				
<p>Site 2 has got an area of approximately 30ha reserved for employment use. Its development would result in the loss of some areas of greenfield non-agricultural land. Although the site is not within a groundwater protection zone, according to the WFD Draft River Basin Management Plans 2008 the groundwater is considered poor. In addition, the site is crossed by an A road and by a railway and is bordered by another A road on the west side, thus noise sensitive activities, such as media activities are likely to be affected by noise pollution. The proposed site is located adjacent to Clayton Vale Local Nature Reserve, Philips Park Cemetery Registered Park and Garden and in close proximity to Rochdale Canal SAC. The site is also located within an Air Quality Management Area. On the plus side, the site has good accessibility to local facilities and would benefit from the services offered within Newton Heath District Centre as its located in close proximity to the District Centre and it would have the advantage of having public transport routes, bus stops and Public Rights of Way within. The site forms a key part of the transformation of east Manchester by attracting investment including knowledge-based industries, to grow in a priority regeneration area and will be a priority location for accommodating high quality employment opportunities.</p>				

Table D.18 - Employment Site 3 - Sportcity

SA Objective	Indicator	Notes	Colour Code
<b>Manchester - Employment Site 3 - Sportcity</b>			
Total Estimated Area - 8.8ha			
<b>Social</b>			
1	Reduce poverty and social inclusion	Will the site be located near or within deprived areas?	Development of this site for employment purposes will help tackle deprivation due to close proximity to deprived areas and opportunities for regeneration are likely.
2	Attract additional population to settle in Manchester	Will the site include the provision of a range of high quality housing opportunities in sustainable locations, suitable to attract the target population?	The site is proposed for employment.
		Will the site include the provision of employment opportunities, in particular in growth sectors (Aviation and Manchester Airport Creative/ Digital/ New Media, Financial and Professional Services, ICT Digital/ Communications, Life Science Industries, Manufacturing)?	The allocation is to provide employment uses, such as ancillary commercial including retail.
		Will the site encourage public realm improvements, connectivity to external areas and provision of regionally important facilities and services?	Development of the site will take advantage of connectivity including Metrolink extension and station at Sportcity.
3	Improve health of the population and reduce health inequalities	Is it within 30 mins of a GP, dentist and hospital by public transport?	The site is within 30min of a GP by public transport. The nearest GP, the Bollington Road Surgery is located approximately 1.4km from the site.
		Will it lead to a direct loss of public open space or open access land?	The site is not likely to result in loss of green open space.
		Will it improve accessibility by Public Rights of Way?	Nearby Public Rights of Way will improve accessibility to the site.

		Will the site contribute to noise pollution through the allocation of noisy uses next to noise-sensitive uses or allocating noise-sensitive uses close to significant noise sources (e.g. major roads)?	The site is bordered by an A road to the east and south. However, it is unlikely that this will affect proposed uses.	
4	Improve the qualifications and skills of the resident population	Is it within 30 mins of a school by public transport?	The site is proposed for employment.	
		Is it within walkable/cyclable distances (800m and 2-5km)?	The site is proposed for employment.	
		Will the site allocation help retain and enhance local skills and qualifications?	New employment opportunities associated with the site development should help retain and enhance local skills and qualification levels.	
5	Provide an adequate mix of quality housing for current and future residents of the area	Is the site proposal over the relevant thresholds for the application of affordable housing policy? CS Policy Approach H5 defines that, for Manchester, for sites of 0.3ha and above, or 15 dwellings or more, 20% shall be affordable and that developers are expected to use the 20% target as a starting point. The proportion of affordable housing units will reflect the type and size of the development as a whole.	The site is proposed for employment.	
8	Ensure people's needs for goods, services and amenities are met	Is it within 30 min of the Manchester City Centre, District Centre or Local Centre by public transport?	The site is within 30 mins of Sportcity District Centre by public transport.	
		Is it within walkable/cyclable distances (800m and 2-5km) to key services? (local services include convenience store; post office; pub; bank; supermarket/ shopping centre)	It is within walkable and cyclable distances. The nearest grocery shop is located approximately 500m from the site. In addition, the site is located adjacent to Sportcity District Centre.	
		Is it within 30 mins of a supermarket/ shopping centre by public transport?	The site is within 30 mins of shops/supermarkets by public transport.	
		Is the site proposed in a location with accessible natural green space?	The site is located adjacent to Philips Park.	
9	Ensure inclusion and equality of	Is the site proposed for employment?	The site is proposed for employment.	

	opportunity for all, whilst embracing differing needs, values and customs	Will the site be located near or within deprived areas?	Development of this site for employment purposes will help tackle deprivation due to close proximity to deprived areas and opportunities for regeneration are likely.	
		Is it within 30 min of the Manchester City Centre, District Centre or Local Centre by public transport?	The site is within 30 mins of Sportcity District Centre by public transport.	
		Is it within walkable/cyclable distances (800m and 2-5km) to key services? (community uses)	The site is proposed for employment.	
		Is the site proposal over the relevant thresholds for the application of affordable housing policy? CS Policy Approach H5 defines that, for Manchester, for sites of 0.3ha and above, or 15 dwellings or more, 20% shall be affordable and that developers are expected to use the 20% target as a starting point. The proportion of affordable housing units will reflect the type and size of the development as a whole.	The site is proposed for employment.	
<b>Environmental</b>				
10	Promote the use of sustainable transport modes and reduce motorised traffic	Does the site have good accessibility to local facilities?	The site is located adjacent to Sportcity District Centre and has got good accessibility to local facilities (see assessment under objectives 3, 8 and 9).	
		Is the site proposed in a proximity to a public transport route or in a walkable/cyclable distance?	There are public transport routes and bus stops located within the site.	
11	Improve air quality	Is the site proposed within an Air Quality Management Area (AQMA)?	The site is located within an Air Quality Management Area.	
12	Improve the quality of water bodies and their environment	Is the site proposed within a groundwater source protection zone?	The site is not located within a groundwater source protection zone.	
		Is the site adjacent to a watercourse or within an area of poor ground or surface water quality? (WFD)	WFD Draft River Basin Management Plans 2008-Groundwater: Poor. The Ashton Canal that cross the site has not been assessed yet.	














13	Ensure efficient use of land	Is the site proposed on Greenfield land?	The site is proposed on Urban Land.	
		Would it lead to the loss of best and most versatile agricultural land (Grade 1, 2 and 3a)?	The site is proposed on Urban Land.	
		Will it lead to remediation of contaminated land?	Insufficient information is available - a potential for conflict may exist.	?
14	Maintain and enhance biodiversity, including habitats and species	Is the site in proximity to a Special Protection Area (SPA), Special Area of Conservation (SAC) or Site of Special Scientific Interest (SSSI)? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 2km of a SPA, SAC or SSSI.	The site is not located in close proximity to a SPA, SAC or SSSI.	
		Is the site in proximity to a Site of Biological Interest or Local Nature Reserve? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 500m of a site.	The site is not located proximity to a Site of Biological Interest or Local Nature Reserve. The nearest Local Nature Reserve is Clayton Vale LNR located approximately 580m from the site.	
		Are BAP habitats known to be on the site?	There are no BAP habitats known to be on the site.	
15	Maintain and enhance the quality of landscape, townscape and built environment	Is the site in or adjacent to a Green Corridor? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 40m of a Green Corridor.	The site is not in or adjacent to a Green Corridor.	
16	Protect and enhance sites, features and areas of historical and archaeological value	Are there any listed buildings on or adjacent to the site?	There are no Listed Buildings on or adjacent to the site.	
		Is the site in or adjacent to a Conservation Area?	The site is not in or adjacent to a Conservation Area. The nearest Conservation Area is located approximately 200m from the site.	
		Is the site in or adjacent to a Historic Park and Garden? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 40m of a Historic Park and Garden.	The site adjacent to a Historic Park and Garden, the Philips Park Cemetery and Philips Park.	

		Is the site in or adjacent to a Scheduled Ancient Monument (SAM)? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 40m of a SAM.	The site is not in or adjacent to a Scheduled Ancient Monument. The nearest SAM is Clayton Hall Moated Site located approximately 1km east of the site.	
17	Ensure the prudent use of natural resources	Is there a clear commitment to meet Code Level 3 or above of the Government's Code for Sustainable Homes for housing development; or BREEAM "Excellent/Very Good" for non-residential buildings?	The Core Strategy requirement to achieve rating under the Code for Sustainable Homes will be widened to include other use classes by 2019.	
18	Reduce contribution to climate change	Will the site proposal promote the incorporation of small-scale renewable in developments?	The Core Strategy Policy Approach En2 considers Strategic Housing and Employment Sites as Strategic Areas for Low Carbon, Decentralised and Renewable Energy Development within Manchester. It is considered that these strategic sites will have a major role to play in achieving an increase in the level of decentralised, low carbon and renewable energy available.	
19	Reduce impact of climate change	Does the site lie within the flood risk zones (2, 3a, 3b) identified in the SFRA and have a proposed 'non-compatible' use or is located within 9m of a river?	The site is not located within a Flood Risk Zone.	
<b>Economic</b>				
21	Encourage a strong and stable economy	Is the site proposed for mixed-use development or employment and/or encourage the diversification of employment in Manchester?	The allocation is to provide employment uses, such as ancillary commercial including retail. This is likely to encourage the diversification of employment in Manchester.	
		Will the site increase accessibility by sustainable modes between residential and employment areas?	There are public transport routes and bus stops located within the site.	
22	Reduce economic exclusion	Is the site proposed for appropriate employment development adjacent to or within areas of deprivation?	Development of the site will be used to further the regeneration of the surrounding communities, and City as a whole.	
23	Encourage and accommodate both indigenous and inward investment	Will it increase employment land availability?	The site is proposed for employment.	

		Will the site increase the attractiveness of the area to potential investors?	One of the development principles includes the creation of a visitor attraction of national significance. This is likely to increase the attractiveness of the area to potential investors.	
24	Maintain and enhance vitality and viability of Manchester' centres, including City Centres, District and Local Centres	Is the site proposed for mixed-use development or employment in Manchester' centres?	The site is proposed for employment.	
<b>Summary Assessment</b>				
Development of this site will happen on urban land. Although the site is not within a groundwater protection zone, according to the WFD Draft River Basin Management Plans 2008 the groundwater is considered poor. The site is also located within an Air Quality Management Area and adjacent to Philips Park Cemetery/ Philips Park Registered Park and Garden. On the plus side, the site has good accessibility to local facilities and would benefit from the services offered within Sportcity District Centre as its located in close proximity to the District Centre and it would have the advantage of having public transport routes, bus stops within and nearby Public Rights of Way. Its also not located within a Flood Risk Zone. The allocation is to provide employment uses, such as ancillary commercial including retail and One of the development principles includes the creation of a visitor attraction of national significance, which is likely to increase the attractiveness of the area to potential investors.				

Table D.19 - Employment Site 4 - Victoria Station

SA Objective	Indicator	Notes	Colour Code	
<b>Manchester - Employment Site 4 - Victoria Station</b>				
Total Estimated Area - 21.5ha				
<b>Social</b>				
1	Reduce poverty and social inclusion	Will the site be located near or within deprived areas?	Development of this site for employment purposes will help tackle deprivation due to close proximity to deprived communities in North Manchester, a nationally significant area of deprivation and opportunities for regeneration are likely.	
2	Attract additional population to settle in Manchester	Will the site include the provision of a range of high quality housing opportunities in sustainable locations, suitable to attract the target population?	The site is proposed for employment.	
		Will the site include the provision of employment opportunities, in particular in growth sectors (Aviation and Manchester Airport Creative/ Digital/ New Media, Financial and Professional Services, ICT Digital/ Communications, Life Science Industries, Manufacturing)?	Development of the site to include diverse retail and business, regional leisure facilities and world class public realm.	
		Will the site encourage public realm improvements, connectivity to external areas and provision of regionally important facilities and services?	Site is likely to provide a world class public realm as part of the transformation of the northern part of the City Centre to create a new gateway destination. Also will capitalise on excellent public transport access, to the region and Greater Manchester and the City Centre provided by Victoria Station and the Shudehill Interchange.	
3	Improve health of the population and reduce health inequalities	Is it within 30 mins of a GP, dentist and hospital by public transport?	The site is within 30min of a GP by public transport. The nearest GP, the Private Medical Centre Manchester, is located approximately 40m from the site.	

		Will it lead to a direct loss of public open space or open access land?	The site does contain some green open spaces within.	
		Will it improve accessibility by Public Rights of Way?	Nearby Public Rights of Way will improve accessibility to the site.	
		Will the site contribute to noise pollution through the allocation of noisy uses next to noise-sensitive uses or allocating noise-sensitive uses close to significant noise sources (e.g. major roads)?	The site is bordered by an A road to the north and east. However, it is unlikely that this will affect proposed uses.	
4	Improve the qualifications and skills of the resident population	Is it within 30 mins of a school by public transport?	The site is proposed for employment.	
		Is it within walkable/cyclable distances (800m and 2-5km)?	The site is proposed for employment.	
		Will the site allocation help retain and enhance local skills and qualifications?	New employment opportunities associated with the site development should help retain and enhance local skills and qualification levels.	
5	Provide an adequate mix of quality housing for current and future residents of the area	Is the site proposal over the relevant thresholds for the application of affordable housing policy? CS Policy Approach H5 defines that, for Manchester, for sites of 0.3ha and above, or 15 dwellings or more, 20% shall be affordable and that developers are expected to use the 20% target as a starting point. The proportion of affordable housing units will reflect the type and size of the development as a whole.	The site is proposed for employment.	
8	Ensure people's needs for goods, services and amenities are met	Is it within 30 min of the Manchester City Centre, District Centre or Local Centre by public transport?	The site is within 30 mins of Manchester City Centre by public transport.	
		Is it within walkable/cyclable distances (800m and 2-5km) to key services? (local services include convenience store; post office; pub; bank; supermarket/ shopping centre)	It is within walkable and cyclable distances. The site does have a grocery within. In addition the site is located within Manchester City Centre .	
		Is it within 30 mins of a supermarket/ shopping centre by public transport?	The site is within 30 mins of shops/supermarkets by public transport.	
		Is the site proposed in a location with accessible natural green space?	The site does contain some areas of green space within.	

9	Ensure inclusion and equality of opportunity for all, whilst embracing differing needs, values and customs	Is the site proposed for employment?	The site is proposed for employment.	
		Will the site be located near or within deprived areas?	Development of this site for employment purposes will help tackle deprivation due to close proximity to deprived communities in North Manchester, a nationally significant area of deprivation and opportunities for regeneration are likely.	
		Is it within 30 min of the Manchester City Centre, District Centre or Local Centre by public transport?	The site is within 30 mins of Manchester City Centre by public transport.	
		Is it within walkable/cyclable distances (800m and 2-5km) to key services? (community uses)	The site is proposed for employment.	
		Is the site proposal over the relevant thresholds for the application of affordable housing policy? CS Policy Approach H5 defines that, for Manchester, for sites of 0.3ha and above, or 15 dwellings or more, 20% shall be affordable and that developers are expected to use the 20% target as a starting point. The proportion of affordable housing units will reflect the type and size of the development as a whole.	The site is proposed for employment.	
<b>Environmental</b>				
10	Promote the use of sustainable transport modes and reduce motorised traffic	Does the site have good accessibility to local facilities?	The site is located within the City Centre and has got good accessibility to local facilities (see assessment under objectives 3, 8 and 9).	
		Is the site proposed in a proximity to a public transport route or in a walkable/cyclable distance?	There are public transport routes and bus stops located within the site.	
11	Improve air quality	Is the site proposed within an Air Quality Management Area (AQMA)?	The site is located within an Air Quality Management Area.	
12	Improve the quality of water bodies and their environment	Is the site proposed within a groundwater source protection zone?	Part of the site is located within a groundwater source protection zone. The site is located within an Outer Zone and a small area is within an Inner Zone.	

		Is the site adjacent to a watercourse or within an area of poor ground or surface water quality? (WFD)	WFD Draft River Basin Management Plans 2008-Groundwater: Poor. Manchester Ship Canal that runs along the east border of the site and crosses the north part of the site: current status is moderate for biological quality and failed for chemical quality - considered 'at risk'.	
13	Ensure efficient use of land	Is the site proposed on Greenfield land?	The site is proposed on Urban Land.	
		Would it lead to the loss of best and most versatile agricultural land (Grade 1, 2 and 3a)?	The site is proposed on Urban Land.	
		Will it lead to remediation of contaminated land?	Insufficient information is available - a potential for conflict may exist.	?
14	Maintain and enhance biodiversity, including habitats and species	Is the site in proximity to a Special Protection Area (SPA), Special Area of Conservation (SAC) or Site of Special Scientific Interest (SSSI)? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 2km of a SPA, SAC or SSSI.	The site is not located in close proximity to a SPA, SAC or SSSI.	
		Is the site in proximity to a Site of Biological Interest or Local Nature Reserve? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 500m of a site.	The site is not located in close proximity to a Site of Biological Interest or Local Nature Reserve.	
		Are BAP habitats known to be on the site?	There are no BAP habitats known to be on the site.	
15	Maintain and enhance the quality of landscape, townscape and built environment	Is the site in or adjacent to a Green Corridor? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 40m of a Green Corridor.	The site is not in or adjacent to a Green Corridor.	
16	Protect and enhance sites, features and areas of historical and archaeological value	Are there any listed buildings on or adjacent to the site?	There are Listed Buildings within and adjacent to the site.	
		Is the site in or adjacent to a Conservation Area?	The majority of the site is located within a Conservation Area.	

		Is the site in or adjacent to a Historic Park and Garden? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 40m of a Historic Park and Garden.	The site is not in or adjacent to a Historic Park and Garden.	
		Is the site in or adjacent to a Scheduled Ancient Monument (SAM)? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 40m of a SAM.	The Hanging Bridge Scheduled Ancient Monument, immediately south of Manchester Cathedral is located within the site.	
17	Ensure the prudent use of natural resources	Is there a clear commitment to meet Code Level 3 or above of the Government's Code for Sustainable Homes for housing development; or BREEAM "Excellent/Very Good" for non-residential buildings?	The Core Strategy requirement to achieve rating under the Code for Sustainable Homes will be widened to include other use classes by 2019.	
18	Reduce contribution to climate change	Will the site proposal promote the incorporation of small-scale renewable in developments?	The Core Strategy Policy Approach En2 considers Strategic Housing and Employment Sites as Strategic Areas for Low Carbon, Decentralised and Renewable Energy Development within Manchester. It is considered that these strategic sites will have a major role to play in achieving an increase in the level of decentralised, low carbon and renewable energy available.	
19	Reduce impact of climate change	Does the site lie within the flood risk zones (2, 3a, 3b) identified in the SFRA and have a proposed 'non-compatible' use or is located within 9m of a river?	A very small area north-west of the site does lie within Flood Risk Zone 3.	
<b>Economic</b>				
21	Encourage a strong and stable economy	Is the site proposed for mixed-use development or employment and/or encourage the diversification of employment in Manchester?	The allocation is to provide employment uses, such as diverse retail and business and regional leisure facilities. This is likely to encourage the diversification of employment in Manchester.	
		Will the site increase accessibility by sustainable modes between residential and employment areas?	There are public transport routes, bus stops and a train station located within the site.	



22	Reduce economic exclusion	Is the site proposed for appropriate employment development adjacent to or within areas of deprivation?	Development of this site for employment purposes will help tackle deprivation due to close proximity to deprived communities in North Manchester, a nationally significant area of deprivation and opportunities for regeneration are likely.	
23	Encourage and accommodate both indigenous and inward investment	Will it increase employment land availability?	The site is proposed for employment.	
		Will the site increase the attractiveness of the area to potential investors?	Transforming the northern part of the City Centre to create a new gateway destination with a modern and diverse retail and business offer, regional leisure facilities, and world class public realm will increase attractiveness of the area to potential investors.	
24	Maintain and enhance vitality and viability of Manchester' centres, including City Centres, District and Local Centres	Is the site proposed for mixed-use development or employment in Manchester' centres?	The site is proposed for employment.	

**Summary Assessment**

This development is proposed on Urban land and is likely to increase employment opportunities within Manchester. The development of the site may affect the quality of groundwater, as it is located within a groundwater source protection zone and according to the WFD Draft River Basin Management Plans 2008 the groundwater is considered poor. In addition, the current status of the Manchester Ship Canal that runs close to the south border of the site is moderate for biological quality and failed for chemical quality, and is considered 'at risk'. Development may also affect air quality as well, as it is located within an Air Quality Management Area (AQMA). On the positive side, the site has good accessibility to local facilities and would benefit from the services offered within Manchester City Centre as its located within the City Centre boundaries, and it has the advantage of having a train station, public transport routes and bus stops located within and of being close to Public Rights of Way. The proposed site is not within or in close proximity to any statutory or locally designated sites, although does contain a SAM within. Although a very small area of the site does lie within Flood Risk Zone 3, the majority of the site is not at risk of flooding. On the economic side, the allocation is to provide employment uses, such as diverse retail and business and regional leisure facilities and is likely to provide a world class public realm as part of the transformation of the northern part of the City Centre to create a new gateway destination. Also will capitalise on excellent public transport access, to the region and Greater Manchester and the City Centre provided by Victoria Station and the Shudehill Interchange.

Table D.20 - Employment Site 5 - Eastern Gateway

SA Objective	Indicator	Notes	Colour Code
<b>Manchester - Employment Site 5 - Eastern Gateway</b>			
Total Estimated Area - 46ha			
<b>Social</b>			
1	Reduce poverty and social inclusion	Will the site be located near or within deprived areas?	Development of this site for employment purposes will help tackle deprivation due to close proximity to deprived areas and opportunities for regeneration are likely.
2	Attract additional population to settle in Manchester	Will the site include the provision of a range of high quality housing opportunities in sustainable locations, suitable to attract the target population?	The site is proposed for employment.
		Will the site include the provision of employment opportunities, in particular in growth sectors (Aviation and Manchester Airport Creative/ Digital/ New Media, Financial and Professional Services, ICT Digital/ Communications, Life Science Industries, Manufacturing)?	The allocation is to provide mixed-use employment opportunities, including some large floorplate developments. The potential of the River Medlock will also be maximised as a focus for high quality waterfront mixed-use development.
		Will the site encourage public realm improvements, connectivity to external areas and provision of regionally important facilities and services?	The Piccadilly Station within the site, which is the key generator of activity in the wider area, is critical to the regeneration of the site. The former Mayfield Goods Station, adjacent to Piccadilly Station, provides significant potential for development, capitalising on its strategic location at a major transport hub.
3	Improve health of the population and reduce health inequalities	Is it within 30 mins of a GP, dentist and hospital by public transport?	The site is within 30min of a GP by public transport. The nearest GP, the Farjo Medical Centre, is located approximately 300m from the site.
		Will it lead to a direct loss of public open space or open access land?	Development of the site is not likely to lead to a direct loss of public open space or open access land.

		Will it improve accessibility by Public Rights of Way?	Nearby Public Rights of Way will improve accessibility to the site.	
		Will the site contribute to noise pollution through the allocation of noisy uses next to noise-sensitive uses or allocating noise-sensitive uses close to significant noise sources (e.g. major roads)?	The site is crossed by a railway and is bordered by an A road on the east side and by a motorway on the south. However, it is unlikely that this will affect proposed uses.	
4	Improve the qualifications and skills of the resident population	Is it within 30 mins of a school by public transport?	The site is proposed for employment.	
		Is it within walkable/cyclable distances (800m and 2-5km)?	The site is proposed for employment.	
		Will the site allocation help retain and enhance local skills and qualifications?	New employment opportunities associated with the site development should help retain and enhance local skills and qualification levels.	
5	Provide an adequate mix of quality housing for current and future residents of the area	Is the site proposal over the relevant thresholds for the application of affordable housing policy? CS Policy Approach H5 defines that, for Manchester, for sites of 0.3ha and above, or 15 dwellings or more, 20% shall be affordable and that developers are expected to use the 20% target as a starting point. The proportion of affordable housing units will reflect the type and size of the development as a whole.	The site is proposed for employment.	
8	Ensure people's needs for goods, services and amenities are met	Is it within 30 min of the Manchester City Centre, District Centre or Local Centre by public transport?	The site is within 30 mins of Manchester City Centre by public transport.	
		Is it within walkable/cyclable distances (800m and 2-5km) to key services? (local services include convenience store; post office; pub; bank; supermarket/ shopping centre)	It is within walkable and cyclable distances. The site does have a grocery within. In addition the site is located within Manchester City Centre .	
		Is it within 30 mins of a supermarket/ shopping centre by public transport?	The site is within 30 mins of shops/supermarkets by public transport.	
		Is the site proposed in a location with accessible natural green space?	The site is located adjacent to a natural green space.	
9	Ensure inclusion and equality of	Is the site proposed for employment?	The site is proposed for employment.	

	opportunity for all, whilst embracing differing needs, values and customs	Will the site be located near or within deprived areas?	Development of this site for employment purposes will help tackle deprivation due to close proximity to deprived areas and opportunities for regeneration are likely.	
		Is it within 30 min of the Manchester City Centre, District Centre or Local Centre by public transport?	The site is within 30 mins of Manchester City Centre by public transport.	
		Is it within walkable/cyclable distances (800m and 2-5km) to key services? (community uses)	The site is proposed for employment.	
		Is the site proposal over the relevant thresholds for the application of affordable housing policy? CS Policy Approach H5 defines that, for Manchester, for sites of 0.3ha and above, or 15 dwellings or more, 20% shall be affordable and that developers are expected to use the 20% target as a starting point. The proportion of affordable housing units will reflect the type and size of the development as a whole.	The site is proposed for employment.	
<b>Environmental</b>				
10	Promote the use of sustainable transport modes and reduce motorised traffic	Does the site have good accessibility to local facilities?	The site is located within the City Centre and has got good accessibility to local facilities (see assessment under objectives 3, 8 and 9).	
		Is the site proposed in a proximity to a public transport route or in a walkable/cyclable distance?	There are public transport routes and bus stops located within the site.	
11	Improve air quality	Is the site proposed within an Air Quality Management Area (AQMA)?	The site is located within an Air Quality Management Area.	
12	Improve the quality of water bodies and their environment	Is the site proposed within a groundwater source protection zone?	Part of the site is located within a groundwater source protection zone (Total Catchment Zone)	
		Is the site adjacent to a watercourse or within an area of poor ground or surface water quality? (WFD)	WFD Draft River Basin Management Plans 2008-Groundwater: Poor. River Medlock which crosses the part of the site: current status is moderate for biological quality and passed for chemical quality - however is still considered 'at risk'.	

13	Ensure efficient use of land	Is the site proposed on Greenfield land?	The site is proposed on Urban Land.	
		Would it lead to the loss of best and most versatile agricultural land (Grade 1, 2 and 3a)?	The site is proposed on Urban Land.	
		Will it lead to remediation of contaminated land?	Insufficient information is available - a potential for conflict may exist.	?
14	Maintain and enhance biodiversity, including habitats and species	Is the site in proximity to a Special Protection Area (SPA), Special Area of Conservation (SAC) or Site of Special Scientific Interest (SSSI)? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 2km of a SPA, SAC or SSSI.	The site is not located in close proximity to a SPA, SAC or SSSI.	
		Is the site in proximity to a Site of Biological Interest or Local Nature Reserve? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 500m of a site.	The site is not located in close proximity to a Site of Biological Interest or Local Nature Reserve. The nearest Local Nature Reserve is Clayton Vale located approximately 2.3km from the site.	
		Are BAP habitats known to be on the site?	There are no BAP habitats known to be on the site.	
15	Maintain and enhance the quality of landscape, townscape and built environment	Is the site in or adjacent to a Green Corridor? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 40m of a Green Corridor.	The site is not in or adjacent to a Green Corridor.	
16	Protect and enhance sites, features and areas of historical and archaeological value	Are there any listed buildings on or adjacent to the site?	There are Listed Buildings within and adjacent to the site.	
		Is the site in or adjacent to a Conservation Area?	The site is not in or adjacent to a Conservation Area.	
		Is the site in or adjacent to a Historic Park and Garden? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 40m of a Historic Park and Garden.	The site is not in or adjacent to a Historic Park and Garden. The nearest Registered Park and Garden is Philips Park located approximately 1.7km from the site.	
		Is the site in or adjacent to a Scheduled Ancient Monument (SAM)? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 40m of a SAM.	The site is not in or adjacent to a SAM. The nearest SAM is the Hanging Bridge immediately south of Manchester Cathedral located approximately 1.1km from the site.	

17	Ensure the prudent use of natural resources	Is there a clear commitment to meet Code Level 3 or above of the Government's Code for Sustainable Homes for housing development; or BREEAM "Excellent/Very Good" for non-residential buildings?	The Core Strategy requirement to achieve rating under the Code for Sustainable Homes will be widened to include other use classes by 2019.	
18	Reduce contribution to climate change	Will the site proposal promote the incorporation of small-scale renewable in developments?	The Core Strategy Policy Approach En2 considers Strategic Housing and Employment Sites as Strategic Areas for Low Carbon, Decentralised and Renewable Energy Development within Manchester. It is considered that these strategic sites will have a major role to play in achieving an increase in the level of decentralised, low carbon and renewable energy available.	
19	Reduce impact of climate change	Does the site lie within the flood risk zones (2, 3a, 3b) identified in the SFRA and have a proposed 'non-compatible' use or is located within 9m of a river?	A small area of the site does lie within Flood Risk Zone 3 and 3a. Although the majority of the site is not at risk of flooding, an Exception Test still needs to be undertaken for the area that falls within Flood Risk Zone 3a.	
<b>Economic</b>				
21	Encourage a strong and stable economy	Is the site proposed for mixed-use development or employment and/or encourage the diversification of employment in Manchester?	The site is proposed for mixed-use employment which is likely to encourage the diversification of employment in Manchester.	
		Will the site increase accessibility by sustainable modes between residential and employment areas?	There are public transport routes, bus stops and a train station located within the site. The Piccadilly Station is also located within the site.	
22	Reduce economic exclusion	Is the site proposed for appropriate employment development adjacent to or within areas of deprivation?	As a fully integrated part of the City Centre, Eastern Gateway will provide a significant contribution to the growth of the city. And by providing employment opportunities, will help tackle deprivation due to close proximity to deprived areas and opportunities for regeneration are likely.	
23	Encourage and accommodate both indigenous and inward investment	Will it increase employment land availability?	The site is proposed for employment.	

		Will the site increase the attractiveness of the area to potential investors?	Development will provide mixed-use employment opportunities, including some large floorplate developments. The potential of the River Medlock will also be maximised as a focus for high quality waterfront mixed-use development. These opportunities are likely to increase the attractiveness of the area to potential investors.	
24	Maintain and enhance vitality and viability of Manchester' centres, including City Centres, District and Local Centres	Is the site proposed for mixed-use development or employment in Manchester' centres?	The site is proposed for employment.	
<b>Summary Assessment</b>				
<p>This development is proposed on Urban land and is likely to increase employment opportunities within Manchester. The development of the site may affect the quality of groundwater, as it is located within a groundwater source protection zone and according to WFD Draft River Basin Management Plans 2008 the groundwater is considered poor. River Medlock which crosses part of the site has a moderate biological quality and good chemical quality, however is still considered 'at risk'. Development may also affect air quality, as it is located within an Air Quality Management Area (AQMA). On the positive side, the site has good accessibility to local facilities and would benefit from the services offered within Manchester City Centre as its located within the City Centre boundary, and it has the advantage of having a train station, public transport routes and bus stops located within and of being close to Public Rights of Way. The proposed site is not within or in close proximity to any statutory or locally designated sites or Conservation Area, but it does contain a Listed Building within. The site is partially located within Flood Risk Zone 3 and 3a, and an Exception Test needs to be undertaken for the area that falls within Flood Risk Zone 3a. On the economic side, development will provide mixed-use employment opportunities and the potential of the River Medlock will also be maximised as a focus for high quality waterfront mixed-use development. These opportunities are likely to increase the attractiveness of the area to potential investors.</p>				

Table D.21 - Employment Site 6 - Oxford Road Corridor/ Piccadilly Basin

SA Objective	Indicator	Notes	Colour Code	
<b>Manchester - Employment Site 6 - Oxford Road Corridor/ Piccadilly Basin</b>				
Total Estimated Area - 233ha				
<b>Social</b>				
1	Reduce poverty and social inclusion	Will the site be located near or within deprived areas?	Development of this site for employment purposes will help tackle deprivation due to close proximity to deprived areas and opportunities for regeneration are likely.	
2	Attract additional population to settle in Manchester	Will the site include the provision of a range of high quality housing opportunities in sustainable locations, suitable to attract the target population?	The site is proposed for employment.	
		Will the site include the provision of employment opportunities, in particular in growth sectors (Aviation and Manchester Airport Creative/ Digital/ New Media, Financial and Professional Services, ICT Digital/ Communications, Life Science Industries, Manufacturing)?	Development of the site aims to reinforce the success of Manchester University and Health Trust in high level research skills and innovation, capitalise on Manchester's Science City status and stimulate the growth of university/business linkages providing spin-off benefits for the region. This has the potential to meet the needs of a highly skilled population.	
		Will the site encourage public realm improvements, connectivity to external areas and provision of regionally important facilities and services?	Development will transform the quality of the urban environment, including its connectivity to the City Centre and surrounding areas.	
3	Improve health of the population and reduce health inequalities	Is it within 30 mins of a GP, dentist and hospital by public transport?	The site is within 30min of a GP by public transport. The site does contain GP within.	
		Will it lead to a direct loss of public open space or open access land?	The site does contain some green open spaces within.	
		Will it improve accessibility by Public Rights of Way?	There are no nearby Public Rights of Way to improve accessibility to the site.	



		Will the site contribute to noise pollution through the allocation of noisy uses next to noise-sensitive uses or allocating noise-sensitive uses close to significant noise sources (e.g. major roads)?	The site is crossed by two A roads, one crosses the site east/west and the other north/south. Research and University related activities may be affected by noise pollution.	
4	Improve the qualifications and skills of the resident population	Is it within 30 mins of a school by public transport?	The site is proposed for employment.	
		Is it within walkable/cyclable distances (800m and 2-5km)?	The site is proposed for employment.	
		Will the site allocation help retain and enhance local skills and qualifications?	New employment opportunities associated with the site development should help retain and enhance local skills and qualification levels. The growth of university/business activities will likely to have significant positive effects for the levels of local qualifications and skills.	
5	Provide an adequate mix of quality housing for current and future residents of the area	Is the site proposal over the relevant thresholds for the application of affordable housing policy? CS Policy Approach H5 defines that, for Manchester, for sites of 0.3ha and above, or 15 dwellings or more, 20% shall be affordable and that developers are expected to use the 20% target as a starting point. The proportion of affordable housing units will reflect the type and size of the development as a whole.	The site is proposed for employment.	
8	Ensure people's needs for goods, services and amenities are met	Is it within 30 min of the Manchester City Centre, District Centre or Local Centre by public transport?	The site is within 30 mins of Manchester City Centre by public transport.	
		Is it within walkable/cyclable distances (800m and 2-5km) to key services? (local services include convenience store; post office; pub; bank; supermarket/ shopping centre)	It is within walkable and cyclable distances. The site does have a grocery within.	
		Is it within 30 mins of a supermarket/ shopping centre by public transport?	The site is within 30 mins of shops/supermarkets by public transport.	
		Is the site proposed in a location with accessible natural green space?	The site does contain natural green space within.	

9	Ensure inclusion and equality of opportunity for all, whilst embracing differing needs, values and customs	Is the site proposed for employment?	The site is proposed for employment.	
		Will the site be located near or within deprived areas?	Development of this site for employment purposes will help tackle deprivation due to close proximity to deprived areas and opportunities for regeneration are likely.	
		Is it within 30 min of the Manchester City Centre, District Centre or Local Centre by public transport?	The site is within 30 mins of Manchester City Centre by public transport.	
		Is it within walkable/cyclable distances (800m and 2-5km) to key services? (community uses)	The site is proposed for employment.	
		Is the site proposal over the relevant thresholds for the application of affordable housing policy? CS Policy Approach H5 defines that, for Manchester, for sites of 0.3ha and above, or 15 dwellings or more, 20% shall be affordable and that developers are expected to use the 20% target as a starting point. The proportion of affordable housing units will reflect the type and size of the development as a whole.	The site is proposed for employment.	
<b>Environmental</b>				
10	Promote the use of sustainable transport modes and reduce motorised traffic	Does the site have good accessibility to local facilities?	The site is located within the City Centre and has got good accessibility to local facilities (see assessment under objectives 3, 8 and 9).	
		Is the site proposed in a proximity to a public transport route or in a walkable/cyclable distance?	There are public transport routes and bus stops located within the site.	
11	Improve air quality	Is the site proposed within an Air Quality Management Area (AQMA)?	The site is located within an Air Quality Management Area.	
12	Improve the quality of water bodies and their environment	Is the site proposed within a groundwater source protection zone?	Part of the site is located within a groundwater source protection zone (Total Catchment Zone)	

		Is the site adjacent to a watercourse or within an area of poor ground or surface water quality? (WFD)	WFD Draft River Basin Management Plans 2008-Groundwater: Poor. River Medlock which crosses the part of the site: current status is moderate for biological quality and passed for chemical quality - however is still considered 'at risk'.	
13	Ensure efficient use of land	Is the site proposed on Greenfield land?	The site is proposed on Urban Land.	
		Would it lead to the loss of best and most versatile agricultural land (Grade 1, 2 and 3a)?	The site is proposed on Urban Land.	
		Will it lead to remediation of contaminated land?	Insufficient information is available - a potential for conflict may exist.	?
14	Maintain and enhance biodiversity, including habitats and species	Is the site in proximity to a Special Protection Area (SPA), Special Area of Conservation (SAC) or Site of Special Scientific Interest (SSSI)? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 2km of a SPA, SAC or SSSI.	The site is not located in close proximity to a SPA, SAC or SSSI.	
		Is the site in proximity to a Site of Biological Interest or Local Nature Reserve? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 500m of a site.	The site is not located in close proximity to a Site of Biological Interest or Local Nature Reserve.	
		Are BAP habitats known to be on the site?	There are no BAP habitats known to be on the site.	
15	Maintain and enhance the quality of landscape, townscape and built environment	Is the site in or adjacent to a Green Corridor? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 40m of a Green Corridor.	The site is not in or adjacent to a Green Corridor.	
16	Protect and enhance sites, features and areas of historical and archaeological value	Are there any listed buildings on or adjacent to the site?	There are Listed Buildings within the site.	
		Is the site in or adjacent to a Conservation Area?	Part of the site is located within a Conservation Area.	

		Is the site in or adjacent to a Historic Park and Garden? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 40m of a Historic Park and Garden.	The site is not in or adjacent to a Historic Park and Garden. The nearest Registered Park and Garden is Alexandra Park located approximately 900m from the site.	
		Is the site in or adjacent to a Scheduled Ancient Monument (SAM)? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 40m of a SAM.	The site is not in or adjacent to a SAM.	
17	Ensure the prudent use of natural resources	Is there a clear commitment to meet Code Level 3 or above of the Government's Code for Sustainable Homes for housing development; or BREEAM "Excellent/Very Good" for non-residential buildings?	The Core Strategy requirement to achieve rating under the Code for Sustainable Homes will be widened to include other use classes by 2019.	
18	Reduce contribution to climate change	Will the site proposal promote the incorporation of small-scale renewable in developments?	The Core Strategy Policy Approach En2 considers Strategic Housing and Employment Sites as Strategic Areas for Low Carbon, Decentralised and Renewable Energy Development within Manchester. It is considered that these strategic sites will have a major role to play in achieving an increase in the level of decentralised, low carbon and renewable energy available.	
19	Reduce impact of climate change	Does the site lie within the flood risk zones (2, 3a, 3b) identified in the SFRA and have a proposed 'non-compatible' use or is located within 9m of a river?	The site is partially located within Flood Risk Zones 3 and 3a. Although part of the site is not at risk of flooding, an Exception Test still needs to be undertaken for the area that falls within Flood Risk Zone 3a.	
<b>Economic</b>				
21	Encourage a strong and stable economy	Is the site proposed for mixed-use development or employment and/or encourage the diversification of employment in Manchester?	The site is proposed for mixed-use employment aiming to reinforce the success of Manchester University and Health Trust in high level research skills and innovation. This is likely to encourage diversification of employment in Manchester.	
		Will the site increase accessibility by sustainable modes between residential and employment areas?	There are public transport routes and bus stops located within the site and is adjacent to a train station.	

22	Reduce economic exclusion	Is the site proposed for appropriate employment development adjacent to or within areas of deprivation?	Development of this site for employment purposes will help tackle deprivation due to close proximity to deprived areas and opportunities for regeneration are likely.	
23	Encourage and accommodate both indigenous and inward investment	Will it increase employment land availability?	The site is proposed for employment.	
		Will the site increase the attractiveness of the area to potential investors?	This site has potential to capitalise on Manchester's Science City status and stimulate the growth of university/business linkages providing spin-off benefits for the region. This is likely to increase the attractiveness of the area to potential investors.	
24	Maintain and enhance vitality and viability of Manchester' centres, including City Centres, District and Local Centres	Is the site proposed for mixed-use development or employment in Manchester' centres?	The site is proposed for employment.	

**Summary Assessment**

This development is proposed on Urban land and is considered a large-scale development (233ha) that would significantly increase employment opportunities within Manchester. The development of the site may affect the quality of groundwater, as it is located within a groundwater source protection zone and according to WFD Draft River Basin Management Plans 2008 the groundwater is considered poor. River Medlock which crosses part of the site has a moderate biological quality and good chemical quality however is still considered 'at risk'. Development may also affect air quality, as it is located within an Air Quality Management Area (AQMA). The site does also contain natural green spaces within. On the positive side, the site has good accessibility to local facilities and would benefit from the services offered within Manchester City Centre as it's located within the City Centre boundaries, and it has the advantage of having a train station adjacent, public transport routes and bus stops located within. The proposed site is not within or in close proximity to any statutory or locally designated sites However it does contain Listed Buildings within and is partially located within a Conservation Area. The site is partially located within Flood Risk Zone 3 and 3a, and an Exception Test needs to be undertaken for the area that falls within Flood Risk Zone 3a. On the economic side, the site is proposed for mixed-use employment aiming to reinforce the success of Manchester University and Health Trust in high level research skills and innovation and has the potential to capitalise on Manchester's Science City status and stimulate the growth of university/business linkages providing spin-off benefits for the region.

Table D.22 - Employment Site 7 - Roundthorn

SA Objective	Indicator	Notes	Colour Code	
<b>Manchester - Employment Site 7 - Roundthorn</b>				
Total Estimated Area - 47.7ha				
<b>Social</b>				
1	Reduce poverty and social inclusion	Will the site be located near or within deprived areas?	Development of this site for employment purposes will help tackle deprivation due to close proximity to the deprived communities in Wythenshawe. As such opportunities for regeneration are likely.	
2	Attract additional population to settle in Manchester	Will the site include the provision of a range of high quality housing opportunities in sustainable locations, suitable to attract the target population?	The site is proposed for employment.	
		Will the site include the provision of employment opportunities, in particular in growth sectors (Aviation and Manchester Airport Creative/ Digital/ New Media, Financial and Professional Services, ICT Digital/ Communications, Life Science Industries, Manufacturing)?	The site is for mixed-use employment and will attract growth sectors such as bio-science, creative and media and high technology manufacturing, particularly those related to the hospital. This has the potential to meet the needs of a highly skilled population.	
		Will the site encourage public realm improvements, connectivity to external areas and provision of regionally important facilities and services?	Development of the site will be made through a range of actions including providing diversity of employment space and occupancy terms and improved local access. This is likely to also improve connectivity to external areas.	
3	Improve health of the population and reduce health inequalities	Is it within 30 mins of a GP, dentist and hospital by public transport?	The site is within 30min of a GP by public transport. The nearest GP, the Dr. PH Williams is located approximately 900m from the site.	
		Will it lead to a direct loss of public open space or open access land?	Development of the site is not likely to lead to a direct loss of public open space or open access land.	

		Will it improve accessibility by Public Rights of Way?	Nearby Public Rights of Way will improve accessibility to the site.	
		Will the site contribute to noise pollution through the allocation of noisy uses next to noise-sensitive uses or allocating noise-sensitive uses close to significant noise sources (e.g. major roads)?	The site is bordered by a motorway on the south. However, it is unlikely that this will affect proposed uses.	
4	Improve the qualifications and skills of the resident population	Is it within 30 mins of a school by public transport?	The site is proposed for employment.	
		Is it within walkable/cyclable distances (800m and 2-5km)?	The site is proposed for employment.	
		Will the site allocation help retain and enhance local skills and qualifications?	New employment opportunities associated with the site development should help retain and enhance local skills and qualification levels.	
5	Provide an adequate mix of quality housing for current and future residents of the area	Is the site proposal over the relevant thresholds for the application of affordable housing policy? CS Policy Approach H5 defines that, for Manchester, for sites of 0.3ha and above, or 15 dwellings or more, 20% shall be affordable and that developers are expected to use the 20% target as a starting point. The proportion of affordable housing units will reflect the type and size of the development as a whole.	The site is proposed for employment.	
8	Ensure people's needs for goods, services and amenities are met	Is it within 30 min of the Manchester City Centre, District Centre or Local Centre by public transport?	The site is within 30 mins of Northenden District Centre by public transport.	
		Is it within walkable/cyclable distances (800m and 2-5km) to key services? (local services include convenience store; post office; pub; bank; supermarket/ shopping centre)	It is within walkable and cyclable distances. The nearest grocery shop is located approximately 700m from the site.	
		Is it within 30 mins of a supermarket/ shopping centre by public transport?	The site is within 30 mins of shops/supermarkets by public transport.	
		Is the site proposed in a location with accessible natural green space?	The site is located adjacent to a natural green spaces, which is designated as Site of Biological Interest, Green Belt and River Valley.	

9	Ensure inclusion and equality of opportunity for all, whilst embracing differing needs, values and customs	Is the site proposed for employment?	The site is proposed for employment.	
		Will the site be located near or within deprived areas?	Development of this site for employment purposes will help tackle deprivation due to close proximity to the deprived communities in Wythenshawe. As such opportunities for regeneration are likely.	
		Is it within 30 min of the Manchester City Centre, District Centre or Local Centre by public transport?	The site is within 30 mins of Northenden District Centre by public transport.	
		Is it within walkable/cyclable distances (800m and 2-5km) to key services? (community uses)	The site is proposed for employment.	
		Is the site proposal over the relevant thresholds for the application of affordable housing policy? CS Policy Approach H5 defines that, for Manchester, for sites of 0.3ha and above, or 15 dwellings or more, 20% shall be affordable and that developers are expected to use the 20% target as a starting point. The proportion of affordable housing units will reflect the type and size of the development as a whole.	The site is proposed for employment.	
<b>Environmental</b>				
10	Promote the use of sustainable transport modes and reduce motorised traffic	Does the site have good accessibility to local facilities?	The site is located adjacent to Northenden District Centre and has got good accessibility to local facilities (see assessment under objectives 3, 8 and 9).	
		Is the site proposed in a proximity to a public transport route or in a walkable/cyclable distance?	There are public transport routes and bus stops located within the site.	
11	Improve air quality	Is the site proposed within an Air Quality Management Area (AQMA)?	The site is partially located within an Air Quality Management Area. The area around the M56 has been declared AQMA.	
12	Improve the quality of water bodies and their environment	Is the site proposed within a groundwater source protection zone?	The site is not located within a groundwater source protection zone.	












		Is the site adjacent to a watercourse or within an area of poor ground or surface water quality? (WFD)	WFD Draft River Basin Management Plans 2008- Groundwater: Good.	
13	Ensure efficient use of land	Is the site proposed on Greenfield land?	The site is proposed on Urban Land.	
		Would it lead to the loss of best and most versatile agricultural land (Grade 1, 2 and 3a)?	The site is proposed on Urban Land.	
		Will it lead to remediation of contaminated land?	Insufficient information is available - a potential for conflict may exist.	?
14	Maintain and enhance biodiversity, including habitats and species	Is the site in proximity to a Special Protection Area (SPA), Special Area of Conservation (SAC) or Site of Special Scientific Interest (SSSI)? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 2km of a SPA, SAC or SSSI.	The site is not located in close proximity to a SPA, SAC or SSSI.	
		Is the site in proximity to a Site of Biological Interest or Local Nature Reserve? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 500m of a site.	The site is located approximately 330m of Gatley Carrs Local Nature Reserve and is adjacent to a Site of Biological Interest and River Valley.	
		Are BAP habitats known to be on the site?	There are no BAP habitats known to be on the site.	
15	Maintain and enhance the quality of landscape, townscape and built environment	Is the site in or adjacent to a Green Corridor? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 40m of a Green Corridor.	The site is adjacent to a Green Corridor.	
16	Protect and enhance sites, features and areas of historical and archaeological value	Are there any listed buildings on or adjacent to the site?	There are no Listed Buildings on or adjacent to the site.	
		Is the site in or adjacent to a Conservation Area?	The site is not in or adjacent to a Conservation Area.	
		Is the site in or adjacent to a Historic Park and Garden? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 40m of a Historic Park and Garden.	The site is not in or adjacent to a Historic Park and Garden. The nearest Registered Park and Garden is Wythenshawe Park located approximately 650m from the site.	

		Is the site in or adjacent to a Scheduled Ancient Monument (SAM)? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 40m of a SAM.	The site is not in or adjacent to a Scheduled Ancient Monument. The nearest SAM is Baguley Hall located approximately 1km from the site.	
17	Ensure the prudent use of natural resources	Is there a clear commitment to meet Code Level 3 or above of the Government's Code for Sustainable Homes for housing development; or BREEAM "Excellent/Very Good" for non-residential buildings?	The Core Strategy requirement to achieve rating under the Code for Sustainable Homes will be widened to include other use classes by 2019.	
18	Reduce contribution to climate change	Will the site proposal promote the incorporation of small-scale renewable in developments?	The Core Strategy Policy Approach En2 considers Strategic Housing and Employment Sites as Strategic Areas for Low Carbon, Decentralised and Renewable Energy Development within Manchester. It is considered that these strategic sites will have a major role to play in achieving an increase in the level of decentralised, low carbon and renewable energy available.	
19	Reduce impact of climate change	Does the site lie within the flood risk zones (2, 3a, 3b) identified in the SFRA and have a proposed 'non-compatible' use or is located within 9m of a river?	The site is partially located within Flood Risk Zones 3 and 3a. Although part of the site is not at risk of flooding, an Exception Test still needs to be undertaken for the area that falls within Flood Risk Zone 3a.	
<b>Economic</b>				
21	Encourage a strong and stable economy	Is the site proposed for mixed-use development or employment and/or encourage the diversification of employment in Manchester?	The site is proposed for mixed-use employment and will provide diversity of employment space and occupancy terms.	
		Will the site increase accessibility by sustainable modes between residential and employment areas?	There are public transport routes and bus stops located within the site.	
22	Reduce economic exclusion	Is the site proposed for appropriate employment development adjacent to or within areas of deprivation?	Development of this site for employment purposes will help tackle deprivation due to close proximity to the deprived communities in Wythenshawe. As such opportunities for regeneration are likely.	
23	Encourage and accommodate both indigenous and inward investment	Will it increase employment land availability?	The site is proposed for employment.	

		Will the site increase the attractiveness of the area to potential investors?	Development of the site intends to attract growth sectors such as bio-science, creative and media and high technology manufacturing, particularly those related to the hospital. This is likely to increase the attractiveness of the area to potential investors.	
24	Maintain and enhance vitality and viability of Manchester' centres, including City Centres, District and Local Centres	Is the site proposed for mixed-use development or employment in Manchester' centres?	The site is proposed for employment.	
<b>Summary Assessment</b>				
<p>Site 7 has got an area of approximately 47.7ha reserved for employment use. The development of the site may affect air quality as it is partially located within an Air Quality Management Area (AQMA). The proposed site is located adjacent to a Green Corridor, a Site of Biological Importance and a River Valley. Its also located in close proximity to Gatley Carrs Local Nature Reserve. The site is partially located within Flood Risk Zone 3 and 3a, and an Exception Test needs to be undertaken for the area that falls within Flood Risk Zone 3a. The site is bordered by a motorway on the south and noise sensitive activities close to this area, are likely to be affected by noise pollution. On the plus side, the site has good accessibility to local facilities and would benefit from the services offered within Northenden District Centre as it's located in close proximity to the District Centre and it would have the advantage of having public transport routes, bus stops within the site and Public Rights of Way nearby. Also the site is not located within a groundwater protection zone and according to WFD Draft River Basin Management Plans 2008 the groundwater is considered good. From an economic perspective development of the site intends to attract growth sectors such as bio-science, creative and media and high technology manufacturing, particularly those related to the hospital, thus increasing the attractiveness of the area to potential investors and providing diversity of employment uses.</p>				

Table D.23 - Employment Site 8 - Manchester Airport

SA Objective	Indicator	Notes	Colour Code	
<b>Manchester - Employment Site 8 - Manchester Airport</b>				
Total Estimated Area - 526.7ha				
<b>Social</b>				
1	Reduce poverty and social inclusion	Will the site be located near or within deprived areas?	Development of this site for employment purposes will help tackle deprivation due to close proximity to the deprived communities in Wythenshawe. As such opportunities for regeneration are likely.	
2	Attract additional population to settle in Manchester	Will the site include the provision of a range of high quality housing opportunities in sustainable locations, suitable to attract the target population?	The site is proposed for employment.	
		Will the site include the provision of employment opportunities, in particular in growth sectors (Aviation and Manchester Airport Creative/ Digital/ New Media, Financial and Professional Services, ICT Digital/ Communications, Life Science Industries, Manufacturing)?	The main purpose of development of this site is the continued growth and expansion of one of the growth sectors aviation and Manchester Airport. This has the potential to meet the needs of a highly skilled population.	
		Will the site encourage public realm improvements, connectivity to external areas and provision of regionally important facilities and services?	Development of the site will encourage connectivity to external areas as one of the objectives is to capitalise on good public transport and highway access.	
3	Improve health of the population and reduce health inequalities	Is it within 30 mins of a GP, dentist and hospital by public transport?	The site is within 30min of a GP by public transport. The nearest GP, the Tregenna Group Practice is located approximately 900m from the site.	
		Will it lead to a direct loss of public open space or open access land?	Development of the site is not likely to lead to a direct loss of public open space or open access land.	
		Will it improve accessibility by Public Rights of Way?	Nearby Public Rights of Way will improve accessibility to the site.	

		Will the site contribute to noise pollution through the allocation of noisy uses next to noise-sensitive uses or allocating noise-sensitive uses close to significant noise sources (e.g. major roads)?	The number of people living within the 57dBA noise contour of Manchester airport is likely to significantly increase with a planned increase in the airport capacity.	
4	Improve the qualifications and skills of the resident population	Is it within 30 mins of a school by public transport?	The site is proposed for employment.	
		Is it within walkable/cyclable distances (800m and 2-5km)?	The site is proposed for employment.	
		Will the site allocation help retain and enhance local skills and qualifications?	New employment opportunities associated with the site development should help retain and enhance local skills and qualification levels. Further airport development is likely to bring new job opportunities of varied nature and skills levels required.	
5	Provide an adequate mix of quality housing for current and future residents of the area	Is the site proposal over the relevant thresholds for the application of affordable housing policy? CS Policy Approach H5 defines that, for Manchester, for sites of 0.3ha and above, or 15 dwellings or more, 20% shall be affordable and that developers are expected to use the 20% target as a starting point. The proportion of affordable housing units will reflect the type and size of the development as a whole.	The site is proposed for employment.	
8	Ensure people's needs for goods, services and amenities are met	Is it within 30 min of the Manchester City Centre, District Centre or Local Centre by public transport?	The site is within 30 mins of Wythenshawe District Centre by public transport.	
		Is it within walkable/cyclable distances (800m and 2-5km) to key services? (local services include convenience store; post office; pub; bank; supermarket/ shopping centre)	It is within walkable and cyclable distances. The nearest grocery shop is adjacent to the site.	
		Is it within 30 mins of a supermarket/ shopping centre by public transport?	The site is within 30 mins of shops/supermarkets by public transport.	
		Is the site proposed in a location with accessible natural green space?	The site is located within a Green Belt and River Valley.	

9	Ensure inclusion and equality of opportunity for all, whilst embracing differing needs, values and customs	Is the site proposed for employment?	The site is proposed for employment.	
		Will the site be located near or within deprived areas?	Development of this site for employment purposes will help tackle deprivation due to close proximity to the deprived communities in Wythenshawe. As such opportunities for regeneration are likely.	
		Is it within 30 min of the Manchester City Centre, District Centre or Local Centre by public transport?	The site is within 30 mins of Wythenshawe District Centre by public transport.	
		Is it within walkable/cyclable distances (800m and 2-5km) to key services? (community uses)	The site is proposed for employment.	
		Is the site proposal over the relevant thresholds for the application of affordable housing policy? CS Policy Approach H5 defines that, for Manchester, for sites of 0.3ha and above, or 15 dwellings or more, 20% shall be affordable and that developers are expected to use the 20% target as a starting point. The proportion of affordable housing units will reflect the type and size of the development as a whole.	The site is proposed for employment.	
<b>Environmental</b>				
10	Promote the use of sustainable transport modes and reduce motorised traffic	Is it within 30 min of the Manchester City Centre, District Centre or Local Centre by public transport?	The site is located in close proximity to Northenden District Centre and has got good accessibility to local facilities (see assessment under objectives 3, 8 and 9).	
		Is the site proposed in a proximity to a public transport route or in a walkable/cyclable distance?	There are public transport routes and bus stops located within the site.	
11	Improve air quality	Is the site proposed within an Air Quality Management Area (AQMA)?	Only a very small area of the site right adjacent to M56 has been declared AQMA.	
12	Improve the quality of water bodies and their environment	Is the site proposed within a groundwater source protection zone?	The site is not located within a groundwater source protection zone.	

		Is the site adjacent to a watercourse or within an area of poor ground or surface water quality? (WFD)	WFD Draft River Basin Management Plans 2008-Groundwater: Good.	
13	Ensure efficient use of land	Is the site proposed on Greenfield land?	The site is proposed on Greenfield Land.	
		Would it lead to the loss of best and most versatile agricultural land (Grade 1, 2 and 3a)?	The site is located on Grade 3 Agricultural Land.	
		Will it lead to remediation of contaminated land?	Insufficient information is available - a potential for conflict may exist.	?
14	Maintain and enhance biodiversity, including habitats and species	Is the site in proximity to a Special Protection Area (SPA), Special Area of Conservation (SAC) or Site of Special Scientific Interest (SSSI)? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 2km of a SPA, SAC or SSSI.	The site is adjacent to Cotteril Lough SSSI.	
		Is the site in proximity to a Site of Biological Interest or Local Nature Reserve? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 500m of a site.	The site is adjacent to a Site of Biological Interest and River Valley.	
		Are BAP habitats known to be on the site?	There are no BAP habitats known to be on the site, although the site is adjacent to some BAP habitats, such as wet woodland and lowland meadows.	
15	Maintain and enhance the quality of landscape, townscape and built environment	Is the site in or adjacent to a Green Corridor? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 40m of a Green Corridor.	The site is within a Green Belt.	
16	Protect and enhance sites, features and areas of historical and archaeological value	Are there any listed buildings on or adjacent to the site?	There are no Listed Buildings on or adjacent to the site.	
		Is the site in or adjacent to a Conservation Area?	The site is not in or adjacent to a Conservation Area.	
		Is the site in or adjacent to a Historic Park and Garden? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 40m of a Historic Park and Garden.	The site is not in or adjacent to a Historic Park and Garden. The nearest Registered Park and Garden is Tatton Park located approximately 3km from the site.	

		Is the site in or adjacent to a Scheduled Ancient Monument (SAM)? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 40m of a SAM.	The site is not in or adjacent to a Scheduled Ancient Monument.	
17	Ensure the prudent use of natural resources	Is there a clear commitment to meet Code Level 3 or above of the Government's Code for Sustainable Homes for housing development; or BREEAM "Excellent/Very Good" for non-residential buildings?	The Core Strategy requirement to achieve rating under the Code for Sustainable Homes will be widened to include other use classes by 2019.	
18	Reduce contribution to climate change	Will the site proposal promote the incorporation of small-scale renewable in developments?	The Core Strategy Policy Approach En2 considers Strategic Housing and Employment Sites as Strategic Areas for Low Carbon, Decentralised and Renewable Energy Development within Manchester. It is considered that these strategic sites will have a major role to play in achieving an increase in the level of decentralised, low carbon and renewable energy available.	
19	Reduce impact of climate change	Does the site lie within the flood risk zones (2, 3a, 3b) identified in the SFRA and have a proposed 'non-compatible' use or is located within 9m of a river?	The site is not within a Flood Risk Zone.	
<b>Economic</b>				
21	Encourage a strong and stable economy	Is the site proposed for mixed-use development or employment and/or encourage the diversification of employment in Manchester?	The site is proposed for mixed-use employment and will provide diversity of employment within the aviation and airport sectors.	
		Will the site increase accessibility by sustainable modes between residential and employment areas?	There are public transport routes and bus stops located within the site. The site is also located within Manchester Airport boundaries.	
22	Reduce economic exclusion	Is the site proposed for appropriate employment development adjacent to or within areas of deprivation?	Development of this site for employment purposes will help tackle deprivation due to close proximity to the deprived communities in Wythenshawe.	
23	Encourage and accommodate both indigenous and inward investment	Will it increase employment land availability?	The site is proposed for employment.	



		Will the site increase the attractiveness of the area to potential investors?	Development of the site will become an economic driver for Greater Manchester, North West and the North Continued growth with expansion of one of the growth sectors aviation and Manchester Airport. This is likely to increase the attractiveness of the area to potential investors	
24	Maintain and enhance vitality and viability of Manchester' centres, including City Centres, District and Local Centres	Is the site proposed for mixed-use development or employment in Manchester' centres?	The site is proposed for employment.	
<b>Summary Assessment</b>				
<p>This development is proposed on Urban land and is considered a large-scale development (526.7ha) that would significantly increase employment opportunities within Manchester and has the advantage of being located within the Manchester Airport area. However, its development would result in the loss of a comparatively large area of greenfield agricultural land. A very small area around the M56 is located within an Air Quality Management Area (AQMA) and the site is also located adjacent to a SSSI (Cotteril Lough), a Site of Biological Importance and a River Valley. It's also located in within the Green Belt area. On the plus side, the site has good accessibility to local facilities and would benefit from the services offered within Wythenshawe District Centre as it's located in close proximity to the District Centre and it would have the advantage of having public transport routes, bus stops within the site and Public Rights of Way. Also the site is not located within a groundwater protection zone and according to WFD Draft River Basin Management Plans 2008 the groundwater is considered good. The site is partially bordered by a motorway on the west but it is unlikely that this will affect proposed uses. From an economic perspective, development of the site will become an economic driver for Greater Manchester, North West and the North Continued growth with expansion of one of the growth sectors aviation and Manchester Airport.</p>				

# Appendix E - Assessment of Core Strategy Policies (November 2009)

## E.1 Background

- E.1.1 The draft Proposed Option Core Strategy document of October 2009 set out 67 policies. To enable the SA process, these policies were grouped by theme, based in similar aims and objectives, into 12 components for assessment. Although the policies were assessed simultaneously, key features and recommendations were made for individual policies where necessary. The components used for the assessment are shown in Table E.1 - Core Strategy Policies.
- E.1.2 The rationale for assessment, setting out assumptions with regard to the SA objectives, is shown in
- E.1.3 Table E.2 - . The results of the detailed appraisal of the potential effects of predicted to arise as a result of the implementation of the Core Strategy policies are shown in Appendix F. The section below presents an analysis of the detailed appraisal in terms of the significance of direct effects and potential cumulative effects and recommendations for improving the sustainability of the policies. Suggestions for mitigation of adverse effects or enhancement of positive ones are also set out.
- E.1.4
- E.1.5 Assessment Results
- E.1.6 The summary of the assessment results can be seen in Table E. below.
- E.1.7 presents a summary of the significance of direct effects from the detailed appraisal. The significance of effects is denoted using the following system of symbols:

+++	Strongly positive
++	Moderately positive
+	Slightly positive
0	No effect
-	Slightly negative
--	Moderately negative
---	Strongly negative
+/-	Combination of positive and negative effects / neutral effect

- E.1.8 For the purposes of analysing the results of the assessment, significant effects are those which result in strongly positive or negative effects.
- E.1.9 It should be emphasised that the information quality, and attendant uncertainties and assumptions required to address them, vary across the evidence base for the SA objectives. This has been systematically recorded and taken into account in the detailed appraisal sheets (see Appendix F). Thus, where a major effect has been predicted for a particular SA objective, but the evidence base for this contains uncertainties or its interpretation requires a number of assumptions, the measure of information quality recorded in the appraisal has been reduced, and this is reflected in the calculation of the effect significance (see Section 2 for further details of the appraisal methodology).

Table E.1 - Core Strategy Policies

	Component	Policy	Policy Content
1.	Spatial Principles	<p>SP 1 Spatial Principles</p> <p>PA 1 Community Benefits and Planning Agreements</p> <p>DM 1 Development Management</p>	<p><b>Policy Approach SP 1 Spatial Principles</b></p> <p>All development should:</p> <ul style="list-style-type: none"> <li>• optimise the City's economic performance</li> <li>• extend economic benefits to residents and/or neighbourhoods</li> <li>• contribute to the decoupling of growth from emissions</li> <li>• improve and contribute to lifetime neighbourhoods of choice and place shaping</li> <li>• adapt to and mitigate for climate change</li> <li>• be located to reduce the need to travel</li> <li>• consider the needs of all members of the community</li> <li>• make a positive contribution to the health wellbeing and of residents</li> <li>• seek to improve community safety and reduce crime</li> <li>• be the most efficient use of natural resources</li> <li>• improve the quality of the natural environment and the built environment reuse previously developed land wherever possible</li> </ul> <p><b>Policy Approach PA 1 Community Benefits and Planning Agreements</b></p> <p>Where needs arise directly as a result of development, the Council will seek to secure planning obligations or agreements pursuant to Section 106 of the Town and Country Planning Act 1990 that make a positive contribution to creating a city of sustainable linked communities. Through such obligations and agreements, the Council will seek to ensure that development proposals support the following priorities:</p> <ul style="list-style-type: none"> <li>• Affordable housing</li> <li>• Education</li> <li>• Health and wellbeing facilities</li> <li>• Provision of open space</li> <li>• Public realm improvements</li> <li>• Safety and security improvements</li> <li>• Training and employment initiatives</li> <li>• Traffic, transport and accessibility</li> </ul>

	Component	Policy	Policy Content
			<ul style="list-style-type: none"> <li>• Climate change mitigation / adaptation</li> </ul> <p>These issues will be addressed in accordance with guidance in Strategic Regeneration Frameworks and local circumstances.</p> <p><b>Supporting Information</b></p> <p>Detailed proposals for the introduction of CIL, including the draft regulations, are currently out to consultation. The outcome of this consultation will be given due consideration in the Council's approach to this issue.</p> <p><b>Policy Approach DM 1 Development Management</b></p> <p>All development should have regard the specific issues as set out in Supplementary Planning Guidance including:-</p> <ul style="list-style-type: none"> <li>• Appropriate siting, layout, scale, form, massing, materials and detail</li> <li>• Effects on amenity, including privacy, light and noise. This could also include proposals which would be sensitive to existing environmental conditions, such as noise</li> <li>• Accessibility</li> <li>• Adequacy of internal accommodation and external amenity space</li> <li>• Refuse storage and collection</li> <li>• Vehicular access and car parking</li> <li>• Effects relating to biodiversity, landscape, archaeological or built heritage</li> <li>• Open space, both public and private</li> <li>• Flood risk and drainage</li> </ul>
2.	Economy and Employment	EC 1 Land for Employment and Economic Development  EC 2 North Manchester  EC 3 East	<p><b>Policy Approach EC 1 Land for Employment and Economic Development</b></p> <p>The provision of approximately 200 ha of employment land for B1, B2 and B8 uses by 2027 will be provided within the City.</p> <p>Sectors identified for growth within the Manchester City Region in the future include:</p> <ul style="list-style-type: none"> <li>• Aviation and Manchester Airport</li> <li>• Creative/ Digital/ New Media</li> <li>• Financial and Professional Services</li> <li>• ICT Digital/ Communications</li> </ul>

	Component	Policy	Policy Content
		Manchester  EC 4 City Centre  EC 5 Central Manchester  EC 6 South Manchester  EC 7 Wythenshawe  EC 8 Hospital and University Development  CC 2 Mixed Use Development  CC 3 Change and Renewal  CC 6 Partnership  CC 7 Employment  Strategic	<ul style="list-style-type: none"> <li>• Life Science Industries</li> <li>• Manufacturing</li> </ul> Particular support will be given to development which can contribute to the growth of these sectors. Employment growth will be encouraged that: <ul style="list-style-type: none"> <li>• Supports reductions in worklessness and improvements in skills levels, particularly in young people</li> <li>• Supports agglomeration economies in Manchester and particularly within the Regional Centre</li> <li>• Improves access to jobs via sustainable transport</li> <li>• Improves productivity</li> <li>• Seeks to decouple growth from CO2 emissions</li> <li>• Promotes new business formations to increase the micro and small business base</li> </ul> <p><b>Supporting Information</b></p> RSS W3: need for 197-249ha employment land between 2007-2026; Manchester Economy and Employment Space study identifies between 187 and 236ha of B1, B2 and B8 need. Strategy identifies 200ha A further 9 growth sectors are considered to be key sectors in the supporting text including: <ul style="list-style-type: none"> <li>• Construction</li> <li>• Customer Contact Centres</li> <li>• Education</li> <li>• Environmental Technology Services</li> <li>• Hospitality and Tourism</li> <li>• Logistics</li> <li>• Public Services</li> <li>• Retail</li> <li>• Sport</li> </ul> <p><b>Policy Approach EC 2 North Manchester</b></p> Within North Manchester employment provision is encouraged within: <ul style="list-style-type: none"> <li>• Strangeways and Collyhurst</li> <li>• Existing employment areas</li> </ul>

	Component	Policy	Policy Content
		Economic and Employment Sites	<ul style="list-style-type: none"> <li>Development in Cheetham Hill and Harpurhey District Centres as part of mixed use development which contributed to overall vitality and viability</li> </ul> <p>The majority of employment opportunities for the area's residents are outside North Manchester in the City Centre, Salford Quays, Trafford Park, Central Park and Chadderton Industrial Estate.</p> <p>The key issue is access to employment either in terms of labour market connectivity to sites or possessing the appropriate skills levels to enter the job market. Proposals which utilise sustainable transport links between existing employment locations within and outside North Manchester and seek to improve labour market connectivity of North Manchester residents or opportunities for education and training will be supported.</p> <p><b>Supporting Information</b></p> <p>The most significant employment location in North Manchester is Strangeways. There are other employment locations for example, within the District Centres.</p> <p><b>Policy Approach EC 3 East Manchester</b></p> <p>Within East Manchester the main focus for future employment provision will be Central Park. In Central Park North B1 development is encouraged and in Central Park South B2 and B8 provision is encouraged. Other locations suitable for employment include the District Centres, Alan Turing Way and Great Ancoats Street. Existing general industrial and warehousing areas, such as Ardwick Goods Yard, will continue to be the focus for B2 and B8 development.</p> <p>Within East Manchester business expansion and growth will be encouraged, particularly proposals that will provide employment for local residents.</p> <p><b>Supporting Information</b></p> <p>East Manchester remains a major economic driver and centre of employment for the City and the conurbation. The impact of the Sportcity development and its excellent communication links provide a strong basis for further economic development. The extension of Metrolink through East Manchester via Sportcity and through North Manchester via Central Park will improve labour market connectivity to these sites.</p> <p><b>Policy Approach EC 4 City Centre</b></p> <p>The City Centre will be the main focus for employment and job growth within the City and Greater Manchester. The majority of employment growth is expected to be in businesses services and primarily in B1</p>

	Component	Policy	Policy Content
			<p>jobs.</p> <p>Within the City Centre it is expected that there will be significant growth in office employment. However, as growth is expected to be high density which will often take opportunities to improve the efficiency of land (landless growth); there will not be a commensurate need for land area. The following locations offer the greatest potential to accommodate further landless growth:</p> <ul style="list-style-type: none"> <li>• Eastern Gateway</li> <li>• Leftbank</li> <li>• Piccadilly Gateway</li> <li>• Southern Gateway</li> <li>• Central Business District</li> </ul> <p>The City Centre will be the main focus for business, retail, leisure, cultural and tourism development.</p> <p>Outside the City Centre but within the Regional Centre the main focus will be employment uses (B1, B2 and B8) in recognised employment areas, such as Central Park, Strangeways Employment Area and the Science Park. Regionally significant knowledge based industries will be encouraged to locate in the Regional Centre in close proximity to the Universities and Hospitals along the Oxford Road Corridor.</p> <p>A range of employment types, sizes and premises will be encouraged to provide for the needs of specific sectors.</p> <p>Within the City Centre employment development will frequently be provided as part of mixed use schemes. In appropriate locations the Council will promote uses which create active street frontages and a vibrant public realm, such as shops, cafés, restaurants and leisure. Mixed uses including a suitable proportion of housing may also be appropriate provide this does not undermine the economic role of the City centre.</p> <p><b>Supporting Information</b></p> <p>The city centre is a focus for knowledge-based industries clustered around the universities and hospitals. The proximity of the City Centre to nationally significant areas of deprivation helps to tackle deprivation by improving access to jobs via sustainable transport modes and reduced commuting costs and also access to training facilities. It promotes a mix of uses but predominantly employment based uses. Provision of a wide variety of premises to meet the changing needs of businesses, including high density buildings, will ensure a responsive physical business environment.</p> <p><b>Policy Approach EC 5 Central Manchester</b></p>



	Component	Policy	Policy Content
			<p>Within Central Manchester employment provision will be encouraged:</p> <ul style="list-style-type: none"> <li>• Along the Oxford Road Corridor, comprising the universities and hospitals and</li> <li>• Manchester Science Park</li> <li>• Office development along Princess Road/ Parkway</li> <li>• Hyde Road, sites in existing employment use</li> <li>• District Centres</li> </ul> <p>Proposals which improve east/west connectivity for residents to employment areas in Trafford and East Manchester will be encouraged. Within Central Manchester proposals which improve connectivity between residential areas, district centres and employment areas will be encouraged.</p> <p><b>Supporting Information</b></p> <p>Good transport connections between business locations and district centres are important as is east/west connectivity. People in the local neighbourhood should have access to the growing employment opportunities particularly where there are significant levels of worklessness and low skills levels, for example, in Moss Side and Gorton.</p> <p><b>Policy Approach EC 6 South Manchester</b></p> <p>Current employment sites are to be supported including Christie Hospital, Towers Business Park and Christie Fields and the district and local centres.</p> <p><b>Supporting Information</b></p> <p>The South is has a higher than average percentage of graduates and significant pockets of worklessness which the City is seeking to address through the South Manchester Strategic Regeneration Framework.</p> <p><b>Policy Approach EC 7 Wythenshawe</b></p> <p>Economic development will be focused along the east and west Wythenshawe development corridors. Along the West Wythenshawe Economic Development Corridor development will be supported which strengthens connections between Roundthorn Industrial Estate, Wythenshawe Hospital and Manchester Airport. The City Council will seek to maximise the opportunities to enhance this spatial cluster of key employment uses. Development opportunities related to Manchester Airport will be encouraged at Manchester Airport, and</p>

	Component	Policy	Policy Content
			<p>where suitable for an offsite location, within Wythenshawe District Centre and at Roundthorn Industrial Estate. Proposals which improve the connectivity of Roundthorn Industrial Estate to the Airport and Motorway network will be encouraged.</p> <p><b>Supporting Information</b>                      Employment in Wythenshawe is dominated by the Airport and Wythenshawe Hospital. There are a number of business parks and Wythenshawe Hospital presents an opportunity for growth in the bio-sciences. A challenge in the area is educational attainment and skills of young people and this is being addressed though the building schools for the future investment and the building of two new academies, one linked to Wythenshawe Hospital and the other to the Airport. Manchester Airport plays a key role in the life of Wythenshawe and tighter integration with the Airport is encouraged. Roundthorn Industrial Estate experiences problems of access and there is a need to improve connectivity to the motorway network and the airport to encourage its redevelopment and attractiveness to new businesses.</p> <p><b>Policy Approach EC 8 Hospital and University Development</b>                      Growth at the City's three main hospitals (North Manchester General, Manchester Royal Infirmary and Wythenshawe) and two universities (Manchester University and Manchester Metropolitan University) will be supported, subject to their environmental impact.</p> <p><b>Policy Approach CC 2 Mixed Use Development</b>                      The City Centre presents the most viable opportunities for mixed-use development, and in general these will be promoted as a means of using land as efficiently as possible. A range of uses should be considered for all sites, subject to the following considerations:</p> <ul style="list-style-type: none"> <li>• Residential will not be appropriate if it would prevent the delivery of employment uses,</li> <li>• Active ground floor uses (shops, food and drink and leisure) will be appropriate in locations which have an established public function, or as part of a development which will create such an environment.</li> </ul> <p><b>Supporting Information</b>                      Developers will be expected to demonstrate that proposed active uses will be delivered and occupied, and in particular there is an expectation that the approach to leasing and management will be flexible to accommodate a range of users, including those from the independent sector.</p>

	Component	Policy	Policy Content
			<p><b>Policy Approach CC 3 Change and Renewal</b>                      The approach to development, and redevelopment, in the City Centre will welcome large-scale schemes. Developments which make significant contributions to the City Centre’s role in terms of employment and retail growth or which improve the accessibility and legibility of the Centre will be supported.</p> <p><b>Policy Approach CC 6 Partnership</b>                      Large development in Manchester City Centre will be brought forward through partnership approaches. Developers should foster a strong relationship with development partners, including the City Council, from the outset to ensure that proposals will meet the City's regeneration priorities.</p> <p><b>Policy Approach CC 7 Employment</b>                      The City Centre will accommodate the majority of economic growth in the City, in terms of numbers of jobs. Approximately 15 hectares of additional employment land will be provided in the City Centre, although this will be dependent on the level of 'landless growth'.                      All areas of the City Centre are appropriate for employment uses. Development will primarily be offices, and it is expected that the types of jobs created will be in high value sectors, including finance and professional services, knowledge based industries and the creative sector (including media).                      Areas beyond the Central Business District will accommodate significant levels of employment growth, including Eastern Gateway, Left Bank, Piccadilly, the Oxford Road Corridor and Central Spine.                      Developments which lead to the more intensive use of employment land (in terms of number of jobs supported) will be supported.</p> <p><b>Economic Strategic Sites and Location</b>                      The following sites have been identified as they encourage employment growth in or near deprived areas and seek to deliver maximum opportunities in areas of most need. They also encourage labour market connectivity to the wider City Region and seek to take maximum advantage of the economic drivers and opportunities. Strategic sites are considered to be sites that contribute to the economic development in its widest sense beyond B1, B2 and B8 uses in some cases.</p> <p><u>Strangeways</u></p>

	Component	Policy	Policy Content
			<p>Strangeways is a key site on the northern edge of the City Centre. Its position relative to the City Centre means that it offers potential for the expansion of office development. It also has an established character based on manufacturing and distribution, sectors which can offer important employment opportunities for local residents.</p> <ul style="list-style-type: none"> <li>• Location for growth sectors including creative, cultural, warehousing, manufacturing and distribution activities</li> <li>• Help tackle deprivation due to close proximity to deprived communities in North Manchester, a nationally significant area of deprivation.</li> <li>• Capitalise on good public transport links to City Centre, North Manchester and Salford.</li> <li>• Significant location for employment especially with the Prison and also the supply chain spin offs</li> <li>• Expansion of City Centre uses into Strangeways</li> <li>• Assist in the economic restructuring of this part of the Regional Centre and deliver a strategic business location.</li> </ul> <p><u>Central Park</u></p> <p>Central Park forms a key part of the transformation of east Manchester by attracting investment including knowledge-based industries, to grow in a priority regeneration area. The site will:</p> <ul style="list-style-type: none"> <li>• Provide a flagship site in the Regeneration Framework for New East Manchester, building on Manchester’s key economic strengths and capitalise on planned Metrolink improvements;</li> <li>• Accommodate training and incubator facilities and spin-off businesses associated with the higher education sector in order to raise the employment base of the area.</li> <li>• Central Park North will be a priority location for accommodating high quality employment opportunities</li> <li>• Central Park South will offer a broad range of employment uses, including assembly, media and commercial.</li> </ul> <p><u>Sportcity</u></p> <p>Sportcity is an established location for sport and recreation. Its role in the Commonwealth Games in 2002, and subsequently as home to Manchester City Football Club as well as other elite sports facilities, has contributed to the regeneration efforts in East Manchester. There is an intention to broaden the activity at the site to ensure that the development opportunity can be used to further the regeneration of the surrounding communities, and City as a whole. The development principles will include:</p>

	Component	Policy	Policy Content
			<ul style="list-style-type: none"> <li>• The creation of a visitor attraction of national significance</li> <li>• Focus on sports and leisure</li> <li>• Ancillary commercial (including retail)</li> <li>• Key role to play in wider regeneration strategies</li> <li>• Take advantage of connectivity including Metrolink extension and station at Sportcity</li> <li>• Established reputation for sports</li> </ul> <p>There is a site adjacent to the Sportcity site (to the south east) which is currently considered to be a future housing site. However, there may be opportunities to develop uses which complement the proposals at Sportcity, and these would be an appropriate alternative to housing.</p> <p><u>Victoria Station</u></p> <ul style="list-style-type: none"> <li>• transformation of the northern part of the City Centre to create a new gateway destination with a modern and diverse retail and business offer, regional leisure facilities, and world class public realm located within the Regional Centre a key economic driver of the sub-region</li> <li>• opportunity exists to extend the commercial core of the city centre and to better integrate areas outside the Inner Relief Route – such as the former Boddingtons site – into the city centre</li> <li>• Capitalise on excellent public transport access, to the region and Greater Manchester and the City Centre provided by Victoria Station and the Shudehill Interchange</li> <li>• Secure the continued reuse of the historic built environment</li> <li>• Easy access to deep labour pools and skills from the wider sub-region</li> </ul> <p><u>Eastern Gateway</u></p> <ul style="list-style-type: none"> <li>• High density development taking advantage of close proximity to Piccadilly Station and the highly accessible location</li> <li>• Opportunities to benefit from proximity to Higher Education Institutions and fast access to Manchester Airport creating a location attractive to the growth sectors.</li> <li>• Potential to improve physical and economic linkages with East Manchester.</li> </ul> <p><u>Oxford Road Corridor/ Piccadilly Basin</u></p> <p>The Piccadilly Basin/Oxford Road area is a prime regional centre location with the potential to:</p>

	Component	Policy	Policy Content
			<ul style="list-style-type: none"> <li>• Reinforce the success of Manchester University and Health Trust in high level research skills and innovation;</li> <li>• Capitalise on Manchester’s Science City status and stimulate the growth of university/business linkages providing spin-off benefits for the region;</li> <li>• Use these assets and its transport infrastructure to promote nationally significant inward investment and indigenous growth;</li> <li>• Transform the quality of the urban environment, including its connectivity to the City Centre and surrounding areas.</li> </ul> <p><u>Roundthorn</u></p> <ul style="list-style-type: none"> <li>• A location of significant economic growth and has the potential to act as a focus for economic growth in Manchester.</li> <li>• Help tackle deprivation due to close proximity to deprived communities in Wythenshawe.</li> <li>• Expand and diversify the business base of the area.</li> <li>• Take Roundthorn from a Tier 3 to Tier 1 industrial estate through a range of actions including providing diversity of employment space and occupancy terms and improved local access.</li> <li>• Attract growth sectors such as bio-science, creative and media and high technology manufacturing, particularly those related to the hospital.</li> </ul> <p><u>Manchester Airport</u></p> <ul style="list-style-type: none"> <li>• Key economic driver for Greater Manchester, North West and the North</li> <li>• Continued growth and expansion of one of the growth sectors aviation and Manchester Airport</li> <li>• Help tackle deprivation due to close proximity to Wythenshawe</li> <li>• Capitalise on good public transport and highway access</li> <li>• Significant employer directly and indirectly through the supply chain</li> <li>• Key employment site north of terminal buildings</li> </ul>
3.	Tourism	EC 9 Hotel Development  CC 5 A Place	<p><b>Policy Approach EC 9 Hotel Development</b></p> <p>The Council will allow a range of new hotel developments in appropriate locations in the Regional Centre, in District Centres and, where appropriate, in areas devoted to leisure and recreational activity, where their contribution to supporting established visitor needs and regeneration priorities can be demonstrated.</p>

	Component	Policy	Policy Content
		<p>for Everyone</p> <p>CC10 Visitors- Tourism, Culture and Leisure</p> <p>DM 6 Leisure and the evening economy</p>	<p><b>Policy Approach CC 5 A Place for Everyone</b></p> <p>The City Centre will develop as an environment which is attractive to all people. New development should contribute to the diversity of people who are attracted to the City Centre.</p> <p><b>Supporting Information</b></p> <p>The City Centre has a strong reputation for its evening economy. This reflects its cultural heritage of musical and theatre venues together with a wide range of restaurants and bars. The City Council will aim to extend the attractiveness of the City Centre to all groups of people. This will be done by promoting uses and public areas which appeal to a wide range of people, and which will promote the City Centre as a destination, for work and leisure, throughout the day. Manchester City Council aims to be the most accessible city in Europe, so it is imperative that the City Centre epitomises this aim in its public realm and buildings.</p> <p>This is an important objective if Manchester's potential as a visitor attraction is to be realised, increasing its appeal to visitors from within the City and beyond. In particular, there will be an emphasis on creating a family-friendly environment. This is also a key development in attracting and retaining a wider range of city centre residents, so that city centre living can be a choice which suits people irrespective of age or lifestyle, or changes in either.</p> <p><b>Policy Approach CC 10 Visitors - Tourism, Culture and Leisure</b></p> <p>The City Centre will be the focus for culture and leisure in the City Region. Proposals to improve the appearance, use or accessibility of cultural facilities and visitor attractions will be supported. The improvement of facilities for business visitors will also be supported.</p> <p>Development in the City Centre which improves facilities for visitors will be promoted. In order that the existing visitor attractions can reach their potential it is also important that the City Centre has the infrastructure to accommodate the necessary volume of visitors. Hotels have become an increasingly important use across the city, and these will be particularly important in the City Centre. Proposals for new hotels will be supported where they contribute to regeneration goals and where the City Council is confident that they will be deliverable.</p> <p><b>Policy Approach DM 6 Leisure and the Evening Economy</b></p> <p>New development and redevelopment that supports the evening economy, contributes to the vitality of district centres and supports a balanced and socially inclusive evening/nighttime economy will be permitted, subject</p>

	Component	Policy	Policy Content
			<p>to the following considerations:</p> <ol style="list-style-type: none"> <li>1. Cumulative impact – in areas where there is already a concentration of bars (A4), hot food takeaways (A5) uses and other nighttime uses where there is disamenity from them, there will be a presumption against further facilities.</li> <li>2. Residential amenity – the proposed use should not create an unacceptable impact on neighbouring uses in terms of noise, traffic and disturbance.</li> <li>3. Balance - new uses in Manchester centres should support both the day-time and evening/night-time economies whilst not undermining the role of the primary shopping area.</li> <li>4. When considering whether the impact of a proposed bar or hot food take away and it’s potential for over-concentration of such uses will be to the detriment of the vitality or viability of a centre, regard will be had to above policy and also: <ul style="list-style-type: none"> <li>• The existing number of similar establishments in the immediate area and their proximity to each other;</li> <li>• The type and characteristics of other uses, such as housing, shops and public houses;</li> <li>• The existence of vacant shop units and the condition of the unit;</li> <li>• The importance of the location for local shopping, and the number, function and location of shops that would remain to serve the local community;</li> <li>• The potential benefits of the proposal for the wider community; and</li> <li>• Any known unresolved amenity, traffic or safety issues arising from existing uses in the area.</li> </ul> </li> </ol>
4.	Housing	<p>CC 9 Housing</p> <p>H 1 Overall Housing Provision</p> <p>H 2 Phasing of Housing Provision</p> <p>H 3 Housing Distribution</p>	<p><b>Policy Approach CC 9 Housing</b></p> <p>Key locations for the residential development will be Castlefield, Piccadilly, the Southern Gateway and the Northern Quarter.</p> <p>In other parts of the City Centre residential development will only be appropriate if the following considerations have also been addressed:</p> <ul style="list-style-type: none"> <li>• The residential element is part of a mixed use scheme which will contribute to the economic regeneration of the City;</li> <li>• The residential element of the scheme is of a scale which will ensure that the economic uses on the site, including retail and hotels, be maximised</li> </ul> <p>The City Council will encourage accommodation of a high standard which offer accommodation which is large enough to suit a range of occupants, in terms of both the number of rooms and their size.</p>



	Component	Policy	Policy Content												
		H 4 Windfall Sites	<p><b>Supporting Information</b></p> <p>It will be necessary that proposals which come forward promote sustainable and mixed communities. This means providing housing options for a range of household types, including the flexibility to accommodate changing household circumstances, in particular families.</p> <p><b>Policy Approach H 1 Overall Housing Provision</b></p> <p>Approximately 60,000 new dwellings will be provided for in Manchester between March 2009 and March 2027.</p> <p><b>Supporting Information</b></p> <p>The Housing Needs Assessment will be updated over the plan period and will identify the housing mix most likely to meet future need, which will inform provision post 2021.</p> <p><b>Policy Approach H 2 Phasing of Housing Provision</b></p> <p>Table 11.1</p> <table border="1" data-bbox="734 834 1861 1157"> <thead> <tr> <th>Time period</th> <th>Number of units</th> </tr> </thead> <tbody> <tr> <td>March 2009 - March 2014</td> <td>13,800</td> </tr> <tr> <td>March 2014 - March 2019</td> <td>28,100</td> </tr> <tr> <td>March 2019 - March 2021</td> <td>8,800</td> </tr> <tr> <td>March 2021 - March 2027</td> <td>11,300</td> </tr> <tr> <td>Total</td> <td>62,000</td> </tr> </tbody> </table> <p><b>Policy Approach H 3 Housing Distribution</b></p> <p>New housing will be predominantly in the North, East and City Centre, these areas falling within the Regional Centre and Inner Areas of Manchester. Based on RSS MCR2 and the 2009 SHLAA, the distribution of housing provision across the Manchester will be as set out below.</p> <p><u>North Manchester</u></p> <p>North Manchester falls partly within the Regional Centre where it is adjacent to the City Centre, with the</p>	Time period	Number of units	March 2009 - March 2014	13,800	March 2014 - March 2019	28,100	March 2019 - March 2021	8,800	March 2021 - March 2027	11,300	Total	62,000
Time period	Number of units														
March 2009 - March 2014	13,800														
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		H 5 Affordable Housing													
		H 6 Student Accommodation													
		H 7 Accommodation for Gypsies and Travellers													
		H 8 Accommodation for Travelling Showpeople													
		H 9 Strategic Housing Sites													
		DM 2 Impact on residential areas													
		DM 3 High Density Housing													
		DM 4 Special Needs and Supported Housing													

	Component	Policy	Policy Content
		DM 5 Conversions	<p>remaining areas within the Inner Areas. Over the lifetime of the Core Strategy 19% of residential development will be accommodated in this area. Housing proposals should help to diversify the existing housing stock in mono-tenure areas, particularly to provide family housing, i.e. units with three and more than three bedrooms.</p> <p>High density residential development will be appropriate in the following locations:-</p> <ul style="list-style-type: none"> <li>• Within or adjacent to the parts of North Manchester that fall within the Regional Centre (Strangeways area) as shown on the map in Chapter 6</li> <li>• Within Cheetham Hill and Harpurhey district centres as part of mixed-use schemes</li> <li>• Along public transport routes</li> </ul> <p><u>East Manchester</u></p> <p>A significant part of East Manchester is within the Regional Centre as shown on Map 7.1, with the remaining areas within the Inner Areas. Over the lifetime of the Core Strategy 32% of residential development will be accommodated in this area. Housing proposals should help to diversify the existing housing stock in mono-tenure areas, particularly to provide family housing i.e. units with three and more than three bedrooms.</p> <p>High density residential development will be appropriate in the following locations:-</p> <ul style="list-style-type: none"> <li>• Within or adjacent to the parts of East Manchester that fall within the Regional Centre as shown on the map in Chapter 7, including as part of mixed use development in the district centre in Sportcity</li> <li>• To the west of Alan Turing Way</li> <li>• Within Newton Heath, Openshaw and Gorton district centres as part of mixed-use Schemes</li> </ul> <p><u>City Centre</u></p> <p>The whole of the City Centre falls within the Regional Centre and will accommodate 28% of residential development over the lifetime of the Core Strategy. High density development is appropriate in the City Centre and will be considered on a site by site basis taking into consideration other economic and service functions.</p> <p><u>Central Manchester</u></p> <p>The majority of Central Manchester is within the Inner Areas with small parts of Hulme within the Regional Centre. Central Manchester will accommodate 13% of residential development over the lifetime of the Core Strategy. Housing proposals should help to diversify the existing housing stock in mono-tenure areas, particularly to provide family housing, i.e. units with three and more than three bedrooms.</p> <p>High density residential development will be appropriate in the following locations:-</p> <ul style="list-style-type: none"> <li>• Within or adjacent to the parts of Central Manchester (parts of Hulme and adjacent to the Higher Education Precinct) that fall within the Regional Centre as shown on the map in Chapter 7.</li> </ul>

	Component	Policy	Policy Content
			<ul style="list-style-type: none"> <li>• Within Hulme, Longsight and Rusholme district centres as part of mixed-use schemes.</li> </ul> <p><u>South Manchester</u></p> <p>All of South Manchester falls outside the Inner Areas with the exception of Levenshulme. Due to the lack of land available for new residential development South Manchester will only accommodate 5% of new residential development over the lifetime of the Core Strategy.</p> <p>High density development in South Manchester will only be appropriate within the district centres of Chorlton, Didsbury, Fallowfield, Levenshulme, and Withington, as part of mixed-use schemes. Outside the district centres priority will be given to family housing and provision that meets the needs of elderly people or adds to the stock of affordable housing.</p> <p><u>Wythenshawe</u></p> <p>Wythenshawe will accommodate only 3% of new residential development over the lifetime of the Core Strategy, due to the nature of the area. New high density development in Wythenshawe will be encouraged where it offers an expanded range of choice for first time buyers or releases family housing which is currently under-occupied, as well as within the district centres of Northenden, Baguley and Wythenshawe. The priority is mainly for one and two bed units adjacent to Wythenshawe Centre or upon small infill sites.</p> <p><b>Supporting Information</b></p> <p>New housing will be predominantly in the North, East and City Centre. The proportionate distribution of new housing is dependent on:-</p> <ul style="list-style-type: none"> <li>• The number of available sites identified as potential housing sites in the SHLAA;</li> <li>• A requirement for new larger family housing to diversify the mix of housing to meet the</li> <li>• needs of those people wishing to move to, or within, Manchester;</li> <li>• The replacement of redundant housing stock;</li> <li>• The availability of, or potential for, adequate infrastructure</li> </ul> <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, reflecting the high land values, 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 to take up employment opportunities in growth sectors.</p> <p>Within the Inner Areas in North and East Manchester densities will be lower but generally over 50 units per hectare. The type, size and tenure of the housing mix will be assessed on a site by site basis and be</p>

	Component	Policy	Policy Content
			<p>influenced by local housing need and economic viability.</p> <p>In Central and South Manchester the emphasis will be on increasing the availability of family housing therefore densities will be below this. Priorities in Central Manchester are 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 HMOs predominate. South Manchester will accommodate a smaller amount of development due to the shortage of available land. New housing will consist of high value developments which will help to sustain and promote wider economic growth within the regional centre, or affordable homes; and will meet the need for family housing, first time buyers or newly forming households. Wythenshawe has a predominance of family housing with a shortage of housing for single people and young families. New housing, therefore, will comprise mainly one and two bedroom units for newly forming households adjacent to Wythenshawe Centre and upon small infill sites. This will help to release family housing, currently under occupied, but which is in high demand across Manchester.</p> <p><b>Policy Approach H 4 Windfall Sites</b></p> <p>It is expected that windfall sites, which are not identified in the SHLAA, will come forward throughout the plan period, particularly in the later years when the identified sites are no longer available. It is important that delivery of these sites supports the spatial objectives of the Core Strategy. Therefore, as well as taking on board the considerations for identifying sites set out in national and regional guidance, the City Council will consider the following when assessing the suitability of proposals on windfall sites:-</p> <ul style="list-style-type: none"> <li>• Does the site reflect the spatial distribution set out in Approach H3, which supports growth in the Regional Centre and Inner Areas, taking account of the availability of developable sites in these areas?</li> <li>• Is there sufficient physical, social and green infrastructure to support the proposed development, or could any deficiencies be addressed through developer contributions?</li> <li>• Does the proposal contribute to the design principles promoted throughout Manchester's Local Development Framework?</li> </ul> <p><b>Supporting Information</b></p> <p>Sites for the development of new dwellings will be approved in accordance with sustainable development principles, in conformity with PPS1 and PPS3. The Council is committed to the development of new housing which meets the current Code for Sustainable Homes requirements; in locations which promote the efficient use of resources, support regeneration and local services and encourage economic growth.</p> <p>Climate change predictions suggest that the risk of flooding is likely to increase within parts of the City over</p>

	Component	Policy	Policy Content
			<p>the next century. It is vital therefore that new development is properly protected and incorporates drainage and other measures to reduce its impact upon the local ecosystem.</p> <p>There is a shortage of housing for elderly and disabled people. To meet this need, additional housing is necessary, which is or can be adapted. All new dwellings must be of sufficient design and size to provide satisfactory levels of privacy for existing households.</p> <p><b>Policy Approach H 5 Affordable Housing</b></p> <p>The following requirements for affordable housing, or an equivalent financial contribution, will apply to all residential developments on sites of 0.3 Hectares and above or where 15 or more units are proposed:</p> <ol style="list-style-type: none"> <li>a) New development will contribute to the City-wide target for 20% of new housing provision to be affordable. Developers are expected to use the 20% target as a starting point for calculating affordable housing provision. It is envisaged that 5% of new housing provision will be social rented and 15% will be intermediate housing, delivering affordable home ownership options.</li> <li>b) The proportion of affordable housing units will reflect the type and size of the development as a whole.</li> <li>c) Affordable housing units will be indistinguishable from other development on the site.</li> <li>d) A lower proportion of affordable housing, a variation in the proportions of socially rented and intermediate housing, or a lower commuted sum, may be permitted where either a financial viability assessment is conducted and demonstrates that it is viable to deliver only a proportion of the affordable housing target of 20%; or where material considerations indicate that intermediate or social rented housing would be inappropriate. In the latter case, such circumstances could include: <ul style="list-style-type: none"> <li>- There is a very high level of affordable housing in the immediate area;</li> <li>- There is either a high proportion of social rented (35%) or low house prices in the immediate area compared to average incomes;</li> <li>- Affordable housing would be prejudicial to the diversification of the existing housing mix;</li> <li>- The inclusion of affordable housing would prejudice the achievement of other important planning or regeneration objectives which are included within existing Strategic Regeneration Frameworks, planning frameworks or other Council approved programmes;</li> <li>- It would financially undermine significant development proposals critical to economic growth within the City;</li> </ul> </li> </ol>

	Component	Policy	Policy Content
			<ul style="list-style-type: none"> <li>- The financial impact of the provision of affordable housing, combined with other planning obligations would affect scheme viability.</li> </ul> <p>e) The Council will also consider the provision of affordable housing which is delivered by taking advantage of other equity based products in addition to those options identified in PPS3.</p> <p><b>Policy Approach H 6 Student Accommodation</b></p> <p><i>[Note - If the Regulations change regarding the definition of a HMO and planning permission becomes necessary to let a C3 dwelling to a group of students the Council will re-consider the approach to student accommodation policies in the Core Strategy.]</i></p> <p>The provision of new purpose built student accommodation will need to satisfy the following criteria:-</p> <ol style="list-style-type: none"> <li>1. Sites should be easily accessible to the University campus by walking, cycling and public transport.</li> <li>2. High density developments should be sited in locations where this is compatible with existing developments and where retail facilities are within walking distance. Proposals should not lead to an increase in on-street parking in the surrounding area.</li> <li>3. Proposals should contribute to providing a mix of uses and support district and local centres, in line with relevant Strategic Regeneration Frameworks, local plans and other masterplans; and by closely integrating with existing neighbourhoods to contribute in a positive way to their vibrancy without increasing pressure on existing neighbourhood services to the detriment of existing residents.</li> <li>4. Proposals should be designed to be safe and secure for their users, and avoid causing an increase in crime in the surrounding area. Consideration needs to be given to how proposed developments could assist in improving the safety of the surrounding area in terms of increased informal surveillance or other measures to contribute to crime prevention.</li> <li>5. Consideration should be given to the design and layout of the student accommodation and siting of individual uses within the overall development in relation to adjacent neighbouring uses. The aim is to ensure that there is no unacceptable effect on residential amenity in the surrounding area through increased noise, disturbance or impact on the streetscene either from the proposed development itself or when combined with existing accommodation.</li> <li>6. Consideration should be given to provision and management of waste disposal facilities within the development at an early stage.</li> <li>7. The developer will be required to demonstrate that there is a need for additional student accommodation</li> </ol>

	Component	Policy	Policy Content
			<p>in terms of waiting lists for existing places.</p> <p>f)</p> <p><b>Policy Approach H 7 Accommodation for Gypsies and Travellers</b></p> <p>The following criteria will be used to assess the suitability of new sites to meet the needs of Gypsies and Travellers to 2016:</p> <ul style="list-style-type: none"> <li>• Any new site must be large enough to provide for adequate parking, ancillary buildings or storage space, play and residential amenities and space for business activities and contain suitable water, drainage, rubbish and waste disposal facilities, electricity and where appropriate other utilities.</li> <li>• Any new site should be in or near to existing settlements with access to local services including shops, GP and other health services, schools, and other local facilities.</li> <li>• The site should allow for safe and convenient vehicular and pedestrian access, including for those vehicles necessary for the conduct of business activities.</li> <li>• The potential impact of noise and other disturbance to neighbours from the movement of vehicles to and from the site, and on-site business activities should be taken into account when identifying a location or designing the site. The impact of projected vehicle movements will be assessed on a site by site basis.</li> <li>• Any new site should be designed to give privacy to both its residents and neighbours.</li> <li>• The location of sites upon flood plains or in areas at high risk of flooding will not be permitted.</li> <li>• Sites will be designed in accordance with the latest advice from CLG or equivalent body, the Guide to Development in Manchester and Design for Access 2.</li> </ul> <p><b>H 8 Accommodation for Travelling Showpeople</b></p> <p>The following criteria will be used to assess the suitability of new sites to meet the needs of Travelling Show people to 2016:</p> <ul style="list-style-type: none"> <li>• Any new site must be large enough to provide for adequate parking, ancillary buildings or storage space, play and residential amenities and space for business activities and contain suitable water, drainage, rubbish and waste disposal facilities, electricity and where appropriate other utilities.</li> <li>• Any new site should be in or near to existing settlements with access to local services including shops, GP and other health services, schools, and other local facilities.</li> <li>• The site should allow for safe and convenient vehicular and pedestrian access, including for those vehicles necessary for the conduct of business activities.</li> </ul>

	Component	Policy	Policy Content
			<ul style="list-style-type: none"> <li>• The potential impact of noise and other disturbance to neighbours from the movement of vehicles to and from the site, and on-site business activities should be taken into account when identifying a location or designing the site. The impact of projected vehicle movements will be assessed on a site by site basis.</li> <li>• Any new site should be designed to give privacy to both its residents and neighbours.</li> <li>• The location of sites upon flood plains or in areas at high risk of flooding will not be permitted.</li> <li>• Sites will be designed in accordance with the latest advice from CLG or equivalent body, the Guide to Development in Manchester and Design for Access 2.</li> </ul> <p><b>Policy Approach H 9 Strategic Housing Sites</b></p> <p>The following sites will be safeguarded for residential development within the lifetime of the Core Strategy:-</p> <p><u>North Manchester</u></p> <ol style="list-style-type: none"> <li>1. Collyhurst</li> <li>2. East of Rochdale Road</li> <li>3. Moston /Harpurhey</li> <li>4. Lower Irk Valley</li> <li>5. Booth Hall Hospital</li> <li>6. Blackley Village</li> </ol> <p><u>East Manchester</u></p> <ol style="list-style-type: none"> <li>7. Holt Town</li> <li>8. Chancellor's Place</li> <li>9. Lower Medlock Valley</li> <li>10. Miles Platting</li> <li>11. Newton Heath / Jackson's Brickworks</li> <li>12. West Gorton</li> </ol> <p><u>Central Manchester</u></p> <ol style="list-style-type: none"> <li>13. Brunswick</li> <li>14. Coverdale</li> </ol> <p>The sites above will need to be safeguarded because of the significant contribution that they will make towards meeting the requirements for new residential development in Manchester over the lifetime of the Core</p>



	Component	Policy	Policy Content																	
			<p>Strategy. These sites are in locations which underpin Core Strategy policies to deliver a more diverse and higher value residential offer in particular for families in Manchester’s Inner Areas. Their development will help to meet regeneration objectives and create sustainable communities by delivering increased housing numbers to underpin local services and facilities. Development of these sites will involve demolition, remodelling and relocation as necessary of houses and other uses currently on site, informed by masterplans and within the context of comprehensive area-based regeneration. Mixed use development which enhances redevelopment proposals will be supported where appropriate.</p> <p>1. Collyhurst</p> <table border="1" data-bbox="734 523 1980 995"> <tr> <td data-bbox="734 523 1189 608">Summary</td> <td data-bbox="1189 523 1980 608">Major PFI scheme to redevelop a large post war social housing estate which has failed in one the UK’s most deprived areas</td> </tr> <tr> <td data-bbox="734 608 1189 692">Number of net additional units over the lifetime of the Core Strategy</td> <td data-bbox="1189 608 1980 692">1,300</td> </tr> <tr> <td data-bbox="734 692 1189 777">Current status over the lifetime of the Core Strategy</td> <td data-bbox="1189 692 1980 777">Approved PFI Business Plan</td> </tr> <tr> <td data-bbox="734 777 1189 995">Constraints/Potential interventions required</td> <td data-bbox="1189 777 1980 995"> <ul style="list-style-type: none"> <li>- Acquisitions</li> <li>- Public realm</li> <li>- Green infrastructure</li> <li>- Site investigations/remediation</li> <li>- Flood risk assessment</li> </ul> </td> </tr> </table> <p>2. East of Rochdale Road</p> <table border="1" data-bbox="734 1098 1980 1433"> <tr> <td data-bbox="734 1098 1189 1182">Summary</td> <td data-bbox="1189 1098 1980 1182">Redevelopment of a social housing area mainly under Council ownership, leading to a large net increase in stock.</td> </tr> <tr> <td data-bbox="734 1182 1189 1267">Number of net additional units over the lifetime of the Core Strategy</td> <td data-bbox="1189 1182 1980 1267">800 units</td> </tr> <tr> <td data-bbox="734 1267 1189 1351">Current status over the lifetime of the Core Strategy</td> <td data-bbox="1189 1267 1980 1351">Initial appraisal work undertaken</td> </tr> <tr> <td data-bbox="734 1351 1189 1433">Constraints/Potential interventions required</td> <td data-bbox="1189 1351 1980 1433">- Green infrastructure</td> </tr> </table>		Summary	Major PFI scheme to redevelop a large post war social housing estate which has failed in one the UK’s most deprived areas	Number of net additional units over the lifetime of the Core Strategy	1,300	Current status over the lifetime of the Core Strategy	Approved PFI Business Plan	Constraints/Potential interventions required	<ul style="list-style-type: none"> <li>- Acquisitions</li> <li>- Public realm</li> <li>- Green infrastructure</li> <li>- Site investigations/remediation</li> <li>- Flood risk assessment</li> </ul>	Summary	Redevelopment of a social housing area mainly under Council ownership, leading to a large net increase in stock.	Number of net additional units over the lifetime of the Core Strategy	800 units	Current status over the lifetime of the Core Strategy	Initial appraisal work undertaken	Constraints/Potential interventions required	- Green infrastructure
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	Component	Policy	Policy Content	
				<ul style="list-style-type: none"> <li>- Flood risk assessment</li> <li>- Utilities infrastructure</li> </ul>
			3. Moston/Harpurhey	
			Summary	A series of vacant, cleared land plots under Council ownership in a priority regeneration area of North Manchester.
			Number of net additional units over the lifetime of the Core Strategy	600
			Current status over the lifetime of the Core Strategy	Masterplan and developer competition undertaken
			Constraints/Potential interventions required	<ul style="list-style-type: none"> <li>- Green infrastructure</li> <li>- Public realm</li> <li>- Flood risk assessment</li> <li>- Site investigations/remediation</li> </ul>
			4. Lower Irk Valley	
			Summary	Series of sites, some of which already have planning permission, in the Irk Valley.
			Number of net additional units over the lifetime of the Core Strategy	Up to 2,000
			Current status over the lifetime of the Core Strategy	Masterplanning work underway, some sites already have permission
			Constraints/Potential interventions required	<ul style="list-style-type: none"> <li>- Consideration to be given to incorporation/relocation of existing non-residential uses</li> <li>- Complex land ownerships potentially requiring CPOs and costly land assembly</li> <li>- Remediation</li> </ul>

	Component	Policy	Policy Content	
				<ul style="list-style-type: none"> <li>- Flood risk alleviation</li> <li>- Access issues</li> </ul>
			5. Booth Hall Hospital	
			Summary	Development of former hospital site which is currently owned by the Health Trust but potentially to be purchased by the Council
			Number of net additional units over the lifetime of the Core Strategy	300
			Current status over the lifetime of the Core Strategy	Masterplanning to be carried out to guide development
			Constraints/Potential interventions required	<ul style="list-style-type: none"> <li>- Remediation</li> <li>- The need to retain some existing buildings</li> </ul>
			6. Blackley Village	
			Summary	Relocation of existing school to provide site for residential development
			Number of net additional units over the lifetime of the Core Strategy	188
			Current status over the lifetime of the Core Strategy	Development Brief
			Constraints/Potential interventions required	- Contamination
			7. Holt Town	
			Summary	Major transformational scheme, involving redevelopment of industrial land into an urban quarter close to the City Centre to comprise a range of uses in addition to residential.

	Component	Policy	Policy Content	
			Number of net additional units over the lifetime of the Core Strategy	4,348
			Current status over the lifetime of the Core Strategy	Masterplan developed and has outline planning permission
			Constraints/Potential interventions required	<ul style="list-style-type: none"> <li>- Remediation</li> <li>- Utilities infrastructure</li> <li>- Removal of gasometer</li> </ul>
			8. Chancellor's Place	
			Summary	Major mixed use development including residential, hotel, offices, food and drink, healthcare, retail and community uses
			Number of net additional units over the lifetime of the Core Strategy	1,852
			Current status over the lifetime of the Core Strategy	Outline planning application submitted.
			Constraints/Potential interventions required	<ul style="list-style-type: none"> <li>- Site investigations/remediation</li> <li>- Utilities infrastructure</li> <li>- Site assembly</li> </ul>
			9. Lower Medlock Valley	
			Summary	Proposals for phased, energy efficient and new quality development linked to new retail, health and leisure facilities.
			Number of net additional units over the lifetime of the Core Strategy	800
			Current status over the lifetime of the Core Strategy	Outline planning application submitted

	Component	Policy	Policy Content	
			Constraints/Potential interventions required	<ul style="list-style-type: none"> <li>- Remediation</li> <li>- Flood risk assessment</li> <li>- Access/traffic</li> </ul>
			10. Miles Platting	
			Summary	Refurbishment and redevelopment to include commercial and community facilities as well as residential.
			Number of net additional units over the lifetime of the Core Strategy	1,440
			Current status over the lifetime of the Core Strategy	PFI Agreement signed and outline planning permission given in September 2006. Full planning permission given in November 2006 for part of redevelopment.
			Constraints/Potential interventions required	<ul style="list-style-type: none"> <li>- Remediation</li> <li>- Potential canal seepage</li> </ul>
			11. Newton Heath/Jackson's Brickworks	
			Summary	Development of former industrial, contaminated site linked to wider redevelopment of the district centre
			Number of net additional units over the lifetime of the Core Strategy	500
			Current status over the lifetime of the Core Strategy	City Council ownership, planning application expected 2009/10
			Constraints/Potential interventions required	<ul style="list-style-type: none"> <li>- Access/Highways</li> <li>- Remediation</li> <li>- Drainage</li> </ul>
			12. West Gorton	

	Component	Policy	Policy Content	
			Summary	Masterplan for a former industrial, commercial and residential area mainly in Council ownership
			Number of net additional units over the lifetime of the Core Strategy	1,100
			Current status over the lifetime of the Core Strategy	Approved Masterplan
			Constraints/Potential interventions required	<ul style="list-style-type: none"> <li>- Site investigations/remediation</li> <li>- Flood risk assessment</li> <li>- Utilities infrastructure</li> </ul>
			13. Brunswick	
			Summary	PFI scheme to deliver remodelling of the Brunswick estate, focusing on areas of Council ownership in particular.
			Number of net additional units over the lifetime of the Core Strategy	350
			Current status over the lifetime of the Core Strategy	Approved PFI Business Plan
			Constraints/Potential interventions required	<ul style="list-style-type: none"> <li>- Acquisitions</li> <li>- Public realm</li> <li>- Utilities infrastructure</li> </ul>
			14. Coverdale	
			Summary	Development of various sites and improved facilities to deliver regeneration objectives in the south east of the city.
			Number of net additional units over the lifetime of the Core Strategy	400

	Component	Policy	Policy Content	
			Current status over the lifetime of the Core Strategy	Initial feasibility work undertaken
			Constraints/Potential interventions required	<ul style="list-style-type: none"> <li>- Detailed masterplanning</li> <li>- Utilities infrastructure</li> <li>- Acquisitions</li> <li>- Site investigations</li> </ul>
			<p><b>Policy Approach DM 2 Impact on residential areas</b></p> <p>The Council will not allow development which will have an unacceptable impact on residential areas. The matters which the Council will consider in coming to such decisions will include the design, scale and appearance of the development and its impact in terms of noise, vibration, traffic generation, road safety and air pollution.</p> <p><b>Policy Approach DM 3 High Density Housing</b></p> <p>Proposals for high density residential development should take account of the following design considerations:</p> <ul style="list-style-type: none"> <li>• Schemes should be designed to complement the character of the surrounding area.</li> <li>• Schemes should incorporate useable private open space which could be in the form of balconies, as well as shared open spaces such as green roofs.</li> <li>• Provision for parking cars and bicycles.</li> <li>• The need for high levels of sound insulation.</li> </ul> <p><b>Policy Approach DM 4 Special Needs and Supported Housing</b></p> <p>Proposals for accommodation for people with special needs will be supported where:-</p> <ul style="list-style-type: none"> <li>• It is not detrimental to the residential character of the area.</li> <li>• There is not a high concentration of similar uses in the area already.</li> <li>• There is no potential for significant noise or other disturbance to neighbours.</li> <li>• Where it will contribute to the vitality and viability of the neighbourhood.</li> <li>• Where there would not be a disproportionate stress on local infrastructure such as health facilities.</li> </ul>	

	Component	Policy	Policy Content
			<p><b>Policy Approach DM 5 Conversions</b></p> <p><i>[Note - If the Regulations change regarding the definition of a HMO and planning permission becomes necessary to let a C3 dwelling to a group of students this policy may be amended.]</i></p> <p>Conversions of existing properties into flats or houses in multiple occupation will be permitted only where the accommodation provided is of a high standard and where it will not materially harm character of the area having regard to the existing number of converted and non-family dwellings in the vicinity.</p>
5.	Retail and Centres	<p>CC 8 Retail</p> <p>C 1 Centre Hierarchy</p> <p>C 2 District Centres</p> <p>C 3 Viability and Vitality</p> <p>C 4 Out of centre retailing</p>	<p><b>Policy Approach C 1 Centre Hierarchy</b></p> <p>In order to maintain the vitality and viability of its centres, provide services as locally as possible and minimise the need to shop by car Manchester’s retail hierarchy is:-</p> <ul style="list-style-type: none"> <li>• Manchester City Centre – forms part of the Regional Centre, is the main comparison shopping destination for the Manchester City Region and has a significant and expanding role as a key tourist destination.</li> <li>• 17 District Centres – Cheetham Hill, Harpurhey, Gorton, Newton Heath, Openshaw, Sports City, Hulme, Longsight, Rusholme, Chorlton, Didsbury, Fallowfield, Levenshulme, Withington, Northenden, Wythenshawe and proposed new centre at Baguley These centres will continue to develop roles as key centres providing both local convenience and comparison shopping together with local services.</li> <li>• 24 Local Centres - these include new designations at Higher Blackley Retail Park, Moston Lane, Harpurhey and Beech Road, Chorlton. Local centres will be supported in their role as focal points for local retailing and leisure activity as well as for community services and facilities.</li> </ul> <p><b>Policy Approach CC 8 Retail</b></p> <p>Retail is a principal city centre use and can be appropriate throughout the centre. However, large-scale developments will be focused in or adjacent to the Primary Shopping Area. In other parts of the City Centre, retail will be promoted which can serve the local community (such as small scale convenience provision) or which contributes to the area’s character.</p> <p>Approximately 30,000 sqm of new retail floorspace will be provided in the City Centre over the plan period.</p> <p>The City 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 these units will be occupied.</p> <p><b>Supporting Information</b></p>



	Component	Policy	Policy Content
			<p>The success of the City Centre’s retail offer depends on quality of environment as well as the quality of the retail. In the retail core there will be an emphasis on creating a pedestrian friendly environment, including pedestrian priority zones.</p> <p><b>Policy Approach C 2 District Centres</b></p> <p>New retail development should reflect the established centre hierarchy, ensuring that people have good access to shopping, leisure and community facilities which meet their day to day needs.</p> <p><u>North Manchester - Cheetham Hill and Harpurhey</u></p> <p>There is limited capacity for growth in both food and non food retail in the north area of the City following the opening of a large new foodstore in Cheetham Hill. Any more significant increases in food provision will be directed towards Harpurhey recognising the character of Cheetham Hill and the greater opportunities within Harpurhey. It is a priority to improve the quality of the shopping environment in both centres through a programme of environmental improvements, to ensure that both centres meet the needs of local people. There are opportunities to introduce some new housing into both centres with relatively small scale employment sites also identified in Harpurhey.</p> <p><u>East Manchester - Gorton, Newton Heath, Openshaw and Sportcity</u></p> <p>A recently opened superstore in Gorton and a recently approved large mixed use retail led approval in Openshaw mean there is limited capacity in the area for further food and non food retailing in East Manchester. Sportcity is a modern popular centre which will be supported by further housing, economic and sports/cultural led development adjacent to the centre. Newton Heath is a large more traditional but underperforming centre offering significant opportunities for new housing and smaller scale employment sites. Gorton, Newton Heath and Openshaw centres need further investment and environmental improvements to strengthen their sense of place and give a clearer sense of definition.</p> <p><u>Central Manchester - Hulme, Longsight and Rusholme</u></p> <p>The traditional linear centres of Longsight and Rusholme set out along key radial routes are complimented by a modern centre at Hulme. There is some further capacity for additional food and non food retail in the area. Rusholme lacks a large key anchor food store and identified capacity will be directed to Rusholme district centre. This will help meet needs of local residents and offering greater choice. It will be important to protect the centre's local character and its key role through new development. However opportunities are limited given the constrained nature of Rusholme district centre. The improvement to the quality of the environment in Rusholme and Longsight is a priority to help retain and attract shoppers and visitors to the centres.</p> <p><u>South Manchester - Chorlton, Didsbury, Fallowfield, Withington and Levenshulme</u></p> <p>South Manchester's centres are all located in highly accessible locations, adjacent to key transport corridors. Across the area there is capacity for both further food and non food retailing floorspace. Chorlton</p>

	Component	Policy	Policy Content
			<p>centre has a strong independent retailing profile and this is a strong focus for its overall retailing and service offer. However a significant number of its local residents are shopping outside Chorlton. Identified capacity will be directed to Chorlton centre to support more sustainable shopping patterns. Other centres in South Manchester are more physically constrained but further expansion retailing and other services will be supported, appropriate in scale to the role and function of the centre, that enhance the existing character of these centres. New housing and employment sites have been identified in Chorlton with other centres again offering more limited opportunities. A priority for all centres will be further environmental improvements to the shopping environment.</p> <p><u>Wythenshawe - Baguley, Northenden and Wythenshawe Town Centre</u></p> <p>Across the Wythenshawe area these three centres have very different characters with Northenden offering a traditional village shopping environment and Wythenshawe a post war planned civic centre, while Baguley is a modern centre anchored by a large foodstore and non food retailing concentrated in the adjacent Brookway Retail Park.</p> <p>There has been some identified capacity for further food and non food retailing and the priority will be to direct this towards Wythenshawe, which will benefit from significant investment in food provision to increase the attractiveness of the centre, retain spending in the area, offer local residents greater choice and address design issues. In Northenden priorities will be to expand the main food provision and including through the consolidation of the centre boundary, focus benefits of investment in further developing its village character. Baguley would benefit from design improvements focused alongside an increase in capacity that can meet local needs and improve the quality of the shopping environment. Regeneration of Wythenshawe will incorporate high density housing and replacement of outmoded office space. While Northenden offers more limited opportunities to introduce high density housing immediately adjacent to the centre, a key issue for Baguley will be to develop its service provision. Wythenshawe centre serves as hub for delivery of services to its community and further opportunities will be taken to develop this role.</p> <p><b>Supporting Information</b></p> <p>Within South Manchester, the 5 district centres of Chorlton, Didsbury, Fallowfield, Levenshulme and Withington provide a wide range of community and local facilities.</p> <p>The proposed Metrolink extension to Manchester Airport will greatly improve the accessibility and profile of Wythenshawe centre, strengthening connections to Manchester Airport and support more sustainable shopping patterns in the area.</p> <p><b>Policy Approach C 3 Viability and Vitality</b></p> <p>Development in district centres will contribute to the vitality and viability of these locations. Developments which would excessively alter the role of centres will not be supported. In particular, the Council will ensure</p>

	Component	Policy	Policy Content
			<p>that retail remains the principle use in the identified Primary Shopping Areas, and that opportunities for commercial and service uses are preserved elsewhere in district centres.</p> <p>Any proposals for development which could threaten the Council's objective of having high quality centres which provide good access to food and services will not be supported.</p> <p>New development should ensure improvements to the quality of the centre environment.</p> <p><b>Supporting Information</b></p> <p>The district centres in Manchester should continue to incorporate a range of uses to ensure that they can meet the needs of Manchester's diverse population. This includes shopping as a primary use, but will also include food and drink, leisure, services and other commercial uses. The right balance of such uses can contribute to a vibrant centre which is a focus for the local community throughout the day.</p> <p><b>Policy Approach C 4 Out of centre retailing</b></p> <p>Proposals to enhance the shopping environment including improvements to its servicing and functioning and also reduce the impact of the retail operations on the amenities of residents of neighbouring residential properties, will be supported.</p> <p><b>Supporting Information</b></p> <p>Manchester has 5 main out of centre retail locations at Higher Blackley Retail Park, Manchester Fort, Central Retail Park, Kingsway Burnage and Parrswood East Didsbury. Some of these locations currently provide a more dated shopping environment and cause nuisance for neighbouring residents. Opportunities will be taken through refurbishment and replacement to improve the retail environment and reduce the impact on neighbouring residents.</p>
6.	Transport	<p>CC 11 Transport</p> <p>T 1 Accessible areas of opportunity and need</p> <p>T 2 Sustainable Transport</p>	<p><b>Policy Approach CC 11 Transport</b></p> <p>The Regional Centre Transport Strategy (RCTS) will be delivered to ensure that transport is managed in a way which supports the projected growth of the City Centre.</p> <p><b>Supporting Information</b></p> <p>The key measures within the RCTS are the removal of through-traffic from the City Centre; enhance the gateways by which people enter the City Centre, and improving the experience of pedestrians using the City Centre. This will be achieved by creating a pedestrian priority zone in the core area.</p> <p>It is particularly important that job opportunities are available to people in the City's most deprived neighbourhoods, and so public transport, cycling and walking links to the Inner Areas need to be</p>

	Component	Policy	Policy Content
		T 3 Strategic Integration	<p>strengthened. As the scale of the proposed growth leads to the dispersal of the main City Centre activities across a wider area the quality of links between parts of the centre will determine the degree to which spatial proximity fosters benefits for productivity.</p> <p><b>Supporting Information</b></p> <p>The City Council will encourage modal change away from cars to all forms of public transport. Whilst a cycling and walking culture is gradually developing, with an ever greater number of people choosing to travel into the regional centre by sustainable and active modes, the modal share remains relatively low and cycling and walking as a commuter and healthy lifestyle choice needs to be encouraged. Manchester’s travel planning activities are well embedded in the planning process and through engaging with schools and workplaces and will continue to be promoted along with other behavioural change initiatives.</p> <p><b>Policy Approach T 1 Accessible areas of opportunity and need</b></p> <p>The City Council will actively manage the pattern of development to ensure that new development is: -</p> <ul style="list-style-type: none"> <li>• Located so as to ensure good access nationally and internationally to the City’s main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport.</li> <li>• Easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure and educational opportunities. Particular priority will be given to providing all residents access to employment in the City Centre, East Manchester and the Oxford Road Corridor</li> </ul> <p><b>Policy Approach T 2 Sustainable Transport</b></p> <p>To deliver a sustainable, high quality, integrated transport system, and to encourage modal shift away from car travel to public transport, cycling and walking the City Council will support proposals that: -</p> <ul style="list-style-type: none"> <li>• Improve choice by developing alternatives to the car</li> <li>• 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.</li> <li>• Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life.</li> <li>• Improve pedestrian routes and the pedestrian environment.</li> <li>• Improve and develop further Manchester’s cycle network (for example the Manchester Cycleway).</li> </ul>

	Component	Policy	Policy Content
			<ul style="list-style-type: none"> <li>• 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.</li> <li>• Include Travel Plans which will be regularly reviewed and monitored.</li> <li>• Take account of the needs of road users according to a broad hierarchy consisting of:-                         <ul style="list-style-type: none"> <li>a) Pedestrians &amp; disabled people,</li> <li>b) Cyclists, public transport,</li> <li>c) Commercial access,</li> <li>d) General off peak traffic,</li> <li>e) General peak time traffic.</li> </ul> </li> <li>• Would reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties.</li> </ul> <p><b>Policy Approach T 3 Strategic Integration</b></p> <p>The City Council will support proposals that contribute to an economically and environmentally sustainable transport network including the following strategic transport initiatives:-</p> <ul style="list-style-type: none"> <li>• Metrolink extensions to Rochdale, Oldham, Ashton, South Manchester and the Airport.</li> <li>• A second Metrolink crossing in the City Centre</li> <li>• A Metrolink extension to Marple on the current heavy rail network</li> <li>• Improvements to the Manchester Rail Hub</li> <li>• The Cross City Bus Package comprising new connections through the City Centre to Parrs Wood, Middleton and Salford.</li> </ul> <p>To minimise the negative impacts of car travel in the City Centre, proposals will be supported that improve pedestrian safety, improve air quality and increase the scope for public realm improvements, for example improvements to:</p> <ul style="list-style-type: none"> <li>• Remove buses and private cars from St Peter's Square</li> <li>• Create a new pedestrian priority zone initially the area bounded by Deansgate, Peter Street / Oxford Street, Portland Street, Piccadilly North, Manchester Arndale, Corporation Street and Exchange Square</li> <li>• Close Victoria Street in the Medieval Quarter to allow the creation of new public realm around the</li> </ul>

	Component	Policy	Policy Content
			<p>Cathedral and Chethams. All routes necessary for strategic transport infrastructure projects will be reserved for this purpose.</p>
7.	Airport	<p>MA 1 Manchester Airport Strategic Site</p> <p>MA 2 Manchester Airport Growth Options</p> <p>MA 3 Manchester Airport</p>	<p><b>Policy Approach MA 1 Manchester Airport Strategic Site</b> The City Council will support growth of Manchester Airport in line with National policy and it is identified as a strategic site due to its role as an international gateway to the North West and as an economic driver within Greater Manchester, North West and the North. Over the plan period the City Council will support continued growth and expansion of aviation and associated economic development at Manchester Airport.</p> <p><b>Policy Approach MA 2 Manchester Airport Growth Options</b></p> <p><b>Option 1</b> Retain the existing areas of Manchester Airport within the Green Belt and the existing Major Developed Site boundary and manage expansion in line with the Future of Air Transport White Paper as proposals come forward.</p> <p><b>Option 2</b> Review the Green Belt boundary in the current operational area against the tests in PPG2 to determine which areas meet PPG2 requirements. Remove any areas which have been identified as no longer serving a Green Belt function. Prepare an Area Action Plan to consider proposals for further expansion to meet the capacity targets of the Future of Air Transport White Paper. An Area Action Plan would be required to demonstrate:</p> <ul style="list-style-type: none"> <li>• The need for and proposed use of specific areas of land</li> <li>• There is no adverse impact on the highways network and surface access improvements are proposed to accommodate growth in passenger numbers</li> <li>• Maximum possible reductions in noise</li> <li>• Any adverse impact on areas of international or national conservation, ecological and landscape importance is avoided and where this is not possible appropriate mitigation measures are put in place to compensate for any adverse impact.</li> <li>• A further review of the Green Belt in areas identified for expansion and removal of the Green Belt only where it can be justified in terms of the tests in PPG2.</li> </ul> <p><b>Option 3</b> Review the Green Belt boundary in the current operational area and proposed extensions set out in the Manchester Airport Masterplan and Land Use Plan 2007. Remove those areas which will no longer serve a Green Belt function during the lifetime of the Core Strategy on the basis of proposed airport expansion. This will require any proposals to demonstrate:</p>

	Component	Policy	Policy Content
			<ul style="list-style-type: none"> <li>• The need for and proposed use of specific areas of land;</li> <li>• There is no adverse impact on the highways network and surface access improvements are proposed to accommodate the growth in passenger numbers</li> <li>• Maximum possible reductions in noise</li> <li>• Avoid an adverse impact on areas of international or national conservation, ecological and landscape importance and where this is not possible put in place mitigation measures to compensate for any adverse impact.</li> </ul> <p><i>(the assessment of Policy MA 2 has been undertaken in section 10 - Options Assessment)</i></p> <p><b>Policy Approach MA 3 Manchester Airport</b></p> <p>Passenger numbers at Manchester Airport are forecast to grow to 45 million by 2030. The City Council will support growth related to the Airport expansion to national policy levels as long as it is appropriate development and is in line with the development and uses set out in the reasoned justification. Development proposals will be permitted where it can be justified in terms of:</p> <ul style="list-style-type: none"> <li>• A need for the proposed use to meet the Airport's operational requirements;</li> <li>• Impact on traffic and public transport;</li> <li>• Effect on noise and atmospheric pollution and the extent to which this can be mitigated;</li> <li>• Effect of the proposed development on the health and well being of local communities; and</li> <li>• The adverse effects on sites of national and international nature conservation importance to ensure these effects are avoided, mitigated or compensated.</li> </ul> <p>Development proposals which fall within the Green Belt will be required to meet the tests of very special circumstances.</p> <p><b>Supporting Information</b></p> <p>Expansion should seek to make the most efficient use of land within the Manchester Airport Strategic Site boundary and development will be limited to that necessary for the operational efficiency and amenity of the Airport, including the following uses:</p> <ul style="list-style-type: none"> <li>• Operational facilities and infrastructure</li> <li>• Passenger and terminal facilities</li> <li>• Cargo facilities</li> </ul>

	Component	Policy	Policy Content
			<ul style="list-style-type: none"> <li>• Airport ancillary infrastructure</li> <li>• Landscaping works</li> </ul> <p>(further detail see Core Strategy page 59)</p> <p>The Airport will need to develop its public transport links, and major development should demonstrate the extent to which surface access and car parking arrangements encourage the use of public transport, walking and cycling. The Future of Air Transport White Paper seeks to ensure that expansion of Manchester Airport secures the maximum possible reduction in noise levels and minimise the number of people potentially affected.</p> <p>Within and adjacent to the airport site is the Cotteril Clough Site of Special Scientific Interest and the Bollin Valley, a Grade A Site of Biological Importance. Development proposals may affect these areas and they should seek to avoid any adverse impact and if this is not possible mitigate and compensate to a standard agreed in consultation with the City Council and relevant parties.</p> <p>Manchester Airport is largely bounded by Green Belt. Any airport-related development within the Green Belt but beyond the Operational Area will need to meet the test of very special circumstances as set out in PPG2 Green Belt.</p>
8.	Climate Change	<p>En 1 Achieving a Reduction in CO2 Emissions through New Development</p> <p>En 2 Strategic Areas for Low Carbon, Decentralised and Renewable Energy Development</p> <p>En 3 CO2 Emissions Reductions Target</p>	<p><b>Policy Approach En 1 Achieving a Reduction in CO2 Emissions through New Development</b></p> <p>The City Council will seek to decouple growth in the economy and growth in CO2 emissions, through the following actions:</p> <ul style="list-style-type: none"> <li>• All development must follow the principle of the Energy Hierarchy</li> <li>• Wherever possible new development must be located and designed in a manner that allows advantage to be taken of opportunities for decentralised, low and zero carbon energy.</li> <li>• Where possible new development will be used as a mechanism to help improve energy efficiency and increase decentralised, low-carbon energy supplies to existing buildings.</li> <li>• Where appropriate new development will be required to connect to existing decentralised heat and/or power schemes or incorporate provision to enable future connection to any planned / potential decentralised heat and/or power schemes.</li> </ul> <p><b>Supporting Information</b></p> <p><i>Also see Appendix A explanatory notes page 139</i></p> <p>Reduction in CO2 emissions is seen as a major component in mitigating climate change. The UK targets contained within the Climate Change Act 2008 require a 34% reduction in CO2 emissions by 2020 with an</p>



	Component	Policy	Policy Content
		<p>Framework</p> <p>En 4 Energy Infrastructure</p> <p>En 5 Environmental Standards</p> <p>En 6 Flood Risk</p>	<p>80% reduction by 2050. In addition there is a national timetable for achieving Code for Sustainable Homes Level 6 (zero carbon) for all new housing by 2016 and this is being widened to include other use classes by 2019. There may be scope to meet these targets in advance of this timetable in specific areas.</p> <p>The City Council is aware that in order to reduce CO2 emissions, growth in the economy must be achieved in a sustainable manner which reduces demands on energy, land and the need to travel in line with current NWRSS Policy EM 16. This is known as 'decoupling growth from emissions'.</p> <p>It is essential that wherever the opportunity exists new development be used as a catalyst to enable the retrofitting of energy efficiency improvements in existing built stock.</p> <p><b>Policy Approach En 2 Strategic Areas for Low Carbon, Decentralised and Renewable Energy Development</b></p> <p>Within Manchester it is considered that the following strategic areas will have a major role to play in achieving an increase in the level of decentralised, low carbon and renewable energy available:</p> <ul style="list-style-type: none"> <li>• Regional Centre, which also includes the Oxford Road Corridor and Sportcity</li> <li>• District Centres</li> <li>• Inner Areas (East, North and Central Manchester)</li> <li>• Strategic housing sites</li> <li>• Strategic employment sites</li> </ul> <p>The City Council will work with all relevant stakeholders, which may include residents, private sector partners, utilities companies, neighbouring authorities and other public sector bodies, as appropriate, to bring forward more detailed proposals for decentralised low and zero carbon energy infrastructure in these areas.</p> <p>Where investment or development is being undertaken into or adjacent to a public building, full consideration shall be given to the potential role that the public building can have in providing an anchor load within a decentralised energy network.</p> <p><b>Supporting Information</b></p> <p>Case studies have been undertaken on each character area to demonstrate how LZC energy can be achieved.</p> <p><u>The Regional Centre:</u> The density of existing development together with existing clusters of heat loads supplied by around 30MWe CHP capacity, coupled with the potential for deep geothermal resource and the catalytic effect of at least six major development sites gives the basic components to enable the growth of a</p>

	Component	Policy	Policy Content																																				
			<p>district heating network around the City Region's Centre. Where new housing comes forward within the Regional Centre, a high density of development is considered appropriate.</p> <p><u>The (Oxford Rd) Corridor:</u> The study confirms that the greatest scope for ensuring security of supply and reducing carbon emissions is in the provision of local energy through renewable resources and that the opportunities to deliver this, whilst achieving the greatest carbon savings require coordinated action in the provision of heat and power.</p> <p>One of the key outcomes of the AGMA Energy study has been to demonstrate that it is not possible to achieve the greatest sub-regional reduction of CO2 emissions unless work is undertaken jointly with other Districts. The City Council will, therefore, work together with other local authorities to promote a co-ordinated approach to planning energy infrastructure across the City Region with the aim of achieving greater CO2 reductions than would be possible through Manchester acting unilaterally.</p> <p><b>Policy Approach En 3 CO2 Emissions Reductions Target Framework</b></p> <p>Table 14.1</p> <table border="1" data-bbox="734 767 2018 1369"> <thead> <tr> <th rowspan="3">Planning Designation</th> <th colspan="4">Minimum CO2 reduction targets</th> <th rowspan="3">Proposed Allowable Solutions</th> </tr> <tr> <th colspan="2">2011-2015</th> <th colspan="2">2016- onwards</th> </tr> <tr> <th>% of regulatory target</th> <th>Unregulated target%</th> <th>% of regulatory target</th> <th>Unregulated target%</th> </tr> </thead> <tbody> <tr> <td>Target 1: Network expansion area</td> <td>80</td> <td>80</td> <td>35</td> <td>Balance % (regulated) 80 (unregulated)</td> <td>Developer Contribution to network expansion linking existing buildings</td> </tr> <tr> <td>Target 2: Electricity intense area</td> <td>60</td> <td>42</td> <td>100</td> <td>80</td> <td>Developer contribution either to local installations or to City Region investment fund once established.</td> </tr> <tr> <td>Target 3: Micro generation area</td> <td>60</td> <td>34</td> <td>100</td> <td>80</td> <td>Developer contribution either to local installations or to City Region investment fund once established.</td> </tr> </tbody> </table> <p><i>Framework Principles:</i></p>					Planning Designation	Minimum CO2 reduction targets				Proposed Allowable Solutions	2011-2015		2016- onwards		% of regulatory target	Unregulated target%	% of regulatory target	Unregulated target%	Target 1: Network expansion area	80	80	35	Balance % (regulated) 80 (unregulated)	Developer Contribution to network expansion linking existing buildings	Target 2: Electricity intense area	60	42	100	80	Developer contribution either to local installations or to City Region investment fund once established.	Target 3: Micro generation area	60	34	100	80	Developer contribution either to local installations or to City Region investment fund once established.
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	Component	Policy	Policy Content
			<p>1. The regulatory CO2 reduction targets are national requirements measured against Building Regulations Part L 2006. These are planned to increase over time (details are in table 14.2). The Manchester City Council framework requires that a proportion of the regulatory reduction is met through energy supply.</p> <p>2. Unregulated energy use is to be estimated using the National Calculation Methodology for building types.</p> <p>3. By 2016 residential development will need to be zero carbon. Target 1, however, recognises that it may be difficult and too costly to reach a target of 100% zero carbon on site. A target of 35% regulatory emissions has therefore been proposed with the 'balance %' i.e. the remaining 65% of carbon emissions reductions being achieved through allowable solutions such as the developer linking existing building into an expanding district heating network.</p> <p>4. Allowable solutions could include on/near site technologies or off-site 'allowable' solutions. Contributions to a City Region investment fund would enable the development of large scale stand alone renewable energy generating schemes, which would result in greater CO2 emissions reductions at a lower cost to the developer. This would only become one of the 'allowable solutions' once a City Region investment fund had been set up. Further advice on 'allowable solutions' will be given following further national guidance on this matter expected from the Government before 2010.</p> <p><i>Definitions:</i></p> <p><i>Network expansion area: locations where the proximity of new and existing buildings creates sufficient density to support district heating and cooling.</i></p> <p><i>Electricity intense area: Locations where the predominant building type has an all electric fit-out, creating high associated CO2 emissions.</i></p> <p><i>Micro-generation area: Locations where lower densities and a fragmented mix of uses mean that only building scale solutions area possible</i></p> <p>It is proposed that all applications for developments above 10 residential units or 1,000 sqm will be required to have an accompanying energy statement. Such a statement will have to set out the projected energy demand profile and associated gross CO2 emissions (i.e. both regulated and unregulated), for all phases of the development. The statement will need to set out how the developer will meet the appropriate target set out in the framework above. The energy statement will be required to be submitted at the outset of any proposed development (outline application or before). The methodology for this statement and guidelines setting out how the above targets are to be applied to development proposals are set out in Appendix A.</p> <p>Developments smaller than the above threshold, but involving the erection of a building or substantial improvement to an existing building will be expected to incorporate appropriate micro-generation technologies. Policy Approach En1 will still apply.</p> <p><b>Supporting Information</b></p> <p>Any local targets are to be framed with reference to existing national targets such as the Code for Sustainable</p>

	Component	Policy	Policy Content
			<p>Homes. (see targets in Table 14.1 p108)</p> <p><b>Policy Approach En 4 Energy Infrastructure</b></p> <p>There will be a general presumption in favour of low carbon, decentralised and renewable energy schemes, subject to the following:</p> <ul style="list-style-type: none"> <li>• Any energy centre, such as standby/boiler plant or substations, shall be located and designed so as to integrate with the townscape.</li> <li>• Consideration should be given to fuel delivery by rail where possible. Where large-scale fuel delivery is required by road the energy centre must be located in or adjacent to light industrial, industrial or leisure uses with any impact on local residential amenity minimised.</li> </ul> <p><b>Supporting Information</b></p> <p>The AGMA Energy Study suggests that there is less scope for standalone energy schemes within Manchester than other Districts: the greatest capacity for low carbon, decentralised and renewable energy capacity coming from a mixture of biomass or gas fired CHP, deep geothermal technology and microgeneration technology(e.g. solar hot water, photovoltaics). We still need, however, to be able to consider potential schemes involving new technology. Any proposal will be expected to follow national guidance set out in PPS 22 and regional criteria set out in NWRSS EM17.</p> <p><b>Policy Approach En 5 Environmental Standards</b></p> <p>Developers will be expected to submit a statement on how their proposal will contribute to the City Council's Climate Change Action Plan. This will be required to be submitted at the outset of any proposed development (outline application or before).</p> <p><b>Supporting Information</b></p> <p>The City Council is currently producing a Climate Change Action Plan which is to be published late 2009. Further guidance on what this statement should cover will be given in an SPD.</p> <p><b>Policy Approach En 6 Policy Approach to Flood Risk</b></p> <p><i>To be reviewed when the SFRA2 study is complete</i></p> <ul style="list-style-type: none"> <li>• In line with PPS25, development should seek to avoid sites at risk of flooding, taking into account all</li> </ul>

	Component	Policy	Policy Content
			<p>sources of flooding identified by the latest Strategic Flood Risk Assessment (SFRA) for Manchester; areas at particular risk include land adjacent to the rivers Medlock, Irk, Mersey, Irwell, Cornbrook and Baguley Brook (including culverted sections), the Bridgewater, Rochdale and Ashton canals, and parts of the City Centre at risk from surface water flooding;</p> <ul style="list-style-type: none"> <li>• In addition to the requirements for site-specific Flood Risk Assessments (FRAs) set out in PPS25, an FRA will be required for development proposals on sites of less than 1 ha in Flood Zone 1 where other sources of flood risk are indicated by the SFRA for Manchester;</li> <li>• The City of Manchester contains many sections of rivers which are culverted or 'hidden'; where these are indicated in the SFRA beneath the proposed development site, then further investigation will be required; the development proposal should take into account the culverted or hidden river, and where feasible and appropriate should seek to open it up to reduce the associated flood risk and danger of collapse.</li> <li>• Proposals for stand-alone flood management or flood defence works will be considered in the context of the latest version of the SFRA (including any locations and priorities identified for such works) and current regeneration priorities.</li> </ul> <p><b>Supporting Information</b></p> <p>For the Exception Test to be passed:</p> <ul style="list-style-type: none"> <li>• it must be demonstrated that the development provides wider sustainability benefits to the community that outweigh flood risk;</li> <li>• the development should be on developable previously-developed land or, if it is not on previously developed land, that there are no reasonable alternative sites on developable previously-developed land; and</li> <li>• a Flood Risk Assessment (FRA) must demonstrate that the flood risk can be managed and the development will be safe, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.</li> </ul> <p>In line with PPS25, all development should avoid increasing the risk of flooding within the site or elsewhere, and should seek to reduce flood risk where possible, through appropriate design and layout, and the use of appropriate sustainable drainage systems.</p>
9.	Natural Resources	EN 7 Waste  EN 8 Minerals	<p><b>Policy Approach En 7 Waste</b></p> <p>The City Council will</p> <ul style="list-style-type: none"> <li>• Work with other Districts through the Greater Manchester Joint waste Development Plan Document</li> </ul>

	Component	Policy	Policy Content
			<p>(GMJWDPD) to safeguard existing sites for waste management and identify and safeguard new sites in existing areas of employment where appropriate.</p> <ul style="list-style-type: none"> <li>Promote the principles of the waste hierarchy to reduce, re-use, recycle, recover energy from and finally dispose of waste</li> <li>Encourage and safeguard the sustainable transport of waste, including by use of rail, wherever possible.</li> <li>Require all developers to submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled on site wherever possible and how the sustainable waste management needs of the end user will be met.</li> <li>Have full regard to the economic and environmental benefits that well designed and run, waste management facilities can bring to the District, subject to any conditions required to protect the amenity of existing adjacent users.</li> </ul> <p><b>Policy Approach En 8 Minerals</b></p> <p>The City Council will:</p> <ul style="list-style-type: none"> <li>Work with other Districts through a Greater Manchester Joint Minerals Development Plan Document to provide a co-ordinated sub-regional approach to minerals planning.</li> <li>Encourage the efficient use of minerals and promote the use of secondary/recycled aggregates, wherever possible as an alternative to primary extraction and identify and safeguard sites for its storage, processing and transfer. (See also Waste policy approach En7)</li> <li>Encourage and safeguard the sustainable transport of minerals, including by use of rail, wherever possible.</li> <li>Ensure that any adverse environmental impacts of storage, processing and transfer on neighbouring uses are minimised.</li> </ul>
10.	Green Infrastructure	En 9 Green Infrastructure  En 10 Safeguarding Open Space, Sport and Recreation	<p><b>Policy Approach En 9 Green Infrastructure</b></p> <p>Manchester gives Green Infrastructure a high priority. Where new development increases demand on Manchester's Green Infrastructure, including by increasing population in an area where provision is at capacity, the City Council will require the development to provide, or contribute towards, the provision of additional green infrastructure and the protection and enhancement of City's existing green infrastructure.</p> <p><b>Supporting Information</b></p> <p>A Green Infrastructure strategy is currently being prepared by AGMA for Greater Manchester. It defines green</p>

	Component	Policy	Policy Content
		<p>Facilities</p> <p>En 11 Quantity of Open Space, Sport and Recreation</p> <p>En 12 Area priorities for Open Space, Sport and Recreation</p> <p>En 13 Biodiversity and Geological Conservation</p>	<p>infrastructure in Manchester as consisting of:</p> <ul style="list-style-type: none"> <li>• Open spaces - parks, woodlands, informal open spaces, nature reserves, lakes, historic sites and natural elements of built conservation areas, civic spaces and accessible countryside</li> <li>• Linkages -river valleys and canals, pathways, cycle routes, tram routes and railway lines– both used and disused</li> <li>• Networks of “urban green” - the collective resource of private gardens, pocket parks, street trees, verges, green roofs and green walls</li> </ul> <p>Key features of the Manchester’s Green Infrastructure will include:</p> <ul style="list-style-type: none"> <li>• The continued development of a network of green spaces, water bodies, canals, paths and cycleways with priority given to those parts of the City where there is an identified existing lack of open space identified in the City</li> <li>• The provision of strategically significant green spaces in those areas where development is proposed in this Core Strategy including New Growth Point sites.</li> <li>• The promotion and development of the River Mersey, River Irwell and River Medlock and adjoining land.</li> <li>• Upgrading of the further extension of the ‘Fallowfield Loop’ cycleway</li> <li>• Improved the connectivity to areas of green infrastructure outside the local authority boundary</li> </ul> <p>New Green Infrastructure provision should be an exemplar of best practise and innovation in the design and management of new green infrastructure.</p> <p><b>Policy Approach En 10 Safeguarding Open Space, Sport and Recreation Facilities</b></p> <p>The City Council will seek to retain and improve existing open spaces, sport and recreation facilities to the standards set out above and provide a network of diverse, multi-functional open spaces. Proposals will be supported that:</p> <ul style="list-style-type: none"> <li>• improve the quality and quantity of accessible open space, sport and recreation in the local area</li> <li>• provide innovative solutions to improving the network of existing open spaces, increase accessibility to green corridors, and enhance the Green Infrastructure Network including cross boundary proposals.</li> </ul> <p>Proposals on existing open spaces and sport and recreation facilities will only be permitted where:</p> <ul style="list-style-type: none"> <li>• Equivalent or better replacement open space, sport or recreation facilities would be provided in the local area as soon as practicable; or</li> </ul>

	Component	Policy	Policy Content
			<ul style="list-style-type: none"> <li>• The site is identified as surplus for its current open space, sport or recreation function</li> <li>• based on the standards above and the area priorities and:                             <ul style="list-style-type: none"> <li>- A proposed replacement would, as soon as practicable, remedy a deficiency in another type of open space, sport or recreation facility in the local area</li> <li>- It could not fulfil other unsatisfied open space, sport or recreation needs; or</li> </ul> </li> <li>• The development would be ancillary to the open space, sport or recreation facility and have a minimal impact on the use or character.</li> </ul> <p><b>Policy Approach En 11 Quantity of Open Space, Sport and Recreation</b></p> <p>As opportunities arise, new open space, sport and recreation facilities will be created across Manchester. The City Council will seek the provision of new open space, sport and recreation facilities, in particular</p> <ul style="list-style-type: none"> <li>i) where a quantitative shortage of a particular use per head of population based on the Open Space, Sport and Recreation standards is identified in the local area;</li> <li>j) where it is required for extending the City's Green Infrastructure Network.</li> </ul> <p>New open spaces should also be interconnected, to allow for better pedestrian and cycling links both across and between sites and enhance the biodiversity of the City.</p> <p><b>Policy Approach En 12 Area priorities for Open Space, Sport and Recreation</b></p> <p>The priorities for open space, sport and recreation in the City set out in Manchester's Strategic Open Space, Sport and Recreation Study and within the regeneration areas include the following:-</p> <ul style="list-style-type: none"> <li>• North area: ensure that new development will deliver improvements to the quality of existing provision.</li> <li>• East Manchester: enhance existing facilities and provide new spaces and facilities in accessible locations</li> <li>• City Centre: enhance quality of existing areas and integrate new facilities within the character of the area.</li> <li>• Central area: improve accessibility to nearby open space and facilities as well as address deficiencies where possible.</li> <li>• South area: enhance the quality of existing provision and using opportunities to address deficiencies.</li> <li>• Wythenshawe: enhance existing facilities and improve quality of existing sites.</li> </ul> <p><b>Supporting Information</b></p>



	Component	Policy	Policy Content																		
			<p>Agreed standards for the provision of open space are set out below (page 118 in Core Strategy). Further detail and quality standards are set out in Manchester's Strategic Open Space, Sport and Recreation Study.</p> <p><b>An Allotment Strategy</b></p> <p>for the City is being developed by the City Council which seeks to improve quality and make more allotments or part allotments available in areas of high demand whilst encouraging the uptake of allotments in other areas of the City.</p> <table border="1" data-bbox="741 480 1720 1074"> <thead> <tr> <th data-bbox="741 480 1003 531">Open space type</th> <th data-bbox="1003 480 1294 531">Quantity</th> <th data-bbox="1294 480 1720 531">Accessibility</th> </tr> </thead> <tbody> <tr> <td data-bbox="741 531 1003 684">City Parks</td> <td data-bbox="1003 531 1294 684">0.2 ha per 1000 population</td> <td data-bbox="1294 531 1720 684">15 minute Public Transport Time City Centre – 15 minute drive time (Public Transport)</td> </tr> <tr> <td data-bbox="741 684 1003 764">Local Parks</td> <td data-bbox="1003 684 1294 764">0.49 ha per 1000 population</td> <td data-bbox="1294 684 1720 764">10 minute walk time (480m)</td> </tr> <tr> <td data-bbox="741 764 1003 917">Natural and Semi Natural Open Space</td> <td data-bbox="1003 764 1294 917">1.86 ha per 1000 population</td> <td data-bbox="1294 764 1720 917">15 min walk (720m) City Centre – 15 minute drive time (Public Transport)</td> </tr> <tr> <td data-bbox="741 917 1003 997">Amenity Green Space</td> <td data-bbox="1003 917 1294 997">0.40 ha per 1000 population</td> <td data-bbox="1294 917 1720 997">10 minute walk time (480m)</td> </tr> <tr> <td data-bbox="741 997 1003 1074">Provision for Children</td> <td data-bbox="1003 997 1294 1074">0.0265 ha per 1000 population</td> <td data-bbox="1294 997 1720 1074">10 minute walk time (480m)</td> </tr> </tbody> </table>	Open space type	Quantity	Accessibility	City Parks	0.2 ha per 1000 population	15 minute Public Transport Time City Centre – 15 minute drive time (Public Transport)	Local Parks	0.49 ha per 1000 population	10 minute walk time (480m)	Natural and Semi Natural Open Space	1.86 ha per 1000 population	15 min walk (720m) City Centre – 15 minute drive time (Public Transport)	Amenity Green Space	0.40 ha per 1000 population	10 minute walk time (480m)	Provision for Children	0.0265 ha per 1000 population	10 minute walk time (480m)
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	Component	Policy	Policy Content		
			Provision for Young People	0.035 ha per 1000 population	15 minute walk time (720m)
			Outdoor Sports	0.98 ha per 1000 population	15 minute walk time – grass pitches, tennis courts and bowling greens  20 minute drive time for athletics facilities and Synthetic Turf Pitches.  Golf Courses – 30 minutes drive time.
			Allotments	No standard set	No standard set
			<p><b>Policy Approach En 13 Biodiversity and Geological Conservation</b></p> <p>In line with PPS9, development should avoid any adverse impact on:</p> <ul style="list-style-type: none"> <li>• sites with international or national designations for their biodiversity value; Manchester contains one Site of Special Scientific Interest (SSSI) (Cotteril Clough), and has one candidate Special Area of Conservation (cSAC), also an SSSI just over the border (on the Rochdale Canal, in Oldham);</li> <li>• other sites of biodiversity value, including Sites of Biological Importance (SBIs) and Local Nature Reserves (LNRs); Manchester currently has 35 SBIs (including the Rochdale and Ashton Canals) and 7 LNRs; priority habitats found within Manchester, as listed in the Manchester Biodiversity Strategy and included in the Greater Manchester Biodiversity Action Plan (GM BAP), including various types of grassland, ancient/species-rich hedgerows, woodlands, lowland heath, managed greenspace, reedbeds, rivers, canals and ponds;</li> <li>• protected and priority species, as listed in the Manchester Biodiversity Strategy and included in the Greater Manchester Biodiversity Action Plan (GM BAP); species that occur in Manchester include the great crested newt, water vole, brown hare, pipistrelle bats, 8 protected bird species, floating water plantain, grass-wrack pondweed, and the black poplar;</li> <li>• sites that are recognised for their geological importance;</li> </ul> <p>Development will be expected to enhance, restore or create new biodiversity where the opportunity arises, either on-site or adjacent to the site, contributing to linkages between valuable or potentially valuable habitat areas where appropriate, with reference to:</p> <ul style="list-style-type: none"> <li>• the Manchester Biodiversity Strategy, which provides further details of priority habitats within Manchester</li> </ul>		

	Component	Policy	Policy Content
			<p>and opportunities for enhancement including corridors such as the Mersey, Medlock and Irk river valleys, the canals and disused railway lines and areas of managed greenspace particularly in parks;</p> <ul style="list-style-type: none"> <li>the Ecological Framework for Greater Manchester, which seeks to guide and inform habitat creation and repair, including identifying large 'biodiversity opportunity areas' including the Moston Brook Corridor and Nutsford Vale;</li> <li>the Open Space, Leisure &amp; Recreation Study, which identifies areas where there is a deficit of natural and semi-natural greenspace, opportunities for green corridors and other linkages;</li> </ul> <p>Development should wherever possible seek to maintain, enhance, restore or add to existing geology.</p> <p><b>Supporting Information</b></p> <p>Sites of biodiversity value, and linkages between them, also form part of multi-functional Green Infrastructure network. In Manchester, the river valleys and canal corridors form an important element of both the Ecological Framework and the emerging Green Infrastructure Framework, and contain both sites and linkages. They also present opportunities for further habitat enhancement and creation. The main river valleys are the Mersey, the Medlock, and the Irk. The canals which run through Manchester are the Bridgewater, the Rochdale and the Ashton canals. Schemes to enhance biodiversity should also take into account flood risk.</p>
11.	Environmental Quality	En 14 Air Quality  En 15 Water Quality  En 16 Contaminated Land	<p><b>Policy Approach En 14 Air Quality</b></p> <p>The City Council will seek to improve the air quality within Air Quality Management Areas, located along Manchester's principal traffic routes. Developments will be expected to meet at least the minimum standards in the North West Sustainability Checklist and to take measures to help minimise and mitigate the local impact of emissions from traffic generated by the development as well as emissions created by the use of the development itself, including from Combined Heat and Power and biomass plant.</p> <p><b>Supporting Information</b></p> <p>In Manchester the AQMA is along the main ring and radial routes.</p> <p><b>Policy Approach En 15 Water Quality</b></p> <ul style="list-style-type: none"> <li>Development should avoid any adverse impact on water quality, including during the construction phase, and wherever possible should seek to enhance water quality, both chemical and biological;</li> <li>Development should minimise surface water run-off from development and associated roads, to avoid pollutants reaching watercourses;</li> </ul>

	Component	Policy	Policy Content
			<ul style="list-style-type: none"> <li>• Development should take account of any existing drainage problems, and help to mitigate rather than contribute to them;</li> <li>• Development should maximise the use of appropriate sustainable drainage systems (in line with advice from the Strategic Flood Risk Assessment) to minimise groundwater contamination, surface-water run-off and water entering the drains;</li> <li>• Development close to a watercourse should ensure that all run-off is diverted, maximising the use of sustainable drainage systems;</li> <li>• Development close to a watercourse should ensure that contaminants, waste or litter cannot enter the watercourse from the site;</li> <li>• Discharges from industrial development should be carefully controlled so they do not add to water pollution;</li> <li>• Development should take into account the need for sewerage and sewage treatment and the availability of existing sewage infrastructure.</li> </ul> <p><b>Policy Approach En 16 Contaminated Land</b> The City Council will give priority for the remediation of contaminated land to strategic sites as identified within this document.</p> <p><b>Supporting Information</b> At least 90% of new development must be on previously developed land, to be in conformity with NW RSS Policy L4.</p>
12.	Built environment	<p>CC 1 City Centre High Density Development</p> <p>CC 4 Heritage and Design</p> <p>En 17 Design Principles</p>	<p><b>Policy Approach CC 1 City Centre High Density Development</b> City Centre development will generally be high-density. It is a location where land should be used to maximise its efficiency. The appropriate scale, massing and height of development in the City Centre will significantly exceed what is appropriate elsewhere in the City. Development will need to have regard to the City Council’s approach to tall buildings, but any proposals which do not reflect the importance of maximising the development opportunities in the City Centre will only be supported where there is a clear justification.</p> <p><b>Policy Approach CC 4 Heritage and Design</b> Development in Manchester City Centre must protect and enhance the heritage assets that have been</p>

	Component	Policy	Policy Content
		<p>En 18 Tall Buildings</p> <p>En 19 Heritage</p>	<p>identified, including listed buildings, conservation areas and scheduled ancient monuments.</p> <p>Design of new buildings will need to be of the highest standard in terms of appearance and function. The standards and guidance explained in other LDF policies should be the basis for the approach to design, with particular attention to be given to the City Centre context and character.</p> <p><b>Supporting Information</b></p> <p>The City Centre has 14 Conservation Areas and numerous Listed Buildings. These are essential ingredients to the City's sense of place, providing aesthetic quality and strong references to the City's past, which will always be a central part of Manchester's character. Development which fails to respond to the opportunities that this context affords should not be supported.</p> <p><b>Policy Approach En 17 Design Principles</b></p> <p>All development in Manchester should have regard to the seven objectives of urban design as identified in national planning guidance. The design of new development in Manchester should reinforce the sense of place and local distinctiveness of the City and its specific character areas.</p> <p>Design and Access Statements submitted with proposals for new development must clearly detail how the proposed development would support the achievement of the Core Strategy Strategic Objectives and reinforce the character of the City</p> <p>Manchester City Council gives particular priority to ensuring high standards of accessibility in all development and will promote proposals that are fully accessible to disabled people.</p> <p><b>Supporting Information</b></p> <p>The City Council is producing a Character Study that identifies the overall characteristics of the city and different character areas within the city. Further detail on the seven objectives of design, the character areas and the requirements for providing Design and Access Statement will be provided in a Supplementary Planning Document. The Council is currently undertaking a landscape and heritage assessment. Once this has been completed it will be used to define character areas.</p> <p>Design for Access 2 (DFA2) is the Council's adopted design guidance on creating accessible environments and buildings, in particular meeting the needs of disabled people. DFA2 demonstrates the Council's approach and should be used by developers as a best practise guide.</p>

	Component	Policy	Policy Content
			<p><b>Policy Approach En 18 Tall Buildings</b></p> <p>Tall buildings are defined as "buildings which are substantially taller than their neighbourhoods and/or which change the skyline". Proposals for tall buildings will be supported where it can be demonstrated that they are of excellent design quality, are in appropriate locations, contribute positively to sustainability and to place making including by shaping a unique, attractive and immediately identifiable Manchester city skyline, and where the development would bring significant regeneration benefits. Suitable locations and other relevant considerations include:-</p> <ol style="list-style-type: none"> <li>1. City Centre sites and non City Centre sites immediately adjacent to the Inner Relief Route. <ul style="list-style-type: none"> <li>• This area would be the focus for tall building development to reflect the City Centre's pre-eminent regional centre role and should accommodate the very large majority of the City's tall buildings, including the very tallest buildings, and those that could justifiably be described as being of 'iconic' design of international/national/regional importance.</li> <li>• Other than in the most exceptional circumstances, tall buildings should be within this City Centre focal area with particular encouragement given to non-conservation area locations adjacent to key gateways.</li> <li>• The exceptional circumstances for a proposed tall building that would be seen as more isolated structure rather than as a part of a group of tall buildings would need to be justified including in terms of other tall building proposals and as a tall building of an exceptional iconic design of regional/national/ international significance that satisfactorily addresses all other development policy criteria.</li> <li>• Tall building proposals will need to be justified, amongst other matters, in terms of their positive contribution to the urban form, including skyline, of the City Centre as a whole particularly in approach views. They may coincidentally, and where appropriate, play a signposting role by, for example, identifying a locality or public facility within the City Centre.</li> </ul> </li> <li>2. Outside the area identified in 1 above:- <ul style="list-style-type: none"> <li>• Tall building development would only be supported where it can be shown to play a positive role in a coordinated place-making approach to a wider area (e.g. as a landmark, to terminate a view, signpost a district centre, transport node, other facilities of local, regional, national or international significance).</li> <li>• The height of tall buildings in such locations should relate more to the local, rather than the City Centre, urban context.</li> </ul> </li> <li>3. Any tall building proposal should demonstrate that it would support and improve the social, economic and environmental sustainability of the City and the wider locality/neighbourhood within which it is set including an appropriate mix of uses. Such proposals should be in locations that are highly accessible with a particular emphasis on public transport, cycle and pedestrian access and, for sites outside the City Centre,</li> </ol>

	Component	Policy	Policy Content
			<p>any tall building would be required to be within easy walking distance of a choice of public transport modes.</p> <ol style="list-style-type: none"> <li>4. By their nature tall buildings are highly visible often over significant distances and, while all development within the City should be of high quality, tall building developments will be required to be of the very highest quality.</li> <li>5. Outside the City Centre, ad-hoc tall building proposals of a scale and location that would be inconsistent with 1, 2 and 3 above would not be supported other than in the most exceptional circumstances.</li> <li>6. Unimplemented planning permissions for tall buildings can have a significant impact on land value and can distort the market in an unacceptable manner. This can hinder the development of the site for other uses and can have an adverse impact on the developability of other sites. The Council will not therefore support proposals for tall buildings that are speculative and do not have identified end users. It will be necessary for the applicant/developer to demonstrate that proposals for tall buildings are viable and deliverable</li> </ol> <p><b>Policy Approach En 19 Heritage</b></p> <p>The City Council will protect and where possible, enhance the historic environment and the character and setting of areas of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains.</p> <p>High quality development that complements and takes advantage of the distinct historic features of the city centre, its districts and neighbourhoods will be encouraged.</p> <p><b>Supporting Information</b></p> <p>To ensure the special architectural and historic interest is preserved and enhanced the City Council maintains a schedule of listed buildings at risk and will:</p> <ul style="list-style-type: none"> <li>• Produce documentation that identifies the important characteristics of existing conservation area including the identification of those areas to be preserved and those in need of enhancement. A programme will be developed that prioritises the production of Conservation Area Character Appraisals where development pressures are greatest.</li> <li>• Consider designating further conservation areas based on the production of a City-wide Character Study.</li> </ul> <p>The above work will inform the developing Core Strategy policy.</p>

Table E.2 - Assessment Rationale for Policies Assessment

No	SA Objective	Assessment Rationale
<b>Social</b>		
1.	Reduce poverty and social exclusion	<p>Consideration of:</p> <ul style="list-style-type: none"> <li>• The extent to which policies seek to locate employment, community services and facilities, or affordable housing development and promote the regeneration in or near to the most deprived areas</li> <li>• Policies that promote social inclusion and diversity within communities</li> <li>• Policies that encourage the development of energy efficient housing, especially to refurbish existing properties, to help to reduce fuel poverty</li> <li>• Secondary effects include measures to improve the image of more deprived areas</li> </ul>
2.	Attract additional population to settle in Manchester	<p>Consideration of:</p> <ul style="list-style-type: none"> <li>• Policies which seek to encourage high quality employment opportunities to match the skills of the target population including university graduates</li> <li>• Policies which seek to encourage high quality design, public realm improvements, increased connectivity to external areas and within the plan area, improve services and facilities, both in local areas as well as the provision of regionally important facilities and services which give residents pride in their community</li> <li>• Policies that seek to improve high quality and continuing education facilities</li> <li>• Policies which seek to deliver appropriate mix of sizes and types of housing of high quality</li> </ul>
3.	<p>Improve health of the population and reduce health inequalities</p> <p><i>(Objective aiming to integrate HIA)</i></p>	<p>Consideration of:</p> <ul style="list-style-type: none"> <li>• Whether policies improve access to high quality health and recreation facilities by walking, cycling and public transport (higher scores for development within 30 minutes public transport time)</li> <li>• Secondary consideration of ensuring homes are of a decent standard, especially in terms of energy efficiency (fuel poverty)</li> <li>• Other indirect or longer term effects on health such as improved community cohesion or a general environmental improvement in area, especially areas with high levels of deprivation, which can have a subsequent benefit on a sense of wellbeing. BME communities are over-represented in the most deprived areas and tend to experience health inequalities.</li> <li>• Secondary consideration of policies that encourage inclusive access to services and facilities, to benefit people with disabilities, the elderly, as well as those without access to a car</li> <li>• Secondary effects of improving access to local services, including food shops, that may help encourage healthy eating.</li> <li>• Secondary effects of encouraging healthy lifestyles, in particular improving walking and cycling infrastructure (including safe routes to school and for commuting) and recreational opportunities including children's play facilities within neighbourhoods.</li> <li>• Secondary consideration of policies which reduce traffic speeds, and encourage a modal shift to more sustainable modes of transport, which could improve road safety and air quality.</li> </ul>



4.	<i>Improve the qualifications and skills of the resident population</i>	<p>Consideration of:</p> <ul style="list-style-type: none"> <li>• Whether policies would directly provide educational, training or learning facilities for the local population</li> <li>• Policies that may encourage indirect opportunities for learning such as employment based training and development</li> <li>• Whether policies would improve accessibility to educational opportunities or learning facilities for young people and adults</li> <li>• Secondary consideration of policies that may provide indirect opportunities for learning such as nature trails</li> <li>• Secondary consideration of provision of improvements in the local area that may help to retain the skilled population, such as retaining graduates from the universities (see objective 2)</li> </ul>
5.	Provide an adequate mix of quality housing for current and future residents of the area	<p>Consideration of:</p> <ul style="list-style-type: none"> <li>• The extent to which policies promote high quality building design;</li> <li>• The extent to which policies would result in meeting identified housing needs in terms of dwellings numbers, sizes and types. Considerations whether policies will manage to attract additional population to settle in Manchester.</li> <li>• The extent to which policies support an adequate affordable and special needs housing provision.</li> <li>• Whether residential development is in accessible locations and supported by adequate infrastructure capacity.</li> <li>• Whether policies cater for the needs of gypsies and travellers.</li> <li>• The extent to which policies seek to encourage inclusive design so that new dwellings are accessible or adaptable.</li> <li>• Whether policies seek to encourage making unfit private sector dwellings fit and returning vacant private sector dwellings to occupation.</li> </ul>
6.	Reduce crime and perceptions of crime	<p>Consideration of:</p> <ul style="list-style-type: none"> <li>• The extent to which policies could reduce crime or the fear of crime, through measures such as the design of development to Secured by Design standards. Other design measures may include those which improve natural surveillance, such as additional lighting, CCTV, active frontages and high density development which contains a mix of uses to ensure activity at all times of the day and evening.</li> <li>• Whether policies may help to avoid illegal encampments through securing adequate provision of sites for Gypsy Traveller populations.</li> <li>• Increasing employment opportunities for young people in the community and wider sections of the population, particularly from deprived areas.</li> </ul>
7.	Encourage a sense of community well-being and engagement	<p>Consideration of:</p> <ul style="list-style-type: none"> <li>• Whether policies promote high quality design in housing, public realm, preserve and enhance residential amenity and encourage people to take pride in their local community</li> <li>• The extent to which the policies may encourage increased social interaction and ethnic relations through the provision of local community facilities such as community gardens/allotments, natural greenspace, libraries, community halls, religious facilities, youth clubs and arts facilities, public transport and walking and cycling routes</li> <li>• The extent to which policies may encourage the provision of local services such as community transport schemes and outreach programmes</li> <li>• The extent to which the local community is self-sufficient, with local people involved in decision making that affects their area</li> </ul>

		<ul style="list-style-type: none"> <li>• Where the proposal is for Gypsy Traveller accommodation, whether it seeks to integrate the community with the nearest settlement</li> <li>• Secondary consideration of the extent to which policies may improve community relationships through the provision of a range of housing types and tenures within an area, ensuring that affordable housing is 'pepper potted' throughout the scheme</li> </ul>
8.	<p>Ensure people's needs for goods, services and amenities are met</p>	<p>Consideration of:</p> <ul style="list-style-type: none"> <li>• Whether policies would improve accessibility (in relation to accessibility standards such as Natural Greenspace standards) either directly or indirectly to essential facilities through their siting in close proximity to residential areas and/or improved sustainable transport measures (including pedestrian and cycle links).</li> <li>• Whether policies seek to achieve inclusive accessibility through the design of buildings and public areas.</li> <li>• Whether policies would provide convenient access to services and facilities including road networks, for Gypsy Traveller communities.</li> <li>• Whether policies seek to provide community facilities as part of new development or allocate land for mixed use .</li> </ul>
9.	<p>Ensure inclusion and equality of opportunity for all, whilst embracing differing needs, values and customs</p> <p><i>(Objective aiming to integrate EqIA)</i></p>	<p>Consideration of:</p> <ul style="list-style-type: none"> <li>• Whether policies would have a differential impact on any community, group or individual by the following equality strands: <ul style="list-style-type: none"> <li>○ Women;</li> <li>○ Lone parents;</li> <li>○ Low-income groups;</li> <li>○ Single-headed households</li> <li>○ BME;</li> <li>○ Gypsy and Traveller group;</li> <li>○ Disabled people; and</li> <li>○ Older people (60 +).</li> </ul> </li> <li>• Whether policies would ensure proximity or improve accessibility, including by walking and cycling, to key services and facilities (medical, schools, shops, childcare, leisure etc.). It is important women have lower rates of access to private transport and more caring responsibilities. Access to private car is also more restricted to low-income groups.</li> <li>• Whether policies would seek to improve community safety through measures such as the design of development to Secured by Design standards. Other design measures may include those which improve natural surveillance, such as additional lighting, CCTV, active frontages and high density development which contains a mix of uses to ensure activity at all times of the day and evening. Social groups that may be disproportionately affected are women, children and disabled people.</li> <li>• Whether policies would encourage the development of energy efficient housing, especially to refurbish existing properties, to help to reduce fuel poverty. In the absence of this issue being addressed, low-income groups (women, lone parents and disabled people tend to be over-represented in low-income groups) may be affected disproportionately.</li> <li>• Whether policies would encourage improvements of public realm and ensure that new development has good accessibility to public open</li> </ul>

		<p>spaces and community facilities. The lack of these considerations may have a differential impact on older people, leading to isolation.</p> <ul style="list-style-type: none"> <li>• Whether policies would ensure good accessibility to green spaces (women value local green spaces, parks, trees more than men).</li> <li>• Whether policies would encourage housing of adaptable design to allow for disability-related alterations to the common parts of residential premises and community buildings; and new housing schemes achieving a 'silver' and 'gold' standards on the Building for Life criteria, which includes the adaptability of housing for different life stages. This also includes inclusive design of public spaces, infrastructure and transport systems accessible to less mobile people. These considerations should ensure that such social groups as disabled people and older people are not disproportionately affected.</li> <li>• Whether policies aims to ensure an adequate distribution of housing by type (with a view of achieving more equitable range), including special needs housing and affordable housing.</li> </ul> <p>Where policies seek to locate employment close to existing or new housing, and in proximity to the areas of higher deprivation. These considerations will help avoid a differential impact on low-income groups, women, disabled people, BME and lone parents, which are more likely to experience barriers in access to employment.</p>
<b>Environmental</b>		
10.	Promote the use of sustainable transport modes and reduce motorised traffic	<p>Consideration of:</p> <ul style="list-style-type: none"> <li>• Whether policies seek to reduce the need to travel through the co-location of housing, employment and community facilities and services including education</li> <li>• The extent to which policies will improve accessibility to work by safe convenient and reliable public transport, and inclusive and safe walking and cycling routes including measures such as locating housing close to transport interchanges</li> <li>• Whether policies may reduce journey times between key employment areas and transport interchanges</li> <li>• Whether policies will reduce the movement of freight or waste by road based transport</li> <li>• The extent to which policies may help to increase the consumption and production of local food and other goods</li> </ul>
11.	Improve air quality	<p>Consideration of:</p> <ul style="list-style-type: none"> <li>• The extent to which policies may reduce overall traffic increases or levels through promoting more sustainable modes and reducing accessibility by private car</li> <li>• Secondary consideration of measures to increase local vegetation planting which may provide some pollution sequestration</li> </ul>
12.	Improve the quality of water bodies and their environment	<p>Consideration of:</p> <ul style="list-style-type: none"> <li>• The extent to which policies may reduce road based traffic and subsequent reduced pollution concentrations in runoff</li> <li>• Whether policies seek to locate development away from watercourses, flood plains or areas designated as having sensitive groundwater.</li> <li>• Whether policies would lead to a loss of greenfield land and result in increased hard surfacing which may lead to increased runoff containing pollutants</li> <li>• Whether policies will increase the disturbance of contaminated land and soils, which may lead to increased pollution of runoff, or the contamination of groundwater</li> </ul>

		<ul style="list-style-type: none"> <li>Whether policies seek to enhance or improve the natural environment, such as through green infrastructure, which may include an increase in vegetation, which could help to filter pollutants before they enter watercourses or groundwater.</li> </ul>
13.	Ensure efficient use of land	<p>Consideration of:</p> <ul style="list-style-type: none"> <li>The extent to which policies encourage the prioritisation of the use of previously developed land ahead of greenfield development</li> <li>Whether policies encourage the reuse of existing buildings as a preference over demolition and rebuild</li> <li>The extent to which policies will lead to the remediation of contaminated land</li> <li>Whether policies encourage high density development, especially that which includes a mix of uses.</li> </ul>
14.	Maintain and enhance biodiversity, including habitats and species	<p>Consideration of:</p> <ul style="list-style-type: none"> <li>Whether policies may have a negative effect on internationally, nationally, regionally or locally designated sites or features important for habitats and species. This may include proximity effects (loss of site, increase in use by walkers, environmental effects such as pollution of all types, etc), cumulative effects or fragmentation.</li> <li>Whether policies may have a positive effect on sites important for biodiversity such as an increase in linkages (eg green infrastructure) or the increase in provision of sites designated for habitat improvement</li> <li>The extent to which policies may help to deliver the targets and actions of the BAP</li> </ul>
15.	Maintain and enhance the quality of landscape, townscape and built environment	<p>Consideration of:</p> <ul style="list-style-type: none"> <li>Whether policies will encourage adherence to BREEAM or Code for Sustainable Homes standards (see objective 17)</li> <li>Whether policies will seek to enhance the quality and attractiveness of the public realm which may include public art, legibility and safety</li> <li>The extent to which policies seek to foster a sense of place, through the defining of local character areas and design guidelines for both buildings and public spaces</li> <li>The extent to which policies may reduce the amount of derelict, degraded and underused land</li> <li>Cumulative effect on the encroachment into greenfield sites and areas of open space and the increase in air pollution, noise, light and vibration</li> </ul>
16.	Protect and enhance sites, features and areas of historical and archaeological value	<p>Consideration of:</p> <ul style="list-style-type: none"> <li>Whether policies will have a direct effect (either to the setting or loss/inappropriate conversion of building itself) on listed buildings (especially buildings at risk), Scheduled Monuments, Conservation Areas, Historic Parks and Gardens and sites with archaeological potential.</li> <li>Secondary consideration of whether policies seek that development is sympathetic to and enhances local character (see objective 15)</li> <li>Secondary effects from policies which seek to reduce traffic levels</li> <li>Cumulative effects of incremental changes to the physical environment, particularly in the setting of sensitive sites and/or buildings</li> </ul>
17.	Ensure the prudent use of natural resources	<p>Consideration of:</p> <ul style="list-style-type: none"> <li>Whether policies will encourage adherence to BREEAM or Code for Sustainable Homes standards, as per national targets (all new dwellings meeting Code level 3 by 2010, Code level 4 by 2013 and Code level 6 by 2016; BREEAM 'Very good' or 'Excellent') and whether policies will encourage buildings to meet Building for Life or Lifetime Homes criteria</li> </ul>

		<ul style="list-style-type: none"> <li>The extent to which policies encourage reduced energy use in buildings and the generation of low or zero carbon energy solutions for residual requirements as per the energy hierarchy</li> <li>The extent to which policies seek to reduce water consumption through building design measures and efficiency in the provision of infrastructural services</li> <li>Secondary considerations of efficient use of land (see objective 13) and sustainable waste management (see objective 20)</li> </ul>
18.	Reduce contribution to climate change	<p>Consideration of:</p> <ul style="list-style-type: none"> <li>The extent to which policies may result in reductions or increases overall of greenhouse gas (GHG) emissions, such as from transport or built development.</li> <li>The extent to which policies will encourage a reduction in energy demand (transport or building related) and utilise low or zero carbon solutions for residual requirements (see objective 17)</li> <li>Whether policies seek the co-location of uses, to reduce the need to travel (see objective 10)</li> <li>The extent to which policies encourage high emission generating uses such as industrial or airport development</li> <li>Secondary consideration of an overall increase in vegetation provision and soil retention such as through the maintenance and enhancement of green infrastructure, including green spaces, linkages and building design features such as green roofs, which may provide limited carbon sink capacity.</li> </ul>
19.	Reduce impact of climate change	<p>Consideration of:</p> <ul style="list-style-type: none"> <li>Whether policies would have positive or negative effects on flood risk to people and property through increased surface water runoff or inappropriate development (such as vulnerable uses including residential accommodation, caravans and mobile homes) in areas of flood risk</li> <li>Whether policies seek to reduce surface water runoff and the risk of flooding through the requirement for Sustainable Urban Drainage Systems</li> <li>Whether policies require buildings to be able to adapt to the changing climate (increased changes in precipitation and temperature) through design measures such as green roofs, and improved insulation (see objective 17)</li> <li>Whether policies seek to ensure that development reduces the urban heat island effect through the development of green infrastructure</li> </ul>
20.	Minimise the production of waste, manage waste sustainably and increase re-use, recycling and recovery rates	<p>Consideration of:</p> <ul style="list-style-type: none"> <li>The extent to which policies will directly reduce the generation of waste and recycling of waste against standard levels expected for development e.g. through the provision of sustainable waste management facilities closer to homes including 'bring' sites and/or adherence to CfSH and BREEAM standards to include waste recycling storage space in buildings (see objective 17)</li> <li>Extent to which policies require construction waste to be recycled/the reuse of aggregates</li> </ul>
<b>Economic</b>		
21.	Encourage a strong and stable economy	<p>Consideration of:</p> <ul style="list-style-type: none"> <li>Whether policies would support maintaining and extending the range of wealth generating activities, including retail, leisure, recreation and</li> </ul>

		<p>tourism in addition to services, facilities and educational activities</p> <ul style="list-style-type: none"> <li>• The extent to which policies would require development to be focused in existing urban centre and the expected effects of policies potential to improve the attractiveness of the area</li> <li>• The extent to which policies may help to improve the resilience of the economy for example through the encouragement of a range of key employment sectors, including tourism, without compromising economies of scale for a particular sector</li> <li>• The extent to which policies may reduce economic exclusion (see objective 22)</li> <li>• The extent to which policies may improve the international and national reputation of the city</li> <li>• The extent to which policies may improve accessibility to the city</li> </ul>
22.	Reduce economic exclusion	<p>Consideration of:</p> <ul style="list-style-type: none"> <li>• The extent to which policies encourage inward investment that will provide opportunities for employment to match the skills and capabilities of the existing population</li> <li>• Whether policies encourage the growth of employment opportunities in disadvantaged areas as well as advantaged areas</li> <li>• The extent to which policies will improve accessibility to employment areas for all sectors of the population by the above or through the increase in public transport facilities and the location of employment opportunities close to transport interchanges</li> <li>• Secondary consideration of the extent to which policies will improve the skills of local people to help to improve their employability (see objective 4)</li> </ul>
23.	Encourage and accommodate both indigenous and inward investment	<p>Consideration of:</p> <ul style="list-style-type: none"> <li>• The extent to which policies allocate land for employment in attractive locations (from an accessibility, economic and environmental perspective)</li> <li>• Whether policies encourage an overall increase in business activity, as opposed to the relocation of businesses from one location to another leading to no net increase in employment opportunities</li> <li>• The extent to which policies support the growth of indigenous business, for example the creation of live/work units</li> </ul>
24.	Maintain and enhance vitality and viability of Manchester's centres, including City Centre, District and Local Centres	<p>Consideration of:</p> <ul style="list-style-type: none"> <li>• Whether the policies would aim to reduce the overall number of vacant units within centres</li> <li>• The extent to which policies may encourage a greater mix of uses including offices, retail and leisure, in centres, to encourage an increase in footfall and increased vitality and viability</li> </ul>

## E.2 Assessment Results

E.2.1 The summary of the assessment results can be seen in Table E. below.

**Table E.3 - Summary of Significance of Direct Effects of the Preferred Policies**

SA Objective	1: General Development Principles	2: Economy and Employment	3: Tourism	4: Housing	5: Retail and Centres	6: Transport	7: Airport	8: Climate Change	9: Natural Resources	10: Green Infrastructure	11: Environmental Quality	12: Built Environment
1 Reduce poverty and social exclusion	++	++	+	+	++	+++	+	++	0	++	0	+
2 Attract additional population to settle in Manchester	++	++	+	+++	++	++	++	++	+	+	0	++
3 Improve health of the population and reduce health inequalities	++	++	+	+	++	+++	-	++	-	++	++	+
4 Improve the qualifications and skills of the resident population	++	+++	0	++	+	+	++	+	0	0	0	0
5 Provide an adequate mix of quality housing for current and future residents of the area	++	+	0	+++	+	0	0	++	+	0	0	+/-
6 Reduce crime and perceptions of crime	+	+	+	++	++	+/-	+	0	0	++	0	+/-
7 Encourage a sense of community well-being and engagement	++	+	+	++	+	++	+/-	++	+	++	0	+++
8 Ensure people's needs for goods, services and amenities are met	+++	0	+	+++	+	++	+/-	0	+	+++	+	+
9 Ensure inclusion and equality of opportunity for all, whilst embracing differing needs, values and customs	+++	++	+	++	+	+	0	++	+	++	+	+++
10 Promote the use of sustainable transport modes and reduce motorised traffic	++	++	+	++	++	+++	+/-	+/-	++	++	+	+/-
11 Improve air quality	+	-	+	-	++	++	-	+/-	+/-	+++	+	+/-
12 Improve the quality of water bodies and their environment	++	-	-	-	+	++	-	++	+/-	+++	+	+
13 Ensure efficient use of land	+++	++	-	++	+	++	-	+	++	++	+++	++
14 Maintain and enhance biodiversity, including habitats and species	+	+	-	-	+	++	-	+/-	-	++	+	-
15 Maintain and enhance the quality of landscape, townscape and built environment	++	+	+	++	++	++	-	+/-	-	+++	+	++
16 Protect and enhance sites, features and areas of historical and archaeological value	+	-	+/-	-	+	++	-	+/-	-	++	+	+++
17 Ensure the prudent use of natural resources	+	-	-	+	+	+	-	++	++	++	+	+
18 Reduce contribution to climate change	+	-	-	+	-	++	-	++	+	++	+	+/-
19 Reduce impact of climate change	+	-	-	+/-	0	+	-	++	0	++	+	+/-
20 Minimise the production of waste, manage waste sustainably and increase re-use, recycling and recovery rates	0	-	-	-	+	+	-	0	+++	0	+	0
21 Encourage a strong and stable economy	++	+++	++	++	+++	+++	+++	+++	++	+	++	++
22 Reduce economic exclusion	+	++	+	+	++	++	+	0	0	+	0	+
23 Encourage and accommodate both indigenous and inward investment	+	+++	+	+	++	+	+++	0	0	+	++	0
24 Maintain and enhance vitality and viability of Manchester's centres, including City Centre, District and Local Centres	+	++	++	++	++	++	+++	0	0	+	0	+

### Component 1: General Development Principles

- SP 1 Spatial Principles
- PA 1 Community Benefits and Planning Agreements
- DM 1 Development Management

## Summary

- E.2.2 Overall, the policies that comprise the component are likely to have a range of positive effects on the sustainability appraisal objectives, some of them significant.
- E.2.3 Key significant positive effects include the following:
- E.2.4 The relatively broad scope of the policies, which together form a good reflection of the combined factors that contribute to tackling poverty, social exclusion and environmental enhancement, have the potential to deliver significant positive effects against SA Objective 1 at the strategic scale;
- E.2.5 The policies within the component incorporate packages of measures that, taken together, have the potential to ensure that a broad range of community needs (facilities, services, education, housing, transport etc.) are met in step with population growth. This has resulted in the identification of significant beneficial effects in respect of SA Objectives 2, 3, 4, 5 and 8;
- E.2.6 Sense of community well-being and engagement is most commonly linked to a combination of the physical environment within which people live and the ability to access the key facilities and services that contribute to daily life. The potential of the policies to deliver facilities in step with likely demand, secure high quality design and include consideration of sense of place and investment in enhanced open space and public realm has resulted in the prediction of significant positive effects against SA Objective 7;
- E.2.7 Policy PA 1 Community Benefits and Planning Agreements provides a mechanism for the delivery of a package of measures aimed at ensuring that development is accessible and well connected, which is predicted to deliver significant positive effects against SA Objective 10;
- E.2.8 The policies within the component include a range of measures relating to adaptation to and mitigation of environmental factors linked to climate change such as the efficient use of land and natural resources; provision of open space; biodiversity enhancement; and a preference for re-use of previously developed land (PDL)). This has resulted in the prediction of significant positive effects against SA Objectives 12 and 13;
- E.2.9 SA Objective 21 is concerned with encouraging a strong and stable economy. Consideration of the broad range of policy actions linked to enhancing the physical environment and ensuring that residential growth is matched by delivery of appropriate growth in services, facilities and infrastructure has resulted in the prediction of significant positive benefits against this SA Objective over the longer term.

## Recommendations

- E.2.10 In the case of several of the SA Objectives, although the policies within the component have the potential to deliver significant positive effects, the phrasing or scope of the current policy iteration is such that the potential is not fully realised. Recommendations seeking to rectify this position are as follows:
- E.2.11 Reference to 'considering the needs of all members of the community' and 'lifetime neighbourhoods of choice' in Policy SP 1 Spatial Principles is ambiguous – it is assumed that a broad interpretation is intended; however, this requires clarification through a wording amendment with a specific focus on promoting equality as suggested in the EqIA section below. This is specifically in relation to performance against SA Objectives 2 (factors encouraging population retention), and 5 (housing) and 9 (equality). In addition, a more pro-active policy wording in terms of delivering SA Objective 2 would be to change the phrasing from 'considering' to 'meeting the ... needs';
- E.2.12 Policy SP 1 Spatial Principles has the potential for more significant positive effects against SA Objective 3 – this could be achieved through amplification of the policy wording in relation to making 'a positive contribution to the health and well being of residents'. The



Reasoned Justification for the policy indicates improved pedestrian and cycling facilities, open space provision, sustaining local facilities and improved accessibility – it is recommended that these messages should come through the actual policy wording more strongly;

- E.2.13 Policy DM 1 references ‘accessibility’ and ‘vehicular access and car parking’, but lacks specific mention of sustainable transport, walking and cycling access. An amplification of the intended interpretation/scope of ‘accessibility’ would therefore be beneficial in terms of performance against SA Objectives 10 and 11. This recommendation is equally applicable to ‘traffic, transport and accessibility; in Policy PA 1 Community Benefits and Planning Agreements; and Policy SP 1 Spatial Principles would benefit from additional text on sustainable travel within the Reasoned Justification;
- E.2.14 SA Objectives 12, 14 and 15 all require policies to consider biodiversity and environmental setting. Whilst general reference to biodiversity and/or the natural environment is incorporated into all policies within the component, habitat connectivity is not. Sustainability performance could be enhanced by the addition of references emphasising the importance of green infrastructure and connectivity in delivering biodiversity enhancement and an attractive and effective green setting for development; and
- E.2.15 Clarification of the means and measures intended to be encompassed in the reference to ‘optimise the City’s economic performance’ should be provided – this has the potential to improve the performance against all economic SA Objectives (21-24).
- E.2.16 In addition, the following suggestions should be considered in order to better integrate sustainability into the component:
- E.2.17 The policies forming the component would benefit from reference to the spatial principles of the Strategic Regeneration Frameworks to ensure better delivery of the strategy aims and a more targeted approach to tackling known deprivation issues within different parts of the City – this would improve sustainability performance against SA Objectives 1, 22 and 23. Policy SP 1 Spatial Principles would be the most appropriate policy to incorporate specific references to the locational priorities stated for the North, East, Central, City Centre, South and Wythenshawe areas;
- E.2.18 Policy SP 1 Spatial Principles lacks a specific reference to education, limiting the effectiveness of the component in achieving short and medium term benefits against SA Objective 4 and, to a lesser extent, SA Objective 22. The addition of text to highlight the link between education provision/attainment and optimisation of the City’s economic performance would be beneficial;
- E.2.19 Policy PA 1 lacks a reference to the means by which ‘Safety and security improvements’ should be delivered. Similarly, Policy DM 1 lacks any reference to the role of design in ensuring the creation of safe environments. It is recommended that ‘secured by design’ principles are specifically referenced, both in the policy and the Reasoned Justification for both PA 1 Community Benefits and Planning Agreements and DM 1 – this will strengthen performance against SA Objective 6; and
- E.2.20 Cultural heritage is absent from the policies within the Component. This is an important aspect of ‘place shaping’, ‘quality of the built environment’ (SP 1), ‘public realm improvements’ (PA 1) and ‘archaeological or built heritage’ (DM 1). Policy references should be expanded and strengthened – this will strengthen the sustainability performance of the policies against SA Objective 16.
- E.2.21 Policy DM 1 Development Management is reliant, in implementation, on the supporting SPD. It is understood that the supporting SPD will be revised after the Core Strategy is adopted. There will be a need to ensure that the coverage of the SPD is sufficient to reinforce not just implementation of the policy, but optimisation of sustainability

performance. Specific topics that should be checked in the supporting SPD on the basis of the sustainability appraisal work undertaken to date include the following:

Delivery of a range of affordable housing in terms of type and tenure;

Mechanisms for matching affordable housing delivery to an assessment of need;

Achieving safety and security through design;

Enhancing community well-being through design quality;

E.2.22 Mechanisms/standards for matching provision of specific community facilities and services to an assessment of need – this should reflect the need to consider the location and role of existing provision and not rely simply on population growth calculations;

E.2.23 Standards in sustainable building and layout design including BREEAM and Code for Sustainable Homes.

## Component 2: Economy and Employment

- EC 1 Land for Employment and Economic Development
- EC 2 North Manchester
- EC 3 East Manchester
- EC 4 City Centre
- EC 5 Central Manchester
- EC 6 South Manchester
- EC 7 Wythenshawe
- EC 8 Hospital and University Development
- CC 2 Mixed Use Development
- CC 3 Change and Renewal
- CC 6 Partnership
- CC 7 Employment
- Strategic Economic and Employment Sites

### Summary

E.2.24 Overall, the policies that comprise the component are likely to have a range of positive and negative effects on the sustainability appraisal objectives, some of them significant.

E.2.25 Key significant positive effects include the following:

E.2.26 Taken together, the policies that form the Core Strategy approach to employment and economy include a range of measures, some specifically directed to key areas of need, for widespread growth in employment including the provision of key services and facilities. The aim is to provide a range of sites that meet diverse needs of businesses operating in classes B1, B2 and B8. Wholesale implementation of the policies has the potential to significantly improve the image of the city and, given that the city is nationally important, these benefits are likely to be broad in scale and most notable in the longer term. These factors have resulted in the prediction of significant positive effects against SA Objective 1;

E.2.27 The policies that form the component have the potential, increasingly over time as more development is delivered, to create regionally and nationally significant employment opportunities. Emphasis is placed on matching opportunities to the quality of the HE and FE sector and supporting masterplanned and some mixed use development to meet

changing expectations of existing and prospective residents. The Core Strategy also presents a broad definition of employment and economic development that recognises sectors that are important in enhancing quality of life such as recreation, leisure, evening economy, the arts, culture and tourism. The combination of these aspects of policy have resulted in predicted significant positive effects against SA Objective 2, which is concerned with attracting additional population to settle in the City;

- E.2.28 The policies within the component include frequent references to strengthening connectivity between different areas, which can be interpreted as an aspiration to improve physical connections (i.e. public transport, walking and cycling routes), all of which can assist in promoting healthier lifestyles and supporting the development of sustainable transport. This has resulted in the prediction of significant positive effects against SA Objective 10. In addition, health is seen as a key sector for Manchester and policies include proposals for supporting development of this sector (research and development, education and training and physical improvements to hospital sites), which should deliver improved healthcare. This has contributed, in conjunction with the sustainable transport promotion, to the prediction of significant positive effects against SA Objective 3;
- E.2.29 The component includes a range of policies that seek enhancements to education provision within the city, as well as improved linkages between education, research and development and healthcare/hospital development. In addition to this, policies emphasise the need for employment related development to be both accessible and connected; and environmental enhancement to be delivered with a view to retaining skilled members of the population. Significant positive effects are predicted against SA Objective 4 on the basis of this assessment;
- E.2.30 The policies within the component seek the delivery of c. 200 ha. of employment land within the City, placing emphasis on landless development (i.e. building upwards), mixing of uses and re-use of historic buildings. This has resulted in the prediction of significant positive effects against SA Objective 13;
- E.2.31 Policy content encompasses the delivery of a wide range of different employment generating development, which should assist in strengthening the economy through diversification. Spatial differentiation is incorporated, seeking to build on the established image of key locations within the City and tackle worklessness in areas of deprivation. This has resulted in the prediction of significant positive impacts against SA Objectives 21 and 22;
- E.2.32 SA Objective 23 is concerned with encouraging inward investment. Policies include targeted actions for key strategic sites within the City and allocate c. 200ha. of employment land for a wide range of different uses – this figure is based on two separate needs assessment exercises undertaken at the regional and authority area level. Significant positive impacts are predicted against the SA Objective;
- E.2.33 The policies will deliver a wholesale increase in the range, type and location of employment activities across the City. Increased development densities in the City Centre and key district centres should have significant benefits for vitality and viability – SA Objective 24.
- E.2.34 Key significant negative effects include the following:
- E.2.35 SA Objective 11 is concerned with improving air quality and SA Objective 18 relates to reducing the contribution to climate change.. Although some mitigating factors are incorporated into policies, on balance it is considered that the combination of the following will result in significant negative effects against the two SA Objectives:
- increased development densities augmenting peak travel demand and resultant emissions from road and rail-based modes;
  - building upwards in the City Centre will restrict potential for pollutant dispersal in densely developed areas;

- the development of Manchester Airport in Wythenshawe, including off-site development requirements (Policy Approach EC 7) increasing travel demand and supporting growth in aviation activities, associated with high carbon emissions.

## Recommendations

- E.2.36 In the case of several of the SA Objectives, although the policies within the component have the potential to deliver significant positive effects, the phrasing or scope of the current policy iteration is such that the potential is not fully realised. Recommendations seeking to rectify this position are as follows:
- E.2.37 Reference to ‘improved connectivity’ between employment sites and/or locations is apparent in many of the policies that form the component. It is not clear whether the intended interpretation is exclusively with regard to transport, or whether a broader scope was envisaged (e.g. connectivity in terms of training and jobs; business types; clustering etc.). It is recommended that the repetition within the individual policies could be removed by a more precise and complete reference (or indeed, multiple references to the different aspects of connectivity) within Policy Approach EC 1 and CC7. In addition to this, assuming that the intention of the policies is to prioritise sustainable transport measures over car-based travel, this should be clearly stated. These changes should assist in improving the sustainability performance of the component, particularly against SA Objectives 3 and 10; and
- E.2.38 In terms of maintaining and enhancing the quality of landscape, townscape and built environment (SA Objective 15), the policies within the component have been assessed as likely to give rise to minor positive effects. Policy text for CC 2 Mixed Use Development would benefit from more complete representation of preferences contained in the Reasoned Justification - this could add greater clarity in terms of Core Strategy expectations for development to deliver improved sense of place and the built environment to showcase flexible buildings in a secure and attractive environment. Objectives relating to these issues could also be added to EC 1 to strengthen the positive performance against this SA Objective.
- E.2.39 In addition, the following suggestions should be considered in order to better integrate sustainability into the component:
- E.2.40 Support for a masterplanned approach to development is referenced in the Reasoned Justification of Policy EC 4 City Centre. It is considered that masterplanning offers the most sustainable approach to design and should be promoted for the development of all strategic employment sites - this could be achieved through the addition of a reference in Policy Approach EC 1 and the Economic Strategic Sites and Location policy. This recommendation has the potential to improve the sustainability performance in general and specifically against SA Objectives 2, 5, 6, 7, 8, 10, 13, 14-20, 23 and 24;
- E.2.41 In general terms, the mixed use policy (CC 2) is brief in scope and coverage – the policy wording could benefit from expansion to clarify the preferred approach to mixing of uses. This could include a fuller description of expectations with regard to residential development types, particularly as a means of ensuring the delivery of a range of units (relevant for improving performance against SA Objective 5); and those elements of the Reasoned Justification that relate to design quality, sense of place, distinctiveness and delivering improved security through design and mixing of uses (relevant for improving performance against SA Objectives 6, 7, 15, 16 and 24)
- E.2.42 Policy EC 1 (Land for Employment and Economic Development) would benefit from text that recognises the important role of employment development in tackling many of the issues linked to increased crime (i.e. both the physical design factors and the social factors through promoting reduced worklessness). This could be incorporated into the Reasoned Justification and, by identifying this aspect of development as a key planning

aspirations, could add greater weight to the performance of the component against SA Objective 6; and

- E.2.43 Specific reference to considering and responding to the setting and value of features of historical and/or archaeological interest should be added to policies CC 2 and CC 3. Findings from the sites assessment for employment sites in respect of the heritage environment should be taken into account and mitigation incorporated as appropriate. This will improve the predicted sustainability performance of the component against SA Objective 16.

## Component 3: Tourism

- EC 9 Hotel Development
- CC 5 A Place for Everyone
- CC10 Visitors- Tourism, Culture and Leisure
- DM 6 Leisure and the evening economy

### Summary

- E.2.44 Overall, the policies that comprise the component are likely to have some significant positive economic impacts, but also a range of negative effects on the sustainability appraisal objectives, some of them significant.
- E.2.45 Key significant positive effects include the following:
- E.2.46 SA Objective 21 seeks to encourage a strong and stable economy. Taken together, the policies seek the delivery of a range of tourism and recreation related development, focused primarily in the City Centre but also supporting hotel development in other parts of Manchester. This has the potential to deliver some significant benefits in the longer term, albeit that they may be spatially and sectorally constrained in the context of the whole City economy;
- E.2.47 The tourism market will necessarily gravitate towards the City Centre and key outer locations where attractions are clustered. The policies within the component support the development of this market sector, enhanced infrastructure and new facilities, all of which should deliver significant longer term benefits against Objective 24 in terms of vitality and viability.
- E.2.48 Key significant negative effects include the following:
- E.2.49 Policies within the component support the development of new tourist facilities and attractions. However, there is no reference to building design/sustainability features within the component, nor any reference to criteria governing site selection for new developments. A precautionary approach results in the conclusion that there may be adverse effects against SA Objective 17 (prudent use of natural resources), potentially becoming significant over the longer term as more development comes to fruition;
- E.2.50 In addition to the points raised above, reference to the promotion of sustainable transport initiatives within the policies is relatively weak. The combination of these two factors has resulted in a precautionary approach and the prediction of significant negative impacts against SA Objectives 18 and 19 in the longer term.

### Recommendations

- E.2.51 In the case of several of the SA Objectives, although the policies within the component have the potential to deliver significant positive effects, the phrasing or scope of the current policy iteration is such that the potential is not fully realised. Recommendations seeking to rectify this position are as follows:

- E.2.52 SA Objective 8 includes consideration of inclusive accessibility and the provision of convenient access between key destinations. Although the component is not directly aligned, the predicted sustainability performance against the SA Objective could be enhanced by removal of ambiguity within the wording of Policy CC 5 (see recommendations below) and clarification of the term 'infrastructure' in Policy CC 10 to specifically reference sustainable transport links. This latter recommendation would also improve sustainability performance against SA Objective 10;
- E.2.53 Policy CC 10 (Visitors- Tourism, Culture and Leisure) presents a general policy commitment to supporting the development of the City Centre as a destination for tourism. It is recommended that consideration also be given to extending the scope of the Policy to provide clearer policy guidance on the types of tourism development that are desirable for Manchester – this would provide an opportunity to ensure that the natural environment, particularly the waterfront locations, are protected from insensitive and potentially detrimental development. Such changes could potentially improve the sustainability performance of the component against SA Objective 12 (water environment) and 13 (efficient use of land);
- E.2.54 Policy CC 10 includes reference to improving facilities and infrastructure for visitors. At present, the references are vague and open to interpretation. Predictions relating to the sustainability performance of the component, particularly against SA Objectives 10 and 21-24 could be made with greater certainty if the ambiguity was removed through clarification of the intended policy scope and meaning.
- E.2.55 In addition, the following suggestions should be considered in order to better integrate sustainability into the component:
- E.2.56 Policy CC 10 (Visitors- Tourism, Culture and Leisure) could benefit from the inclusion of reference to the value of biodiversity enrichment, both in terms of creating an attractive setting as well as the recreational and amenity appeal of increased greening of the City. The promotion of biodiversity, planting and greening through this policy has the potential to improve the predicted performance of the component against several SA Objectives, particularly numbers 11, 12, 14, 15, 18 and 19;
- E.2.57 Policies should include reference to best practice environmental standards, e.g. BREEAM. This would ensure consideration of the way in which development delivers water conservation, energy efficiency and sustainable waste management. Incorporation of such references has the potential to improve the predicted sustainability performance of the component against a number of SA Objectives including 11, 12, 13, 14, 17-20;
- E.2.58 Policies should include reference to the potential impact of tourism related development on biodiversity and identify opportunities for benefits. This would improve the predicted sustainability performance of the component against SA Objectives 14 and 15;
- E.2.59 Performance against SA Objective 15 is relatively weak. There would be benefit in using the Reasoned Justification, particularly for Policy CC 10, to highlight the link between physical environment, landscape setting and public realm; and the success of a given location in promoting tourism and visitor activities;
- E.2.60 Similarly to the above, performance against SA Objective 16 fails to realise full potential. There would be benefit in using the Reasoned Justification, particularly for policies CC 5 and CC 10, to emphasise the potential benefits that a strong tourism sector can bring in terms of safeguarding heritage assets;
- E.2.61 Consideration should be given to extending the scope of Policy CC 10 to provide clearer policy guidance on the types of tourism development that are considered desirable for Manchester. This has the potential to improve the predicted sustainability performance of the component against SA Objective 17, 21 and 23;
- E.2.62 Consideration of the potential link between tourism development and climate change is weak within the policies that comprise the component. The Reasoned Justification should

be used to describe the key linkages between tourism development and climate change impacts. This has the potential to improve the predicted sustainability performance against SA Objectives 18 and 19.

E.2.63 General points:

E.2.64 The phrasing of Policy Approach EC 9 includes two references to permitting hotel development in 'appropriate' locations. This term is ambiguous and therefore open to mis-interpretation. There is a need for amendments to describe what considerations will govern the Council's assessment of what constitutes an 'appropriate location'. Specifically for the purposes of the sustainability appraisal, it is important to clarify whether this is purely market based; or intended to encompass a broad range of social and environmental considerations. This will enable predictions made throughout the assessment to be assigned a greater level of certainty.

E.2.65 There is a considerable discrepancy between the policy phrasing presented in Policy CC 5 and the intended policy scope, as described in the Reasoned Justification. Although it is understood that Reasoned Justification is intended to amplify the policy meaning, in this case the policy wording is simply too vague. It is recommended that the following themes be made more explicit in the policy through a change in the wording – this will strengthen the level of certainty with which predictions have been made in the SA:

- promotion of the City Centre as a destination for work and leisure throughout the day;
- ensuring physical accessibility for all, irrespective of mobility, both in respect of buildings and the public realm;
- creation of a family-friendly City Centre;
- continued support for the established reputation of the City Centre's night-time reputation as an excellent music, theatre, restaurant and bar venue;
- forms of development aiming to create an environment for city centre living that supports all ages and lifestyles, including delivery of security through design.

E.2.66 In addition to the above, the assessment has highlighted a level of repetition within two of the policies, as follows:

E.2.67 Policy CC 10 Visitors – Tourism, Culture and Leisure includes the statement that 'Proposals for new hotels will be supported where they contribute to regeneration goals and where the City Council is confident that they will be deliverable.' Policy EC 9 Hotel Development then repeats this commitment to supporting hotel development across the whole of the City Council area, which necessarily includes the City Centre. It is considered that, provided the above recommendations for clarity in respect of EC 9 are implemented, the reference to new hotels in CC 10 should be removed as it would represent unnecessary repetition. The Reasoned Justification in paragraphs 10.59-10.61 of the Draft Core Strategy document would need to be relocated to support Policy EC 9; this would provide an opportunity for new Reasoned Justification to amplify/clarify the types of 'facilities' and 'infrastructure' sought by the City Council through implementation of Policy CC 10.

## Component 4: Housing

- CC 9 Housing
- H 1 Overall Housing Provision
- H 2 Phasing of Housing Provision
- H 3 Housing Distribution
- H 4 Windfall Sites

- H 5 Affordable Housing
- H 6 Student Accommodation
- H 7 Accommodation for Gypsies and Travellers
- H 8 Accommodation for Travelling Showpeople
- H 9 Strategic Housing Sites
- DM 2 Impact on residential areas
- DM 3 High Density Housing
- DM 4 Special Needs and Supported Housing
- DM 5 Conversions

## Summary

- E.2.68 The policies generally perform well against SA social objectives, by seeking the provision of a diverse mix of house types in terms of density, size and tenure, so the housing market is attractive and affordable for the existing and new residents. The positive effects against SA social objectives are also explained by the regeneration initiatives in the currently deprived areas, promoted by Housing policies; locating new development within easy reach of employment areas and the City and District centres, enabling access to job opportunities, including people living in the currently deprived areas and experiencing barriers in access to employment. Positive effects as a result of the implementation of these policies are also considered likely on SA economic objectives, principally through the regeneration initiatives, which will improve the image of the area and help attract workers in growth sectors and potential investors.
- E.2.69 The assessment identified a mix of positive and negative effects against SA environmental objectives. Positive effects are expected due to the promoted efficient use of land through releases of the areas currently under-occupied and re-development of previously developed land and buildings and protecting the character of the area. Positive effects are also associated with siting new development in a way that minimises the need to travel and promotes the use of sustainable transport modes. However, the level of sheer growth required for Manchester will inevitably have some negative effects on the environment, e.g. effects on air quality, water quality, biodiversity and heritage, and an increase in waste arising. These effects can be mitigated through the effective implementation of the other Core Strategy policies and taking into account recommendations (and mitigation measures proposed in the detailed assessment tables) as set out below. The proposed recommendations aim not only to offset negative effects but also to enhance potential positive effects.

## Recommendations

- E.2.70 It is recommended that Introduction to Housing section (paragraph 11.1) states that greater choice of housing will be provided to create mixed and inclusive communities and to meet the needs of all, including the requirements of the elderly, the disabled, people with special needs, BME communities, Gypsies and Travellers, young people and those on low incomes, so the targeted more disadvantaged social groups are clearly identified. This will help ensure that EqIA considerations are integrated in the Core Strategy development.
- E.2.71 It is suggested that the supporting text of Policy Approach H4 (Windfall Sites), setting out siting and design considerations for new housing, becomes part of the supporting text for Policy Approach H3 (Distribution of Housing) or forms the supporting text for Policy Approach H9 (Strategic Housing Sites), which provide a more logical place for it. In addition, it is recommended that paragraph 11.15 of the Reasoned Justification states that new development will be designed in accordance with the revised 'Guide to Development



in Manchester'. Paragraph 11.16 should include the requirement for new development to incorporate not just drainage but SUDS, where practical. Paragraph 11.17 should refer to Design for Access 2 for the standards of accessible and inclusive design.

- E.2.72 Siting new high density residential development along public transport routes is only mentioned for North Manchester. It is recommended that this consideration is also applied to locating high density development in other growth areas as appropriate in the wording of Policy Approach 3. The emphasis in this criterion could be made on public transport nodes and it could also be expanded to include the locations where there are plans to improve public transport provision to stimulate a shift to more sustainable modes. In addition, promoting the use of sustainable transport modes through siting of new developments could be added to the first sentence of paragraph 11.15 of the draft Core Strategy document.
- E.2.73 It is recommended that the following considerations for the suitability of proposals on windfall sites are added to the current list of considerations in Policy Approach H4:
- does the site allocation reflect a sequential approach, starting with the use of previously developed land?
  - Are there any environmental constraints for the site's development (e.g. high risk of flooding, statutory designations)
- E.2.74 It is recommended that Policy Approach H5 (Affordable Housing) includes the requirement to provide special needs accommodation as part of affordable housing provision where needs are identified and where such accommodation meets the requirements of Policy Approach DM 4 (Special Needs and Supported Housing).
- E.2.75 It is suggested that Policy Approaches H7 and H8 are combined in one policy, as the wording of both policies is identical. The first bullet point in this combined policy or Policy Approach H8 (if Policies are left separate) should list the need for space to store and maintain fairground equipment for showpeople's sites amongst the other site's requirements. It is also recommended that the last bullet point in the combined policy or Policy Approach H7 includes a reference to Designing Gypsy and Traveller Sites Good Practice Guide (DCLG 2008).
- E.2.76 Development of sites that involves demolition and relocation should to be managed sensitively, efficiently and equitably, providing adequate support, advice and financial assistance to affected residents. It is recommended that Policy Approach H9 clearly explains this.

## Component 5: Retail and Centres

### Summary

- CC 8 Retail
  - C 1 Centre Hierarchy
  - C 2 District Centres
  - C 3 Viability and Vitality
  - C 4 Out of centre retailing
- E.2.77 A range of positive effects, including some which were considered significant, were predicted against the SA objectives through the assessment process. Key significant benefits include the potential ability of the policies in the component to reduce social exclusion through enabling the provision of local retail services as well as other services and facilities in local and district centres. This could improve peoples' ability to meet their own needs without the necessity for private transport. Ensuring that people have good access to leisure and community facilities, through policy C 2, could improve the overall

health levels of the community over time, through an increase in wellbeing through community mixing, as well as through an increase in physical activity. Increased community activity and mixing could also reduce levels of crime and its perception. Additionally, the maintenance and improvement to the retail offer of the centres of Manchester is likely to increase natural surveillance through an increase in active frontages.

- E.2.78 An improvement in the availability of services and facilities as well as retail opportunities in local areas may encourage increased populations to settle in these areas. The concentration on the City Centre for a comparison shopping and tourism centre may enhance the reputation of the City, which may also attract additional populations to settle there.
- E.2.79 From an environmental perspective, the Centre Hierarchy (C 1) may help to reduce the need to travel for local people, through the provision of essential services and facilities locally. Although the benefits against this objective will be, in the most part, positive, the development of the City Centre as a regional centre and key tourist destination may bring increased traffic to the city. This effect is likely to be mitigated, however, by the policies included in Component 6.
- E.2.80 Policies seek to ensure that new development leads to the enhancement of centres, and thus are likely to contribute to an improvement in the townscape and built environment.
- E.2.81 In relation to the economic-oriented SA objectives, the policies state that they will support the maintenance and extend the range of wealth generating activities including retail, leisure, recreation and tourism in the centres. Providing some employment in district centres will help to reduce economic exclusion. They seek to focus development in the centres, which will help to create economies of scale amongst businesses. The encouragement of the creation of the regional centre as a tourist destination will help diversify the economy over time.
- E.2.82 No significant negative effects arising from the implementation of the policies within this component were predicted.

## Recommendations

- E.2.83 The centre hierarchy could specify the types of other services and facilities that will be available in the district and local centres. Similarly, although policy C 2 seeks that district centres meet the day to day needs of the local community in terms of shopping, leisure and community facilities, the remaining text within the policy only refers to retail needs with reference to some housing and employment. The policy should seek to consider the potential and need for the provision of other community facilities within these areas to enable delivery. The range of facilities could include local recycling 'bring' facilities. Further, it is suggested that the policy is insufficiently succinct, providing unnecessary text. It is recommended that the policy be summarised, with the key requirements for each area provided in bullet points.
- E.2.84 The specification of a wider range of services and facilities as suggested in the supporting text, and relating to the recommendation above, would help to increase the vitality of the district centres. Although policy C 3 seeks to protect the vitality and viability of the district centres, it is suggested that this policy is considered to be superfluous to requirements and its detail could be summarised within policy C 2. Similarly, it is suggested that the content of policy C 4 should be included within policy C 1, to form part of the hierarchy, and the standalone policy removed.
- E.2.85 Policy C 2 could specify that housing provision in local centres should be affordable, to enable those without access to a private car to be able to access services and facilities easily.
- E.2.86 The supporting text for policy CC 8 states that in the retail core there will be an emphasis on creating a pedestrian friendly environment. This intention should be included in the

policy wording, with the addition of a reference to the guidance provided in Design for Access 2.

- E.2.87 It is suggested that policy C 1 replaces "minimise the need to 'shop' by car" with "minimise the need to 'travel' by car", to broaden the scope of the policy, as people will seek to travel to centres to access a wide range of local services and facilities, not just retail. In line with this, it is suggested that the policy is termed a centre hierarchy in the policy wording, as opposed to a retail hierarchy. The 'centre hierarchy' will then encompass retail alongside other local services and facilities as already cited in the policy.
- E.2.88 Reference could be made to best practice environmental standards, e.g. BREEAM.
- E.2.89 It should be ensured that development in the centres is not at the expense of sites of heritage value. Policy C2 could briefly outline the key characteristics of each centre in terms of character to ensure that designs and land uses reflect this. At present, although the policies seek that development reflects local character, they do not detail what this entails
- E.2.90 It should be ensured that the re-use of existing buildings and previously developed land is prioritised for the improvement of centres.

## Component 6: Transport

- CC 11 Transport
- T 1 Accessible areas of opportunity and need
- T 2 Sustainable Transport
- T 3 Strategic Integration

### Summary

- E.2.91 Overall the policies in the component are likely to have significantly positive effects on the sustainability appraisal objectives.
- E.2.92 Key positive significant effects include an improvement in accessibility to employment areas by sustainable modes, which will be especially prominent for those living in more deprived areas and those without access to a car. A reduction in road based transport will also reduce geographical inequalities as it will reduce the potential for noise, water and air pollution as well as traffic accidents, and a reduction in the physical divisiveness that roads can present in communities. An increase in walking and cycling accessibility as well as the use of public transport may foster a sense of community through increased interaction.
- E.2.93 An increase in walking and cycling routes may also provide benefits for the local biodiversity through their function as green corridors linking habitats. They may also help increase the capacity of carbon sinks.
- E.2.94 A modal shift to more sustainable transport is likely to improve the attractiveness of the city, improving the viability and viability of the area and improving its potential for attracting a skilled in migrants.

### Recommendations

- E.2.95 The supporting text for transport section should clearly state that the needs of disabled people as pedestrians, public transport users and motorists will be taken into account in designing public transport infrastructure and public space. The creation of inclusive access for all including those with physical or mental impairments should be specified, to ensure that all routes are accessible to all. A reference should be made to the Manchester manual on accessible and inclusive design 'Design for Access 2'.

- E.2.96 It should be ensured that the walking and cycling routes are designed to reduce crime and the fear of crime such as active frontages, CCTV and other design measures including lighting.
- E.2.97 It is recommended that policy T2 Sustainable Transport is placed ahead of the other transport policies in the chapter to reinforce the prioritisation of sustainable transport modes. Further, it is recommended that policy C 11 Transport is renamed as Regional Centre Transport Strategy. Policy T1 could seek to encourage a reduction in the need to travel, as part of an improvement in accessibility, through the co-location of employment and residential areas. Policy T2 could modify its wording slightly to ensure that the hierarchy is an order or prioritisation.
- E.2.98 It should be ensured that the development of public transport routes is not to the detriment of sites of historical or archaeological value.

## Component 7: Airport

- MA 1 Manchester Airport Strategic Site
- MA 3 Manchester Airport

### Summary

- E.2.99 The policies support the airport expansion to grow to 45 million passengers by 2030. The policies have been assessed as being likely to have a range of positive and negative effects on the sustainability appraisal objectives, some of them significant. The national policy promotes the airport expansion and the role of the Core Strategy is to provide a suitable framework to accommodate this growth. The SA recommendations focus on improving the overall sustainability of the airport potential growth, in particular, maximising its potential social effects.
- E.2.100 Key significant positive effects arising from the implementation of these policies include the following:
- E.2.101 New job opportunities associated with the airport development are likely to be of a varied nature and skills level, which is likely to appeal to wider sections of the population than at present. The airport will act as a significant job hub outside of the city centre. The proposed scale of the airport expansion implies that it is likely to bring about a substantial number of new jobs, attracting more people to settle in the area. Significant positive effects are predicted against SA Objective 2 (attract additional population) on the basis of this assessment.
- E.2.102 Closer integration between the Airport and Wythenshawe Centre, promoted in the Wythenshawe Strategic Regeneration Framework, should enhance residents' access to a range of employment and training opportunities benefiting SA objective 4 (qualifications and skills).
- E.2.103 Manchester Airport is seen as one of the major economic drivers of the north-west region. The Airport is one of six priority "sector accelerators" for the City Region. The Manchester City Region Development Programme states that "Access to an increasing range of air services, especially long haul, will be key to attracting and retaining economic activity". These assumptions have resulted in predicted significant positive effects against SA Objective 21.
- E.2.104 SA Objective 23 is concerned with encouraging and accommodating both indigenous and inward investment. The Manchester City Region Development Programme identifies that "the continued growth and expansion of Manchester Airport is a vital component of the success of the Manchester City Region and is crucial to the City Region's ability to attract globally mobile high value added inward investment." These expectations for the Airport's future growth have resulted in predicted significant positive effects against this Objective.

- E.2.105 The Airport plays a dominant role in Wythenshawe as a major employer and in terms of its size and as a premium business location, enhancing vitality and viability of this centre. The future growth of the airport is also expected to contribute to the economy of the City Centre (SA objective 24).
- E.2.106 Key significant negative effects include the following:
- E.2.107 Aircraft noise is one of the most significant impacts of an airport on local communities. The noise impact of Manchester airport is likely to increase with a planned increase in the airport capacity, particularly if this comprises activities such as Maintenance Repair and Overhaul and engine testing as these would lead to a physical expansion in the location of noise sources. In addition, increased frequency of aircraft movement, plus construction and then operation of additional airport infrastructure and associated development will increase the general level of activity, trip generation, noise nuisance and emissions. The predicted effects will be reduced by a specific requirement in the RSS to take account of the effects of the proposed development on the health and well-being of the population and the policy includes reference to strict mitigation requirements. Furthermore, the significance of the predicted effects may be reduced due to the introduction of quieter aircraft in the future. However, as it is still uncertain when such change in technology will take place, the assessment of the component is based on the precautionary principle approach, and therefore assigns significant negative effects against SA objective 3 (health).
- E.2.108 Airport operation is associated with a release of a number of pollutants, affecting local air quality. This includes: NO<sub>2</sub> and NO<sub>x</sub> produced by road vehicles, aircraft and boiler houses; PM<sub>10</sub> emitted by road vehicles, aircraft and construction processes; Volatile Organic Compounds can originate from aircraft refuelling, spillages, fuel depot and paint. However, as stated in the policy the effect on atmospheric pollution and the extent to which this can be minimised is a consideration. This as well as development and deployment of cleaner technologies may reduce the predicted negative effects against SA objective 11 (air quality) to some degree in the longer term, but this is likely to be offset by increased frequency of flights and the predicted level of expansion.
- E.2.109 Negative effects on natural habitats and biodiversity associated with airports' operation include destruction or fragmentation of natural habitats by land take and through other impacts: transport, air, water and soil pollution, noise and light pollution. The airport expansion may affect the Cotteril Clough SSSI and the Bollin Valley, a Grade A Site of Biological Importance. However, as stated in Policy MA 3 the effect on sites of national and international nature conservation importance will be considered to ensure these effects are avoided, mitigated or compensated. The Airport have a good track record on environmental mitigation drawn from the 350 hectare Landscape and Habitat Management Plan area put in place as part of the Second Runway development to compensate for and mitigate its effects. A good track record in addressing similar issues and consideration of ecological interest in the policy wording should help reduce the severity of the predicted negative effects against SA objective 14 (biodiversity) to some degree, although the existing habitats of ecological value are still likely to be lost to development.
- E.2.110 SA Objective 17 is concerned with ensuring the prudent use of natural resources. Airport expansion involves additional land take and increased levels of construction and waste arisings. Policy MA 3 includes no reference to matters of design, thus a precautionary approach to assessment concludes that significant increases in development quantum are likely to have adverse impacts against SA Objectives 17 and 20 (waste).
- E.2.111 Aviation is steadily increasing its contribution to climate change. Apart from the growth in air traffic supported by the airport expansion, the expansion of the airport capacity will also result in higher levels of road traffic and associated transport related GHG emissions, as well as higher levels of GHG emissions from the airport operation activities. Manchester Airport is committed to become carbon neutral by 2015 in its site energy use

and ground vehicle operations. The Airport is also already included in the EU Emissions Trading Scheme on account of the CO<sub>2</sub> emissions from its energy use. This may reduce the severity of negative effects predicted against SA Objective 18 concerned with reducing the contribution to climate change; however, aircraft emissions will increase with additional frequency of flights.

## Recommendations

- E.2.112 In the case of several of the SA Objectives, although the policies has the potential to deliver significant positive effects, the phrasing or scope of the current policy iteration is such that the potential is not fully realised; for the other SA objectives where significant effects are deemed to be negative on a precautionary approach, addition of new requirements should help reduce the significance of any predicted adverse effects. Recommendations seeking to rectify this position and maximise potential positive effects are as follows:
- E.2.113 It is recommended that the second bullet pointing Policy MA 3 is reworded, using the phrasing from the policy supporting text to read as: 'The extent to which surface access and car parking arrangements encourage the use of public transport, walking and cycling and minimise road traffic'. This would strengthen policy wording with regards to promoting sustainable transport and limiting the growth in road traffic. This change should assist in improving the sustainability performance of the policy component against SA Objectives 10 (sustainable transport) and 11 (air quality);
- E.2.114 It is suggested an additional requirement for deciding on the appropriateness of development proposals with respect to its contribution to generating social benefits is included in Policy MA 3 wording as a separate point. This can read, for example, as follows: 'Effect of the proposed development on improving access to training and job opportunities for people from communities where the issues of deprivation and worklessness persist and for those target groups who experience barriers in accessing jobs'. The potential to deliver employment opportunities to areas suffering worklessness and deprivation should be maximised through the inclusion of specific locational priorities in the Policy wording, thus seeking to realise the potential for positive social effects of the airport expansion in terms of new job and training opportunities. Reference to linking development to the Universities and Higher Education and Further Education sectors should also be added, particularly with a view to connecting the universities to the airport activities. This could add greater weight to the performance of the policy component against SA social objectives 1 (social exclusion), 4 (qualifications and skills), and 22 (economic exclusion); help ensure that the airport expansion brings about positive effects on equality of local communities 9 (equality), as well as help lessen potential tension between supporters and opponents of the airport extension.
- E.2.115 It is recommended that the sites of local ecological value are also included in Policy MA 3 wording and that the policy requires a zero net loss in biodiversity overall, meaning that losses occurred due to the airport expansion must be compensated through creation of new habitats elsewhere or improving quality of the existing green spaces. This addition to the policy wording would improve its sustainability performance against SA objective 14 (biodiversity)
- E.2.116 Future airport developments as part of the airport expansion should be delivered through sustainable construction that achieves a high rating of sustainability certification, applying recognised standards such as BREEAM or Civil Engineering Environmental Quality Assessment (CEEQUAL). A specific reference to these environmental standards as well as 'Guide to Development in Manchester' SPD should be included in the policy wording. This will help reduce the significance of predicted negative effects against a number of SA objectives, including objectives 3 (health), 14 (biodiversity), 15 (built environment), 17 (prudent use of natural resources), 18 (climate change), 20 (waste). A requirement for

civil projects to comply with CEEQUAL standards should also be included in the revised SPD.

- E.2.117 Apart from meeting the set targets for becoming carbon neutral (this needs to be moved to the reasoned justification of Policy MA 3) and increasing the share of public transport use, the airport should actively support the expansion of the scope of the EU emission trading scheme to cover aviation activities (i.e. all flights departing or arriving at the airport) from 2012 and implement any new guidance produced by the Government or at the European level on the consideration of aviation emissions to improve the sustainability performance of the policy component against SA Objective 18 (climate change).
- E.2.118 A detailed assessment is recommended to be undertaken for the preferred option of the airport expansion to understand implications of increased levels of noise and air pollution on human health. The reasoned justification supporting the policy could elaborate on the potential noise mitigation measures, which could include optimised land use, selection of low noise aircrafts, relocation of sensitive receptors, noise bunding to operational areas and noise insulation of sensitive buildings. The aim should be to deliver designs that go beyond the minimum safety requirements set out, for example, in CAP 168; taking full account of the environmental sensitivity of the green belt location and the proximity of the population. These additions would improve the policy performance in terms of effects on human health (SA Objective 3).

## Component 8: Climate Change

- En 1 Achieving a Reduction in CO<sub>2</sub> Emissions through New Development
- En 2 Strategic Areas for Low Carbon, Decentralised and Renewable Energy Development
- En 3 CO<sub>2</sub> Emissions Reductions Target Framework
- En 4 Energy Infrastructure
- En 5 Environmental Standards
- En 6 Flood Risk

### Summary

- E.2.119 Overall, the policies within this component are likely to have a significantly positive effect on a number of the SA objectives. No negative effects are predicted to arise as a result of the policies.
- E.2.120 Requiring a reduction in CO<sub>2</sub> emissions from building stock may help to reduce fuel poverty through an improvement in building stock quality over time. This is likely to have beneficial effects on health. The strategic areas for energy development coincide with areas of social deprivation and, as such, are likely to improve regeneration in these areas and instil a sense of community pride. Further to this, avoiding development in areas of flood risk will reduce the risk from flooding to residents in these areas and as such will reduce geographical inequalities. Policies will seek to encourage high quality design in buildings as well as housing provision. This may help to attract additional population to settle in Manchester as high quality and energy efficient design will enable an improved quality of life through a reduction in pollution and quality of life.
- E.2.121 The development of low and zero carbon energy generating technologies in the strategic employment areas may help to improve the resilience of the local economy through improved efficiency and self sufficiency. Further, over time the generation of such energy may help to improve the attractiveness of the area through improving its national and international reputation as well as through contributing to the reduction of local pollution. The identification of strategic areas for energy development is considered to have the

potential for significantly positive effects through the enabling of delivery. The CO<sub>2</sub> emissions reduction framework is also predicted to have significant positive effects.

- E.2.122 The policies seek to reduce energy use overall, which will ensure a reduction in the use of fossil fuels for energy. In terms of the use of other natural resources, such as reducing water consumption, the supporting text of the policy suggests potential adherence to the CfSH requirements, although this only directly refers to the energy requirements.

### Recommendations

- E.2.123 Although the supporting text (paragraph 14.17) provides a brief explanation of the Energy Hierarchy, a clearer definition could be included. This could take the form of a figure. It also is recommended that the policy be structured in such a way as to reflect this hierarchy. This could take the form of a) development to be designed to reduce the need for energy through passive design features such as solar gain; b) development to be designed to reduce the need for energy through energy efficient features such as improved insulation; c) residual energy requirements are sought to be met through the use of low or zero carbon energy generating technologies, provided on site in the first instance where feasible. Further, in line with the provisions in the supporting text, it is recommended that the requirement for CfSH is included within the policy. Additionally, it is recommended that BREEAM requirements are added to this for applicability to non-residential development in accordance with national targets or higher if feasible as touched upon in the supporting text. This would also provide consistency with the revised 'Guide to Development in Manchester'.
- E.2.124 Requirements for improvements to existing building stock should also be included within policy, to ensure that modifications maximise the potential for reducing greenhouse gas emissions and improve living conditions. This may especially be the case, for example, where an existing building is converted into a number of flats, increasing the density of development in a location.
- E.2.125 It is recognised that a requirement for small developments to incorporate micro-generation technologies may be prohibitively expensive as well as unfeasible in some locations. Therefore, the energy generation requirements for small developments should be taken down to a minimum level. However, the principles of the energy hierarchy should be implemented in all cases,
- E.2.126 As well as a focus on improving building stock for a reduction in CO<sub>2</sub> emissions, the policy could include the point that building stock should be improved to reduce fuel poverty.
- E.2.127 Although the policies in the component focus on flood risk and energy, the CfSH includes a much wider range of factors which relate to sustainable building design. It is recommended that the policy include these requirements or adherence to the CfSH (and BREEAM for non residential development) in the policy wording.
- E.2.128 The locational strategy in Policy En 2 (Strategic Areas for Low Carbon, Decentralised and Renewable Energy Development) should not be in conflict with the biodiversity objectives promoted in the policies within component 10 (green infrastructure).
- E.2.129 It should be ensured that the benefits of the creation of low and zero energy sources should be weighted against negative effects associated with the reliance on road transport for fuel delivery where fuel delivery by rail is not possible.

## Component 9: Natural Resources

- EN 7 Waste
- EN 8 Minerals



## Summary

- E.2.130 Minimisation of waste production and increased re-use and recycling of waste and secondary aggregates are the primary objectives of the policies within this component.
- E.2.131 The implementation of these policies is likely to result in a mixture of positive and negative effects against the sustainability appraisal objectives, although positive effects are predicted to be more significant.
- E.2.132 The main significant positive effects are associated with the following actions stipulated through the policies' wording:
- Encouraging transport of waste and minerals by sustainable transport modes, leading to the reduction of transport effects (SA objective 10).
  - Encouraging the implementation of waste hierarchy, which should help divert waste from landfill and enable more land to be put to more efficient and economically productive use (SA objective 13).
  - Encouraging prudent use of resources through the implementation of the waste hierarchy and promoting the use of secondary/recycled aggregates (SA objectives 17 and 20).
  - Promoting prudent use of mineral resources and efficient management of waste, which is an essential component in ensuring a longer-term stability and prosperity of the local economy (SA objective 21).
  - No significant negative effects are likely to result from the implementation of these policies.

## Recommendations

- E.2.133 In the case of several of the SA Objectives, although the policies within the component have the potential to deliver significant positive effects, the phrasing or scope of the current policy iteration is such that the potential is not fully realised. Recommendations seeking to rectify this position are as follows:
- E.2.134 A longer-term vision for the sustainable waste management should be achieving a close-loop waste management system, where all the waste is seen as a resource or raw product. The scope of policy could be extended to this end to include the following: *'Promote the development of innovation and technological advancement within the sustainable waste management industry, aiming to achieve a close-loop waste management system'*. This message will help ensure that the implementation of Policy 7 helps deliver or increase significance of positive effects against the economic and environmental SA objectives.
- E.2.135 Enclosed and controlled waste management facilities should ensure that any negative impacts are avoided or minimised. However, it is recommended that a more proactive policy wording is adopted to read as follows *'Encourage waste management practices that do not incur unacceptable adverse impact on the environment or endanger human health'* to ensure that potential negative effects of Policy En 7 on human health and the environment are fully considered and avoided. This will benefit the SA objectives concerned with human health, amenities, air and water quality.
- E.2.136 The definition of waste management hierarchy could be slightly amended to optimise its benefits with *'prevent'* or *'avoid'* preceding *reduce* as a priority step.
- E.2.137 Apart from requiring local communities to take responsibility for the waste they generate and adopt the waste hierarchy, national planning guidance requires adoption of proximity principle for waste disposal and management. It is recommended that a message on *encouraging local communities to take responsibility for the waste they generate and adopting proximity principle for waste management and disposal where practicable* is to

the main policy's text. This amendment would result in a number of positive sustainability effects, including the following:

- E.2.138 Stimulating a more proactive implementation of the waste hierarchy
- E.2.139 Ensuring that no local neighbourhoods have to manage a disproportional share of waste, especially if the adopted waste management practices result in noise, odour or other type of nuisance. This will also help avoid cumulative effects, resulting from concentration of a number of waste management facilities in one area.
- E.2.140 Avoiding excessive transportation of waste and transport-related emissions.
- E.2.141 It is recommended that a message of securing an adequate level of minerals supply for the planned levels of growth in Manchester is added to the Policy En 8 wording to enhance its performance in delivering the SA Objectives concerned with attracting additional population to settle in the city and delivering an adequate mix of housing for current and future residents. This could be included, for example, in the first bullet point, following a message on a co-ordinated sub-regional approach to mineral planning to read as '*... and to secure an adequate level of minerals supply for the planned levels of growth in Manchester*'.

## Component 10: Green Infrastructure

- En 9 Green Infrastructure
- En 10 Safeguarding Open Space, Sport and Recreation Facilities
- En 11 Quantity of Open Space, Sport and Recreation
- En 12 Area priorities for Open Space, Sport and Recreation
- En 13 Biodiversity and Geological Conservation

### Summary

- E.2.142 The SA has predicted that the policies within this component are likely to have significant positive effects against most of the SA objectives.
- E.2.143 Over time, the requirements for the provision of natural greenspace and parkland areas are likely to improve accessibility to recreational facilities from all areas of the City, which will have benefits for reducing social inequalities. Further, the creation of a network of walking and cycling routes will improve the population's accessibility to other types of essential services and facilities including employment opportunities. An improvement in environmental quality may help to engender an increase in community pride; whilst an increase in walking and cycling may help to improve community mixing and subsequent cohesion. The positive effects of Green Infrastructure (GI) such as through reducing air pollution are likely to have cumulative health benefits. Policies to safeguard open space and sport and recreational facilities and the inclusion of a network of walking and cycleways within GI will help to encourage increased physical activity with likely resultant benefits for health levels in the community.
- E.2.144 GI in Manchester includes various features such as parks, woodlands, nature reserves, and linkages, the prioritisation of which is likely to enable the maintenance and enhancement of biodiversity in the area. Policy En 13 (Biodiversity and Geological Conservation) seeks to prevent any adverse effects on sites protected for their biodiversity or geological importance although it is not quite clear how these designated sites will link in with the wider GI strategy. The maintenance and enhancement of vegetated green space in the City will help to prevent an increase in surface water runoff from development, which in turn will prevent an increase in pollutant runoff entering watercourses.

- E.2.145 The maintenance of linkages will enable the adaptation of biodiversity in the changing climate, through migration routes, as habitats and behaviours change over time. The creation of green infrastructure will also help the urban environment adapt to the increasing effects of climate change through reducing the urban heat island effect, providing natural cooling through lowering albedo and providing shade, and evapo-transpiration. In addition to this, green roofs and walls are able to provide insulation to buildings, helping them adapt to temperature variations.
- E.2.146 GI enhancement and maintenance will help to ensure that the quality of the townscape and built environment, including through the use of actual design features such as green roofs and walls, is enhanced. The policies may help to encourage the prudent use of natural resources through the encouragement of a reduction in the use of fossil fuel-based transport. In addition to this, green roofs and walls are able to provide insulation to buildings, which may reduce the need for artificial heating and cooling.

### Recommendations

- E.2.147 It is suggested that the wording of the first bullet point in Policy En 10 is slightly amended to read '...open space, sport and recreation facilities in the local area.'
- E.2.148 The GI strategy could incorporate the use of nature trails to contribute to the enhancement of knowledge in the local area.
- E.2.149 The GI strategy could ensure that the co-provision of green space and walking and cycling facilities with space for the enhancement of biodiversity is designed and managed in a way that it does not lead to an increase in the fear of crime. This may include the closing of natural greenspace areas at night to prevent loitering.
- E.2.150 It should be ensured that accessible greenspace is defined not only in terms of distance but in terms of inclusive design taking into consideration the needs of people with limited mobility.
- E.2.151 It should be ensured, through the GI strategy, that walking and cycling routes combine the connecting of residential areas with employment locations, preferably providing car free routes to improve incentive and safety. This could include refer to the policies included in component 6.
- E.2.152 It is recommended that natural greenspace is further enhanced in areas at risk of flooding, to help reduce the potential effects that flooding events can have on water resources. Green roofs and walls as well as other GI features can be important elements of a wider SUDS scheme, which can then help reduce the effects of an increase in precipitation from climate change. In line with policy EN 15 (Water Quality), SUDS should be incorporated into the GI strategy to minimise surface water runoff as well as water pollution.
- E.2.153 Policy En 9 (Green Infrastructure) could include a requirement that GI improvements and provision should be in accordance with the GI strategy currently being prepared by AGMA for Greater Manchester. Similarly, En 13 could also reference this strategy in the policy wording. It should be ensured that this strategy includes a strategy map, to show how the linkages across the city will be made to ensure that development does not lead to the loss of connectivity or its future potential/need. It should be ensured that the use of GI for sport and recreation does not conflict with the needs of biodiversity, through careful design and management. For example, river walkways should be designed so as to allow a buffer between the water's edge and the pathway to allow for biodiversity; flood lighting should be on for minimal time so as to reduce effects.
- E.2.154 The way in which historic sites will be part of the GI strategy should be included in the impending document. This could specify which types of historic sites are intended for inclusion e.g. listed buildings, conservation areas, scheduled ancient monuments, etc. and/or whether 'historic' sites refers to the historic environment/landscape such as ancient woodland.

## Component 11: Environmental Quality

- En 14 Air Quality
- En 15 Water Quality
- En 16 Contaminated Land

### Summary

- E.2.155 The policies that comprise this component aim to protect and enhance the quality of water, air and land. Overall, the implementation of these policies is likely to have a range of positive effects on the sustainability appraisal objectives, some of them significant.
- E.2.156 Key significant positive effects include the following:
- E.2.157 Policy En 14 aims to improve air quality within Air Quality Management Areas (AQMA). This should have positive effects on people currently living in these areas and those who will move in. The effects will become more significant in the longer term when air pollution levels fall and stabilise, resulting in lower exposure levels.
- E.2.158 Policy En 16 prioritises the remediation of contaminated land to strategic sites identified for future development, benefiting the SA objective concerned with the efficient use of land. As successful remediation of contaminated land is important for improving the city's image as a place to live and work, significant positive effects are also predicted against the SA economic objective aiming to encourage the level of investment into the area.
- E.2.159 Longer-term economic prosperity is dependent on the availability of natural resources and the state of ecological systems and services they provide. The beneficial effects associated with the implementation of the policies within this component will become more pronounced in the longer term.
- E.2.160 Some of the other positive effects of lesser significance are as follows:
- E.2.161 Reducing inequalities in the capability of Manchester's residents to live in a healthy and safe environment through tackling the existing problems of environmental pollution and degradation.
- E.2.162 Stimulating prudent use of resources, in particular water and land, as a result of considerations of the state of the environmental media and measures aiming to improve their quality.
- E.2.163 Preventing the quality of the townscape being eroded by inappropriate new development, especially in respect to traffic congestion.

### Recommendations

- E.2.164 Although this set of policies is predicted to result only in positive effects against the sustainability objectives, the significance and magnitude of these effects could be enhanced further if the recommendations set out below are adopted:
- E.2.165 It is recommended that the minimum standards from the North West Sustainability Checklist are clearly identified in the Policy En 14 (Air Quality) to avoid ambiguity. It is suggested that the policy includes a requirement that sites proposed outside the AQMAs should be developed first to avoid worsening of air quality within AQMAs and where this is not possible for all development proposals within the AQMAs to have Travel Plans. The requirement to mitigate construction effects on the local air quality should be added to the policy wording.
- E.2.166 It is recommended that consideration is given to including Noise pollution in Environment Section either as a separate policy or adding it to Policy En 14 (Air quality). It could state that proposals for new noise sensitive development should be compatible with existing activities and that development should not be permitted in areas which are, or are

expected to become, subject to unacceptably high levels of noise in the foreseeable future.

- E.2.167 Water availability should also be taken into account and where possible development should be located in areas where availability of water resources is not severely restricted. It is recommended that Policy En 15 (Water Quality) includes a reference to water efficiency standards in Code for Sustainable Homes and BREEAM to be achieved by new development and that the Policy is renamed Water Availability and Quality.

## Component 12: Built Environment

- CC 1 City Centre High Density Development
- CC 4 Heritage and Design
- En 17 Design Principles
- En 18 Tall Buildings
- En 19 Heritage

### Summary

- E.2.168 Although no significant negative effects are predicted against the policies within this component and a number of significant positive effects are predicted, it is regarded that the potential of the component to achieve significant positive effects has not been fully realised at this stage. To improve the potential of the policies to contribute to more sustainable development, recommendations are made below.
- E.2.169 Positive effects predicted to arise from the policies at this stage are summarised as:
- E.2.170 The protection and enhancement of the heritage, character and overall design quality of the City is likely to improve its attractiveness to enable an increased population which will also encourage people to take pride in their community.
- E.2.171 Policy CC 1 will encourage a focus of development in the City Centre and the cumulative effect of the policies in the component is likely to lead to an increase in attractiveness of the urban realm over time. An enhancement of the heritage and design of the city may help to boost its reputation nationally.
- E.2.172 Policy En 17 gives priority to accessibility standards, and will promote proposals that are fully accessible to disabled people, which is likely to contribute to increasing levels of inclusion.
- E.2.173 Policy CC 1 encourages high density development, which will specifically seek to maximise efficiency in the use of land. Further, city centre sites are likely enable the use of previously developed sites.
- E.2.174 Policy En 17 should help to ensure that the quality of the landscape, townscape and built environment of Manchester is reinforced. Policy En 18 seeks to guide the development of tall buildings in the City, providing considerations specific to character areas. This will help to ensure that the quality of the townscape is maintained or enhanced.
- E.2.175 Policy CC 4 seeks to protect and enhance the heritage assets of the City Centre including listed buildings, conservation areas and scheduled ancient monuments. Policy En 19 takes a similar approach, but also includes the settings of the features noted, and adds registered parks and gardens and archaeological remains to the list of protected features. Policy En 18 seeks to ensure that tall buildings are directed away from conservation areas. These policies are likely to have significant positive effects against the SA objective to protect and enhance sites, features and areas of historical and archaeological value.

## Recommendations

- E.2.176 Policy CC 1: It could be specified that high density development will only be permitted where it will encourage a reduction in the need to travel through providing a mix of uses; or where it will encourage the use of public transport. Reference could be made to the SPD design elements referencing 'ease of movement'. This will also help to improve the efficiency of land use.
- E.2.177 Policies CC 4 and En 19: Potential archaeological features could also be considered as part of this policy. It is also recommended that the policy be reworded to add 'protect and enhance the heritage assets, *including their settings* that have been identified. This approach is similar to the approach for other areas included in En 19.
- E.2.178 Alternatively, policy CC 4 could be removed, and En 19 cross-referenced in the City Centre section, as both policies have similar requirements, with En 19 covering the issues more comprehensively. It is suggested that the word 'conserve' replaces the word 'protect' to enable the management of features of heritage interest for them to remain a useful asset for the City. The supporting text indicates that development which fails to respond to the opportunities afforded by the local context of Manchester's character should not be supported. This could be included in the policy wording and reference made to the SPD which will define character areas (as included in supporting text for policy En 17).
- E.2.179 Policy En 17: Although the supporting text states that further detail will be provided in the SPD, policy En 17 could summarise the seven objectives of urban design, or specify to which 'national planning guidance' it refers. It is unclear why the adopted Guide to Development in Manchester SPD has not been referred to in policy En 17. It is recommended that if the SPD is to remain a material consideration, the requirements of this document are integrated into the policy wording. This should include, for example, the requirement for an Environmental Standards Statement, to demonstrate how the development will meet BREEAM and CfSH standards and encompass principles relating to:
- Reducing social exclusion through design;
  - Design for health;
  - Diversity;
  - Water management and waterways;
  - Energy efficiency;
  - Sustainable waste management.
- E.2.180 The policy could reference the adopted design guidance Design for Access 2 to give it more weight as a material consideration.
- E.2.181 A new policy could be created to specifically address how developers are to approach potential conflicts between the requirements for sustainable building design, in accordance with the SPD, and the enhancement of the design heritage/unique character of the built environment. For example, specific areas and design codes could be developed to indicate where specific design solutions might be allowed.

## General recommendation

- E.2.182 It is recommended that those policies that are applicable to all types of development are identified and grouped separately as 'general policies' with a strong section of supporting text to emphasise that they are 'overarching' and draw out the manner in which these general policies seek to achieve the Core Strategy and sustainability objectives. This should include, for example, policies containing references to BREEAM and CfSH,

inclusive accessibility, sustainable transport modes and travel plans, sustainable waste management, SuDS etc.

## E.3 Results of the Equality Impact Assessment

- E.3.1 This section details the results of the EqlA that has been undertaken alongside the SA assessment of the Core Strategy policies. A specific equalities-objective, SA objective 9 (*Ensure inclusion and equality of opportunity for all, whilst embracing differing needs, values and customs*), was included in the set of the SA objectives to assess the Core Strategy's potential to address equality and, more specifically its potential effects on the target social groups: women, single headed households with children, which are likely to be female-headed, low-income households, BME households, Gypsy and Traveller communities, disabled people and older people.

### Component 1: General Development Principles

- E.3.2 The policies within this component incorporate packages of measures that, taken together, have the potential to contribute to social equity by improving accessibility to new development, providing mechanisms for new development to support affordable housing, education, health and wellbeing facilities, provision of open space, public realm improvements, safety and security improvements and training and employment initiatives. The effectiveness of these policies in contributing to a more equitable sharing of the prosperity benefits across all sections of society will be dependent on the way they are implemented.

#### Recommendations

- E.3.3 The policies forming the component would benefit from reference to the spatial principles of the Strategic Regeneration Frameworks to ensure better delivery of the strategy aims and a more targeted approach to tackling known deprivation issues within different parts of the City (e.g. very high levels of deprivation, including for ethnically diverse communities on the west side of North Manchester). Spatial dimension is important in achieving social equality. Policy SP 1 Spatial Principles would be the most appropriate policy to incorporate specific references to the locational priorities stated for the North, East, Central, City Centre, South and Wythenshawe areas.
- E.3.4 Reference to 'considering the needs of all members of the community' and 'lifetime neighbourhoods of choice' in Policy SP 1 Spatial Principles is ambiguous – it is assumed that a broad interpretation is intended; however, this requires clarification through a wording amendment. It is recommended that the reference to all members of the community is amended to clearly state that this includes those of different ethnic groups, different age and abilities groups, both genders and low-income groups. It is suggested that the term of 'lifetime neighbourhoods of choice' is clarified through adding the requirement for new housing schemes to achieve a 'silver' and 'gold' standards on the Building for Life or Lifetime Homes criteria, which include the adaptability of housing for different life stages. This can be set out in Policy En 17 (Design Principles) and Policy SP 1 (Spatial Principles).
- E.3.5 Recommendation on referencing 'secured by design' principles in the policy wording and the Reasoned Justification for both PA 1 (Community Benefits) and Planning Agreements and DM 1 (Development Management) set out in the section on SA results will be beneficial from the EqlA perspective, especially for women, the elderly or ethnic minorities, as these equality groups are more likely to be affected by fear of crime or by hate and violent crime.
- E.3.6 Recommendations on strengthening policies' wording within this component with regards to promoting of sustainable transport, walking and cycling access made in the section

above will also deliver benefits for social equity, in particular, benefiting women and low-income groups.

- E.3.7 Recommendation set out in the section on SA results above with regards to ensuring an appropriate referencing between Policy DM 1 (Development Management) and the supporting SPD in relation to mechanisms/standards for matching provision of specific community facilities and services to an assessment of need should not only reflect the need to consider the location and role of existing provision but to also respond to diverse needs of the community, including those groups that often find themselves marginalised.

## Component 2: Economy and Employment

- E.3.8 Increased provision and improved access to varied jobs should help improve the quality of life for the equality groups if these interventions are targeted appropriately. Increasing employment opportunities within the disadvantaged areas have the potential to also reduce levels of crime, increase feelings of satisfaction and optimism and improve relations within communities.
- E.3.9 Employment growth promoted by the policies within this component supports reductions in worklessness and improvements in skills levels, particularly in young people. This will generate benefits against the SA objective on economic inclusion by enabling access to education and job opportunities for the equality groups.

### Recommendations

- E.3.10 There may be merit in clarifying the meaning of 'improved connectivity' - current phrasing suggests that this is predominantly intended to refer to physical transport connections. If a wider interpretation is meant then clarification in the policies and their supporting text is required. Either way, there is a need to amplify the supporting text to ensure that connectivity supported through the policies is effective in prioritising non-car modes to cater for the needs of those who do not have access to a private car.
- E.3.11 It should be ensured that employment policies are supported by relevant skills training and initiatives to provide local people from areas of regeneration with new opportunities and to enhance the uptake of new jobs by people from targeted areas. Whilst not necessarily an LDF issue, it could be implemented through other plans and strategies.

## Component 3: Tourism

- E.3.12 Tourism strategies are likely to foster pride amongst local people and help improve the image of the city, especially in the areas affected by historical economic and social decline, thus contributing positively to a sense of community cohesion.

### Recommendations

- E.3.13 Reference to the promotion of sustainable transport initiatives within the policies is relatively weak. Sustainable transport links should be specifically referenced in Policy CC 10 to cater for the needs of those who do not have access to a private car. In addition physical accessibility for all, irrespective of mobility, both in respect of buildings and the public realm needs to be ensured by the Policy wording.

## Component 4: Housing

- E.3.14 Provision of required proportion of affordable housing will benefit those, who find it difficult to enter the housing market. Policies that promote local affordable housing are likely to enable people to live in areas of their choice and maintain or establish positive social relations with others living in the area. Significant positive effects are likely to be generated for the following equality groups: older people, young families, BME households, single-headed households with children (likely to be female-headed) and other low-income households.



- E.3.15 Provision of accommodation for Gypsy and Traveller and Traveller Showpeople will also have positive effects on inequalities.

### Recommendations

- E.3.16 It is recommended that Introduction to Housing section (paragraph 11.1) states that greater choice of housing will be provided to create mixed and inclusive communities and to meet the needs of all, including the requirements of the elderly, the disabled, people with special needs, BME communities, Gypsies and Travellers, young people and those on low incomes, so the target disadvantaged social groups are clearly identified. This will help ensure that EqlA considerations are integrated in the Core Strategy development.
- E.3.17 It is vital to ensure that the housing policies concerned with regeneration initiatives contribute to achieving real social and economic benefits for people living in areas of deprivation, including the most disadvantaged groups within these communities.
- E.3.18 It is recommended that Policy Approach H5 (Affordable Housing) includes the requirement to provide special needs accommodation as part of affordable housing provision where needs are identified and where such accommodation meets the requirements of Policy Approach DM 4 (Special Needs and Supported Housing) to ensure that the needs of people with special needs are met.
- E.3.19 A reference to the revised 'Guide to Development in Manchester' and Design for Access 2 for the standards of accessible and inclusive design should be added to the Policy H3 to ensure provision of high quality housing accessible for all.
- E.3.20 Development of sites that involves demolition and relocation should to be managed sensitively, efficiently and equitably, providing adequate support, advice and financial assistance to affected residents. It is recommended that Policy Approach H9 clearly states this. It should be ensured that mitigation measures consider potential greater vulnerability of residents in existing deprived areas.

## Component 5: Retail and Centres

- E.3.21 Policies within this component intend to improve accessibility to key services and facilities in District and Local Centres which may improve equality of opportunity, although detail of this type of provision is not clearly specified except in relation to retail and some provision of employment and housing. Therefore, the predicted effects are not deemed to be significant, leaving potential for further improvement.

### Recommendations

- E.3.22 The policy should seek to consider the potential and need for the provision of other community facilities within these areas to enable delivery to the identified demand. The centre hierarchy should identify the types of other services and facilities that will be available in the district and local centres.
- E.3.23 Policy C 2 could specify that a proportion of housing provision in local centres should be affordable to cater for the housing needs of the disadvantaged groups and allow for good access to services and facilities for those without access to a private car.
- E.3.24 The supporting text for policy CC 8 states that in the retail core there will be an emphasis on creating a pedestrian friendly environment. This intention should be included in the policy wording, with the addition of a reference to the guidance provided in Design for Access 2 to strengthen the policy's wording in terms of accommodating the needs of those that do not have access to a private car and ensuring inclusive design for disabled people.

## Component 6: Transport

- E.3.25 Ensuring good access to health, leisure and educational opportunities by walking, cycling and public transport is one of the objectives of Policy T 1 (Accessible areas of opportunity and need). In addition, Policy T 2 (Sustainable Transport) emphasises the need to improve access for those most in need and for those without a car as well as for disabled people. This will help improve the equality of opportunity for all social groups, particularly benefiting women, children, older people and other groups who have either limited access to car, greater reliance on public transport or who undertake a lot of local journeys.

### Recommendations

- E.3.26 The supporting text for transport section should clearly state that the needs of disabled people as pedestrians, public transport users and motorists will be taken into account in designing public transport infrastructure and public space. A reference should be made to the Manchester manual on accessible and inclusive design 'Design for Access 2'.
- E.3.27 Transport policies aimed at improving access from housing to different destinations via different modes could be extended to increase linkages with open spaces, in order to improve access for disadvantaged groups, including those living in areas of economic or social deprivation.
- E.3.28 It should be ensured that the walking and cycling routes are designed to reduce crime and the fear of crime such as active frontages, CCTV and other design measures including lighting. This would be conducive to people concerned about safety, e.g. older people, children, women, to make use of public routes.

## Component 7: Airport

- E.3.29 The policies are unlikely to specifically benefit disadvantaged groups, unless possible employment and training opportunities, which may include a range of different skills-level jobs, are targeted to reach those groups.

### Recommendations

- E.3.30 It is suggested that an additional requirement for deciding on the appropriateness of development proposals with respect to its contribution to generating social benefits is included in the policy wording as a separate point. This can read, for example, as follows: 'Effect of the proposed development on improving access to training and job opportunities for people from communities where the issues of deprivation and worklessness persist and for those target groups who experience barriers in accessing jobs.'
- E.3.31 The potential to deliver employment opportunities to areas suffering worklessness and deprivation should be maximised through the inclusion of specific locational priorities in the Policy wording, thus seeking to realise the full potential for positive social effects of the airport expansion in terms of new job and training opportunities and helping reduce inequalities.

## Component 8: Climate Change

- E.3.32 Requiring a reduction in CO<sub>2</sub> emissions from building stock may help reduce fuel poverty through an improvement in building stock quality over time. This will be of particular benefit to low-income households.
- E.3.33 Policy En 6 (Flood Risk) aiming to protect people from the adverse effects of extreme events such as flooding are judged likely to have a positive effect on human health.

## Recommendations

- E.3.34 In addition to requiring a reduction in CO<sub>2</sub> emissions from new development, the policy should include a separate message requiring the existing building stock to be refurbished to reduce fuel poverty.

## Component 9: Natural resources

- E.3.35 Strategies that require community co-operation e.g. recycling, may foster social cohesion and encourage people to take pride in their communities.

## Recommendations

- E.3.36 Inclusion the requirement for proximity principle for waste management is encouraged to ensure that no local neighbourhoods have to manage a disproportional share of waste, especially if the adopted waste management practices result in noise, odour or other type of nuisance.

## Component 10: Green Infrastructure

- E.3.37 The provision of an increase in walking and cycling facilities may increase equality of opportunity through improved accessibility throughout the City. It may also help stimulate social interactions, promoting social cohesion.

## Recommendations

- E.3.38 It should be ensured that accessible greenspace is accessible not only in terms of distance but in terms of inclusive design, taking into account the needs of people with limited mobility.
- E.3.39 Policies could make more explicit reference to achieving increased usage by current under-users, including disabled people, women, BME communities and older people towards achieving improved access to open spaces by these groups.

## Component 11: Environmental Quality

- E.3.40 Policies within this component should help tackle the existing problems of environmental pollution and degradation, reducing inequalities in the capability of Manchester's residents to live in a healthy and safe environment.

## Recommendations

- E.3.41 Policy En 16 (Contaminated Land) should ensure that risk to health of future residents, arising from the development of contaminated sites are fully assessed and dealt with during the remediation process. It is also recommended that development sites proposed outside the AQMAs should be developed first to avoid cumulative effects. A detailed assessment is recommended to be undertaken for the strategic sites within the AQMAs to understand implications of increased levels of air pollution on human health. This should help ensure equality in the right for a clean environment for Manchester's current and future residents.

## Component 12: Built Environment

- E.3.42 Improvements in the built environment through high quality design standards and increased attractiveness of public realm as well as its accessibility for all have the potential to encourage social interaction and integration.

## Recommendations

- E.3.43 It is recommended that Policy En 17 (Design Principles) includes a reference to the revised Guide to Development in Manchester SPD, in terms of requiring new development to demonstrate how it meets BREEAM and CfSH standards in relation to

reducing social exclusion through design. It is also recommended that new housing schemes are required to achieve a 'silver' and 'gold' standard on the Building for Life criteria. This will help to ensure the adaptability of housing for different life stages to accommodate changing needs and lifestyles.

- E.3.44 The requirements for high quality design should be carefully balanced with costs of development, as their increase could have negative impacts on low income groups, restricting their access to decent housing. However, an increase in housing cost should be offset by savings in utilities bills, which should be included in the cost benefit analysis.
- E.3.45 Access for all to preserved historic and archaeological assets should be promoted in Policy En 19 (Heritage).
- E.3.46 Tall buildings may not be appropriate for accommodating social housing for some equality groups. Policy En 18 (Tall Buildings) should ensure that the provision of tall buildings does not interfere with the need for social housing provision in a particular location.

### General recommendations

- E.3.47 A number of policies in the Core Strategy, including policies on District Centres, Strategic Housing Sites, Area Priorities for Open Space, Sport and Recreation, Policy Approach to Flood Risk, and Sustainable Transport aim to meet regeneration objectives. The implementation of all these policies needs to involve a good understanding of the equalities dimensions of deprivation, to ensure that the specific needs and problems faced by e.g. disabled people, BME households, or single female-headed households or older people, living in these areas or affected by worklessness, are addressed adequately.
- E.3.48 An appreciation of both the spatial and social dimensions of existing inequality in the city is important to ensure that the specific needs of different groups within the population are recognised and addressed.

## E.4 Results of the Health Impact Assessment

- E.4.1 This section details the results of the HIA that has been undertaken alongside the SA assessment of the Core Strategy policies. A specific equalities-objective, SA objective 3 (*Improve health of the population and reduce health inequalities*), was included in the set of the SA objectives to assess the Core Strategy's potential to address issues of poor health and health inequalities.

### Component 1: General Development Principles

- E.4.2 The policies within this component incorporate packages of measures that, taken together, have the potential to help improve standards of living by providing mechanisms for new development proposals to support such priorities as affordable housing, health and wellbeing facilities, provision of open space, public realm improvements, safety and security improvements.

### Recommendations

- E.4.3 Policy SP 1 Spatial Principles has the potential for more significant positive effects against SA Objective 3 – this could be achieved through amplification of the policy wording in relation to making 'a positive contribution to the health and well being of residents'. The Reasoned Justification for the policy indicates improved pedestrian and cycling facilities, open space provision, sustaining local facilities and improved accessibility – it is recommended that these messages should come through the actual policy wording more strongly.
- E.4.4 Although improved accessibility is promoted in the Reasoned Justification for Policy SP1, the term 'accessibility' should be clarified by linking it to sustainable transport

promotion/transport hierarchy adherence, which will help increase fitness levels and avoid increase in emissions (associated with new developments) and as such reduce adverse health effects from noise and air pollution.

- E.4.5 The policies forming the component would benefit from reference to the spatial principles of the Strategic Regeneration Frameworks to ensure better delivery of the strategy aims and a more targeted approach to tackling known deprivation issues within different parts of the City. The policies should also emphasise the need to ensure regeneration contributes to reduction in area-specific health inequalities, and avoids simply shifting problems to other areas.

## Component 2: Economy and Employment

- E.4.6 Increased provision and improved access to varied jobs is likely to lead to greater job security, job satisfaction and fulfilment, improving quality of life (general reduced levels of stress) and making it easier to make healthy lifestyle choices (for instance being able to afford a better diet). Additionally, having a satisfactory job is likely to help create and strengthen social networks and relationships which are of particular importance to mental health.
- E.4.7 The Core Strategy also presents a broad definition of employment and economic development that recognises sectors that are important in enhancing quality of life such as recreation, leisure, evening economy, the arts, culture and tourism with benefits for population well-being and health.
- E.4.8 The policies within the component include frequent references to strengthening connectivity between different areas, which can be interpreted as an aspiration to improve physical connections (i.e. public transport, walking and cycling routes), all of which can assist in promoting healthier lifestyles, as well as enhancing community cohesion. In addition, health is seen as a key sector for Manchester and policies include proposals for supporting development of this sector (research and development, education and training and physical improvements to hospital sites), which should deliver improved healthcare.

### Recommendations

- E.4.9 There may be merit in clarifying the meaning of 'improved connectivity' - current phrasing suggests that this is predominantly intended to refer to physical transport connections. If a wider interpretation is meant then clarification in the policies and their supporting text is required. Either way, there is a need to amplify the supporting text to ensure that connectivity supported through the policies is effective in prioritising non-car modes.

## Component 3: Tourism

- E.4.10 The policies within the component are primarily concerned with improving the image of the city for tourists and visitors. However, Policy CC 5 includes supporting reasoned justification referencing accessibility for all and CC 10 includes support for improving transport and other infrastructure, all of which could bring benefits over the medium to longer term for local residents. Tourism development may also provide more recreation opportunities for local residents, benefiting their general health well-being.

### Recommendations

- E.4.11 A clearer emphasis should be included in Policy Approach CC 10 (Visitors - Tourism, Culture and Leisure) to ensure that tourism development promotes tourism for visitors to the area as well as for local people so there is a higher degree of certainty that local people will benefit from the positive aspects of tourism for health.
- E.4.12 Reference to the promotion of sustainable transport initiatives within the policies is relatively weak. Sustainable transport links should be specifically reference in Policy CC 10 to encourage healthier life styles and increase levels of fitness. In addition physical

accessibility for all, irrespective of mobility, both in respect of buildings and the public realm needs to be ensured through the Policy wording as well.

## Component 4: Housing

- E.4.13 Replacing redundant housing stock with new quality housing and improving the quality of the existing housing stock should benefit population's wellbeing. Regeneration schemes in deprived areas can provide opportunities for reducing inequalities in health within the Council area.
- E.4.14 Provision of affordable housing should have positive impacts on population health by improving standards of living of the disadvantaged groups.
- E.4.15 Provision of accommodation for Gypsy and Traveller and Traveller Showpeople, which has good access to GP and other health services, provides privacy to its residents and neighbours and it is not located in the areas of high flood risk, reflecting a patricianly sensitive land use, will have positive effects on inequalities with resulting beneficial effects on mental and physical and health.

### Recommendations

- E.4.16 It is recommended that Policy Approach H5 (Affordable Housing) includes the requirement to provide special needs accommodation as part of affordable housing provision where needs are identified and where such accommodation meets the requirements of Policy Approach DM 4 (Special Needs and Supported Housing). Provision of housing for people with special needs will increase their independence and quality of life.
- E.4.17 Including a requirement for a new development to achieve points under the Lifetime Home Standards will help ensure that new housing has good accessibility, in particular for the disabled and the elderly. A reference to Design for Access 2 for the standards of accessible and inclusive design is also recommended.
- E.4.18 As higher density development may increase pressure on health services, an adequate provision of health facilities should form a consideration in siting new development and deciding on its type. This should be specified in Policy Approach H3 (Distribution of Housing).
- E.4.19 Development of sites that involves demolition and relocation should to be managed sensitively, efficiently and equitably, providing adequate support, advice and financial assistance to affected residents to ensure that the well-being of the residents is not affected.
- E.4.20 A requirement for air quality and noise assessment as part of planning consent for individual sites where the issues of pollution are known to exist is recommended.

## Component 5: Retail and Centres

- E.4.21 Ensuring that people have good access to leisure and community facilities, through policy C 2, may contribute to the overall health levels of the community by increasing the communities' well-being through social mixing and an increase in physical activity.

### Recommendations

- E.4.22 It is recommended that health facilities are included in the list of the key services and facilities to be available in the district and local centres in the wording of Policy C 2 (District Centres). This will help to ensure that this Policy will have a positive effect on reducing inequalities in health and ensuring all current and future residents have good access to health facilities.
- E.4.23 The supporting text for policy CC 8 states that in the retail core there will be an emphasis on creating a pedestrian friendly environment (reducing road safety fears and providing a

more accessible shopping environment). This intention should be included in the policy wording, with the addition of a reference to the guidance provided in Design for Access 2 to strengthen the policy's wording in terms of encouraging healthier life styles and ensuring inclusive design for disabled people.

## Component 6: Transport

- E.4.24 Increased and improved accessibility between residential areas and services, through the reduction of travelling distance and provision of infrastructure to promote walking and cycling will contribute to population's general levels of health and fitness and should lead to a reduction in noise and air pollution.
- E.4.25 Policy T 2 (Sustainable Transport) aims to reduce the negative impacts of road traffic, for example, congestion, air and noise pollution and road accident casualties. Reduced levels of air pollution should benefit human health, especially in terms of rates of chronic respiratory disease, while a less noisy environment can reduce stress and related issues of heart disease. Ensuring good access to health, leisure and educational opportunities by walking, cycling and public transport is one of the objectives of Policy T 1 (Accessible areas of opportunity and need). In addition, Policy T 2 emphasises the need to improve access for those most in need and for those without a car as well as for disabled people with mobility impairments to enable their full participation in public life.
- E.4.26 The predicted positive effects are likely to become more pronounced in the longer term, as a real shift towards sustainable transport modes is not likely to be embraced by the majority of the population in the short term due to the prevalence of a car-first culture that supports sedentary lifestyles.

### Recommendations

- E.4.27 Transport policies aimed at improving access from housing to different destinations via sustainable transport modes could be extended to increase linkages with open spaces, in order to improve access for disadvantaged groups, including those living in areas of economic or social deprivation. This would increase opportunities for recreation and promote healthier life styles, benefiting the population's health and reducing health inequalities.
- E.4.28 The supporting text for the transport section should clearly state that the needs of disabled people - as pedestrians, public transport users and motorists - will be taken into account in designing public transport infrastructure and public space. A reference should be made to the Manchester manual on accessible and inclusive design 'Design for Access 2'.
- E.4.29 A reference to the Air Quality Action Plan for Greater Manchester, which was produced in response to the numerous AQMAs in Manchester, is recommended.

## Component 7: Airports

- E.4.30 Aircraft noise is one of the most significant impacts of an airport on local communities, which can significantly undermine well-being and worsen existing health conditions. In addition, air pollution will arise from ground level sources (taxiing aircraft, and congestion on local roads due to those accessing the airport). Noise can be linked to areas of health deprivation.
- E.4.31 The noise impact of Manchester airport is likely to increase with a planned increase in the airport capacity, particularly if this comprises activities such as Maintenance Repair and Overhaul and engine testing as these would lead to a physical expansion in the location of noise sources. In addition, increased frequency of aircraft movement, plus construction and then operation of additional airport infrastructure and associated development will increase the general level of activity, trip generation, noise nuisance and pollutant emissions. The predicted effects will be reduced by a specific requirement in the RSS to

take account of the effects of the proposed development on the health and well-being of the population and the policy includes reference to strict mitigation requirements. Furthermore, the significance of the predicted effects may be reduced due to the introduction of quieter and cleaner aircraft in the future. However, as it is still uncertain when such change in technology will take place, the assessment of the component is based on the precautionary principle approach, and therefore assigns significant negative effects on health of the population.

### Recommendations

- E.4.32 A detailed assessment is recommended to be undertaken for the preferred option of the airport expansion to understand implications of increased levels of noise and air pollution on human health. The reasoned justification supporting the policy could elaborate on the potential mitigation measures, which could include the reasonable runway location, optimised land use, selection of low noise aircrafts, relocation of sensitive receptors, noise bunding to operational areas and noise insulation of sensitive buildings. The aim should be to deliver designs that go beyond the minimum safety requirements set out, for example, in CAP 168; taking full account of the environmental sensitivity of the green belt location and the proximity of the population. These additions would improve the policy performance in terms of effects on human health and ensure the integration of HIA considerations.

## Component 8: Climate Change

- E.4.33 Requiring a reduction in carbon dioxide (CO<sub>2</sub>) emissions from building stock may help reduce fuel poverty through an improvement in building stock quality over time. This may have positive effects on population well-being.
- E.4.34 By contributing to tackling climate change, Climate Change Policy can contribute to reducing health effects of climate change such as increased risks of extreme weather events to effects on infectious disease dynamics. Policy En 6 (Flood Risk) which aims to protect people from the adverse effects of extreme events such as flooding is judged likely to have a positive effect on human health.

### Recommendations

- E.4.35 In addition to requiring an overall reduction in CO<sub>2</sub> emissions from new development, the policy should include a separate message requiring the existing building stock to be refurbished to reduce fuel poverty. This should help reduce the numbers of winter deaths associated with fuel poverty, especially amongst older people.

## Component 9: Natural resources

- E.4.36 Some waste management practices may lead to such nuisance as generating undesirable levels of noise, odour and/ or dust which can have negative effects on human health. However, encouraging waste minimisation may have positive impacts on air quality by reducing transport, minimising negative effects from traffic emissions on human health.

### Recommendations

- E.4.37 It is recommended that the following message is added to Policy Approach En 7: 'Encourage waste management practices that do not incur unacceptable adverse impact on the environment or endanger human health' to ensure that potential negative effects of Policy En 7 on human health and the environment are fully considered and avoided.
- E.4.38 It is recommended that the adoption of the proximity principle for waste management is encouraged by Policy En 7 to reduce excessive transportation of waste, further minimising negative effects from traffic on human health. Concentration of waste management facilities in one area should be avoided to ensure that no local neighbourhoods have to manage a disproportional share of waste, especially if the



adopted waste management practices result in noise, odour or other types of nuisance. In case of a concentration of a particular type of hazardous waste management facilities, the associated health impacts should be assessed quantitatively through HRA.

## Component 10: Green Infrastructure

- E.4.39 As well as the direct health benefit of increased physical activity as a result of improved access to recreational areas and facilities, the increased provision of green space is likely to improve an overall sense of well-being within the community which can also contribute to improved health. Additionally, such positive effects as reduction in air pollution associated with green infrastructure are likely to lead to indirect cumulative health benefits. Policies aimed at safeguarding open space and sport and recreational facilities and which include a network of walking and cycleways within green infrastructure will help encourage increased physical activity and adoption of healthier lifestyles benefiting health levels in the community. Increased opportunities to be active outdoors will contribute towards tackling growing obesity and sedentary lifestyles for adults and towards addressing increasing rates of child obesity and contributing to a healthy start in life. The effects are likely to become more pronounced in the longer term, as a substantial change in established lifestyles is not likely to take place over the short term.

### Recommendations

- E.4.40 It should be ensured that greenspace is accessible not only in terms of distance but in terms of inclusive design, taking into the needs of people with limited mobility.
- E.4.41 Increased emphasis on green routes to schools i.e. to reduce negative effects of use of private modes of transport and encourage healthy lifestyles is recommended.

## Component 11: Environmental Quality

- E.4.42 Policy En 14 aims to improve air quality within Air Quality Management Areas (AQMA). This should have positive effects on the health of people currently living in these areas and future residents. The effects will become more significant in the longer term when air pollution levels fall and stabilise, resulting in lower exposure levels.

### Recommendations

- E.4.43 Policy En 16 (Contaminated Land) should ensure that risk to health of future residents, arising from the redevelopment of contaminated sites are fully assessed and dealt with during the remediation process. It is recommended that quantitative Health Risk Assessment (HRA) is required as part of planning consent for individual sites where significant issues of pollution may exist.
- E.4.44 It is recommended that development sites proposed outside the AQMAs should be developed first to avoid cumulative effects. A detailed assessment is recommended to be undertaken for the strategic sites within the AQMAs to understand implications of increased levels of air pollution on human health. It is also recommended that consideration is given to including Noise pollution policy in the Environmental Quality section.

## Component 12: Built Environment

- E.4.45 Policies within this component should have positive impacts on well-being through ensuring developments are high quality in terms of lighting, access and provision of open space.
- E.4.46 Policy Approach En 19 (Heritage) aiming to protect and enhance the historic environment and the character and setting of areas of acknowledged importance are likely to have positive effects on sense of place, thus benefiting people's sense of well-being.

## Recommendations

- E.4.47 It is recommended that Policy En 17 (Design Principles) includes a reference to the revised Guide to Development in Manchester SPD, in terms of requiring new development to demonstrate how it meets BREEAM and CfSH standards in relation to human health. It is also recommended that new housing schemes are required to achieve a 'silver' and 'gold' standard on the Building for Life criteria. This will help to ensure the adaptability of housing for different life stages to accommodate changing needs and lifestyles.
- E.4.48 The requirements for high quality design should be carefully balanced with costs of development, as their increase could have negative impacts on low income groups, restricting their access to good quality, affordable housing and thus having a potential negative effect on well-being. However, an increase in housing cost should be offset by savings in utilities bills, which should be included in the cost benefit analysis.

## E.5 Cumulative, Synergistic and Indirect Effects

- E.5.1 The detailed assessment, the results of which are presented in Appendix D, was focused primarily on direct effects. As required by the SEA Regulations, cumulative, synergistic and indirect effects have also been recorded and analysed during the appraisal. Table E.4 - lists the results of this analysis.

Table E.4 - Summary of Cumulative, Synergistic and Indirect Effects

Policies	Effects	Causes	Significance
Policies within components 1, 2, 5, 6, 7, 8 and 10	Cumulative indirect effects on reducing poverty and social exclusion	Policies within these components when taken together contribute to reducing poverty and social exclusion through the following: the regeneration of areas of deprivation through improving environmental quality and improving accessibility to and availability of key services and facilities and securing employment opportunities and improving provision of a range of types, sizes, tenures and quality of housing for various social groups, including affordable housing.	Potentially significant positive effects likely over the medium and long term as development proposals are delivered.
Policies within components 1, 2, 4, 5, 6, 7, 8 and 12	Cumulative and synergistic effects on attracting additional population to settle in Manchester	Policies within the components seek to provide increased range of employment opportunities and high quality housing opportunities in the city, which should attract more people to settle in the city and help encourage an increase in a highly skilled population within the City. In combination with this, the creation of an improved environment (both in terms of social and natural environmental aspects including crime and public realm improvements) within the city and improved accessibility to services and facilities by sustainable modes, should enable population retention.	Non-significant positive effects likely over the longer term as development proposals are completed.
Policies within	Cumulative and synergistic	Taken together, these policies all seek to address aspects that	Significant positive effects increasingly

<p>components 1, 2, 4, 5, 6, 8, 10, 11 and 12</p>	<p>effects on improving the health of the local population and encouraging a sense of community well-being and engagement</p>	<p>contribute to improving health and well-being. Policies requiring the provision of community facilities and services in accessible locations are likely to include health facilities which may have direct health benefits. Community facilities may also help reduce crime levels and fear of crime by increasing community interaction and natural surveillance. . Additionally, policies encompassing high quality housing; improvement in walking and cycling provision (for commuting/travel to school as well as leisure) and an improvement in recreational and leisure facilities and access to them may stimulate health improvements through an increase in physical activity. Synergistically, the predicted benefits from an increase in walking and cycling routes, reduction in crime and fear of crime, combined with the joint provision of green infrastructure may lead to improvements in air quality, physical activity and a sense of wellbeing through community interaction, which are all likely to have a significant positive effect on physical and mental health.</p>	<p>apparent over the medium to longer term.</p>
<p>Policies within components 1, 2, 4, 4, 6, 8, 9, 10 and 12</p>	<p>Cumulative and synergistic effects on improving accessibility, meeting people's needs for goods, services and amenities and ensuring equality of opportunity</p>	<p>Policies which seek to reduce the need to travel, for example, the development of district and local centres will improve accessibility and enable people to meet their every day needs. Policies also seek to allocated land for employment, a range of housing, deliver environmental improvements, support sustainable transport infrastructure, which, along with design policies to encourage inclusive and climate sensitive design, will help improve equality of opportunity from an employment, health, and environmental perspective.</p>	<p>Significant positive effects developing over the medium and longer term as more transport, employment and environmental improvement proposals are delivered.</p>
<p>Policies within components 1, 4 and 8</p>	<p>Cumulative effects on meeting the housing requirements of the whole community</p>	<p>Policies within these components will cumulatively help deliver the required levels of housing for all. This will be achieved through provision of high quality housing, including a proportion of affordable housing and provision for Gypsies and Travellers and Travelling Showpeople and students, whilst encouraging an increase in family housing.</p>	<p>Significant positive effects developing over the medium and longer term as more development proposals are completed.</p>
<p>Policies within components</p>	<p>Cumulative effects of development</p>	<p>The Core Strategy places emphasis on landless increases in development density (i.e. building</p>	<p>Potentially significant detrimental effects</p>

<p>2, 8, 9 and 12</p>	<p>on traffic levels and air quality</p>	<p>up), which will increase the concentration of people accessing key City Centre locations for work and may increase overall transport-related emissions. However, simultaneous provision of new employment opportunities within the city's centres may reduce the need to travel and reliance on a private car. Although construction works may add to the air quality deterioration in a short term, the effects are likely to be offset to some degree in the longer term through the development of a green infrastructure strategy and promotion of sustainable transport modes.</p>	<p>likely to lessen in the long term as a modal shift to more sustainable transport is realised and green infrastructure strategy implemented.</p>
<p>Policies within components 1, 3, 6, 8, 9, 10, 11 and 12</p>	<p>Cumulative effects on the efficient use of land and natural resources</p>	<p>Overall, the cumulative effects of the policies are likely to improve the efficiency of land use in the City, as policies seek to direct development to regenerate previously developed sites as well as encouraging high density development. Sustainable design measures will help ensure that the efficient use of natural resources, although the strength of policy in this respect could be improved (see recommendations). However, the sheer scale of planned development is likely to lead to an overall increase in the use of natural resources.</p>	<p>Significant effects with regard to the efficient use of land, especially in the short to medium term or until sites are no longer available. Potentially significant positive effects with regards to the use of natural resources which may be offset by an increase in absolute amount of resources used for new development, resulting only in a relative decoupling.</p>
<p>Policies within components 1, 6, 8 and 10</p>	<p>Cumulative effects on water quality</p>	<p>Policies that seek to reduce traffic levels, promote remediation of contaminated sites and increase the amount of greenspace in the City will help improve the quality of and reduce the rate of runoff entering watercourses. This is in addition to direct policies seeking to improve the quality of water bodies and their environment.</p>	<p>Potentially significant positive effects over the medium to longer term as runoff is reduced and habitats recover from previous pollution levels.</p>
<p>Policies within all components</p>	<p>Cumulative effects on contributing to climate change</p>	<p>GHG emissions arise from a wide variety of sources including transport (road and air), construction, waste disposal and the general operation of buildings (heating and lighting systems). While the cumulative effects of realising the scale of development set out in these policies is likely to result in an overall increase in GHG emissions across the plan area, the policies should afford a combating effect.</p>	<p>Potentially significant detrimental effects of an increase in GHG emissions. However, potential positive combating effects overall if the Core Strategy policies are implemented effectively and as</p>

			behavioural change takes place over the longer term.
Policies within all components	Synergistic effects on reducing the impact of climate change	<p>Policies that seek to reduce the effects on contributing to further climate change may also enable development to adapt to the impacts of future climate change through increased resilience to temperature variations through improvements in buildings' design. Policies will also have synergistic effects through measures which seek to reduce the effects of development on biodiversity, such as green infrastructure. Benefits may include reduction in flood risk, urban cooling, and air quality improvements through pollution sequestration as well as encouraging walking and cycling to reduce traffic levels. Policies also encourage green roofs as part of green infrastructure proposals, which can have benefits for energy efficiency of buildings in addition to the benefits listed for green infrastructure.</p> <p>Policies also seek to reduce flood risk by developing in areas of low risk, and reducing development in greenfield locations.</p>	Potentially significant positive effect for reducing the impact of climate change.
Policies within components 6 and 10	Cumulative effects on conserving and enhancing biodiversity and geodiversity	Protection of species and habitat through comprehensive policies aiming to ensure the impact of development is minimised or mitigated.	Non-significant positive effects in the long term if the policies are implemented effectively over time.
Policies within components 1, 4, 5, 6, 10 and 12	Cumulative effect on enhancing local heritage, townscape and local character	Policies seek to protect and enhance sites of heritage value through mitigating potential effects on designated sites. Additionally, policies seek to improve overall design quality throughout the City as well as improve the local environment including through the provision of green infrastructure and regeneration initiatives to improve the existing built environment.	Potentially significant positive effects in the long term if the policies are implemented effectively over time.

Policies within components 2-7	Cumulative and synergistic effects on enhancing the vitality and viability of Manchester's centres	Most of the policies within the Core Strategy strive to enhance vitality and viability in the centres, such as policies to enhance accessibility, local environment, housing, employment and mix of uses, and equality of opportunity, delivering synergistic effects.	Significant positive effects developing over the medium and longer term as more development proposals are completed and their benefits are realised.
Policies within components 1, 2, and 4	Cumulative effect of an increase in skills levels amongst the resident population	The overall approach includes a range of policies that seek enhancements to education provision within the city, as well as improved linkages between education, research and development and healthcare/hospital development. In addition to this, policies emphasise the need for employment related development to be both accessible and connected; and environmental enhancement to be delivered with a view to retaining skilled members of the population. Effects are likely to increase in effectiveness over time.	Significant positive effects over the long term as projects are delivered and regeneration is achieved.
Policies within all Components	Cumulative and synergistic effects of strengthening the local economy and increasing employment opportunities	Policy content encompasses the delivery of a wide range of different employment generating development, which should assist in strengthening the economy through diversification and maximising employment opportunities. Spatial differentiation is incorporated, seeking to build on the established image and strengths of key locations within the City. Providing some employment in district centres and increasing overall accessibility by sustainable modes throughout the City will help reduce economic exclusion. Added to this, policies relating to the improvement of design and the environment in the city may improve its attractiveness to investors and increased population/retention of skilled people over the longer term.	Significant positive effects developing over the medium and longer term as more development proposals are completed.

E.5.2 As Table E.4 - illustrates the Core Strategy performs well in terms of cumulative, synergistic and indirect effects relating to:

- Reducing poverty and social exclusion;
- Attracting additional population to settle in Manchester;
- The health of the local population and encouraging a sense of community well-being and engagement;
- Accessibility, meeting people's needs for goods, services and amenities and ensuring equality of opportunity;

- Meeting the housing requirements of the whole community;
- Water quality;
- Efficient use of land:
- Reducing the impact of climate change;
- Conserving and enhancing biodiversity and geodiversity;
- Enhancing local heritage, townscape and local character;
- Enhancing the vitality and viability of Manchester's centres;
- Skills levels amongst the resident population; and
- Strengthening the local economy and increasing employment opportunities.
- There were also few negative effects highlighted by the assessment. These included:
  - Increased traffic levels and air quality deterioration;
  - An increase in the use of the overall amount of natural resources; and
  - Overall contributions to climate change;

E.5.3 The assessment, therefore, highlighted the need for those elements that are expected to result in negative effects to be addressed more overtly in the Core Strategy, supported by mitigation as appropriate, as well as enhancement of positive effects where possible.

# Appendix F – Assessment Tables for Assessment of Core Strategy Policies (November 2009)



This section presents the findings of the detailed assessment of the policies of the Manchester Proposed Option Core Strategy DPD grouped by theme into 12 components. Each table contains predictions and evaluation of effects for each SA objective, in accordance with the methodology described in Section 2 of the main report, together with a commentary/explanation of the assessment and recommendations of the mitigation measures. Table E.1 below explains the terms and symbols used in the tables.

**Table F.1 - Assessment Tables – Terms and Symbols**

Magnitude	Scale	Duration	Permanence	Certainty			
✓✓ Major Positive	Local	Within or in proximity to Manchester	ST-MT	Short term - Medium term	Temp	Temporary	Low
✓ Minor Positive	Sub-Reg	North West	ST-LT	Medium term - Long term	Perm	Permanent	Med
- No effect	Reg/Nat	Northern England and beyond	MT-LT	Medium term - Long term			High
? Unclear Effects			ST	Short term			
x Minor Negative			MT	Medium term			
x x Major Negative			LT	Long term			

Table F.2 - General Development Principles

**1. General Development Principles**  
 SP 1 Spatial Principles  
 PA 1 Community Benefits and Planning Agreements  
 DM 1 Development Management  
 Refer to Table E.1 (in Appendix E).

SA Objective	Effects					Assessment				Commentary	Recommendation/Mitigation	
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm			
1	Reduce poverty and social exclusion	✓✓	Sub-Reg	MT-LT	Perm	Med	+	++	++	++	The combined impact of the spatial principles, s106 obligations and development management approach should ensure consideration of the complex factors that interact to tackle poverty and social exclusion at the strategic scale. The policies do not, however, incorporate locationally specific or differentiated approaches - this may dilute the effectiveness of the policies in terms of delivering targeted action to specific areas of deprivation.	Consider amendments to SP 1 to better reflect the need for spatial principles to be applied in accordance with the Strategic Regeneration Frameworks i.e. - specifically reflecting the locational priorities in North, East, Central, City Centre, South and Wythenshawe. This would allow a more targeted approach to tackling specific deprivation issues.
2	Attract additional population to settle in Manchester	✓✓	Sub-Reg	MT-LT	Perm	Med	+	++	++	++	Increasingly over the longer term as more development is delivered in accordance with the policies, there is the potential for the component to achieve the conditions necessary to meet the SA objective, as set out in the assessment rationale.	The spatial priorities are vague in references to considering the needs of all members of the community. Sustainability performance could be improved through clarification of the intended coverage of the reference made to 'needs'. A more pro-active policy wording would also be achieved by a wording change from 'consider the needs' to 'meet the needs'.

3	Improve health of the population and reduce health inequalities	✓✓	Sub-Reg	MT-LT	Perm	Med		+	++	++	++	The policies that form the component have the potential to deliver a range of development types and specific facilities that could both assist in encouraging healthy lifestyles as well as supporting active participation in sports and leisure. Positive effects are likely to become more marked over time as the number of completed developments grows.	SP 1 would benefit from further clarification in the policy wording with regard to how development should 'make a positive contribution to the health and wellbeing of residents' - the Reasoned Justification (RJ) indicates improved pedestrian and cycling facilities, open space provision, sustaining local facilities and improved accessibility etc. - these messages should come through the policy more strongly.
4	Improve the qualifications and skills of the resident population	✓✓	Sub-Reg	MT-LT	Perm	High		+	++	+++	++	Policy PA 1 offers the greatest potential to deliver educational facilities in land use terms - presuming successful application of the policy in conjunction with the SPG, benefits should be increasingly positive over time, delivering facilities in step with rising demand.	SP 1 lacks a specific reference to education - this could be incorporated through text to highlight the link between education provision/attainment and optimisation of the City's economic performance.
5	Provide an adequate mix of quality housing for current and future residents of the area	✓	Sub-Reg	MT-LT	Perm	Low		+	+	++	++	The provisions of SP 1 and PA 1 have the potential to ensure a positive contribution to the SA objective, albeit that the phrasing is not explicit. DM 1 also incorporates a range of criteria that, correctly enforced, should assist in delivering high quality forms of development.	Reference in SP1 to community needs should make more explicit reference to housing needs, as should the concept of 'lifetime neighbourhoods of choice' to remove ambiguity and present a stronger commitment to achieving the sustainability objective. Care should be taken to ensure that the SPD supporting the implementation of PA 1 includes provisions to deliver a range of affordable housing types/tenure and link delivery to an assessment of need.
6	Reduce crime and perceptions of crime	✓	Local	MT-LT	Perm	Low		+	+	+	+	PA 1 includes reference to 'safety and security improvements' as one of the categories under which s106 contributions will be negotiated where appropriate. SP 1 includes a general reference to development seeking to improve community safety and reduce crime.	DM 1 would benefit from a specific reference to achieving safety and security through design - this should also be incorporated into the supporting SPD. Means by which the crime principle of PA 1 could be achieved would strengthen the policy and assist in implementation.

7	Encourage a sense of community well-being and engagement	✓	Sub-Reg	MT-LT	Perm	Low		+	+	++	++	Successful implementation of PA 1 in conjunction with the SPG should assist in ensuring that community facilities are delivered in step with demand. DM 1 includes a series of criteria that aim to deliver high quality development including environmental considerations such as design factors that deliver sense of place and PA 1 includes contributions to open space and public realm within the list of items to be negotiated through a106 agreements. Taken together, these have potential to deliver benefits against the SA objective.	Implementation of the policies is to be undertaken in accordance with the Strategic Regeneration Frameworks (PA 1) and SPD (DM 1) - there is a need to ensure that important sustainability considerations are incorporated into these supporting documents such that policy effectiveness can be assured. Additional supporting text for the relevant policies to highlight the importance of design quality in delivering community well-being may be beneficial in supporting the SA objective.
8	Ensure people's needs for goods, services and amenities are met	✓✓	Sub-Reg	ST-LT	Perm	Med		++	++	+++	+++	PA 1 provides a mechanism for the delivery of the SA objective, dependent upon the contents of the SPG that underpins interpretation of need. The policies within the component incorporate a package of criteria aimed at ensuring that development is accessible and well connected, which should also deliver benefits against the SA objective.	In the interests of clarity, there may be some benefit in drawing key elements of the SPD that supports PA 1 into the RJ supporting the policy. Specific reference should be made to the way in which facilities provision will be sought to match need, and how need is assessed.
9	Ensure inclusion and equality of opportunity for all, whilst embracing differing needs, values and customs	✓✓	Sub-Reg	ST-LT	Perm	Med		++	++	+++	+++	The policies within this component have the potential to contribute to social equity by improving accessibility to new development, providing mechanisms for new development to support affordable housing, education, health and wellbeing facilities, provision of open space, public realm improvements, safety and security improvements and training and employment initiatives. The effectiveness of these policies in contributing to a more equitable sharing of the prosperity benefits across all sections of society will be dependent on the implementation manner.	It is recommended that the reference to all members of the community is amended to clearly state that this includes those of different ethnic groups, different age and abilities groups, both genders and low-income groups. It is suggested that the term of 'lifetime neighbourhoods of choice' is clarified through adding the requirement for new housing schemes to achieve a 'silver' and 'gold' standards on the Building for Life or Lifetime Homes criteria, which include the adaptability of housing for different life stages. See also recommendations under Objectives 1,3, 4, 5, 6, 7, 10 and 22.

10	Promote the use of sustainable transport modes and reduce motorised traffic	✓✓	Sub-Reg	MT-LT	Perm	Med		+	++	++	++	The policies within the component have the potential to deliver substantial benefits to accessibility and all include some reference to transport measures. SP 1 specifically refers to the need for the location of development to reduce the need for travel, thus directly supporting the SA objective. Indirect reference is also made in the supporting text to encouraging healthier lifestyles through improved opportunities for walking and cycling.	Policy DM 1 lacks a specific reference to sustainable transport measures - this should be rectified through an amplification of the meaning of 'accessibility' within the policy. Similarly, reference to 'traffic, transport and accessibility' in PA 1 would benefit from further explanation to avoid ambiguity in interpretation. Clarification of the phrasing in SP 1 would be beneficial to fully realise the policy intent in terms of encouraging delivery of improved opportunities for sustainable transport patterns.	
11	Improve air quality	✓	Local	LT	Perm	Low		0	0	+	+	SP 1 makes reference to the need for development to adapt to climate change, as well as the criteria aimed at fostering more sustainable travel patterns (see commentary for SA Objective 10). PA 1 and DM 1 make reference to the need for transport and accessibility to be considered, but are not explicit.	See recommendations for SA Objective 10. All policies would benefit from stronger wording to better align with the SA Objective.	
12	Improve the quality of water bodies and their environment	✓✓	Sub-Reg	LT	Perm	Med		+	++	++	++	SP 1 makes reference to ensuring that all development adapts to and mitigates climate change and makes efficient use of land and natural resources, which may deliver some benefits. PA 1 encompasses open space and climate change mitigation/adaptation in scope of s106 categories and DM 1 recognises need to consider biodiversity and open space provision.	Performance against this SA Objective is dependent upon implementation of the provisions of policies Policy En 15 (Water Quality) and En 9 (Green Infrastructure).	
13	Ensure efficient use of land	✓✓	Sub-Reg	ST-LT	Perm	High			++	++	+++	+++	SP 1 includes a clear statement of the need to prioritise PDL use and secure efficient use of land. Provisions of DM 1 include criteria aimed at securing the best use of development sites through appropriate design considerations.	None identified.

14	Maintain and enhance biodiversity, including habitats and species	✓	Local	MT-LT	Perm	Low		+	+	+	+	SP 1 includes a general reference to improving the quality of the natural environment; PA 1 seeks provision of open space; and DM 1 cites the need for development proposals to be considered in the light of biodiversity effects. However, the current policy wording does not fully realise the potential of the policies in delivering the SA Objective.	See recommendations for SA Objective 12. All policies would benefit from stronger wording to better align with the SA Objective.
15	Maintain and enhance the quality of landscape, townscape and built environment	✓✓	Sub-Reg	MT-LT	Perm	Med		++	++	++	++	Policies within the component include a range of references to delivering public realm enhancements and design considerations with the potential to enhance sense of place. SP 1 also clearly states a preference for development of PDL and maximising natural resources, which should assist in safeguarding the green belt.	Policies should include reference to the BREEAM and Code for Sustainable Homes principles as guiding the design and form of development.
16	Protect and enhance sites, features and areas of historical and archaeological value	✓	Local	MT-LT	Perm	Low		0	+	+	+	General reference is made within the policies to matters linked to safeguarding the quality and character established within the City, but the potential of the policies to positively contribute to the SA Objective is not fully realised.	No reference is made to cultural heritage - this should be rectified as it is an important characteristic of the City.
17	Ensure the prudent use of natural resources	✓	Local	MT-LT	Perm	Low		0	+	+	+	Policies within the component include reference to climate change adaptation and efficient use of land and resources.	See recommendations for SA Objective 15.
18	Reduce contribution to climate change	✓	Reg/Nat	LT	Perm	Low		0	0	+	+	Policies within the component contribute indirectly to the SA Objective. Potential exists for a more pro-active approach to be reflected in the policies.	Policies would benefit from greater explanation of actions designed to deliver climate change adaptation and a more pro-active approach to reducing carbon emissions. BREEAM and Code for Sustainable Homes should be referenced.
19	Reduce impact of climate change	✓	Sub-Reg	LT	Perm	Low		0	+	+	+	Policies within the component make a general reference to the need for development to adapt to climate change.	Performance against this SA Objective is dependent upon implementation of the provisions of policies Policy En 15 (Water Quality: reference to SUDS) and En 9 (Green Infrastructure); and Policy En 6 (Flood Risk).

20	Minimise the production of waste, manage waste sustainably and increase re-use, recycling and recovery rates	-	Sub-Reg	ST-LT	Perm	High	0	0	0	0	Policies make only general reference to efficient use of natural resources and refuse storage and collection. Unlikely to deliver tangible benefits against the objective.	Performance against this SA Objective is dependent upon implementation of the provisions of policies Policy En 7 Waste (i.e. sustainable waste management and the waste hierarchy).
21	Encourage a strong and stable economy	✓	Sub-Reg	MT-LT	Perm	Med	+	++	++	++	Reference to optimising the City's economic performance is included in SP1 but lacks explanation in terms of the scope of economic activities supported. Insofar as the policies within the component together seek to deliver high quality forms of development, there may be some indirect benefits in terms of an enhanced environment to encourage investment.	SP 1 would benefit from further clarification of the scope of economic activities supported/desired, potentially with cross reference to the City Centre Strategy.
22	Reduce economic exclusion	✓	Local	LT	Perm	Low	0	+	+	+	The policies include general references to ensuring the location of development that minimises the need to travel and improves accessibility, as well as seeking to extend economic benefits to all. However, the phrasing fails to fully realise the potential contribution that the component policies could make to achieving the SA Objective.	See recommendations for SA Objective 1 in terms of rephrasing policies to better reflect differing spatial priorities and strengthening policy commitment to beneficial and targeted improvements. Ensure addition of a reference to the need for enhanced educational opportunities.
23	Encourage and accommodate both indigenous and inward investment	✓	Sub-Reg	LT	Perm	Low	0	+	+	+	The component does not include any specific reference to preferred employment locations. However, insofar as the policies will contribute to a general enhancement of the physical environment, there may be indirect benefits over time.	See recommendations for SA Objective 1 in terms of reflecting spatial priorities. References to economic performance should be clarified through amplification of the intended policy scope - this should assist in emphasising the connection between the policy and delivery of the City Centre Strategy.
24	Maintain and enhance vitality and viability of Manchester's centres, including City Centre, District and Local Centres	✓	Sub-Reg	LT	Perm	Low	0	0	+	+	The component does not include any specific reference to retail or city centre vitality and viability. However, insofar as the policies will contribute to a general enhancement of the physical environment and improved connectivity, there may be indirect benefits over time.	See recommendations for SA Objective 23.

Table F.3 - Economy and Employment

<b>2. Economy and Employment</b>														
EC 1 Land for Employment and Economic Development EC 2 North Manchester EC 3 East Manchester EC 4 City Centre EC 5 Central Manchester EC 6 South Manchester EC 7 Wythenshawe EC 8 Hospital and University Development CC 2 Mixed Use Development CC 3 Change and Renewal CC 6 Partnership CC 7 Employment Strategic Economic and Employment Sites														
Refer to Table E.1 (in Appendix E).														
SA Objective	Effects						Assessment						Commentary	Recommendation/Mitigation
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm					
1	Reduce poverty and social exclusion	✓✓	Reg/Nat	LT	Perm	Med	+	++	++	++	Taken together, the policies that form the CS approach to employment and economy include a range of measures, some specifically directed to key areas of need, for widespread growth in employment including the provision of key services and facilities. The aim is to provide a range of sites that meet diverse needs of businesses operating in classes B1, B2 and B8. Wholesale implementation of the policies has the potential to significantly improve the image of the city as well - given that the city is nationally important, these benefits are likely to be broad in scale and most	None identified.		





3	Improve health of the population and reduce health inequalities	✓	Sub-Reg	MT-LT	Perm	Med	+	+	++	++	<p>The policies within the component include frequent references to strengthening connectivity between different areas, which can be interpreted as an aspiration to improve physical connections (i.e... Public transport, walking and cycling routes), all of which can assist in promoting healthier lifestyles. In addition, health is seen as a key sector for Manchester and policies include proposals for supporting development of this sector (research and development, education and training and physical improvements to hospital sites), which should deliver improved healthcare. Increased provision and improved access to varied jobs is likely to lead to greater job security, job satisfaction and fulfilment, opportunity to realise your potential, improving quality of life and making it easier making healthy lifestyle choices. Additionally, having a satisfactory job is likely to help create and strengthen social networks and relationships which are of particular importance to mental health.</p>	<p>The assessment rationale is such that employment and economic policies cannot meet all considerations (i.e. no direct influence on housing); however, many key aspects are encompassed in the policy approach presented. Notwithstanding this, there may be merit in clarifying the meaning of 'improved connectivity' - current phrasing suggests that this is predominantly intended to refer to physical transport connections - if a wider interpretation is meant then clarification in the policies and RJ is required.</p>
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4	Improve the qualifications and skills of the resident population	✓✓	Sub-Reg	ST-LT	Perm	Med		++	++	+++	+++	The overall approach includes a range of policies that seek enhancements to education provision within the city, as well as improved linkages between education, research and development and healthcare/hospital development. In addition to this, policies emphasise the need for employment related development to be both accessible and connected; and environmental enhancement to be delivered with a view to retaining skilled members of the population. Effects are likely to increase in effectiveness over time.	None identified.
5	Provide an adequate mix of quality housing for current and future residents of the area	✓	Local	MT-LT	Perm	Low		0	+	+	+	The component is not directly related to the SA Objective. Indirect benefits may be achieved as a result of Policy Approach CC 2 Mixed Use Development in the City Centre.	In general terms, the mixed use policy is brief in scope and coverage - the policy wording could benefit from expansion to clarify the preferred approach to mixing of uses, including the addition of expectations re: residential development types to ensure the delivery of a range of units.
6	Reduce crime and perceptions of crime	✓	Sub-Reg	MT-LT	Perm	Low		0	+	+	+	None of the policies make specific reference to using design to reduce crime. The RJ for Policy Approach CC 2 Mixed Use Development makes passing reference to the benefits of mixing uses in deterring crime. Taken together, the policy approaches that comprise the component should deliver increasing benefits over time by adding to the amount of activity and range of uses within the	Policy Approach EC 1 would benefit from text that recognises the important role of employment development in tackling many of the issues linked to increased crime (i.e. both the physical design factors and the social factors through promoting reduced worklessness). The RJ reference to the role of mixed use development in tackling physical factors contributing to crime could be pulled through into the policy text, assuming that other recommendations re: amplifying this policy are implemented.

													City Centre and bringing under-used sites into development.	
7	Encourage a sense of community well-being and engagement	✓	Sub-Reg	MT-LT	Perm	Med	0	+	++	+			The SA Objective is primarily concerned with the physical factors that can contribute to quality of life. The component is not directly related but has some potential to deliver indirect benefits through encouraging diversity in economic activities, supporting improved connectivity, enhancing public realm at key strategic locations and promoting mixed use development.	None identified.
8	Ensure people's needs for goods, services and amenities are met	-	Local	ST-LT	Perm	High	0	0	0	0			There is no direct connection between the component and the SA Objective, based on the scope of the latter as set out in the assessment rationale.	None identified.

9	Ensure inclusion and equality of opportunity for all, whilst embracing differing needs, values and customs	✓	Sub-Reg	MT-LT	Perm	Med		+	++	++	++	Increased provision and improved access to varied jobs should help improve the quality of life for the equality groups if these interventions are targeted appropriately. Increasing employment opportunities within the disadvantaged areas have the potential to also reduce levels of crime, increase feelings of satisfaction and optimism and improve relations within communities.	See recommendations for Objectives 3 and 10.
10	Promote the use of sustainable transport modes and reduce motorised traffic	✓✓	Sub-Reg	MT-LT	Perm	Med		+	++	++	++	The policies within the component include frequent references to strengthening connectivity between different areas, which can be interpreted as an aspiration to improve physical connections (i.e... Public transport, walking and cycling routes). Policy Approach CC 2 also supports mixed use development, which will reduce journey times between homes and workplaces and should reduce the need for city centre residents to travel.	There may be merit in clarifying the meaning of 'improved connectivity' - current phrasing suggests that this is predominantly intended to refer to physical transport connections - if a wider interpretation is meant then clarification in the policies and RJ is required. Either way, there is a need to amplify the RJ to ensure that connectivity supported through the policies is effective in prioritising non-car modes.

11	Improve air quality	x	Sub-Reg	ST-LT	Perm	Med		-	-	--	--	<p>See commentary for SA Objective 10 with regard to promoting non-car modes. The policies within the component place emphasis on landless increases in development density (i.e. building up), which should assist in protecting valuable open spaces in the City from development; although will increase the concentration of people accessing key City Centre locations for work and may also increase overall transport-related emissions and pollutant concentrations from road-based and rail modes. Policy Approach EC 7 Wythenshawe in particular is likely to have negative effects, particularly in light of off-site expansion of Airport activities that are unlikely to be completely offset by sustainable transport initiatives.</p>	<p>Performance against this SA Objective is dependent upon implementation of the provisions of policies T 2 Sustainable Transport and T 3 Strategic Integration.</p> <p>See recommendations for SA Objective 10 re: strengthening the policy content in terms of pro-active promotion of sustainable transport modes.</p>
12	Improve the quality of water bodies and their environment	x	Sub-Reg	LT	Perm	Low		0	-	--	-	<p>See commentary for SA Objective 10 with regard to promoting non-car modes. The policies within the component place emphasis on landless increases in development density (i.e. building up), which should assist in protecting valuable open spaces in the City, including those within floodplains. However, in the longer term there will be a requirement for some greenfield release and overall increases in development densities across the City will result in</p>	<p>See recommendations for SA Objective 11. Performance against this SA Objective is dependent upon implementation of the provisions of policies Policy En 15 (Water Quality) and En 9 (Green Infrastructure).</p>

													increased impermeable surfacing and potential for accelerated run off.	
13	Ensure efficient use of land	✓✓	Sub-Reg	ST-LT	Perm	High	++	++	++	++			The policies seek the delivery of c. 200 ha. of employment land within the City, placing emphasis on landless development (i.e. building upwards), mixing of uses and re-use of historic buildings.	None identified.
14	Maintain and enhance biodiversity, including habitats and species	✓	Sub-Reg	ST-MT	Temp	Med	++	+	+/-	+			The landless approach to the delivery of employment development will have benefits against the objective in terms of safeguarding open spaces within the City until such time as demand outstrips potential for supply through site intensification.	See recommendations for SA Objective 12.

15	Maintain and enhance the quality of landscape, townscape and built environment	?	Sub-Reg	ST-LT	Perm	Med		+		+		+		+	<p>The policies within the component are likely to give rise to positive effects. The landless approach to delivering development should assist in safeguarding the release of undeveloped sites at least in the short to medium term and ensure a reduction in underuse of sites; change and renewal (CC 3) should assist with environmental enhancement of some sites; and strategic site developments include public realm enhancement.</p>	<p>See recommendations for SA Objective 12.</p> <p>Policy text for CC 2 Mixed Use Development would benefit from more complete representation of preferences contained in the RJ - this could add greater clarity in terms of CS expectations for development to deliver improved sense of place and the built environment to showcase flexible buildings in a secure and attractive environment. Objectives relating to these issues could also be added to EC 1 to strengthen the performance against this SA Objective.</p>
16	Protect and enhance sites, features and areas of historical and archaeological value	x	Sub-Reg	MT-LT	Perm	Low		-		-		-		-	<p>The policies include proposals to develop sites across the City of Manchester - this encompasses land and buildings with known historical and archaeological potential. The development may affect these assets or their settings.</p>	<p>Performance against this SA Objective is dependent upon implementation of the provisions of Policy CC 4 Heritage (protect and enhance the heritage assets) and Design and Policy En 17 Design Principles (sense of place and local distinctiveness).</p> <p>Specific reference to considering and responding to the setting and value of features of historical and/or archaeological interest should be added to policies CC 2 and CC 3. Recommendations from the sites assessment for employment sites in respect of the heritage environment should be carefully adhered to and mitigation incorporated as appropriate.</p>



17	Ensure the prudent use of natural resources	XX	Sub-Reg	MT-LT	Perm	Low		+	-	-	-	Policies within the component have the potential to deliver benefits; however, the scale of development proposed for the CS period will demand an increase in the use of primary resources.	See recommendations for SA Objective 12. Performance against this SA Objective is dependent upon implementation of the provisions of Policy En 7 Waste, Policy En 1 (Achieving a Reduction in CO2 Emissions through New Development), and Policy En 2 (Strategic Areas for Low Carbon, Decentralised and Renewable Energy Development).
18	Reduce contribution to climate change	XX	Reg/Nat	MT-LT	Perm	Med		--	--	--	--	See commentary for SA Objective 11 and 17 - predicted impacts are negative.	See recommendations for SA Objective 17.
19	Reduce impact of climate change	X	Sub-Reg	MT-LT	Perm	Med		0	-	-	-	The policies within the component will increase development densities and are likely, increasingly over time, to increase impermeable surfacing and contribute to accelerated run-off.	See recommendations for SA Objective 12.
20	Minimise the production of waste, manage waste sustainably and increase re-use, recycling and recovery rates	XX	Sub-Reg	MT-LT	Perm	Low		-	-	-	-	The scale of development proposed over the CS period is likely to lead to an increase in absolute amount of waste arisings.	Performance against this SA Objective is dependent upon implementation of the provisions of policy EN 7 Waste and Policy En 1 (Achieving a Reduction in CO2 Emissions through New Development), provided the latter includes a reference not only to Code for Sustainable Homes but also BREEAM standards.

21	Encourage a strong and stable economy	✓✓	Reg/Nat	ST-LT	Perm	High		++	++	+++	+++	Taken together, the policies within the component make provision for c. 200ha. Of employment related development. Policy content encompasses the delivery of a wide range of different employment generating development, which should assist in strengthening the economy through diversification. Spatial differentiation is incorporated, seeking to build on the established image of key locations within the City.	None identified.
22	Reduce economic exclusion	✓✓	Sub-Reg	MT-LT	Perm	Med		+	++	+++	++	Policies within the component encompass support for a wide range of different employment generating activities, improved connectivity and the targeted development of key locations. This includes proposals for disadvantaged areas that should increase opportunities for tackling worklessness.	See recommendations for SA Objective 10 in respect of strengthening the promotion of sustainable transport modes through policy.
23	Encourage and accommodate both indigenous and inward investment	✓✓	Sub-Reg	ST-LT	Perm	Med		++	++	+++	+++	Policy content is aligned with the SA Objective.	None identified.
24	Maintain and enhance vitality and viability of Manchester's centres, including City Centre, District and Local Centres	✓✓	Sub-Reg	MT-LT	Perm	Med		++	++	++	++	The policies will deliver a wholesale increase in the range, type and location of employment activities across the City. Increased development densities in the City Centre and key district centres should have significant benefits for vitality and viability.	None identified.

Table F.4 - Tourism

3. Tourism												
EC 9 Hotel Development CC 5 A Place for Everyone CC10 Visitors- Tourism, Culture and Leisure DM 6 Leisure and the evening economy  Refer to Table E.1 (in Appendix E).												
SA Objective	Effects					Assessment					Commentary	Recommendation/Mitigation
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm			
1	Reduce poverty and social exclusion	✓	Local	LT	Perm	Low	0	0	+	+	There is no direct relationship between the component and the SA Objective. There may be some minor local benefits arising from Policy DM 6 in respect of supporting night-time uses in centres across the City.	None identified.
2	Attract additional population to settle in Manchester	✓	Local	LT	Perm	Med	0	+	+	+	The policies within the component are primarily concerned with the promotion of uses linked to tourism activities in the City Centre; and the development of the night-time economy at the local level. Although not directly targeted at the matters included in the SA Objective, there are likely to be indirect benefits in terms of an improved range of activities and environmental enhancement within the City Centre. Policies also seek to redress the spatial balance of provision and tackle known areas of anti-social behaviour.	None identified.

3	Improve health of the population and reduce health inequalities	✓	Local	MT-LT	Perm	Med	0	+	+	+	The policies within the component are primarily concerned with improving the image of the city for tourists and visitors. However, Policy CC 5 includes supporting RJ referencing accessibility for all and CC 10 includes support for improving transport and other infrastructure, all of which could bring benefits over the medium to longer term. Tourism development may also provide more recreation opportunities for local residents, benefitting their well-being and health.	Remove ambiguity from phrasing in Policy CC 5 A Place for Everyone. A clearer emphasis should be included in Policy Approach CC 10 (Visitors - Tourism, Culture and Leisure) to ensure that tourism development promotes tourism for visitors to the area as well as for local people so there is a higher degree of certainty that local people will benefit from the positive aspects of tourism for health.
4	Improve the qualifications and skills of the resident population	-	Sub-Reg	ST-LT	Perm	Med	0	0	0	0	There is no direct relationship between the component and the SA Objective.	None identified.
5	Provide an adequate mix of quality housing for current and future residents of the area	-	Sub-Reg	ST-LT	Perm	High	0	0	0	0	There is no direct relationship between the component and the SA Objective.	None identified.
6	Reduce crime and perceptions of crime	✓	Sub-Reg	MT-LT	Perm	Med	0	+	++	+	Policy DM 6 presents a very clear set of criteria aimed at discouraging conditions conducive to anti-social behaviour and achieving a more equitable balance of evening and night-time uses across the City Centre and district centres - this should assist in changing perceptions of crime and improving the image of key locations. The policies also aim to increase the level of activity in key destinations, particularly the City Centre, throughout the day and evening, delivering a more family-friendly environment.	Performance against this SA Objective is dependent upon implementation of the provisions of policies that seek to promote security through design. In addition, the ambiguity of the phrasing in Policy CC 5 A Place for Everyone should be removed.

7	Encourage a sense of community well-being and engagement	✓	Local	MT-LT	Perm	Low	0	+	+	+	However, the policies lack reference to secured by design principles, which could further improve performance against this SA Objective.	None identified.
8	Ensure people's needs for goods, services and amenities are met	✓	Local	MT-LT	Perm	Low	0	+	+	+	In the main, the policies within the component are concerned with improving the appeal of the City for tourism. However, there may be some indirect benefits in terms of inclusive accessibility through the implementation of Policy CC 5. Policy CC 10 also supports infrastructure improvements, which could be interpreted as a means of enhancing accessibility to key destinations within	Remove ambiguity from phrasing in Policy CC 5 A Place for Everyone. Clarify the meaning of the term 'infrastructure' within Policy CC 10, particularly in terms of transport developments to promote sustainable transport. In addition physical accessibility for all, irrespective of mobility, both in respect of buildings and the public realm needs to be ensured by the Policy wording as well.

										Manchester.		
9	Ensure inclusion and equality of opportunity for all, whilst embracing differing needs, values and customs	✓	Local	MT-LT	Perm	Low	0	+	+	+	Tourism strategies are likely to foster pride amongst local people and help improve the image of the city, especially in the areas affected by historical economic and social decline, thus contributing positively to a sense of community cohesion.	See recommendations for Objectives 3, 6 and 8.
10	Promote the use of sustainable transport modes and reduce motorised traffic	✓	Sub-Reg	MT-LT	Perm	Low	0	+	++	+	Policy CC 10 makes general reference to improving infrastructure to accommodate visitors and allow attractions to reach their full potential. The RJ for Policy CC 5 also indicates Council support for improved and inclusive accessibility in the public realm and to buildings. There is the potential for some benefits against the Objective.	See recommendations for SA Objective 8.
11	Improve air quality	✓	Local	MT-LT	Perm	Low	0	+	+	+	See commentary for SA Objective 10. The policies within the component make no reference to local vegetation planting.	See recommendations for SA Objective 8. Policy CC 10 could benefit from the inclusion of reference (or cross-reference to other biodiversity policies within the CS) to the value of biodiversity enrichment, both in terms of creating an attractive setting as well as the recreational and amenity appeal of increased greening of the City.

12	Improve the quality of water bodies and their environment	x	Sub-Reg	MT-LT	Perm	Low		0	-	--	-	<p>The policies within the component have the potential to give rise to a range of positive and negative effects. Improved infrastructure to meet visitor demand may help to promote sustainable travel patterns; however, there remains a likelihood that trip generation will increase for all modes, including the private car. City Centre based tourism investment may assist in safeguarding greenfield land; however, the appeal of the riverside environment is likely to increase development pressure in waterfront environments and may elevate risks to water quality from construction activities and/or intensification of use. The policies within the component make no reference to local vegetation planting.</p>	<p>Policy CC 10 could benefit from the inclusion of reference (or cross-reference to other biodiversity policies within the CS) to the value of biodiversity enrichment, both in terms of creating an attractive setting as well as the recreational and amenity appeal of increased greening of the City. Consideration should also be given to extending the scope of the Policy to provide clearer policy guidance on the types of tourism development that are considered desirable for Manchester.</p>
13	Ensure efficient use of land	x	Local	MT-LT	Perm	Low		0	-	-	-	<p>Policies within the component support the development of new tourist facilities and attractions. Beyond reference to inclusive accessibility within the RJ of policy CC 5, there is no reference to building design/sustainability features within the component. A precautionary approach results in the conclusion that there may be adverse effects over the longer term as more development comes to fruition.</p>	<p>See recommendations for SA Objective 11. Performance against this SA Objective is dependent upon implementation of the provisions of Policy En 1 (Achieving a Reduction in CO2 Emissions through New Development, i.e. reference to CfSH and BREEAM) and En 9 (Green Infrastructure). Cross-referencing to BREEAM standards is recommended.</p>

14	Maintain and enhance biodiversity, including habitats and species	✘	Sub-Reg	MT-LT	Perm	Low		-	-	--	--	The policies within the component make no reference to biodiversity. However, a precautionary approach concludes that there is potential for increased tourist related activity to have adverse impacts on designated sites or features, particularly arising from proximity effects and increased levels of development and movement.	See recommendations for SA Objective 13. Policies should include reference to the potential impact of tourism related development on biodiversity and identify opportunities for benefits. Performance against this SA Objective is dependent upon implementation of the provisions of policies En 13 (Biodiversity and Geological Conservation) and En 9 (Green Infrastructure).
15	Maintain and enhance the quality of landscape, townscape and built environment	✓	Sub-Reg	MT-LT	Perm	Low		0	+	++	+	Policies CC 5 and CC 10 both highlight the importance of ensuring that development proposals improve the appearance of destinations within the City, as well as securing broad demographic appeal through the combination of uses and public realm. Policy DM 6 seeks to protect the amenity of centres throughout the City. These all have the potential to deliver some benefits against the Objective.	There would be benefit in using the RJ, particularly for Policy CC 10, to highlight the link between physical environment, landscape setting and public realm; and the success of a given location in promoting tourism and visitor activities.
16	Protect and enhance sites, features and areas of historical and archaeological value	?	Sub-Reg	MT-LT	Perm	Low		+/-	+/-	+/-	+/-	The role of the City Centre as a focus for cultural is noted in the policies; however, no specific actions are incorporated within the policies. A precautionary approach that assumes a considerable level of development over the CS period results in potential for a range of positive (through interpretation) and negative (through increased usage) effects.	Performance against this SA Objective is dependent upon implementation of the provisions of Policy CC 4 Heritage (protect and enhance the heritage assets) and Design and Policy En 17 Design Principles (sense of place and local distinctiveness). There would also be benefit in using the RJ, particularly for policies CC 5 and CC 10, to emphasise the potential benefits that a strong tourism sector can bring in terms of safeguarding heritage assets.



17	Ensure the prudent use of natural resources	x x	Sub-Reg	MT-LT	Perm	Med		-	-	--	--	Policies within the component support the development of new tourist facilities and attractions. There is no reference to building design/sustainability features within the component, nor any reference to criteria governing site selection for new developments. A precautionary approach results in the conclusion that there may be adverse effects over the longer term as more development comes to fruition.	Performance against this SA Objective is dependent upon implementation of the provisions of other policies in the CS that promote use of PDL, support the development of Green Infrastructure and application of BREEAM to non-residential development. Consideration should also be given to extending the scope of Policy CC 10 to provide clearer policy guidance on the types of tourism development that are considered desirable for Manchester.
18	Reduce contribution to climate change	x	Reg/Nat	MT-LT	Perm	Med		-	-	--	--	See commentary for SA Objectives 10 and 17. Relevant considerations are either weak (sustainable transport) or absent (carbon neutrality, energy efficiency etc.) from the policies within the component and a precautionary approach indicates a potentially significant adverse impact in the longer term.	See recommendations for SA Objective 17. Clarify the meaning of the term 'infrastructure' within Policy CC 10, particularly in terms of promoting sustainable transport developments.
19	Reduce impact of climate change	x	Sub-Reg	LT	Perm	Med		0	-	--	-	See commentary for SA Objectives 12 and 17. A precautionary approach indicates a potentially significant adverse impact over the longer term.	Performance against this SA Objective is dependent upon implementation of the provisions of relevant policies in the CS dealing with water conservation, flood risk, SuDS and BREEAM and RJs should be used to describe the key linkages between tourism development and climate change impacts. Consideration should also be given to extending the scope of the Policy to provide clearer policy guidance on the types of tourism development that are considered desirable for Manchester.

20	Minimise the production of waste, manage waste sustainably and increase re-use, recycling and recovery rates	x	Sub-Reg	LT	Perm	Med	0	-	--	-	Policies within the component support the development of new tourist facilities and attractions. There is no reference to building design/sustainability features within the component. A precautionary approach results in the conclusion that there may be adverse effects over the longer term as more development comes to fruition.	See recommendations for SA Objective 17. Performance against this SA Objective is dependent upon implementation of the provisions of policy EN 7 (Waste). RJs could be used to highlight the potential for tourism development to influence these factors.
21	Encourage a strong and stable economy	✓	Sub-Reg	MT-LT	Perm	Med	+	+	++	++	Taken together, the policies seek the delivery of a range of tourism and recreation related development, focused primarily in the City Centre but also supporting hotel development in other parts of Manchester. This has the potential to deliver some benefits.	Consideration should be given to extending the scope of Policy CC 10 to provide clearer policy guidance on the types of tourism development that are considered desirable for Manchester.
22	Reduce economic exclusion	✓	Local	MT-LT	Perm	Low	0	+	++	+	Insofar as the development of the tourism economy in Manchester has the potential to deliver a range of local employment opportunities, some of them accessible for lower skilled residents requiring flexibility in working hours, there may be some benefits. An improved city image may also be an indirect catalyst for inward investment over the longer term.	None identified.

23	Encourage and accommodate both indigenous and inward investment	✓	Sub-Reg	LT	Perm	Low		0	+	++	+	Development of the tourism sector is supported through the component. Growth in this sector is likely to be linked to expansion of existing activities and the introduction of new ones (as opposed to internal relocation) and tourism offers good opportunities to support entrepreneurship and creative industries.	Consideration should be given to extending the scope of Policy CC 10 to provide clearer policy guidance on the types of tourism development that are considered desirable for Manchester. See also recommendation for Objective 24.
24	Maintain and enhance vitality and viability of Manchester's centres, including City Centre, District and Local Centres	✓✓	Sub-Reg	LT	Perm	Med		+	++	+++	++	The tourism market will necessarily gravitate towards the City Centre and key outer locations where attractions are clustered. The policies support the development of this market sector, enhanced infrastructure and new facilities, all of which should deliver significant longer term benefits against the Objective.	Remove ambiguity from phrasing in Policy CC 10 in respect of 'facilities' and 'infrastructure'.

Table F.5 - Housing

<b>Housing</b>												
CC 9 Housing H 1 Overall Housing Provision H 2 Phasing of Housing Provision H 3 Housing Distribution H 4 Windfall Sites H 5 Affordable Housing H 6 Student Accommodation H 7 Accommodation for Gypsies and Travellers H 8 Accommodation for Travelling Showpeople H 9 Strategic Housing Sites DM 2 Impact on residential areas DM 3 High Density Housing DM 4 Special Needs and Supported Housing DM 5 Conversions  Refer to Table E.1 (in Appendix E).												
SA Objective	Effects						Assessment				Commentary	Recommendation/Mitigation
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm			
1	Reduce poverty and social exclusion	✓	Local	ST-LT	Perm	Med	+	+	+	+	Policy H3 supports mixed-use schemes, which will contribute to regeneration initiatives. This will be of particular benefit to the areas of high deprivation.	None identified.
2	Attract additional population to settle in Manchester	✓✓	Sub-Reg	ST-LT	Perm	High	++	+++	+++	+++	Policies aim to deliver a sufficient number of housing to meet current and future housing needs as predicted by population growth modelling. Policies aim to provide well designed housing for workers moving to Manchester, and diversify the existing housing stock in mono-tenure areas, e.g. provide family housing to	None identified.

												attract more residents to settle in the area.	
3	Improve health of the population and reduce health inequalities (Objective aiming to integrate HIA)	✓	Local	MT-LT	Perm	Med		+	+	+	+	Replacing redundant housing stock with new quality housing and improving the quality of the existing housing stock should benefit population's wellbeing. Regeneration initiatives should help tackle the issues of deprivation, improving the well-being of communities living in the deprived areas.	Cross-referencing of supporting text for Policy Approach H3 with Policy Approach En17 which requires inclusive design of new development is recommended. Development of sites that involves demolition and relocation should to be managed sensitively, efficiently and equitably, providing adequate support, advice and financial assistance to affected residents.
4	Improve the qualifications and skills of the resident population	✓	Local	ST-LT	Perm	Med		+	++	++	++	Siting new development within or near the City and district centres will help ensure good accessibility to educational facilities. Provision of a mix of housing types will help retain local skills and attract more skilled labour to settle in Manchester. Policy Approach H6 is concerned with providing adequate numbers of student accommodation in appropriate locations, which may have indirect positive effects on educational achievements.	None identified.

5	Provide an adequate mix of quality housing for current and future residents of the area	✓✓	Sub-Reg	ST-LT	Perm	High	++	+++	+++	+++	Policies aim to provide a housing mix of different type, size and tenure and diversify the existing housing stock in mono-tenure areas, particularly to provide family housing. Policy H5 requires new development to contribute to the area target of 20% of affordable housing. Policies also cater for the needs of gypsies and travellers.	Cross-referencing of supporting text for Policy Approach H3 with Policy Approach En17 which requires inclusive design of new development is recommended.
6	Reduce crime and perceptions of crime	✓✓	Local	ST-LT	Perm	Med	+	+	++	++	New housing development in identified locations will stimulate the regeneration of the area, improving the image of run down and deprived neighbourhoods and contributing to the feeling of safety in the area. Promoting the development of high density housing provides natural surveillance, improving safety levels in the area. Effects will become more pronounced in a longer term as more development proposals are completed. Securing adequate provision of sites for Gypsy Traveller population should help avoid illegal encampments.	None identified.

7	Encourage a sense of community well-being and engagement	✓✓	Local	ST-LT	Perm	Med		+	+	++	++	Policy DM2 aims to provide an adequate level of protection for residential amenity. Policy DM3 specifies requirements for design of high density housing, including high levels of sound insulation and provision of open spaces, benefiting this SA objective. Effects will become more pronounced in a longer term as more development proposals are completed and social interaction within newly established communities takes place.	See recommendation for Objective 3.
8	Ensure people's needs for goods, services and amenities are met	✓✓	Local	ST-LT	Perm	Med		++	+++	+++	+++	Siting new housing development within or adjacent to the Regional and district centres should ensure good access to key services and facilities. In addition, inclusion housing in mixed use schemes and considering availability and potential for infrastructure, will help ensure an adequate provision of services and amenities locally.	As higher density development may increase pressure on health services, a specific reference to an adequate provision of health facilities could be made.

9	Ensure inclusion and equality of opportunity for all, whilst embracing differing needs, values and customs (Objective aiming to integrate EqIA)	✓✓	Local	ST-LT	Perm	Med		+	++	++	++	Policy H5 aims to deliver 20% of affordable housing as identified by the Housing Needs Assessment and special needs housing, which should help tackling social exclusion through enabling housing opportunities for low-income groups. Policies within this component cater for the housing needs of Gypsies and Travellers and Travelling Showpeople and students.	It is recommended that Introduction to Housing Section should specify that new housing will seek to meet the needs of all, including the requirements of the elderly, the disabled, people with special needs, BME communities, Gypsies and Travellers, young people and those on low incomes. It is also recommended that Policy Approach 5 includes a requirement for the provision of special needs accommodation where the need is identified. Cross-referencing of supporting text for Policy Approach H3 with Policy Approach En17 which requires inclusive design of new development is recommended.
10	Promote the use of sustainable transport modes and reduce motorised traffic	✓	Local	ST-LT	Perm	Med		+	+	++	++	High density residential development will be provided within or adjacent to the Regional and district centres as well as along public transport routes, thus minimising the need to travel and allowing for the use of more sustainable modes.	Siting new high density residential development along public transport routes is only mentioned for North Manchester. It is recommended that this consideration is also applied to locating high density development in other growth areas as appropriate in the wording of Policy Approach 3. The emphasis in this criterion could be made on public transport nodes and it could also be expanded to include the locations where there are plans to improve public transport provision.
11	Improve air quality	✗	Local	ST-LT	Perm	Med		-	-	-	-	The development of housing will give rise to increases in population, which is likely in turn to increase traffic movement and generate additional building and transport related emissions, affecting local air quality. In a short term, local air quality can also be affected by	Effective implementation of Policy Approach T3 should help offset potential negative effects against this objective.



										construction works.		
12	Improve the quality of water bodies and their environment	x	Local	ST-LT	Perm	Med	-	-	-	-	Development of previously developed sites will in some instances include remediation of contaminated land, which should benefit groundwater quality. On the other hand an increase in hard surfacing may have disrupting effects on water cycle and affect water quality.	Reference to the need for new development to incorporate SUDS, where practical, is recommended.
13	Ensure efficient use of land	✓✓	Local	ST-LT	Perm	Med	+	++	++	++	Policies within the component support high density residential development, including releases of the areas currently under-occupied and re-development of previously developed land and buildings.	It is recommended that the consideration of a sequential approach, starting with the use of previously developed land, for the suitability of proposals on windfall sites is added to the current list of considerations in Policy Approach H4.
14	Maintain and enhance biodiversity, including habitats and species	x	Local	ST-LT	Perm	Med	-	-	-	-	New development may potentially affect species, inhabiting the proposed development sites. However, these effects are not likely to be significant, as the ecological value of these sites is comparatively low.	Effective implementation of Policy Approach 13 should ensure that new development incorporates measures to protect and enhance biodiversity and geodiversity, therefore offsetting potential negative effects. Potential effects identified in the detailed assessment for the strategic sites need to be carefully addressed through appropriate mitigation measures.

15	Maintain and enhance the quality of landscape, townscape and built environment	✓	Local	ST-LT	Perm	Med	+	+	++	++	Policies within the component seek to avoid detrimental effects on the character of the area. Policies seek to provide well-designed accommodation and reduce the amount of under-utilised and derelict land.	Potential effects identified in the detailed assessment for the strategic sites need to be carefully addressed through appropriate mitigation measures. it is recommended that paragraph 11.15 states that new development will be designed in accordance with the revised 'Guide to Development in Manchester'. It could also include a cross-reference to Policy Approach En 1 (i.e. timetable for achieving Code for Sustainable Homes).
16	Protect and enhance sites, features and areas of historical and archaeological value	✗	Local	ST-LT	Perm	Med	-	-	-	-	New development may potentially affect listed buildings or other historical features and areas of archaeological value and their settings.	Effective implementation of Policy Approach En 19 should ensure that new development incorporates measures to protect and enhance the historic environment and the character and setting of areas of acknowledged importance.
17	Ensure the prudent use of natural resources	✓	Local	ST-LT	Perm	Med	+/-	+/-	+	+	New development will be sited to a large extent on the previously developed land, helping conserve soil resource. New development will inevitably lead to the use of primary resources. However, higher density development will help achieve higher resource efficiency.	Referencing to 'Guide to Development in Manchester' and cross-referencing to Policy Approach En 1 (i.e. timetable for achieving Code for Sustainable Homes).

18	Reduce contribution to climate change	✓	Local	ST-LT	Perm	Med		+/-	+/-	+	+	<p>The majority of the new development will be provided within the Regional Centre and Manchester Inner Areas with good access to City and regional centres and new employment areas, which should minimise the need to travel. Policy DM3 should help reduce the growth of GHG emissions by promoting the creation of green roofs functioning as carbon sinks and providing for bicycles parking in new developments, stimulating the shift to sustainable transport modes. However, an overall increase in housing and population is likely to increase the reliance on a private car, at least in a short term, due to the existing cultural preferences.</p>	<p>Siting new high density residential development along public transport routes is only mentioned for North Manchester. It is recommended that this consideration is also applied to locating high density development in other growth areas as appropriate in the wording of Policy Approach 3. The emphasis in this criterion could be made on public transport nodes and it could also be expanded to include the locations where there are plans to improve public transport provision. In addition, promoting the use of sustainable transport modes through siting of new developments could be added to the first sentence of paragraph 11.15. Referencing to 'Guide to Development in Manchester' for design standards and cross-referencing to Policy Approach En 1 (i.e. timetable for achieving Code for Sustainable Homes).</p>
19	Reduce impact of climate change	✗	Local	ST-LT	Perm	Med		+/-	+/-	+/-	+/-	<p>Recommendation to incorporate green roofs to new developments in Policy DM3 should help mitigate urban heat island effects. An increase in hard surfacing associated with new development may increase the risk of flooding in some areas.</p>	<p>Reference to the need for new development to incorporate SUDS, where practical, is recommended.</p>

20	Minimise the production of waste, manage waste sustainably and increase re-use, recycling and recovery rates	x	Local	ST-LT	Perm	Med	-	-	-	-	An increase in dwellings is expected to increase overall waste arisings.	Effective implementation of Policy Approaches En7 and En1, requiring all developers to submit a waste management plan and achieving Code for Sustainable Homes rating should help minimise construction and operation waste.
21	Encourage a strong and stable economy	✓✓	Local	ST-LT	Perm	Med	+	++	++	++	New development will be concentrated within the Regional Centre and Inner Areas boundary, improving the image of the area. Increasing housing provision aims to support economic growth, attracting workers in growth sectors.	None identified.
22	Reduce economic exclusion	✓	Local	ST-LT	Perm	Med	+	+	+	+	Policies within this component encourage the regeneration of the deprived areas, potentially increasing opportunities for more disadvantaged groups.	Effects could be further enhanced by improving the link between housing siting and public transport corridors, nodes and areas where there are plans for public transport infrastructure improvements.
23	Encourage and accommodate both indigenous and inward investment	✓	Local	ST-LT	Perm	Med	+	+	+	+	Policies within this component will help improve the image of the are, making it more attractive for potential investors.	None identified.
24	Maintain and enhance vitality and viability of Manchester's centres, including City Centre, District and Local Centres	✓✓	Local	ST-LT	Perm	Med	+	++	+++	++	Policies within this component site new housing development in proximity to the City Centre and district centres, contributing to the vitality of Manchester's centres by retaining existing residents and providing housing for future residents.	None identified.

Table F.6 - Retail and Centres

5. Retail and Centres													
CC 8 Retail C 1 Centre Hierarchy C 2 District Centres C 3 Viability and Vitality C 4 Out of centre retailing  Refer to Table E.1 (in Appendix E).													
SA Objective	Effects					Assessment					Commentary	Recommendation/Mitigation	
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm				
1	Reduce poverty and social exclusion	✓✓	Local	ST-LT	Temp	Med	++	++	++	++	The policies in the component may help to reduce social exclusion through enabling the provision of local retail services, as well as other services and facilities, in local and district centres, which could improve peoples' ability to meet their own needs without the necessity for private transport.	None identified.	
2	Attract additional population to settle in Manchester	✓	Sub-Reg	ST-LT	Temp	Low	+	++	++	++	An improvement in the availability of services and facilities as well as retail opportunities in local areas may encourage increased populations to settle in these areas. The concentration on the City Centre for a comparison shopping and tourism centre may enhance the reputation of the City, which may also attract additional populations to settle there.	None identified.	

3	Improve health of the population and reduce health inequalities	✓✓	Local	ST-LT	Temp	Med	+	++	+++	++	Ensuring that people have good access to leisure and community facilities, through policy C 2, could improve the overall health levels of the community over time, through an increase in wellbeing through community mixing, as well as through an increase in physical activity.	It is recommended that health facilities are included in the list of the key services and facilities to be available in the district and local centres in the wording of Policy C 2 (District Centres). This will help to ensure that this Policy will have a positive effect on reducing inequalities in health and ensuring all current and future residents have access to health facilities.
4	Improve the qualifications and skills of the resident population	✓	Local	ST-LT	Temp	Low	+	+	+	+	An increase in accessibility to services and facilities locally may increase accessibility to educational facilities.	The centre hierarchy could specify the types of other services and facilities that will be available in the district and local centres.
5	Provide an adequate mix of quality housing for current and future residents of the area	✓	Local	ST-LT	Temp	Low	+	+	+	+	The provision of some housing in the district centres is referenced in the District centre policy (C 2). This will contribute to increased provision, although the type of provision likely is not specified.	Policy C 2 could specify that housing provision in local centres should be affordable, to enable those without access to a private car to be able to access services and facilities easily.
6	Reduce crime and perceptions of crime	✓	Local	ST-LT	Temp	Low	++	++	++	++	The maintenance and improvement to the retail offer of the centres of Manchester is likely to increase natural surveillance through an increase in active frontages. This, along with a potential increase in local community mixing and things to do, could reduce crime levels as well as the perception of crime.	None identified.
7	Encourage a sense of community well-being and engagement	✓	Local	ST-LT	Temp	Med	+	+	+	+	The policies may increase social interaction through the provision of increase retail opportunities for use by the local communities.	None identified.

8	Ensure people's needs for goods, services and amenities are met	✓	Local	ST-LT	Temp	Med		+	+	+	+	The policies, especially Policy C 2, seeks to ensure that people have good access to shopping, leisure and community facilities which meet their day to day needs although the detail of leisure and community facilities provision required is not provided.	Although policy C 2 seeks that district centres meet the day to day needs of the local community in terms of shopping, leisure and community facilities, the remaining text within the policy only refers to retail needs with reference to some housing and employment. The policy should seek to consider the potential and need for the provision of other community facilities within these areas to enable delivery. Further, it is suggested that the policy insufficiently succinct, providing unnecessary text. It is recommended that the policy be summarised, with the key requirements for each area provided in bullet points.
9	Ensure inclusion and equality of opportunity for all, whilst embracing differing needs, values and customs	✓	Local	ST-LT	Temp	Med		+	+	+	+	Policies intend to improve accessibility to key services and facilities in District and Local Centres which may improve equality of opportunity, although detail of this type of provision is mostly unspecified except in relation to retail and some provision of employment and housing.	The supporting text for policy CC 8 states that in the retail core there will be an emphasis on creating a pedestrian friendly environment. This intention should be included in the policy wording, with the addition of a cross reference to the guidance provided in Design for Access 2 (MCC). Also see recommendation under objective 8.

10	Promote the use of sustainable transport modes and reduce motorised traffic	✓✓	Reg/Nat	ST-LT	Temp	Med		++	++	++	++	The Centre Hierarchy (C 1) may help reduce the need to travel for local people, through the provision of essential services and facilities locally. Although the benefits against this objective will be, in the most part, positive, the development of the City Centre as a regional centre and key tourist destination, may bring increased traffic to the city. This effect is likely to be mitigated, however, by the policies included in Component 6.	It is suggested that policy C 1 replaces "minimise the need to 'shop' by car" with "minimise the need to 'travel' by car", to broaden the scope of the policy, as people will seek to travel to centres to access a wide range of local services and facilities, not just retail. In line with this, it is suggested that the policy is termed a centre hierarchy in the policy wording, as opposed to a retail hierarchy. The 'centre hierarchy' will then encompass retail alongside other local services and facilities as already cited in the policy.
11	Improve air quality	✓	Local	ST-LT	Temp	Med		++	++	++	++	See assessment under objective 10- the benefits to air quality from reducing the need to travel to district centres may be limited by the increase in travel to the city centre.	See recommendations under objective 10.
12	Improve the quality of water bodies and their environment	✓	Local	ST-LT	Temp	Low		+	+	+	+	Insofar as the policies seek to improve the quality of the environment to improve the pedestrian experience, water bodies may benefit. Further, as discussed under objective 10, if a reduction in overall traffic results from the proposals, this may reduce the pollutant concentration in surface water runoff entering water resources.	None identified.



13	Ensure efficient use of land	✓	Local	ST-LT	Perm	Low		+	+	+	+	It is considered that the use of land to enable a reduction in the need to travel, developing areas in the centres of communities, is likely to be efficient.	See recommendations under objective 24. It should be ensured that the re-use of existing buildings and previously developed land is prioritised for the improvement of centres.
14	Maintain and enhance biodiversity, including habitats and species	✓	Local	ST-LT	Temp	Low		+	+	+	+	Insofar as the policies seek to improve the quality of the environment to improve the pedestrian experience, this may lead to improvements in biodiversity locally.	Performance against this SA Objective is dependent upon implementation of the provisions of policies En 13 (Biodiversity and Geological Conservation) and En 9 (Green Infrastructure).
15	Maintain and enhance the quality of landscape, townscape and built environment	✓✓	Local	ST-LT	Perm	Low		++	++	++	++	Policies seek that new development will lead to the enhancement of centres, and thus are likely to contribute to an improvement in the townscape and built environment.	Policy C2 could cross-reference or more consistently outline, briefly, the key characteristics of each centre in terms of character to ensure that designs and land uses reflect this. At present, although the policies seek that development reflects local character, what this means is not detailed.
16	Protect and enhance sites, features and areas of historical and archaeological value	✓	Local	ST-LT	Temp	Low		+	+	+	+	Development in centres may place additional pressure on sites of heritage value, such as listed buildings. However, CS policies included in component 12 ensure that development is of a high quality.	It should be ensured that development in the centres is not at the expense of sites of heritage value. Performance against this SA Objective is also dependent upon implementation of the provisions of Policy CC 4 Heritage (protect and enhance the heritage assets) and Design and Policy En 17 Design Principles (sense of place and local distinctiveness).
17	Ensure the prudent use of natural resources	✓	Local	ST-LT	Temp	Low		+	+	+	+	Insofar as the policies may reduce the need to travel, the use of fossil fuel based energy may reduce.	None identified.

18	Reduce contribution to climate change	x	Reg/Nat	ST-LT	Temp	Low	-	-	-	-	The development of district centres may help to reduce traffic growth and thus reduce the emissions of greenhouse gases from this source. However, a potential improvement in the status of the regional centre for shopping and tourism may lead to some traffic growth, reducing the benefits. Further, an increase in built development is likely to increase the overall emissions of greenhouse gasses from buildings.	Reference to best practice environmental standards, e.g. BREEAM, is recommended.
19	Reduce impact of climate change	-					0	0	0	0	No specific reference to this effect is made in the policies, although this objective is likely to be achieved through other CS policies.	Performance against this SA Objective is dependent upon implementation of the provisions of policies Policy En 15 (Water Quality), En 9 (Green Infrastructure) and En 1 (Achieving a Reduction in CO2 Emissions through New Development).
20	Minimise the production of waste, manage waste sustainably and increase re-use, recycling and recovery rates	✓	Local	ST-LT	Temp	Low	+	+	+	+	The provision of local services and facilities could present an opportunity for the provision of local recycling facilities for use by the community including 'bring' sites at local centres.	See recommendations under objective 8- the range of facilities could include local recycling 'bring' facilities.

21	Encourage a strong and stable economy	✓✓	Reg/Nat	ST-LT	Temp	High		++	++	+++	+++	The policies state that they will support the maintenance and extend the range of wealth generating activities including retail, leisure, recreation and tourism in the centres. Providing some employment in district centres will help to reduce economic exclusion. They seek to focus development in the centres, which will help to create economies of scale amongst businesses. The encouragement of the creation of the regional centre as a tourist destination will help to diversify the economy over time.	See recommendations under objective 8.
22	Reduce economic exclusion	✓✓	Local	ST-LT	Temp	Med		++	++	++	++	Providing some employment in district centres will help to reduce economic exclusion.	None identified.
23	Encourage and accommodate both indigenous and inward investment	✓✓	Local	ST-LT	Temp	Low		+	++	++	++	Retail promotion is likely to encourage inward and indigenous investment for this use class. Policy C 2 suggests the allocation of land for employment in the district centres which, alongside environmental improvement and accessibility improvements may encourage investment in these areas over time. The increase in the profile of the regional centre may also give rise to further	None identified.

																			investment potential.		
24	Maintain and enhance vitality and viability of Manchester's centres, including City Centre, District and Local Centres	✓✓	Local	ST-LT	Temp	High	++	++	++	++	The policies will enable the maintenance and enhancement of the vitality and viability of the centres, through an increase in the provision of local amenities.								The policies will enable the maintenance and enhancement of the vitality and viability of the centres, through an increase in the provision of local amenities.		See recommendation under objective 8- the specification of a wider range of services and facilities as suggested in the policy would help to increase the vitality of the district centres. Although policy C 3 seeks to protect the vitality and viability of the district centres, it is suggested that this policy is superfluous to requirements and its detail could be summarised within policy C 2. Similarly, it is suggested that the content of policy C 4 should be included within policy C 1, to form part of the hierarchy, and the standalone policy removed.

Table F.7 - Transport

6. Transport												
CC 11 Transport T 1 Accessible areas of opportunity and need T 2 Sustainable Transport T 3 Strategic Integration  Refer to Table E.1 (in Appendix E).												
SA Objective	Effects					Assessment				Commentary	Recommendation/Mitigation	
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm			
1	Reduce poverty and social exclusion	✓✓	Local	ST-LT	Temp	Med	++	++	+++	+++	Policy CC 11 seeks that transport is managed in a way that supports the growth of the City Centre. Supporting text indicates that linkages by public transport, walking and cycling between employment opportunities and deprived areas are especially important, although this detail is not included within the policy. Policy T1 also seeks that accessibility will be improved to employment areas by sustainable modes, and T2 prioritises those without access to a car. Taken together, these policies are likely to have a significantly positive effect against this objective especially in the longer term as a modal shift is realised. In addition to this, a reduction in road based transport may reduce geographical inequalities through a	None identified.

												reduction in the physical divisiveness that roads can present in communities.	
2	Attract additional population to settle in Manchester	✓	Sub-Reg	ST-LT	Temp	Low		+	++	++	++	The improvement of accessibility and public transport in the city is likely to improve its attractiveness in terms of the physical accessibility to jobs and services, alongside the secondary environmental benefits that are likely to arise from a reduction in traffic.	None identified.

3	Improve health of the population and reduce health inequalities	✓✓	Local	ST-LT	Temp	Med		++	++	+++	+++	A modal shift to more sustainable modes of transport is likely to reduce air pollution and subsequently have beneficial effects on health. Further to this, an increase in the provision of walking and cycling routes is likely to encourage increased levels of physical activity amongst the population, leading to significant health benefits over the long term. Further, a decrease in traffic may reduce road-based accidents.	None identified.
4	Improve the qualifications and skills of the resident population	✓	Local	ST-LT	Temp	Low		+	+	+	+	The policies may improve the attractiveness of the area as a place to settle, as discussed under objective 2, for in-migrants and graduates, which may improve the overall skills levels of the population.	None identified.
5	Provide an adequate mix of quality housing for current and future residents of the area	-						0	0	0	0	The transport policies are unlikely to directly affect the type of housing provided.	The housing strategy should take into consideration the locations of development of transport interchanges and improved public transport services and seek that high quality housing provision is provided at high densities in these locations to seek that to implement a modal shift to more sustainable modes.

6	Reduce crime and perceptions of crime	?	Local	ST-LT	Temp	Low		+/-	+/-	+/-	+/-	The creation of pedestrianised areas could improve a sense of community cohesion through increased interaction. However, the creation of increased walking, cycling and public transport routes may increase the potential for crime and fear of crime, especially at night.	The design of these areas offers the potential for the incorporation of active frontages, CCTV and other design measures, including lighting, that may help to reduce the fear of crime.
7	Encourage a sense of community well-being and engagement	✓	Local	ST-LT	Temp	Low		++	++	++	++	The creation of pedestrianised areas including the removal of traffic through the city centre and public transport, walking and cycling routes across the city may help to increase community interaction and subsequently and increased sense of wellbeing. However, this will be dependent on the design of these areas to ensure that the increased fear of crime is avoided.	The policy could include reference to the need for pedestrian areas and routes are designed so as to reduce the fear of crime. It is also recommended that policy CC 11 cross references the other policies relating to transport.
8	Ensure people's needs for goods, services and amenities are met	✓✓	Local	ST-LT	Perm	Med		++	++	++	++	Policies seek to improve accessibility in areas of need to connect residents to jobs, centres, health, leisure and educational opportunities. The implementation of this policy will be aided through policy T2 which seeks to improve the pedestrian environment and policy T3 which specifies relevant projects for implementation.	Policy C 11 could cross reference the other transport policies in the component to ensure that it is not read in isolation. Transport policies aimed at improving access from housing to different destinations via different modes could be extended to increase linkages with open spaces, in order to improve access for disadvantaged groups, including those living in areas of economic or social deprivation.



9	Ensure inclusion and equality of opportunity for all, whilst embracing differing needs, values and customs	✓	Local	ST-LT	Temp	Med		+	+	+	+	The policies will improve the equality of opportunity for all social groups through the increase in accessibility to services and facilities through walking, cycling and public transport provision.	The supporting text for transport section should clearly state that the needs of disabled people as pedestrians, public transport users and motorists will be taken into account in designing public transport infrastructure and public space. A reference should be made to the Manchester manual on accessible and inclusive design 'Design for Access 2'.
10	Promote the use of sustainable transport modes and reduce motorised traffic	✓✓	Local	ST-LT	Perm	Med		++	++	+++	+++	The policies in the component seek to promote the use of sustainable transport modes, which are likely to encourage a modal shift, leading to a reduction in motorised traffic over time.	It is recommended that policy T2 is placed ahead of the other transport policies in the chapter to reinforce the prioritisation of sustainable transport modes. Further, it is recommended that policy C 11 and the supporting text cross-references the other policies to enable implementation. Policy T1 could seek to encourage a reduction in the need to travel, as part of an improvement in accessibility, through the co-location of employment and residential areas. Policy T 2 could modify its wording slightly to ensure that the hierarchy is an order or prioritisation.
11	Improve air quality	✓		ST-LT	Temp	Med		+	++	+++	++	The city centre is covered by an AQMA. Policies are likely to improve air quality over all, especially over time, as an increase in pedestrian and cyclist accessibility as well as public transport may encourage a modal shift.	See recommendations under objective 10. The provision of walking and cycling routes referenced in the component could cross-reference the provision of green infrastructure referred to elsewhere in the Core Strategy document to ensure that the cumulative potential of an increase in walking and cycling routes, which if part of a wider green infrastructure strategy can not only contribute to a reduction in traffic and subsequent emissions, but also contribute to the sequestration of residual pollutants.

12	Improve the quality of water bodies and their environment	✓✓	Local	ST-LT	Temp	Med		+		++	+++	++	The policy component is likely to encourage an overall reduction in traffic growth, through the encouragement of a modal shift to more sustainable modes over time. In turn, this may lead to a reduction in pollutant concentrations in runoff entering watercourses.	See recommendations under objective 11. The policies could cross reference the provision of green infrastructure requirements, to enable a combined provision of walking and cycling routes with SUDS to reduce runoff further as well as providing filtration of pollutants through vegetation provision.
13	Ensure efficient use of land	✓✓	Local	ST-LT	Perm	Med		++		++	++	++	The development of improved sustainable transport opportunities may help to reduce an increase in road based traffic, which may reduce the need for highways improvements. The use of land for more sustainable modes of transport provision is considered to be more efficient.	See recommendations under objective 10 relating to the co-location of different land use types. This will help reduce the need to travel (as the first priority within the transport hierarchy) and ensure that land efficiency is maximised from a transportation perspective.
14	Maintain and enhance biodiversity, including habitats and species	✓	Local	ST-LT	Temp	Low		+		++	++	++	An overall reduction in car based traffic may have benefits for biodiversity through a reduction in the need for highways development and the increased potential for biodiversity on other routes such as railways and walking and cycling paths. Policy T 2 seeks to improve the pedestrian environment which could have benefits for biodiversity.	See recommendations under objectives 11 and 12. The provision of walking and cycling routes should cross reference the benefits that they can have in terms of the co-provision of linkages for biodiversity across the plan area.

15	Maintain and enhance the quality of landscape, townscape and built environment	✓	Sub-Reg	ST-LT	Perm	Med		++	++	++	++	An increase in walking and cycling routes as well as public transport may help to enhance the attractiveness of the townscape and landscape, through a reduction in traffic growth and a reduction in the pressure for highways development. An increase in walking and cycling routes could enhance the quality of the landscape and townscape through the provision of planting schemes along routes.	See recommendations under objectives 11, 12 and 14. The co-provision of walking and cycling routes as a part of a wider green infrastructure strategy could enhance benefits against this objective further.
16	Protect and enhance sites, features and areas of historical and archaeological value	✓	Local	ST-LT	Perm	Low		+	+	++	++	The policy is likely to have a beneficial long term effect on the setting of sites of historical or archaeological value, through a reduction in traffic overall and an enhancement of walking and cycling routes.	It should be ensured that the development of public transport routes is not to the detriment of sites of historical or archaeological value. Cross reference to where this requirement is included in the CS could be made.
17	Ensure the prudent use of natural resources	✓	Sub-Reg	ST-LT	Temp	Low		+	+	+	+	Secondary effects from the efficient use of land (see assessment under objective 13).	None identified.
18	Reduce contribution to climate change	✓✓	Reg/Nat	ST-LT	Perm	Med		++	++	++	++	The policies seek to engender a modal shift to more sustainable modes of transport, which may reduce greenhouse gas emissions over time.	See recommendations under objectives 10, 11 and 14. Green infrastructure could also increase carbon sink capacity.
19	Reduce impact of climate change	✓	Sub-Reg	ST-LT	Perm	Low		+	+	+	+	The encouragement of a modal shift to more sustainable modes of transport may reduce the need for highways development and subsequently enable an reduction in surface water runoff and flood	See recommendations under objective 18. The policy could seek that the provision of walking and cycling routes incorporate SUDS, or cross reference to where this is included elsewhere in the CS.

											risk.	
20	Minimise the production of waste, manage waste sustainably and increase re-use, recycling and recovery rates	✓	Local	ST-LT	Temp	Low	+	+	+	+	Improved accessibility to services and facilities for more members of the population by sustainable modes may increase accessibility to waste recycling facilities.	None identified.
21	Encourage a strong and stable economy	✓✓	Sub-Reg	ST-LT	Perm	Med	+++	+++	+++	+++	An increase in walking, cycling and public transport may reduce the effect of traffic on the environment and subsequently improve the attractiveness of the area which may encourage economic growth. Policy T1 seeks that development is located to ensure good access to the main economic drivers of the city. Other ways in which the component may improve the economy is through improved accessibility and subsequent increase in the workforce pool for potential employers, and increase in footfall through an increase in walking as a mode of transport. The development of a deprived areas of the city centre may improve the city's reputation which will also benefit this objective.	None identified.

22	Reduce economic exclusion	✓✓	Sub-Reg	ST-LT	Temp	Med		++	++	++	++	The policy component seeks to improve accessibility for people living in the most deprived neighbourhoods which could reduce economic exclusion.	See recommendations under objective 6: It should be ensured that the design of routes for walking and cycling in deprived areas is designed so as to reduce the potential for crime and the fear of it. Cross reference to where this may be included elsewhere in the CS could be made.
23	Encourage and accommodate both indigenous and inward investment	✓	Reg/Nat	ST-LT	Temp	Low		+	+	+	+	An increase in the attractiveness of the area as well as an increase in the accessibility of the area to markets and potential employees may encourage inward or indigenous investment.	None identified.
24	Maintain and enhance vitality and viability of Manchester's centres, including City Centre, District and Local Centres	✓✓	Local	ST-LT	Temp	Med		++	++	++	++	An increase in accessibility by walking and cycling may increase community interaction as well as footfall in the centres and this improve their vitality and viability.	None identified.

Table F.8 – Airport

7. Airport													
MA 1 Manchester Airport Strategic Site MA 3 Manchester Airport													
Refer to Table E.1 (in Appendix E).													
<b>Assessment</b>													
SA Objective		Effects					ST	MT	LT	Sm	Commentary	Recommendation/Mitigation	
		Mag	Scale	Dur	T/P	Cert							
1	Reduce poverty and social exclusion	✓	Local	MT-LT	Perm	Med		+	+	+	+	The Airport is the major employment centre for Wythenshawe and an important employer for South Manchester. If job and skills building opportunities associated with the airport development are specifically linked to the targeted areas with the issues of worklessness and deprivation, this may bring some benefits against this objective.	Maximise the potential to deliver employment opportunities to areas suffering worklessness and deprivation through the inclusion of specific locational priorities in the Policy MA 3 wording, thus seeking to realise the potential for positive social effects of the airport expansion in terms of new job and training opportunities.
2	Attract additional population to settle in Manchester	✓✓	Sub-Reg	MT-LT	Perm	Med		+	++	++	++	New job opportunities associated with the airport development are likely to be of a varied nature and skills level, which is likely to appeal to wider sections of the population. The airport will act as a significant job hub outside of the city centre. The predicted scale of development is also likely to bring a substantial number of new jobs in linked sectors, attracting more people to settle in the area.	Ensure that the policies seek to promote linkages between the airport operation/ expansion and the HE/FE sectors, particularly with a view to connecting the universities to the airport activities.

3	Improve health of the population and reduce health inequalities (Objective aiming to integrate HIA)	x x	Sub-Reg	MT-LT	Perm	High	-	--	--	--	<p>Aircraft noise is one of the most significant impacts of an airport on local communities. The noise impact of Manchester airport is likely to significantly increase with a planned increase in the airport capacity, particularly if this comprises activities such as Maintenance Repair and Overhaul and engine testing as these would lead to a physical expansion in the location of noise sources. In addition, increased frequency of aircraft movement, plus construction and then operation of additional airport infrastructure and associated development will increase the general level of activity, trip generation, noise nuisance and emissions. The predicted effects will be reduced by a specific requirement to take account of the effects of the proposed development on the health and well-being of the population (Policy MA 3). This policy also includes reference to strict mitigation requirements.</p> <p>The significance of the predicted effects may be reduced due to the introduction of quieter aircraft in the future. However, as it is still uncertain when such change in technology will take place, the assessment of the component is based on the precautionary principle approach.</p>	<p>A detailed assessment is recommended to be undertaken for the preferred option of the airport expansion to understand implications of increased levels of noise and air pollution on human health. The reasoned justification of the policy could elaborate on the potential noise mitigation measures, which could include factors that should influence runway location, the optimised land use, the selection of low noise aircrafts, the relocation of sensitive receptors, the provision of noise bunding and the noise insulation of sensitive buildings. The aim should be to deliver designs that go beyond the minimum safety requirements set out, for example, in CAP 168; taking full account of the environmental sensitivity of the green belt location and the proximity of the population. Policies should also include cross-reference to other policies in the CS that seek the promotion of inclusive access by sustainable transport modes.</p>
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4	Improve the qualifications and skills of the resident population	✓✓	Sub-Reg	ST-LT	Perm	Med	+	++	++	++	<p>Closer integration between the Airport and Wythenshawe Centre promoted in the Wythenshawe Strategic Regeneration Framework should enhance residents' access to a range of employment and training opportunities.</p>	<p>Addition of a new requirement reading as: 'Effect of the proposed development on improving access to training and job opportunities for people from communities where the issues of deprivation and worklessness persist and for those target groups who experience barriers in accessing jobs' is recommended. Reference to linking development to the Universities and FE/HE sectors should also be added - see recommendations for SA Objective 2.</p>
5	Provide an adequate mix of quality housing for current and future residents of the area	-					0	0	0	0	<p>No obvious effects.</p>	<p>None identified.</p>
6	Reduce crime and perceptions of crime	✓	Local	ST-LT	Perm	Med	+	+	+	+	<p>Provided that increasing job and training opportunities are accessible to young people and other social groups from the communities with worklessness issues, there may be a benefit against this SA objective.</p>	<p>See recommendations for Objectives 1 and 4. Performance against this SA Objective is dependent upon implementation of the provisions of other policies in the CS that seek to delivery security through design.</p>
7	Encourage a sense of community well-being and engagement	x	Reg/Nat	ST-LT	Temp	Med	+/-	+/-	+/-	+/-	<p>Airport expansion is a contentious issue and may give rise to debate over its benefits versus adverse impacts. This can give rise both to greater community cohesion, where a consensus view (in support or in opposition) is achieved, or it can give rise to increased tensions within communities between supporters and opponents of the proposed scheme. Developer engagement with local communities, if well handled, is likely to support greater community cohesion. For the working</p>	<p>See recommendations for Objectives 1 and 4. Potential social benefits need to be maximised in order to lessen potential tension between supporters and opponents of the airport extension.</p>



											population employed either within or as a result of airport activite, the airport expansion is likey to continue to foster a strong sense of community.	
8	Ensure people's needs for goods, services and amenities are met	?	Local	MT-LT	Perm	Med	+/-	+/-	+/-	+/-	Residential amenities are likely to be affected in terms of noise and air quality impacts . Policy MA 3 include reference to strict mitigation requirements in terms of environmental impacts, which should combat adverse effects. Airport ancillary facilities may be beneficial for those in employment at the airport, which will reduce negative effects to some extent. The delivery of a high quality facility should also help to ensure that design is inclusive and accessible.	Performance against this SA Objective is dependent upon implementation of the provisions of other policies in the CS that seek to deliver inclusive accessibility, high quality design and the promotion of sustainable transport modes.
9	Ensure inclusion and equality of opportunity for all, whilst embracing differing needs, values and customs (Objective aiming to integrate EqIA)	?	Local	ST-LT	Perm	Med	0	0	0	0	Unlikely to specifically benefit disadvantaged groups, unless possible employment and training opportunities, which may include a range of different skills-level jobs, are targeted to reach those groups.	See recommendations for Objectives 1 and 4.

10	Promote the use of sustainable transport modes and reduce motorised traffic	?	Local	ST-LT	Perm	Low		+/-	+/-	+/-	+/-	<p>The airport strategy sets out a long-term public transport mode share target of 40%, including enhanced rail services, the Metrolink connection, better bus and coach access and a number of satellite park and ride schemes. However, the proposed expansion of the airport will inevitably result in an increase in absolute volumes of traffic. A shift towards a higher level of sustainable transport use may be more noticeable in the longer term.</p>	<p>It is recommended that the second bullet pointing Policy MA 3 is reworded, using the phrasing from the policy supporting text to read as: 'The extent to which surface access and car parking arrangements encourage the use of public transport, walking and cycling and minimise road traffic'. This would strengthen policy wording with regards to promoting sustainable transport and limiting the growth in road traffic. Ensure effective implementation of the airport targets in terms of public transport share, which should be gradually raised.</p>
11	Improve air quality	x	Sub-Reg	MT-LT	Perm	Med		-	--	--	--	<p>Airport operation is associated with a release of a number of pollutants, affecting local air quality. This includes: NO2 and NOx produced by road vehicles, aircraft and boiler houses; PM10 emitted by road vehicles, aircraft and construction processes; Volatile Organic Compounds can originate from aircraft refuelling, spillages, fuel depot and paint. However, as stated in the policy MA 3, the effect on atmospheric pollution and the extent to which this can be minimised is a consideration. This, as well as development of cleaner technologies, may reduce the predicted negative effects of individual aircraft to some degree in the longer term, but this is likely to be offset by increased frequency of flights and the predicted level of expansion.</p>	<p>See recommendation for Objective 10.</p>

12	Improve the quality of water bodies and their environment	x	Local	ST-LT	Perm	Med		-	-	-	-	<p>Potential spillages and leaks from oil and fuel storage may result in contamination of soil or controlled waters. Standards governing the operational development of airports include strict safeguards for drainage and pollution control. However, surface access improvements at the airport will result in an increase in hard surfacing, which may affect water cycle and will lead to an increase risk of polluted run off.</p>	<p>Performance against this SA Objective is dependent upon implementation of the provisions of Policy En 15 (i.e. SUDS).</p>
13	Ensure efficient use of land	x	Sub-Reg	ST-MT	Temp	Med		-	-	+/-	-	<p>Additional land take, including land which is currently designated as Green Belt, parts of which are in agricultural use and parts of ecological value, will result in adverse effects against this objective. However, the predicted adverse environmental effects are likely to be offset to some degree by reference to strict environmental mitigation, coupled with increased economic efficiency of the land use.</p>	<p>Future airport developments should be delivered through sustainable construction that achieves a high rating of sustainability certification, applying a recognised standards such as BREEAM or CEEQUAL. A specific reference to these environmental standards as well as to 'Guide to Development in Manchester' should be included in the policy MA 3 wording. This will help reduce the significance of predicted negative effects against a number of SA objectives, including 3, 14, 17, 18, 20.</p>

14	Maintain and enhance biodiversity, including habitats and species	X X	Sub-Reg	ST-LT	Perm	Med	--	--	-	--	<p>Negative effects on natural habitats and biodiversity associated with airports' operation include destruction or fragmentation of natural habitats by land take and through other impacts: transport, air, water and soil pollution, noise and light pollution. The higher level of the airport expansion (assumed on precautionary approach) will affect the Cotteril Clough SSSI and the Bollin Valley, a Grade A Site of Biological Importance. However, as stated in the policy MA 3 the effect on sites of national and international nature conservation importance will be considered to ensure these effects are avoided, mitigated or compensated. This may reduce the severity of the predicted negative effects to some degree, although the existing habitats of ecological value are still likely to be lost to development.</p>	<p>It is recommended that the sites of local ecological value are also included in the policy wording and that the policy MA 3 requires a zero net loss in biodiversity overall, implying that some losses occurred due to the airport expansion must be compensated through creation of new habitats elsewhere or improving quality of the existing green spaces.</p>
15	Maintain and enhance the quality of landscape, townscape and built environment	X	Sub-Reg	ST-LT	Perm	Med	--	-	+/-	-	<p>Growth of the airport activities will adversely affect the tranquillity levels of the locality. As the airport expansion is likely to involve the review of the Green Belt, the policies are also likely to have adverse visual impacts and affect existing landscape quality. The built environment quality of the airport campus should, however, benefit from significant investment in growth and development.</p>	<p>See recommendations for SA Objective 14.</p>

16	Protect and enhance sites, features and areas of historical and archaeological value	X	Local	ST-MT	Perm	Low	-	-	-	-	Expansion of the operational area of the airport may affect unknown archaeological remains. The policy MA 3 makes reference to strict environmental mitigation, which should ensure appropriate treatment.	Performance against this SA Objective is dependent upon implementation of the provisions of Policy CC 4 Heritage.
17	Ensure the prudent use of natural resources	X	Sub-Reg	ST-LT	Perm	Med	--	--	-	--	Airport expansion involves additional land take and increased levels of construction and waste arisings. No data is available on design requirements for proposed extensions.	See recommendation for Objective 14.
18	Reduce contribution to climate change	X X	Reg/Nat	MT-LT	Perm	High	-	--	--	--	Aviation is steadily increasing its contribution to climate change. Additionally, expansion of the airport capacity will also result in higher levels of road traffic and associated transport related GHG emissions as well as higher levels of GHG emissions from the airport operation activities.. Manchester Airport is committed to become carbon neutral by 2015 in its site energy use and ground vehicle operations. This may reduce the severity of negative effects; however, aircraft emissions will increase with additional frequency of flights.	Apart from meeting the set targets for becoming carbon neutral and increasing the share of public transport use, the airport should actively support the expansion of the scope of the EU emission trading scheme to cover aviation activities (i.e. all flights departing or arriving at the airport) from 2012 and implement any new guidance produced by the Government or at the European level on the consideration of aviation emissions.
19	Reduce impact of climate change	X	Sub-Reg	ST-LT	Perm	Med	-	-	-	-	Increased levels of hard surfacing associated with the future airport growth may increase the area of impermeable surfaces and contribute to accelerated run-off, resulting in higher risk of localised flooding.	Performance against this SA Objective is dependent upon implementation of the provisions of Policy En 15 (i.e. SUDS).

20	Minimise the production of waste, manage waste sustainably and increase re-use, recycling and recovery rates	✘	Sub-Reg	ST-LT	Perm	Med		--	--	--	--	The scale of development will require significant levels of construction, which is likely to be resource intensive and will generate high levels of waste. No data is available on design requirements for proposed extensions.	Performance against this SA Objective is dependent upon implementation of the provisions of Policy En 7, i.e. waste hierarchy implementation and a waste management plan requirements. See also recommendation for Objective 14.
21	Encourage a strong and stable economy	✓✓	Reg/Nat	ST-LT	Perm	Med		++	+++	+++	+++	Manchester airport is seen as one of the major economic drivers of the north-west region. The Airport is one of six priority "sector accelerators" for the City Region. The Manchester City Region Development Programme states that "Access to an increasing range of air services, especially long haul, will be key to attracting and retaining economic activity".	None identified.
22	Reduce economic exclusion	✓	Sub-Reg	MT-LT	Perm	Med		0	+	+	+	Higher levels of the airport expansion may generate benefits against this objective in terms of generating jobs for local people, provided that jobs are made available for wider sections of the local communities, including in more deprived areas. Closer integration between the Airport and Wythenshawe Centre promoted in the Wythenshawe Strategic Regeneration Framework should enhance residents' access to a range of employment and training opportunities.	See recommendations for Objectives 1 and 4.

23	Encourage and accommodate both indigenous and inward investment	✓✓	Sub-Reg	ST-LT	Perm	Med		++	++	+++	+++	The Manchester City Region Development Programme identifies that "the continued growth and expansion of Manchester Airport is a vital component of the success of the Manchester City Region and is crucial to the City Region's ability to attract globally mobile high value added inward investment."	None identified.
24	Maintain and enhance vitality and viability of Manchester's centres, including City Centre, District and Local Centres	✓✓	Sub-Reg	ST-LT	Perm	Med		++	++	+++	+++	The Airport plays a dominant role in Wythenshawe as a major employer and in terms of its size and as a premium business location. The future growth of the airport is also expected to contribute to the economy of the City Centre.	None identified.

Table F.9 - Climate Change

8. Climate Change												
En 1 Achieving a Reduction in CO2 Emissions through New Development En 2 Strategic Areas for Low Carbon, Decentralised and Renewable Energy Development En 3 CO2 Emissions Reductions Target Framework En 4 Energy Infrastructure En 5 Environmental Standards En 6 Flood Risk  Refer to Table E.1 (in Appendix E).												
SA Objective	Effects					Assessment					Commentary	Recommendation/Mitigation
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm			
1	Reduce poverty and social exclusion	✓✓	Local	ST-LT	Temp	Med	+	++	+++	++	Requiring a reduction in CO <sub>2</sub> emissions from building stock may help to reduce fuel poverty through an improvement in building stock quality over time. The strategic areas for energy development coincide with areas of social deprivation as such are likely to improve regeneration in these areas. Further to this, avoiding development in areas of flood risk will reduce the risk from flooding to residents in these areas and as such will reduce geographical inequalities.	As well as a focus on reducing CO <sub>2</sub> emissions from new development, the policy should include the point that the existing building stock should be improved to reduce fuel poverty.
2	Attract additional population to settle in Manchester	✓	Sub-Reg	ST-LT	Temp	Low	+	++	++	++	Policies will seek to encourage high quality design in buildings as well as housing provision. This may help to attract additional population to settle in Manchester as high	None identified.





6	Reduce crime and perceptions of crime	-					0	0	0	0	No direct significant effects.	See recommendations under objective 5.
7	Encourage a sense of community well-being and engagement	✓	Local	MT-LT	Temp	Med	0	++	++	++	The proposals, insofar as the encourage high quality/more energy efficient building design, may increase a sense of community pride in the area over time.	None identified.
8	Ensure people's needs for goods, services and amenities are met	-					0	0	0	0	No direct significant effects.	None identified.
9	Ensure inclusion and equality of opportunity for all, whilst embracing differing needs, values and customs	✓	Local	ST-LT	Temp	Med	+	++	+++	++	See assessment under objective 1.	See recommendations under objective 1.
10	Promote the use of sustainable transport modes and reduce motorised traffic	?	Local	ST-LT	Temp	Med	+/-	+/-	+/-	+/-	Consideration for the delivery of fuel for energy centres is given in En 4, which prioritises the use of rail. This may help reduce motorised traffic increases. However, development of energy centres where delivery by rail transport is not possible could lead to an increase in traffic growth and its emissions.	It should be ensured that the benefits of the creation of low and zero energy sources should be weighted against negative effects associated with the reliance on road transport for the delivery of fuel.
11	Improve air quality	?	Local	ST-LT	Temp	Low	+/-	+/-	+/-	+/-	See assessment under objective 10.	See recommendations under objective 10.

12	Improve the quality of water bodies and their environment	✓	Sub-Reg	ST-LT	Temp	Low		+	+	++	++	<p>The promotion of energy efficiency and low and zero carbon energy generation may reduce some pollutants entering watercourses, in that it is likely to consist of 'cleaner' technology. Reducing the effects of an increase in flood risk may have positive benefits for water quality through a reduction in the increase in surface water runoff. In this vein, reducing contributions to climate change may also slow the risk of an increase in flooding and have long term benefits for water resources overall. However, this positive benefit may be slightly negated based on a potential increase in road based transport as discussed in the assessment for objective 10.</p>	None identified.
13	Ensure efficient use of land	✓	Local	ST-LT	Perm	Low		+	+	+	+	<p>Avoiding areas of high flood risk and the use of land for the generation of low and zero carbon energy generation is considered to be efficient.</p>	None identified.

14	Maintain and enhance biodiversity, including habitats and species	?	Sub-Reg	ST-LT	Perm	Low		+/-	+/-	+/-	+/-	The siting of facilities for the generation of low and zero carbon energy may affect biodiversity, depending on their specific location. Adherence to the CfSH may benefit biodiversity, although this requirement only refers to the energy requirements of this guidance.	It should be ensured that the development of sites for the generation of energy do not negatively affect sites that are important for biodiversity. The locational strategy in Policy En 2 (Strategic Areas for Low Carbon, Decentralised and Renewable Energy Development) should not be in conflict with the biodiversity objectives promoted in the policies within component 10 (green infrastructure). See recommendations under objective 5.
15	Maintain and enhance the quality of landscape, townscape and built environment	?	Local	ST-LT	Perm	Med		+/-	+/-	+/-	+/-	En 4 specifies that energy centres are to be designed and located so as to integrate with the townscape which may help to reduce any potentially negative effects. Microgenerating technologies and technologies located in the areas identified in En 2 could potentially have negative effects on the quality of the townscape, depending on the type, the location and type of buildings and the viewpoint of the assessor.	Performance against this SA Objective is dependent upon implementation of the provisions of Policy CC 4 Heritage (protect and enhance the heritage assets) and Design and Policy En 17 Design Principles (sense of place and local distinctiveness).
16	Protect and enhance sites, features and areas of historical and archaeological value	?	Local	ST-LT	Perm	Med		+/-	+/-	+/-	+/-	See assessment under objective 15	See recommendation under objective 15.

17	Ensure the prudent use of natural resources	✓✓	Reg/Nat	ST-LT	Temp	Med	++	++	++	++	<p>The policies seek to reduce energy use overall, which will ensure a reduction in the use of fossil fuels for energy. In terms of the use of other natural resources, such as reducing water consumption, the supporting text of the policy suggests potential adherence to the CfSH requirements, although this only directly refers to the energy requirements, isn't included within the policy wording, and doesn't refer to non residential development.</p>	<p>See recommendations under objectives 5 and 18. The policies in component 9 cover waste and minerals.</p>
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18	Reduce contribution to climate change	✓✓	Reg/Nat	ST-LT	Temp	Med	++	++	++	++	<p>Policy En 1 seeks that all development must follow the principles of the Energy Hierarchy, although an explanation of what this means in practice is not provided. Policy En 1 also seeks that development seeks to improve energy efficiency, and increase local carbon energy supplies to existing buildings. The identification of strategic areas for energy development is considered to have the potential for significantly positive effects through the enabling of delivery. The CO2 emissions reduction framework is also predicted to have significant positive effects against this objective.</p>	<p>Although the supporting text (14.17) provides a brief explanation of the Energy Hierarchy, a clearer definition could be included, which may take the form of a figure. As part of this, it is recommended that the policy be structured in such a way as to reflect this hierarchy. This could take the form of a) development to be designed to reduce the need for energy through passive design features such as solar gain; b) development to be designed to reduce the need for energy through energy efficient features such as improved insulation; c) residual energy requirements are sought to be met through the use of low or zero carbon energy generating technologies, provided on site in the first instance where feasible. Further, in line with the provisions in the supporting text, it is recommended that the requirement for CfSH is included within the policy. Additionally, it is recommended that BREEAM requirements are added to this for applicability to non residential development in accordance with national targets or higher if feasible as touched upon in the supporting text. Requirements for improvements to existing building stock should also be required within policy, to ensure that modifications maximise the potential for reducing greenhouse gas emissions. This may especially be the case, for example, where an existing building is converted into a number of flats, increasing the density of development in a location.</p>
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19	Reduce impact of climate change	✓	Reg/Nat	ST-LT	Temp	Med		+++	++	+	++	<p>In the short and medium term, measures to reduce flood risk and improve the potential of buildings to withstand temperature variations, may help to alleviate some of the future effects of climate change. Other effects which may not have been considered include reducing water consumption to adapt to a reduction in availability over time, as well as the ability of buildings to be able to adapt to future uses through design without the need for demolition and reconstruction.</p>	<p>Reducing the consumption of water will be a key way of adapting to the effects of future climate change. This should be included within the policy wording, and could be encompassed within requirements for adherence to CfSH for residential development or BREEAM for non residential development, in accordance with recommendations under objectives 5 and 18. Requirements for sustainable design should also require that buildings are in line with Building for Life principles which may include block layouts and Lifetime Homes principles.</p>
20	Minimise the production of waste, manage waste sustainably and increase re-use, recycling and recovery rates	-					0	0	0	0	<p>No direct effects. The management of waste is considered under policy component 9.</p>	<p>In accordance with recommendations under objective 5, the policy could potentially cross-reference these requirements through CfSH and BREEAM standards.</p>	
21	Encourage a strong and stable economy	✓✓	Reg/Nat	ST-LT	Temp	Med	++	+++	+++	+++	<p>The development of low and zero carbon energy generating technologies in the strategic employment areas may help to improve the resilience of the local economy through improved efficiency and self sufficiency. Further, over time the generation of such energy may help to improve the attractiveness of the area through improving its national and international reputation as well as the reduction of local pollution.</p>	<p>None identified.</p>	

22	Reduce economic exclusion	-						0	0	0	0	No direct effects.	None identified.
23	Encourage and accommodate both indigenous and inward investment	-						0	0	0	0	No direct effects.	None identified.
24	Maintain and enhance vitality and viability of Manchester's centres, including City Centre, District and Local Centres	-						0	0	0	0	No direct effects.	None identified.



Table F.10 - Natural Resources

<b>Natural Resources</b>													
EN 7 Waste EN 8 Minerals													
Refer to Table E.1 (in Appendix E).													
SA Objective	Effects						Assessment				Commentary	Recommendation/Mitigation	
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm				
1	Reduce poverty and social exclusion	-					0	0	0	0	No obvious effects.	None identified.	
2	Attract additional population to settle in Manchester	✓	Local	ST-LT	Perm	Low	+	+	+	+	High planned levels of growth in Manchester require an adequate and steady supply of construction materials. The Policy Approach En 8, aiming to provide a co-ordinated sub-regional approach to minerals planning and to encourage efficient use of minerals should help achieve the growth targets for the City.	It is recommended that a message of securing an adequate level of minerals supply for the planned growth is added to the policy's wording to enhance its performance in delivering this SA Objective.	
3	Improve health of the population and reduce health inequalities (Objective aiming to integrate HIA)	?	Local	ST-LT	Perm	Low	-	-	-	-	Some waste management practices may lead to such nuisance as noise or odour and have negative effects on human health. A more proactive policy wording is encouraged.	It is recommended that the following message is added to Policy Approach En 7: <i>'Encourage waste management practices that do not incur unacceptable adverse impact on the environment or endanger human health'</i> to add emphasis to the health objective. In case of a concentration on a particular type of hazardous waste management facilities, consider and address associated health impacts through HRA. Policy EN 7 Waste could include a requirement for rigorous Occupational Health standards (OHS) standards to be applied in operation of	

												facilities to minimise occupational health risks.
4	Improve the qualifications and skills of the resident population	-					0	0	0	0	No obvious effects.	None identified.
5	Provide an adequate mix of quality housing for current and future residents of the area	✓	Local	ST-LT	Perm	Low	+	+	+	+	An adequate level of minerals is required to deliver the required housing numbers to cater for natural growth of the city and to attract new residents. The Policy Approach En 8, aiming to provide a co-ordinated sub-regional approach to minerals planning and to encourage efficient use of minerals should help achieve this objective.	See recommendation for Objective 1.
6	Reduce crime and perceptions of crime	-					0	0	0	0	No obvious effects.	None identified.
7	Encourage a sense of community well-being and engagement	✓	Local	ST-LT	Perm	Low	+	+	+	+	Sustainable waste management promoted by Policy Approach En 7 should help create clean neighbourhoods, which could add to the sense of pride of their residents.	None identified.

8	Ensure people's needs for goods, services and amenities are met	✓	Local	ST-LT	Perm	Low		+	+	+	+	Policy Approach En 7 includes considerations of the sustainable waste management needs of the end user as part of designing new development. It also aims to protect amenities of users adjacent to waste management facilities.	None identified.
9	Ensure inclusion and equality of opportunity for all, whilst embracing differing needs, values and customs(Objective aiming to integrate EqIA)	✓	Local	ST-LT	Perm	Low		+	+	+	+	Strategies that require community co-operation e.g. recycling, may foster social cohesion and encourage people to take pride in their communities	Inclusion the requirement for proximity principle for waste management is encouraged to ensure that no local neighbourhoods have to manage a disproportional share of waste, especially if the adopted waste management practices result in noise, odour or other type of nuisance. See also recommendation fro Objective 3.
10	Promote the use of sustainable transport modes and reduce motorised traffic	✓✓	Sub-Reg	ST-LT	Perm	High		++	++	++	++	Both policies within this component encourage transport of waste and minerals by sustainable transport modes.	Adoption of proximity principle for waste management and disposal would further enhance the benefits against this objective.
11	Improve air quality	?	Local	ST-LT	Perm	Low		+/-	+/-	+/-	+/-	Enclosed and controlled waste management processes should ensure that air quality impacts are avoided or minimised to acceptable levels in line with legislation standards. However, the implementation of both waste and minerals policies still have potential to lead to adverse impacts on the environment.	It is recommended that the following message is added to Policy Approach En 7: <i>Encourage waste management practices that do not incur unacceptable adverse impact on the environment or endanger human health.</i>
12	Improve the quality of water bodies and their environment	?	Local	ST-LT	Perm	Low		+/-	+/-	+/-	+/-	Enclosed and controlled waste management processes should ensure that water quality impacts are avoided or minimised to acceptable levels in line with legislation standards. However, the implementation of both waste and minerals policies still have potential to lead to adverse	It is recommended that the following message is added to Policy Approach En 7: <i>Encourage waste management practices that do not incur unacceptable adverse impact on the environment or endanger human health.</i>

												impacts on the environment.	
13	Ensure efficient use of land	✓✓	Sub-Reg	ST-LT	Perm	High	++	++	++	++	Waste policy encourages the implementation of waste hierarchy, which should help divert waste from landfilling and enable more land to be put to more efficient use.	The wording of the waste hierarchy could be refined to include avoidance/prevention as a first priority step.	
14	Maintain and enhance biodiversity, including habitats and species	?	Local	ST-LT	Perm	Low	-	-	-	-	Waste management and minerals processing may lead to disturbance or other negative effects on the local biodiversity.	It is recommended that the following message is added to Policy Approach En 7: <i>Encourage waste management practices that do not incur unacceptable adverse impact on the environment or endanger human health.</i>	
15	Maintain and enhance the quality of landscape, townscape and built environment	?	Local	ST-LT	Perm	Low	-	-	-	-	Waste management and minerals processing facilities may lead to undesirable visual effects on the townscape.	Inclusion of planting schemes is encouraged to mitigate against these potential effects.	
16	Protect and enhance sites, features and areas of historical and archaeological value	?	Local	ST-LT	Perm	Low	-	-	-	-	Waste management and minerals processing may lead to undesirable visual, vibration or other effects on the historical assets of the area.	It is recommended that the following message is added to Policy Approach En 7: <i>Encourage waste management practices that do not incur unacceptable adverse impact on the environment or endanger human health.</i>	
17	Ensure the prudent use of natural resources	✓✓	Sub-Reg	ST-LT	Perm	High	++	++	++	++	Both policies within this component encourage prudent use of resources through the implementation of the waste hierarchy and promoting the use of secondary/recycled aggregates.	The wording of the waste hierarchy could be refined to include avoidance/prevention as a first priority step.	

18	Reduce contribution to climate change	✓	Local	ST-LT	Perm	Low		+	+	+	+	Positive effects associated with the promotion of sustainable transport of minerals and waste and diversion of waste from landfill, reducing emissions of methane.	Inclusion the requirement for proximity principle for waste management is encouraged to avoid excessive transportation of waste and transport-related emissions.
19	Reduce impact of climate change	-						0	0	0	0	No obvious effects.	None identified.
20	Minimise the production of waste, manage waste sustainably and increase re-use, recycling and recovery rates	✓✓	Sub-Reg	ST-LT	Perm	High		++	+++	+++	+++	Minimisation of waste production and increased re-use and recycling are the primary objectives of both policies within this component.	The wording of the waste hierarchy could be refined to include avoidance/prevention as a first priority step.
21	Encourage a strong and stable economy	✓	Local	ST-LT	Perm	Low		+	++	++	++	Prudent use of mineral resources and efficient management of waste is an essential component in ensuring a longer-term stability and prosperity of the local economy.	A longer-term vision should be achieve a close-loop waste management system, where all the waste is seen as a resource or raw product. It is recommended that the following message is added to the waste policy wording: 'Promote the development of innovation and technological advancement within the sustainable waste management industry, aiming to achieve a close-loop waste management system'.
22	Reduce economic exclusion	-						0	0	0	0	No obvious effects.	None identified.
23	Encourage and accommodate both indigenous and inward investment	-						0	0	0	0	No obvious effects.	Proactive encouragement of the development of innovation and technological advancement within the sustainable waste management industry as recommended above could attract new investors to the area.
24	Maintain and enhance vitality and viability of Manchester's centres, including City Centre, District and Local Centres	-						0	0	0	0	No obvious effects.	None identified.

Table F.11 - Green Infrastructure

10. Green Infrastructure													
En 9 Green Infrastructure En 10 Safeguarding Open Space, Sport and Recreation Facilities En 11 Quantity of Open Space, Sport and Recreation En 12 Area priorities for Open Space, Sport and Recreation En 13 Biodiversity and Geological Conservation Refer to Table E.1 (in Appendix E).													
		Effects					Assessment						
SA Objective		Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	Commentary		Recommendation/Mitigation
1	Reduce poverty and social exclusion	✓	Local	ST-LT	Temp	Med	+	++	++	++	Policy En 10 seeks to improve the quality and quantity of open space, sport and recreation in the local area which may help to reduce geographical inequalities. Improved accessibility to these areas will also help to provide benefits against this objective over time.		It is suggested that the first bullet be added to to read '...open space, sport and recreational <i>facilities</i> in the local area.'
2	Attract additional population to settle in Manchester	✓	Sub-Reg	ST-LT	Temp	Low	+	+	+	+	The provision and improvement of the Green Infrastructure (GI) across the City is likely to improve its image and thus improve the likelihood that more people will be attracted to the City as a place to live.		None identified.

3	Improve health of the population and reduce health inequalities	✓✓	Local	ST-LT	Temp	Med		+	++	+++	++	Increased green space is likely to improve an overall sense of wellbeing within the community which can contribute to improved health. Further to this, the positive effects of GI such as through reducing air pollution, are likely to have cumulative health benefits. Policies to safeguard open space and sport and recreational facilities and the inclusion of a network of walking and cycleways within GI will help to encourage increased physical activity with likely resultant benefits for health levels in the community. This effect is likely to increase over time.	Increase emphasis on green routes to schools to reduce impact on transport and improve healthy lifestyles is recommended.
4	Improve the qualifications and skills of the resident population	-						0	0	0	0	The policies are unlikely to contribute to this objective as they currently stand.	The GI strategy could incorporate the use of nature trails to contribute to the enhancement of knowledge in the local area.
5	Provide an adequate mix of quality housing for current and future residents of the area	-						0	0	0	0	No direct significant effects.	None identified.

6	Reduce crime and perceptions of crime	✓	Local	ST-LT	Temp	Med		++	++	++	++	<p>The provision of an increase in open space and recreational facilities may help to reduce crime levels through an increase in activities for those who may be at risk of committing criminal activity through boredom. Additionally, an improvement in environmental quality may help to engender an increase in community pride; whilst an increase in walking and cycling may help to improve community mixing and subsequent cohesion. However, although overall effects are predicted to be positive, the provision of routes for walking that may have heavy vegetation may increase a fear of crime, where the provision of lighting may be harmful to biodiversity.</p>	<p>The GI strategy could ensure that the co-provision of green space and walking and cycling facilities with space for the enhancement of biodiversity is designed to ensure that an increase in the fear of crime does not result. This may include the closing of natural greenspace areas at night to prevent loitering.</p>
7	Encourage a sense of community well-being and engagement	✓	Local	ST-LT	Temp	Med		++	++	++	++	<p>An improvement in environmental quality may help to engender an increase in community pride; whilst an increase in walking and cycling may help to improve community mixing and subsequent cohesion.</p>	None identified.
8	Ensure people's needs for goods, services and amenities are met	✓✓	Local	ST-LT	Temp	Med		++	+++	+++	+++	<p>Over time, the requirements for the provision of natural greenspace and parkland areas are likely to improve accessibility from all areas of the City. Further, the creation of a network of walking and cycling routes will improve the population's accessibility to other types of essential services and facilities.</p>	None identified.



9	Ensure inclusion and equality of opportunity for all, whilst embracing differing needs, values and customs	✓	Local	ST-LT	Temp	Med		++	++	++	++	The provision of an increase in walking and cycling facilities may increase equality of opportunity through improved accessibility throughout the City. Accessibility to green space will be in accordance with the standards as outlined in the document.	It should be ensured that accessible greenspace is accessible not only in terms of distance but in terms of inclusive design taking into consideration the needs of people with limited mobility. Policies could make more explicit reference to achieving increased usage by current under-users, including disabled people, women, BME communities and older people towards achieving improved access to open spaces by these groups.
10	Promote the use of sustainable transport modes and reduce motorised traffic	✓	Local	ST-LT	Temp	Med		++	++	++	++	GI will include linkages including walking and cycling routes, which may help to increase this mode with preference over motorised modes. However, the intention for walking and cycling routes to be targeted at encouraging a modal shift, for commuting especially, is not specified.	It should be ensured, through the GI strategy, that walking and cycling routes combine the connecting of residential areas with employment locations, preferably providing car free routes to improve incentive and safety. This could include cross-reference to the policies included in component 6.
11	Improve air quality	✓✓	Local	ST-LT	Temp	Med		++	+++	+++	+++	The creation of an extensive GI network may help to increase walking and cycling as modes of transport, depending on the extent of the routes to linking employment and residential areas together. This may help to improve air quality. Further, the provision of vegetation can help to provide pollution sequestration, improving air quality locally.	The GI strategy could link in with the policy approach to Air Quality (En 14), and seek that planting schemes use species which will contribute to pollution sequestration the most effectively.

12	Improve the quality of water bodies and their environment	✓✓	Sub-Reg	ST-LT	Temp	Med		+++	+++	+++	+++	<p>The enhancement of priority habitats, as included within policy En 13, include watercourses such as the Mersey, Medlock and Irk river valleys. This policy is likely to lead, therefore, to an improvement in the quality of water bodies and their environment. The maintenance and enhancement of vegetated green space in the City will help to prevent an increase in surface water run off from development, which in turn will prevent an increase in pollutant runoff entering watercourses.</p>	<p>See recommendation under objective 19 in relation to SUDS. It is recommended that natural greenspace is further enhanced in areas at risk of flooding, to help to reduce the potential effects that flooding events can have on water resources.</p>
13	Ensure efficient use of land	✓	Local	ST-LT	Perm	Med		++	++	++	++	<p>The prioritisation of a GI network including its enhancement as a result of new development, is likely to ensure that land is used efficiently.</p>	<p>None identified.</p>

14	Maintain and enhance biodiversity, including habitats and species	✓✓	Sub-Reg	ST-LT	Temp	Med		++	++	++	++	<p>GI in Manchester includes various features such as parks, woodlands, nature reserves, and linkages, the prioritisation of which is likely to enable the maintenance and enhancement of biodiversity in the area. Policy En 13 seeks to prevent any adverse effects on sites protected for their biodiversity or geological importance although it is not quite clear how these designated sites will link in with the wider GI strategy. The use of some areas for sport and recreation could have minor negative effects on biodiversity needs, for example through the provision of flood lighting and grass pitches which contribute little to diversity.</p>	<p>Policy En 9 could include a requirement that GI improvements and provision should be in accordance with the GI strategy currently being prepared by AGMA for Greater Manchester. Similarly, En 13 could also reference this strategy in the policy wording. It should be ensured that this strategy includes a strategy map, to show how the linkages across the city will be made to ensure that development does not lead to the loss of connectivity or its future potential/need. It should be ensured that the use of GI for sport and recreation does not conflict with the needs of biodiversity, through careful design and management. For example, river walkways should be designed so as to allow a buffer between the water's edge and the pathway to allow for biodiversity; flood lighting should be on for minimal time so as to reduce effects.</p>
15	Maintain and enhance the quality of landscape, townscape and built environment	✓✓	Local	ST-LT	Temp	Med		+++	+++	+++	+++	<p>GI enhancement and maintenance will help to ensure that the quality of the townscape and built environment, including through the use of actual design features such as green roofs and walls, is enhanced. Prioritising GI within Manchester will help to ensure that the balance between the built and natural environment is upheld to a certain degree.</p>	None identified.

16	Protect and enhance sites, features and areas of historical and archaeological value	✓	Reg/Nat	ST-LT	Perm	Low		++	++	++	++	The supporting information includes historic sites as being part of the GI, although it is not clear how these will fit into the strategy. Nonetheless, the development of GI is likely to enhance the settings of historic assets.	The way in which historic sites will be part of the GI strategy should be included in the impending document. This could specify which types of historic sites are intended for inclusion e.g. listed buildings, conservation areas, scheduled ancient monuments, etc. and/or whether 'historic' sites refers to the historic environment/landscape such as ancient woodland.
17	Ensure the prudent use of natural resources	✓	Reg/Nat	ST-LT	Temp	Low		++	++	++	++	The policies may help to encourage the prudent use of natural resources through the encouragement of a reduction in the use of fossil fuel-based transport. In addition to this, green roofs and walls are able to provide insulation to buildings, which may reduce the need for artificial heating and cooling.	None identified.
18	Reduce contribution to climate change	✓	Reg/Nat	LT	Temp	Low		+	++	++	++	In the longer term, the enhancement of green infrastructure may have some beneficial effect on reducing contributions to climate change, through the provision of increased carbon sink capacity. In medium term, a modal shift to walking and cycling over the use of fossil-fuel based transport may result in less greenhouse gas emissions.	None identified.

19	Reduce impact of climate change	✓✓	Sub-Reg	ST-LT	Perm	Med		+	++	+++	++	The maintenance of linkages will enable the adaptation of biodiversity in the changing climate, through migration routes, as habitats and behaviours change over time. The creation of green infrastructure will also help the urban environment adapt to the increasing effects of climate change through reducing the urban heat island effect, providing natural cooling through lowering albedo and providing shade, and evapotranspiration. In addition to this, green roofs and walls are able to provide insulation to buildings, helping them adapt to temperature variations.	Green roofs and walls as well as other GI features can be important elements of a wider SUDS scheme, which can then help to reduce the effects of an increase in precipitation from climate change. In line with policy EN 15 (component 11), SUDS should be incorporated into the GI strategy to minimise surface water runoff as well as water pollution.
20	Minimise the production of waste, manage waste sustainably and increase re-use, recycling and recovery rates	-						0	0	0	0	No direct significant effects.	None identified.
21	Encourage a strong and stable economy	✓	Reg/Nat	ST-LT	Temp	Low		+	+	+	+	The development of an extensive and valuable GI network, with wide ranging benefits from an environmental as well as social perspective, is likely to generate a favourable national reputation which could have economic benefits for the City.	None identified.
22	Reduce economic exclusion	✓	Local	ST-LT	Temp	Low		+	+	+	+	The development of walking and cycling routes throughout the City is likely to increase accessibility to employment opportunities for all, which could help to reduce economic exclusion.	See recommendations under objective 10.

23	Encourage and accommodate both indigenous and inward investment	✓	Sub-Reg	ST-LT	Temp	Low		+	+	+	+	A GI network is likely to improve the attractiveness of the City, which may help to encourage inward investment.	None identified.
24	Maintain and enhance vitality and viability of Manchester's centres, including City Centre, District and Local Centres	✓	Local	ST-LT	Temp	Med		+	+	+	+	Encouraging walking and cycling as modes of transport may enhance the vitality and viability of the centres, if the routes are intentionally directed towards these areas, through an increase in footfall.	See recommendations under objective 10.

Table F.12 - Environmental Quality

<b>Environmental Quality</b>												
En 14 Air Quality En 15 Water Quality En 16 Contaminated Land												
Refer to Table E.1 (in Appendix E).												
SA Objective		Effects					Assessment				Commentary	Recommendation/Mitigation
		Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm		
1	Reduce poverty and social exclusion	-					0	0	0	0	No obvious effects.	None identified.
2	Attract additional population to settle in Manchester	-					0	0	0	0	No obvious effects.	None identified.
3	Improve health of the population and reduce health inequalities (Objective aiming to integrate HIA)	✓	Local	ST-LT	Perm	Low	+	+	++	++	Policy Approach En 14 aims to improve air quality within Air Quality Management Areas (AQMA). This should have positive effects on people currently living in these areas and those who will move in. The effects will become more noticeable in the longer term after the improvement takes place and exposure levels drop and stabilise.	It is recommended that those strategic sites proposed outside the AQMAs should be developed first to avoid cumulative effects. It is also recommended that consideration is given to including Noise pollution in Environment Section. Policy En 16 (Contaminated Land) should ensure that risk to health of future residents, arising from the development of contaminated sites are fully assessed and dealt with during the remediation process.
4	Improve the qualifications and skills of the resident population	-					0	0	0	0	No obvious effects.	None identified.
5	Provide an adequate mix of quality housing for current and future residents of the area	-					0	0	0	0	No obvious effects.	None identified.
6	Reduce crime and perceptions of crime	-					0	0	0	0	No obvious effects.	None identified.

7	Encourage a sense of community well-being and engagement	-						0	0	0	0	No obvious effects.	None identified.
8	Ensure people's needs for goods, services and amenities are met	✓	Local	ST-LT	Perm	Low		+	+	+	+	Policies within this component aim to protect and enhance the quality of water, air and land, providing for a clean environment for Manchester's current and future residents.	See recommendation for Objective 3.
9	Ensure inclusion and equality of opportunity for all, whilst embracing differing needs, values and customs (Objective aiming to integrate EqIA)	✓	Local	ST-LT	Perm	Low		+	+	+	+	Policies within this component should help tackle the existing problems of environmental pollution and degradation, reducing inequalities in the capability of Manchester's residents to live in a healthy and safe environment.	See recommendations for Objective 3, 11 and 12.
10	Promote the use of sustainable transport modes and reduce motorised traffic	✓	Local	ST-LT	Perm	Low		+	+	+	+	Policy Approach En 14 aims to improve air quality within the AQMAs by minimising the effects of traffic and through other measures. Presumably this is linked to the promotion of the use of sustainable forms of transport, however, this linkage could be made more explicit.	It is suggested that the policy includes a requirement for all development proposals within the AQMAs to have Travel Plans.
11	Improve air quality	✓	Local	ST-LT	Perm	Med		+/-	+/-	+	+	Policy Approach En 14 aims to improve air quality within the AQMAs. The main source of pollution is transport sector. Achieving a modal shift to more sustainable transport modes is not likely to happen in a short or medium term at a significant scale due to the existing cultural preferences. Therefore, the effects of the policy will become more pronounced in a longer term.	It is recommended that the minimum standards from the North West Sustainability Checklist are clearly identified in the policy. It is suggested that the policy includes a requirement for all development proposals within the AQMAs to have Travel Plans. The requirement to mitigate construction effects on the local air quality should be added to the policy.



12	Improve the quality of water bodies and their environment	✓	Local	ST-LT	Perm	Med	+	+	+	+	Policy Approach En15 aims to avoid adverse impact on water quality and seeks to enhance it wherever possible. As new development will inevitably put extra pressure on the existing water supply and wastewater treatment infrastructure, positive effects associate with the policy implementation are not likely to be significant.	Water availability should also be taken into account and where possible development should be located in areas where availability of water resources is not severely restricted. It is also recommended that Policy includes a reference to water efficiency standards in Code for Sustainable Homes and BREEAM to be achieved by new development.
13	Ensure efficient use of land	✓✓	Local	ST-LT	Perm	High	+++	+++	+++	+++	Policy Approach En 16 prioritises the remediation of contaminated land to strategic sites identified for future development, achieving the conditions to benefit this SA objective as set out in the assessment rationale.	None identified.
14	Maintain and enhance biodiversity, including habitats and species	✓	Local	ST-LT	Perm	Med	+	+	+	+	Reduced levels of pollution should benefit the local wildlife.	See recommendations for Objective 3, 11 and 12.
15	Maintain and enhance the quality of landscape, townscape and built environment	✓	Local	ST-LT	Perm	Med	+	+	+	+	Policies aiming to improve and protect the quality of the environment should help avoid the quality of the townscape being eroded by inappropriate new development, especially in respect to traffic congestion.	See recommendation for Objective 11.
16	Protect and enhance sites, features and areas of historical and archaeological value	✓	Local	ST-LT	Perm	Med	+	+	+	+	Reduced levels of pollution may have indirect positive effects on the state of historical assets.	See recommendation for Objective 11.
17	Ensure the prudent use of natural resources	✓	Local	ST-LT	Perm	Med	+	+	+	+	Policies within this component concerned with the state of the environmental media. Measures aiming to improve their quality should also stimulate prudent use of resources, in particular water and land.	See recommendation for Objective 12.

18	Reduce contribution to climate change	✓	Local	ST-LT	Perm	Med			+	+	+	+	Positive effects against this SA objective are associated with the implementation of Policy Approach En 14 through the reductions of emissions from traffic and development.	See recommendation for Objective 11.
19	Reduce impact of climate change	✓	Local	ST-LT	Perm	Med			+	+	+	+	One of the impacts of climate change is shortage of fresh water resources. The implementation of Policy Approach En 15 should help preserve local water resources.	See recommendation for Objective 12.
20	Minimise the production of waste, manage waste sustainably and increase re-use, recycling and recovery rates	✓	Local	ST-LT	Perm	Med			+	+	+	+	Positive effects against this SA objective are associated with the implementation of Policy Approach En 16 through the reuse of previously developed land.	None identified.
21	Encourage a strong and stable economy	✓	Local	ST-LT	Perm	Med			+	+	++	++	Longer-term economic prosperity is dependant on the availability of natural resources and the state of ecological systems and services they provide. The beneficial effects associated with the implementation of these policies will become more pronounced in the longer term.	See recommendations for Objective 3, 11 and 12.
22	Reduce economic exclusion	-							0	0	0	0	No obvious effects.	None identified.
23	Encourage and accommodate both indigenous and inward investment	✓	Local	ST-LT	Perm	Med			+	++	++	++	Positive effects against this SA objective are associated with the implementation of Policy Approach En 16, as successful remediation of contaminated land is important for improving the city's image as a place to live and work. Effects will become more pronounced as more remediation work is completed.	None identified.
24	Maintain and enhance vitality and viability of Manchester's centres, including City Centre, District and Local Centres	-							0	0	0	0	No obvious effects.	None identified.

Table F.13 - Built Environment

<b>12. Built Environment</b>												
CC 1 City Centre High Density Development CC 4 Heritage and Design En 17 Design Principles En 18 Tall Buildings En 19 Heritage  Refer to Table E.1 (in Appendix E).												
SA Objective	Effects						Assessment				Commentary	Recommendation/Mitigation
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm			
1	Reduce poverty and social exclusion	✓	Local	ST-LT	Temp	Low	+	+	+	+	Adherence to design principles, especially through policy En 17 may help to promote social inclusion through a higher overall design standard and improved accessibility.	See recommendation under objective 15- it is recommended that the requirements of the SPD as well as Design for Access 2 are included within policy En 17 to help to ensure a reduction in social exclusion through design and strengthen the policy.
2	Attract additional population to settle in Manchester	✓	Sub-Reg	ST-LT	Temp	Med	+	++	++	++	The protection and enhancement of the heritage, character and overall design quality of the City is likely to improve its attractiveness to enable an increased population. This effect is likely to be more prominent in the medium to long term.	
3	Improve health of the population and reduce health inequalities	✓	Local	ST-LT	Temp	Low	+	+	+	+	The design principles are likely to increase the overall quality of design in the City, which may improve an overall sense of wellbeing amongst the community. Further, the improvement in quality of design may help to reduce fuel poverty, for example, which could	See recommendation under objective 15- it is recommended that the requirements of the SPD are summarised and cross referenced in the policy, which includes design for health principles.

												reduce physical health problems also. However, these potential effects are not directly referred to in the policies.	
4	Improve the qualifications and skills of the resident population	-					0	0	0	0		No direct significant effects.	
5	Provide an adequate mix of quality housing for current and future residents of the area	?	Local	ST-LT	Temp	Med	+/-	+/-	+/-	+/-		High density development in the City Centre could lead to the increase of housing in the form of flats. As asserted in the Guide to Development in Manchester SPD, the City Council has identified the need "to revert to the provision of a range of family housing more traditionally characteristic of these parts of the City, which can offer choice to local people and assist the sustainability of these neighbourhoods." Therefore development resulting from policy CC 1 may not meet the housing needs of the community. However, an increase in overall design quality may increase the quality of housing for all residents.	See recommendation under objective 15- it is recommended that the requirements of the SPD are included within the policy wording or cross referenced, to include the diversity elements of design.

6	Reduce crime and perceptions of crime	?	Local	ST-LT	Temp	Med	+/-	+/-	+/-	+/-	High density development in the City Centre could increase natural surveillance and thus reduce the fear of crime. However, this effect will be dependent on the design and layout of development.	
7	Encourage a sense of community well-being and engagement	✓✓	Local	ST-LT	Temp	Med	++	++	+++	+++	The enhancement of the built heritage and overall design quality of the City is likely to lead to improved public realm as well as buildings, which is likely to encourage people to take pride in their community.	
8	Ensure people's needs for goods, services and amenities are met	✓	Local	ST-LT	Temp	Low	+	+	+	+	Policy En 17 seeks to ensure that accessibility is improved through the design of buildings and public areas, which is likely to further the achievement of this objective.	
9	Ensure inclusion and equality of opportunity for all, whilst embracing differing needs, values and customs	✓✓	Local	ST-LT	Temp	High	+++	+++	+++	+++	Policy En 17 gives priority to accessibility standards, and will promote proposals that are fully accessible to disabled people, which is likely to contribute to increasing levels of inclusion.	The policy could specifically cross reference the adopted design guidance Design for Access 2, to give it more weight as a material consideration. Ensure that access for all to preserved historic and archaeological assets is promoted in Policy En 19 (Heritage)
10	Promote the use of sustainable transport modes and reduce motorised traffic	?	Local	ST-LT	Temp	Low	+/-	+/-	+/-	+/-	Policy CC 1 may reduce the need to travel through the encouragement of high density development. However if uses are, for example, purely for employment, this may encourage increased travel to a specific area for a greater number of people, thus increasing traffic levels.	It could be specified that high density development will only be permitted where it will encourage a reduction in the need to travel through providing a mix of uses; or where it will encourage the use of public transport to enable its access. Cross reference could be made to the SPD design elements referencing 'ease of movement'.

11	Improve air quality	?	Local	ST-LT	Temp	Low	+/-	+/-	+/-	+/-	Intensifying development in the City Centre may reduce air quality in this area through an increase in built development and traffic. Alternatively, improved design standards, which may include increased greening, could improve local air quality.	See recommendations under objective 10.
12	Improve the quality of water bodies and their environment	✓	Sub-Reg	ST-LT	Temp	Low	+/-	+	+	+	Enhancing the local environment is likely to include an improvement to watercourses in the City. However, the development of improved public realm may lead to increased construction activity which could have negative effects in the short term on water resources.	See recommendations under objective 15- reference to the SPD requirements relating to water management and waterways could be cross-referenced.
13	Ensure efficient use of land	✓✓	Local	ST-LT	Temp	Low	++	++	++	++	Policy CC 1 encourages high density development, which will specifically seek to maximise efficiency in the use of land. Further, city centre sites are likely enable the use of previously developed sites.	See recommendations under objective 10- a mix of uses will improve the efficient use of land.
14	Maintain and enhance biodiversity, including habitats and species	✗	Local	ST-LT	Perm	Low	-	+/-	+/-	-	The intensification of development in the City Centre could have potentially negative effects on habitats, including habitats on previously developed sites which may be lost to development. However, environmental enhancements could have benefits for biodiversity.	See recommendations under objective 15- cross reference to the SPD will help to ensure that biodiversity enhancements are included as an integral part of the design of development.

15	Maintain and enhance the quality of landscape, townscape and built environment	✓✓	Local	ST-LT	Temp	High	++	++	++	++	<p>Policy En 17 should help to ensure that the quality of the landscape, townscape and built environment of Manchester is reinforced. Policy En 18 seeks to guide the development of tall buildings in the City, providing considerations specific to character areas. This will help to ensure that the quality of the townscape is maintained or enhanced.</p>	<p>Although the supporting text states that further detail will be provided in SPD, policy En 17 could summarise the seven objectives of urban design with its wording, or specific to which 'national planning guidance' it refers. It is unclear why the adopted Guide to Development in Manchester SPD has not been referred to in policy En 17. It is recommended that if the SPD is to remain a material consideration, that the requirements of this document are integrated into the policy wording, for example, the requirement for an Environmental Standards Statement, to encompass how the development will meet BREEAM and CfSH standards. This policy could also cross-reference the requirements of the policies assessed under component 8 (climate change).</p>
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16	Protect and enhance sites, features and areas of historical and archaeological value	✓✓	Sub-Reg	ST-LT	Temp	High		+++	+++	+++	+++	<p>Policy CC 4 seeks to protect and enhance the heritage assets of the City Centre including listed buildings, conservation areas and scheduled ancient monuments. Policy En 19 takes a similar approach, but also includes the settings of the features noted, and adds registered parks and gardens and archaeological remains to the list of protected features. Policy En 18 seeks to ensure that tall buildings are directed away from conservation areas.</p>	<p>Potential archaeological features could also be considered as part of this policy. It is also recommended that the policy be reworded to add 'protect and enhance the heritage assets, <i>including their settings</i> that have been identified... This approach is similar to the approach for other areas included in En 19. Alternatively, policy CC 4 could be removed, and En 19 cross-referenced in the City Centre section, as both policies have similar requirements, with En 19 covering the issues more comprehensively. It is suggested that the word 'conserve' replaces the word 'protect' to enable the management of features of heritage interest for them to remain a useful asset for the City. The supporting text indicates that development which fails to respond to the opportunities afforded by the local context of Manchester's character should not be supported. This could be included in the policy wording and cross reference made to SPD which will define character areas (as included in supporting text for policy En 17).</p>
17	Ensure the prudent use of natural resources	✓	Reg/Nat	ST-LT	Perm	Med		+	+	+	+	<p>Policy CC 1 seeks that City Centre development will generally be high-density to enable the most efficient use of land. No reference is made, however, to the potential for other natural resources to be used more efficiently through design.</p>	<p>See recommendation under objective 15- cross reference to the SPD design principles should include the need to reduce the effect of development on natural resources including energy efficiency, sustainable waste management, and limiting water consumption.</p>



18	Reduce contribution to climate change	?	Local	ST-LT	Temp	Med		+/-	+/-	+/-	+/-	<p>The protection and enhancement of the heritage assets of the built environment may help to reduce contributions to climate change as their management could help to reduce the potential demolition and re-build required for development to proceed, thus reducing the embodied energy in new development. However, the efficiency of these buildings may or may not be greater than potential new build development. High density development in the City Centre is likely to give rise to greater potential for energy efficient design through economies of scale. However, the need for sustainable design could potentially conflict with the need for heritage protection and enhancement.</p>	<p>A new policy could be created to specifically address how developers are to combine the requirements of sustainable building design, in accordance with the SPD, and the enhancement of the design heritage/unique character of the built environment. For example, specific areas and design codes could be developed to indicate where specific design solutions might be allowed.</p>
19	Reduce impact of climate change	?	Local	ST-LT	Temp	Low		+/-	+/-	+/-	+/-	<p>It is unclear whether the policies will encourage design to enable adaptation to the effects of climate change, as En 17 does not specify the design objectives to which it refers.</p>	<p>The policies could link to the policies in component 8, as well as the SPD (as recommended under objective 15), to ensure that the design of development integrates the need for climate sensitive design.</p>
20	Minimise the production of waste, manage waste sustainably and increase re-use, recycling and recovery rates	-						0	0	0	0	<p>No direct significant effects.</p>	<p>See recommendation under objective 17.</p>

21	Encourage a strong and stable economy	✓	Reg/Nat	MT-LT	Temp	Med	+	++	+++	++	Policy CC 1 will encourage a focus of development in the City Centre and, the cumulative effect of the policies in the component is likely to lead to an increase in attractiveness of the urban realm over time. An enhancement of the heritage and design of the city may help to boost its reputation nationally.	
22	Reduce economic exclusion	✓	Local	ST-LT	Temp	Low	+	+	+	+	The policies will focus development in the City Centre, which may help to increase the accessibility of employment opportunities for more members of the community, as these areas are likely to be accessible by public transport.	Cross reference to the SPD could help to encourage increased accessibility to development via public transport.
23	Encourage and accommodate both indigenous and inward investment	-					0	0	0	0	No direct significant effects.	
24	Maintain and enhance vitality and viability of Manchester's centres, including City Centre, District and Local Centres	✓	Local	ST-LT	Temp	Low	+	+	+	+	The policies may enhance vitality and viability insofar as they may increase the attractiveness of the public realm, and subsequently increase footfall in local centres. Higher density development in the City Centre will increase footfall in this area specifically.	

## Appendix G – Comparison of Core Strategy Policies (Nov '09, Aug '10, Dec '10)

Table G.1 -Changes in Policy Components arising from revised policies

Components	Policy Reference and Title (Proposed Option, November 2009)	Policy Reference and Title (Partial Consultation, August 2010)	Policy Reference and Title (Consultation Document, December 2010)	Reassessment required? ✓ = reassessed ✗ - not reassessed ~ = not reassessed and original assessment obsolete
Spatial Principles	SP1: Spatial Principles		SP 1: Spatial Principles	✓
	PA1: Community Benefits and Planning Agreements		PA 1: Developer Contributions	✗
	DM1: Development Management		DM 1: Development Management	✓
Economy and Employment	EC 1: Land for Employment and Economic Development		EC 1: Employment and Economic Growth in Manchester	✓
			EC 2: Existing Employment Space	✓
	EC 2: North Manchester		EC 4: North Manchester	✓
	EC 3: East Manchester		EC 5: East Manchester	✓
	EC 4: City Centre		EC 3: The Regional Centre	✓
	EC 5: Central Manchester		EC 8: Central Manchester	✓
	EC 6: South Manchester		EC 9: South Manchester	✓
	EC 7: Wythenshawe		EC 10: Wythenshawe	✓
	EC 8: Hospital and University Development	EL 5: University Hospital South Manchester	EC 12: University Hospital South Manchester Strategic Employment Location	✓
	EL 3: Sportcity	EC 7: Eastlands Strategic Employment Location	✓	

Components	Policy Reference and Title (Proposed Option, November 2009)	Policy Reference and Title (Partial Consultation, August 2010)	Policy Reference and Title (Consultation Document, December 2010)	Reassessment required? ✓ = reassessed ✗ - not reassessed ~ = not reassessed and original assessment obsolete
	CC 2: Mixed Use Development		CC 7: Mixed Use Development	✗
	CC 3: Change and Renewal		CC 8: Change and Renewal	✓
	CC 6: Partnership			~
	CC 7: Employment			~
		EL4: Airport City	EC 11: Airport City Strategic Employment Location	✓
	Strategic Economic and Employment Sites			~
		EL 1: Primary Economic Development Focus : City Centre and Fringe	CC 1: Primary Economic Development Focus : City Centre and Fringe	✓
		EL 2: Central Park	EC6: Central Park Strategic Employment Location	✗
Tourism	CC 5: A Place for Everyone		CC 10: A Place for Everyone	✗
	CC10: Visitors- Tourism, Culture and Leisure		CC 4: Visitors - Tourism, Culture and Leisure	✗
	EC 9: Hotel Development			~
	DM 6: Leisure and the evening economy		C 10: Leisure and the Evening Economy	✗
Housing	CC 9: Housing		CC 3: Housing	✗
	H 1: Overall Housing Provision		H 1: Overall Housing Provision	✓
	H 2: Phasing of Housing			~

Components	Policy Reference and Title (Proposed Option, November 2009)	Policy Reference and Title (Partial Consultation, August 2010)	Policy Reference and Title (Consultation Document, December 2010)	Reassessment required? ✓ = reassessed ✗ - not reassessed ~ = not reassessed and original assessment obsolete
	Provision			
	H 3: Housing Distribution		H 3: North Manchester	✗
			H 4: East Manchester	✗
			H 5: Central Manchester	✗
			H 6: South Manchester	✗
			H 7: Wythenshawe	✗
	H 4: Windfall Sites			~
	H 5: Affordable Housing		H 8: Affordable Housing	✗
	H 6: Student Accommodation	H 7: Purpose Built Student Accommodation	H 12: Purpose Built Student Accommodation	✗
	H 7: Accommodation for Gypsies and Travellers		H 9: Accommodation for Gypsies and Travellers and Travelling Showpeople	✓
	H 8: Accommodation for Travelling Showpeople			
	H 9: Strategic Housing Sites		See separate component below.	✓
	DM 2: Impact on residential areas			~
	DM 3: High Density Housing			~
	DM 4: Special Needs and Supported Housing		H 10: Special Needs and Supported Housing	✗

Components	Policy Reference and Title (Proposed Option, November 2009)	Policy Reference and Title (Partial Consultation, August 2010)	Policy Reference and Title (Consultation Document, December 2010)	Reassessment required? ✓ = reassessed ✗ - not reassessed ~ = not reassessed and original assessment obsolete
	DM 5: Conversions	DM 5: Houses in Multiple Occupation	H 11: Houses in Multiple Occupation	✗
Housing Location	Previously - H9: Strategic Housing Sites; assessed as part of Housing component and as separate 15 Strategic Housing Sites	Assessed as location specific policy - H 4 Strategic Housing Location	H 2: Strategic Housing Location	✓
Retail and Centres	C 1: Centre Hierarchy	C 1: Centre Hierarchy	C 1: Centre Hierarchy	✓
	C 2: District Centres	C 2: District centres (note this incorporated text from C3 (Viability and Vitality))	C 2: District centres	✓
		C 3: North Manchester District Centres	C 3: North Manchester District Centres - Cheetham Hill and Harpurhey	✓
		C 4: East Manchester District Centres	C 4: East Manchester District Centres - Eastlands, Gorton, Newton Heath and Openshaw	✓
		C 5: Central Manchester District Centres	C 5: Central Manchester District Centres - Hulme, Longsight and Rusholme	✓
		C 6: South Manchester District Centres	C 6: South Manchester District Centres - Chorlton, Didsbury, Fallowfield, Levenshulme and Withington	✓

Components	Policy Reference and Title (Proposed Option, November 2009)	Policy Reference and Title (Partial Consultation, August 2010)	Policy Reference and Title (Consultation Document, December 2010)	Reassessment required? ✓ = reassessed ✗ - not reassessed ~ = not reassessed and original assessment obsolete
		C 7: Wythenshawe District Centre	C 7: Wythenshawe District Centres - Baguley (West Wythenshawe), Northenden and Wythenshawe Town Centre	✓
	C 3: Viability and Vitality	Now included as part of C2 District Centres		~
			C 8: Local Centres	✓
	C 4: Out of centre retailing	C 8: Out of centre development	C 9: Out-of-centre development	✓
	CC 8: Retail	CC 8: City Centre Retail	CC 2: Retail	✓
Transport	CC 11: Transport		CC 5: Transport	✓
	T 1: Accessible areas of opportunity and need		T 2: Accessible areas of opportunity and need	✓
	T 2: Sustainable Transport		T 1: Sustainable Transport	✓
	T 3: Strategic Integration		T 3: Strategic Integration	✓
Airport	MA 1: Manchester Airport Strategic Site	MA 1: Manchester Airport Strategic Site	MA 1: Manchester Airport Strategic Site	✓
	MA 2: Manchester Airport Growth Options			~
	MA 3: Manchester Airport			~
			DM 2: Aerodrome Safeguarding	✓



Components	Policy Reference and Title (Proposed Option, November 2009)	Policy Reference and Title (Partial Consultation, August 2010)	Policy Reference and Title (Consultation Document, December 2010)	Reassessment required? ✓ = reassessed ✗ - not reassessed ~ = not reassessed and original assessment obsolete
			DM 3: Public Safety Zones	✓
Energy & Climate Change	En 1: Achieving a Reduction in CO2 Emissions through New Development	En 1: Reducing CO <sub>2</sub> Emissions by Enabling Low and Zero Carbon Development	EN 4: Reducing CO2 Emissions by Enabling Low and Zero Carbon Development	✗
	En 2: Strategic Areas for Low Carbon, Decentralised and Renewable Energy Development	En 2: Strategic Areas and Locations for low and zero carbon decentralised energy infrastructure	EN 5: Strategic Areas for low and zero carbon decentralised energy infrastructure	✗
	En 3: CO2 Emissions Reductions Target Framework	En 3: Target Framework for CO <sub>2</sub> reductions from low or zero carbon energy supplies	EN 6: Target Framework for CO2 reductions from low or zero carbon energy supplies	✗
	En 4: Energy Infrastructure	En 4: Energy Infrastructure opportunities	EN 7: Energy Infrastructure opportunities	✓
	En 5: Environmental Standards	En 5: Adaptation to Climate Change	EN 8: Adaptation to Climate Change	✗
	En 6 :Flood Risk		EN 14: Flood Risk	✓
Natural Resources	En 7: Waste		EN 19: Waste	✗
	En 8: Minerals		EN 20: Minerals	✗
Green Infrastructure	En 9: Green Infrastructure		EN 9: Green Infrastructure	✓
	En 10: Safeguarding Open Space, Sport and Recreation Facilities		EN 10: Safeguarding Open Space, Sport and Recreation Facilities	✗

Components	Policy Reference and Title (Proposed Option, November 2009)	Policy Reference and Title (Partial Consultation, August 2010)	Policy Reference and Title (Consultation Document, December 2010)	Reassessment required? ✓ = reassessed ✗ - not reassessed ~ = not reassessed and original assessment obsolete
	En 11: Quantity of Open Space, Sport and Recreation		EN 11: Quantity of Open Space, Sport and Recreation	✗
	En 12: Area priorities for Open Space, Sport and Recreation		EN 12: Area priorities for Open Space, Sport and Recreation	✗
			EN13: Green Belt	✓
	En 13: Biodiversity and Geological Conservation		EN 15: Biodiversity and Geological Conservation	✓
Environmental Quality	En 14: Air Quality		EN 16: Air Quality	✓
	En 15: Water Quality		EN 17: Water Quality	✓
	En 16: Contaminated Land		EN 18: Contaminated Land and Ground Stability	✓
Built environment	CC 1: City Centre High Density Development		CC 6: City Centre High Density Development	✗
	CC 4: Heritage and Design		CC 9: Design and Heritage	✓
			EN 1: Strategic Character Areas	✓
	En 17: Design Principles		Design Principles text incorporated into EN1.	~
	En 18: Tall Buildings		EN 2: Tall Buildings	✓
	En 19: Heritage		EN 3: Heritage	✗

Table G.2 - Changes to Policy Wording

Component	Revised Policy Reference and Title	Proposed Policy Text (Nov 2009 or Aug 2010 as specified )	Revised Policy Text (December 2010) (New text shown as bold - deleted text not shown)	Comments
Spatial Principles	SP 1: Spatial Principles	<p>SP1: Spatial Principles (Nov '09)</p> <p>All development should:</p> <ul style="list-style-type: none"> <li>- optimise the City's economic performance</li> <li>- extend economic benefits to residents and/or neighbourhoods</li> <li>- contribute to the decoupling of growth from emissions</li> <li>- improve and contribute to lifetime neighbourhoods of choice and place shaping</li> <li>- adapt to and mitigate for climate change</li> <li>- be located to reduce the need to travel</li> <li>- consider the needs of all members of the community</li> <li>- make a positive contribution to the health and wellbeing of residents</li> <li>- seek to improve community safety and reduce crime</li> <li>- be the most efficient use of natural resources</li> <li>- improve the quality of the natural environment and the built environment</li> <li>- reuse previously developed land wherever possible</li> </ul>	<p>SP 1: Spatial Principles</p> <p><b>The key spatial principles which will guide the strategic development of Manchester to 2027 are:</b></p> <ul style="list-style-type: none"> <li>- <b>The Regional Centre will be the focus for economic and commercial development, leisure and cultural activity, alongside high quality city living.</b></li> <li>- <b>The growth of Manchester Airport will act as a catalyst for the regional economy, and will also provide the impetus for a second hub of economic activity in this part of the City.</b></li> <li>- <b>Beyond these areas, the emphasis is on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs, all in a distinct environment. The majority of new residential development in these neighbourhoods will be in the Inner Areas, defined by the North, East and Central Regeneration Areas.</b></li> <li>- <b>The City's network of open spaces will provide all residents with good access to recreation opportunities. The River Valleys (the Irk, Medlock and Mersey) and City Parks are particularly important, and access to these resources will be improved.</b></li> <li>- <b>New development will maximise the potential of the City's transport infrastructure, in particular promoting walking, cycling and use of the public transport. The extension to the Metrolink network through the Oldham and Ashton lines will create key corridors for new</b></li> </ul>	<p>This policy has been expanded to include more detailed information on the Spatial Principles for the Core Strategy; the policy has been included in the reassessment.</p>

			<p>development.</p> <p><b>Core Development Principles</b></p> <p><b>Development in all parts of the City should:-</b></p> <p><b>- Make a positive contribution to neighbourhoods of choice including:-</b></p> <ul style="list-style-type: none"> <li>- creating well designed places that enhance or create character</li> <li>- making a positive contribution to the health, safety and wellbeing of residents</li> <li>- considering the needs of all members of the community</li> <li>- protect and enhance the built and natural environment</li> </ul> <p><b>- Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible</b></p> <p><b>- Improve access to jobs, services and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.</b></p>	
<p>PA 1: Developer Contributions</p>	<p>PA1: Community Benefits and Planning Agreements (Nov '09)</p> <p>Where needs arise directly as a result of development, the Council will seek to secure planning obligations or agreements pursuant to Section 106 of the Town and Country Planning Act 1990 that make a positive contribution to creating a city of sustainable linked communities. Through such obligations and agreements, the Council will seek to ensure that development proposals support the following priorities:</p> <ul style="list-style-type: none"> <li>- Affordable housing</li> <li>- Education</li> <li>- Health and wellbeing facilities</li> </ul>	<p><b>PA 1: Developer Contributions</b></p> <p>Where needs arise as a result of development, the <b>City</b> Council will seek to secure planning obligations or <b>agreements in line with Circular 5/2005, Community Infrastructure Levy regulations or successor regulations/guidance.</b> Through such obligations and agreements, the <b>City</b> Council may seek contributions for the following priorities:</p> <ul style="list-style-type: none"> <li>- Affordable housing</li> <li>- Education</li> <li>- Health and wellbeing facilities</li> <li>- Community facilities</li> <li>- Provision of open space</li> </ul>	<p>This policy has been updated to include further information on how the policy will be implemented. There is no change to the emphasis or meaning of the policy, so it has not been included in the reassessment as the original assessment remains valid.</p>	

		<ul style="list-style-type: none"> <li>- Provision of open space</li> <li>- Public realm improvements</li> <li>- Protection or enhancement of environmental value</li> <li>- Safety and security improvements</li> <li>- Training and employment initiatives</li> <li>- Traffic, transport and accessibility</li> <li>- Climate change mitigation / adaptation</li> </ul> <p>These issues will be addressed in accordance with guidance in Strategic Regeneration Frameworks and local circumstances.</p>	<ul style="list-style-type: none"> <li>- Public realm improvements</li> <li>- Protection or enhancement of cultural heritage or environmental value</li> <li>- Safety and security improvements</li> <li>- Training and employment initiatives</li> <li>- <b>Highway improvements, traffic management, sustainable transport and disabled people's access</b></li> <li>- Climate change mitigation / adaptation</li> </ul> <p><b>Where development has a significant impact on the Strategic Road Network developer contributions would be sought through section 278 agreements.</b></p> <p><b>The nature and scale of any planning obligations sought will be related to the form of development and its potential impact upon the surrounding area. Where appropriate, any such provision will be required to be provided on site. Where this is not possible, a commuted sum payment is likely to be sought. In determining the nature and scale of any planning obligation, specific site conditions and other material considerations including viability, redevelopment of previously developed land or mitigation of contamination may be taken into account. The timing of provision of infrastructure and facilities will be carefully considered in order to ensure that appropriate provision is in place before development is occupied.</b></p> <p>These issues will be addressed in accordance with guidance in Strategic Regeneration Frameworks and local circumstances.</p>	
DM 1: Development Management	DM1: Development Management (Nov '09) All development should have regard to the specific issues as set out in Supplementary Planning Guidance including:-	DM1: Development Management (Nov '09) All development should have regard to the specific issues as set out in Supplementary Planning Guidance including:-	DM 1: Development Management All development should have regard to the <b>following specific issues for which more detailed guidance may be given within a supplementary</b>	This policy has been expanded to include further considerations for all development

		<ul style="list-style-type: none"> <li>- Appropriate siting, layout, scale, form, massing, materials and detail</li> <li>- Effects on amenity, including privacy, light and noise. This could also include proposals which would be sensitive to existing environmental conditions, such as noise</li> <li>- Accessibility</li> <li>- Adequacy of internal accommodation and external amenity space</li> <li>- Refuse storage and collection</li> <li>- Vehicular access and car parking</li> <li>- Effects relating to biodiversity, landscape, archaeological or built heritage</li> <li>- Open space, both public and private</li> <li>- Flood risk and drainage</li> </ul>	<p>planning document:-</p> <ul style="list-style-type: none"> <li>- Appropriate siting, layout, scale, form, massing, materials and detail</li> <li>- <b>Impact on residential area of design, scale and appearance of proposed development</b></li> <li>- Effects on amenity, including privacy, light, noise, <b>vibration, road safety and traffic generation.</b> This could also include proposals which would be sensitive to existing environmental conditions, such as noise</li> <li>- Accessibility: <b>buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes</b></li> <li>- <b>Community safety and crime prevention</b></li> <li>- <b>Design for health</b></li> <li>- Adequacy of internal accommodation and external amenity space</li> <li>- Refuse storage and collection</li> <li>- Vehicular access and car parking</li> <li>- Effects relating to biodiversity, landscape, archaeological or built heritage</li> <li>- Open space, both public and private</li> <li>- Flood risk and drainage</li> </ul>	<p>including impact on residential area, community safety and crime prevention and health; it has been included in the reassessment.</p>
<p>Economy and Employment</p>	<p>EC 1: Employment and Economic Growth in Manchester</p>	<p>EC 1: Land for Employment and Economic Development (Nov '09)</p> <p>The provision of approximately 200 ha of employment land for B1, B2 and B8 uses by 2027 will be provided within the City.</p> <p>Sectors identified for growth within the Manchester City Region in the future include:</p> <ul style="list-style-type: none"> <li>- Aviation and Manchester Airport</li> <li>- Creative/ Digital/ New Media</li> </ul>	<p><b>EC 1: Employment and Economic Growth in Manchester</b></p> <p>A <b>minimum of 200 ha</b> of employment land will <b>be developed between 2010 and 2027</b> for offices (B1a), research and development (B1b), light industrial (B1c), general industry (B2) and distribution and warehousing (B8).</p> <p><b>Offices (B1a) - 140ha</b></p> <p><b>Research and Development and Industry (B1b,B1c and B2) - 25 ha</b></p>	<p>This policy has been significantly updated to include further information on where the key locations for major employment growth will be and the Priorities for ensuring continued economic growth;</p>

		<ul style="list-style-type: none"> <li>- Financial and Professional Services</li> <li>- ICT Digital/ Communications</li> <li>- Life Science Industries</li> <li>- Manufacturing</li> </ul> <p>Particular support will be given to development which can contribute to the growth of these sectors.</p> <p>In addition to fostering benefits in SP1 employment growth will be encouraged that:</p> <ul style="list-style-type: none"> <li>- Supports reductions in worklessness and improvements in skills levels, particularly in young people</li> <li>- Supports the high level of economic activity in Manchester and particularly within the Regional Centre</li> <li>- Promotes new business formations to increase the micro and small business base</li> </ul>	<p><b>Distribution and Warehousing (B8) - 35ha</b></p> <p><b>Key locations for major employment growth will be:</b></p> <ul style="list-style-type: none"> <li>- <b>Regional Centre:</b> <ul style="list-style-type: none"> <li>- <b>Manchester City Centre 33ha</b></li> <li>- <b>City Centre Fringe (including Strangeways, Collyhurst, Ancoats, New Islington and Manchester Science Park) 25ha</b></li> <li>- <b>Central Park and Eastlands 65ha</b></li> </ul> </li> <li>- <b>Manchester Airport and the surrounding area 50ha</b></li> </ul> <p><b>In addition to the above the City Council will support other significant contributors to economic growth and productivity including health, education, retailing, cultural and tourism facilities, mainly in the City Centre and Eastlands.</b></p> <p><b>Priorities for ensuring continued economic growth include:</b></p> <ul style="list-style-type: none"> <li>- <b>Improving access to jobs for all via public transport, walking and cycling;</b></li> <li>- <b>Demonstrating that employment-generating development has fully considered opportunities to provide jobs for local people, through construction or use;</b></li> <li>- <b>Improving the portfolio of employment premises, by providing a range of employment sites and premises for small, medium and large businesses;</b></li> <li>- <b>Improving digital infrastructure delivery to businesses and residents;</b></li> <li>- <b>Ensuring the continued social, economic and environmental regeneration of the City.</b></li> </ul> <p><b>Development proposals should have regard to:</b></p>	<p>this policy has been included in the reassessment.</p>
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			<ul style="list-style-type: none"> <li>- Climate change resilience demonstrating how CO2 emissions will be minimised with an aim of zero carbon emissions, through energy efficiency, renewable energy and contributing to low and zero carbon decentralised energy infrastructure;</li> <li>- Ensuring design makes the best possible use of a site or building in terms of efficient use of space, enhancing the sense of place of the wider area, considers the needs of users/employees of a site/building for access via walking, cycling and public transport and reduction of opportunities for crime by applying current best practice in security design;</li> <li>- Flood risk through the Manchester- Salford-Trafford Strategic Flood Risk Assessment (SFRA).</li> </ul>	
EC 2: Existing Employment Space	This policy was not included in previous versions of the Core Strategy.		<p><b>EC 2: Existing Employment Space</b></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 be demonstrated that these sites are more suitable for alternative uses due to them being:</p> <ul style="list-style-type: none"> <li>- Un-viable in terms of business operations, building age and format;</li> <li>- Not compatible with adjacent uses; or</li> <li>- Not suitable for employment having had regard to the Manchester- Salford – Trafford SFRA.</li> </ul>	This policy was not included in previous versions of the Core Strategy and has therefore been included in the reassessment.
EC 4: North Manchester	<p>EC 2: North Manchester (Nov '09)</p> <p>Within North Manchester employment provision is encouraged within</p> <ul style="list-style-type: none"> <li>- Strangeways and Collyhurst</li> <li>- Existing employment areas</li> </ul>		<p>EC 4: North Manchester</p> <p><b>North Manchester is expected to provide approximately 14ha of employment land.</b></p> <p><b>The key development opportunity in the area is:</b></p> <p><b>1. City Centre Fringe suitable for office (B1a) led</b></p>	This policy has been significantly updated to include further requirements for development; it has been included in



		<p>- Development in Cheetham Hill and Harpurhey District Centres as part of mixed use development which contributes to overall vitality and viability</p> <p>The majority of employment opportunities for the area's residents are outside North Manchester in the City Centre, Salford Quays, Trafford Park, Central Park and Chadderton Industrial Estate.</p> <p>The key issue is access to employment either in terms of labour market connectivity to sites or possessing the appropriate skills levels to enter the job market. Proposals which utilise sustainable transport links between existing employment locations within and outside North Manchester and seek to improve labour market connectivity of North Manchester residents or opportunities for education and training will be supported.</p>	<p><b>mixed use development:</b></p> <ul style="list-style-type: none"> <li>- Strangeways</li> <li>- Collyhurst</li> </ul> <p><b>2. Significant existing employment and economic development are found in:</b></p> <ul style="list-style-type: none"> <li>- Strangeways Employment Area north of the City Centre fringe, suitable for retention and growth of general industry, warehousing and distribution</li> <li>- Collyhurst, north of City Centre Fringe, an area with a number of major employers</li> <li>- Cheetham offering cultural facilities, such as museums</li> <li>- Manchester Fort Retail Park</li> <li>- North Manchester Business Park</li> </ul> <p><b>3. The district centres of Harpurhey and Cheetham offer opportunities for mixed use proposals for small businesses providing local employment opportunities.</b></p> <p><b>The Council will promote development which has had regard to:</b></p> <ul style="list-style-type: none"> <li>- the key transport infrastructure such as the arterial roads Bury New Road, Cheetham Hill, Rochdale Road and other public transport networks such as bus routes;</li> <li>- Metrolink and proposed extension and new stops;</li> <li>- Connecting major employment opportunities to residential neighbourhoods within North Manchester and Lower Broughton and Salford.</li> <li>- The importance of waterways and particularly the Irwell River in creating a sense of place and attracting investment.</li> </ul>	<p>the reassessment.</p>
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	<p>EC 5: East Manchester</p>	<p>EC 3: East Manchester (Nov '09)</p> <p>Within East Manchester the main focus for future employment provision will be Central Park. In Central Park North B1 development is encouraged and in Central Park South B2 and B8 provision is encouraged. Other locations suitable for employment include the District Centres, Alan Turing Way and Great Ancoats Street. Existing general industrial and warehousing areas, such as Ardwick Goods Yard, will continue to be the focus for B2 and B8 development.</p> <p>Within East Manchester business expansion and growth will be encouraged, particularly proposals that will provide employment for local residents.</p>	<p>EC 5: East Manchester</p> <p><b>East Manchester is expected to provide approximately 80 ha of employment land. The majority of this provision will be within the Regional Centre, specifically:</b></p> <ul style="list-style-type: none"> <li>- <b>Central Park (see policy EC6), B1, B2 ;</b></li> <li>- <b>Eastlands (see policy EC7), a major leisure visitor destination with ancillary retail and offices.</b></li> <li>- <b>City Centre Fringe (see policy CC1) along Great Ancoats Street, providing an extension to City Centre employment opportunities;</b></li> </ul> <p><b>Development will also be supported in existing employment and economic development areas, including Alan Turing Way, along key radial routes and Ardwick Goods Yards.</b></p> <p><b>The district centres of Newton Heath, Eastlands, Gorton and Openshaw offer opportunities for small scale mixed use local employment opportunities. Larger scale proposals will be considered if good transport links exist to the City Centre/Regional Centre.</b></p> <p><b>The Council will promote development which:</b></p> <ul style="list-style-type: none"> <li>- <b>connects major employment opportunities to residential neighbourhoods within East Manchester and North Manchester, these include the City Centre, Central Park, Eastlands and railway stations in the City Centre;</b></li> <li>- <b>takes advantage of key transport infrastructure such as the arterial roads (Oldham Road, Ashton New Road, Ashton Old Road and Hyde Road) and public transport networks, such as bus routes and the proposed extension to Metrolink including two new lines and and new stops;</b></li> <li>- <b>creates links to the Rochdale and Ashton Canals and links to the open space network</b></li> </ul>	<p>This policy has been significantly updated to include further requirements for development; it has been included in the reassessment.</p>
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			<p><b>including the Rochdale and Ashton Canals and the Medlock Valley, providing opportunities for walking and cycling to economic development opportunities;</b></p> <p><b>- has regard to listed buildings and conservation areas including Ancoats and the industrial heritage of the area.</b></p>	
	<p>EC 3: The Regional Centre</p>	<p>EC 4: City Centre (Nov '09)</p> <p>The City Centre will be the main focus for employment and job growth within the City and Greater Manchester. The majority of employment growth is expected to be in businesses services and primarily in B1 jobs.</p> <p>Within the City Centre it is expected that there will be significant growth in office employment. However, as growth is expected to be high density which will often take opportunities to improve the efficiency of land (landless growth), there will not be a commensurate need for land area. The following locations offer the greatest potential to accommodate further landless growth:</p> <ul style="list-style-type: none"> <li>- Eastern Gateway</li> <li>- Leftbank</li> <li>- Piccadilly Gateway</li> <li>- Southern Gateway</li> <li>- Central Business District</li> </ul> <p>The City Centre will be the main focus for business, retail, leisure, cultural and tourism development.</p> <p>Outside the City Centre but within the Regional Centre the main focus will be employment uses (B1, B2 and B8) in recognised employment areas, such as Central Park, Strangeways Employment Area and the Science Park. Regionally significant</p>	<p>EC 3: The Regional Centre</p> <p><b>Within the Regional Centre development for employment generating uses will be encouraged. Office developments will be appropriate providing that:</b></p> <ul style="list-style-type: none"> <li>- <b>They are in locations which are well connected by sustainable transport to both the City Centre and residential areas, and</b></li> <li>- <b>The scale and type of office development does not undermine delivery of employment space within the City Centre.</b></li> </ul> <p><b>The Regional Centre is an appropriate location for large scale leisure uses, for which City Centre sites are unsuitable.</b></p> <p><b>Housing will also be an appropriate use within the Regional Centre, although this should complement the development of mixed use employment areas. Subject to site and location details, the Regional Centre will generally be a location where higher density residential development is appropriate.</b></p>	<p>This policy has been updated to refer to the Regional Centre rather than the City Centre and thus the content has changed; the policy has been included in the reassessment.</p>

		<p>knowledge based industries will be encouraged to locate in the Regional Centre in close proximity to the Universities and Hospitals along the Oxford Road Corridor.</p> <p>A range of employment types, sizes and premises will be encouraged to provide for the needs of specific sectors.</p> <p>Within the City Centre employment development will frequently be provided as part of mixed use schemes. In appropriate locations the Council will promote uses which create active street frontages and a vibrant public realm, such as shops, cafés, restaurants and leisure. Mixed uses including a suitable proportion of housing may also be appropriate provided this does not undermine the economic role of the City centre.</p>		
<p>EC 8: Central Manchester</p>	<p>EC 5: Central Manchester (Nov '09)</p> <p>Within Central Manchester employment provision will be encouraged:</p> <ul style="list-style-type: none"> <li>- Along the Oxford Road Corridor, comprising the universities and hospitals and Manchester Science Park</li> <li>- Office development along Princess Road/ Parkway</li> <li>- Hyde Road, sites in existing employment use</li> <li>- District Centres</li> </ul> <p>Proposals which improve east/west connectivity for residents to employment areas in Trafford and East Manchester will be encouraged. Within Central Manchester proposals which improve connectivity between residential areas, district centres and employment areas will be encouraged.</p>	<p>EC 8: Central Manchester</p> <p><b>Central Manchester is expected to provide approximately 14ha of employment land. The majority of this provision will be provided within:</b></p> <p><b>1. The Corridor (Manchester), part of the City Centre and Fringe Strategic Economic Location, including the Science Park, Manchester Metropolitan University New Campus on Birley Fields and the Techno Park. As well as office, research and development, light industrial and general industrial employment, other economic development will continue related to the universities and hospitals.</b></p> <p><b>2. Existing employment and economic development areas:</b></p> <ul style="list-style-type: none"> <li>- Princess Parkway suitable for office development adjacent to the City Centre;</li> <li>- Along Stockport Road and Hyde Road</li> </ul>		<p>This policy has been significantly updated to include further requirements for development; it has been included in the reassessment.</p>

			<p><b>3. District centres of Hulme, Rusholme and Longsight all located on major radial routes through Central Manchester. These will be suitable for mixed use development providing local employment.</b></p> <p><b>The Council will promote development which has had regard to:</b></p> <ul style="list-style-type: none"> <li>- Ensuring employment within Central Manchester complements those uses within the City Centre;</li> <li>- Design opportunities offered by the key transport infrastructure such as the arterial roads Princess Parkway, Oxford Road, Stockport Road and Hyde Road;</li> <li>- Improving public transport, walking and cycling connectivity between residential neighbourhoods and employment locations, particularly orbital connectivity to employment locations in East Manchester and Trafford;</li> <li>- Creating a positive sense of place at the interface of the health and education institutions along Oxford Road and the residential areas, using design and public realm.</li> </ul>	
<p>EC 9: South Manchester</p>	<p>EC 6: South Manchester (Nov '09)</p> <p>Current employment sites are to be supported including Christie Hospital, Towers Business Park and Christie Fields and the district and local centres.</p>	<p>EC 9: South Manchester</p> <p><b>South Manchester is not expected to make a significant contribution to employment provision within the City. New development is expected to mainly comprise office development, although proposals for high technology industry and research will also be supported. Employment and economic development provision will be within:</b></p> <p><b>1. Existing employment locations, such as</b></p> <ul style="list-style-type: none"> <li>- Business Parks, such as, Towers, Didsbury Point, Christie Fields and Parkway;</li> </ul>	<p><b>EC 9: South Manchester</b></p> <p><b>South Manchester is not expected to make a significant contribution to employment provision within the City. New development is expected to mainly comprise office development, although proposals for high technology industry and research will also be supported. Employment and economic development provision will be within:</b></p> <p><b>1. Existing employment locations, such as</b></p> <ul style="list-style-type: none"> <li>- Business Parks, such as, Towers, Didsbury Point, Christie Fields and Parkway;</li> </ul>	<p>This policy has been significantly updated to include further requirements for development; it has been included in the reassessment.</p>

			<ul style="list-style-type: none"> <li>- Christies Hospital;</li> <li>- Along Princess Parkway;</li> </ul> <p><b>2. District Centres of Chorlton, Didsbury, Fallowfield, Levenshulme and Withington. These will be suitable for mixed use development providing local needs and services.</b></p> <p><b>Development proposals and planning applications should have regard to:</b></p> <ul style="list-style-type: none"> <li>- Ensuring efficient use of existing employment space;</li> <li>- Improving public transport, walking and cycling connectivity between residential neighbourhoods and employment locations such as the City Centre, district centres, Trafford Park and Manchester Airport, particularly orbital connectivity.</li> </ul>	
	<p>EC 10: Wythenshawe</p>	<p>EC 7: Wythenshawe (Nov '09)</p> <p>Economic development will be focused along the east and west Wythenshawe development corridors. Along the West Wythenshawe Economic Development Corridor development will be supported which strengthens connections between Roundthorn Industrial Estate, Wythenshawe Hospital and Manchester Airport. The City Council will seek to maximise the opportunities to enhance this spatial cluster of key employment uses.</p> <p>Development opportunities related to Manchester Airport will be encouraged at Manchester Airport, and where suitable for an off site location, within Wythenshawe District Centre and at Roundthorn Industrial Estate.</p> <p>Proposals which improve the connectivity of Roundthorn Industrial Estate to the Airport and Motorway network will be encouraged.</p>	<p>EC 10: Wythenshawe</p> <p><b>Wythenshawe is expected to provide 50ha of employment land within B1a offices, B1b/c research and development and light industry and B8 logistics and distribution. The majority of economic development will be focused on:</b></p> <ol style="list-style-type: none"> <li><b>1. Manchester Airport and specifically Manchester Airport Strategic Site and Airport City Strategic Employment Location are suitable for aviation related development and a mix of economic development uses including offices, high technology industries, logistics, warehousing and airport hotels.</b></li> <li><b>2. University Hospital South Manchester suitable for growth related to the healthcare and biosciences and ancillary offices.</b></li> <li><b>3. Existing employment sites along:</b> <ul style="list-style-type: none"> <li>- West Wythenshawe Development Corridor - Oaks Business Park (B1) and Roundthorn</li> </ul> </li> </ol>	<p>This policy has been significantly updated to include further requirements for development; it has been included in the reassessment.</p>

			<p><b>Industrial Estate (B8);</b></p> <ul style="list-style-type: none"> <li>- East Wythenshawe Development Corridor - Sharston Industrial Estate (B8), Atlas and Concord Business Parks (B1) and Ringway Trading Estate (B8).</li> </ul> <p><b>4. The district centres of Wythenshawe, Northenden and the proposed centre at Baguley will all be suitable for mixed use local employment provision serving their catchment area.</b></p> <p><b>Development and infrastructure provision will be supported which strengthens connections between Roundthorn Industrial Estate, University Hospital South Manchester, Airport City and Manchester Airport. The City Council will seek to maximise the opportunities to enhance this spatial cluster of key employment uses.</b></p> <p><b>The existing employment role of Roundthorn Industrial Estate and Sharston will be supported, including the existing industrial and manufacturing uses.</b></p> <p><b>Proposals which improve the connectivity of Roundthorn Industrial Estate to the Airport and Motorway network will be encouraged.</b></p> <p><b>Development proposals and planning applications should have regard to:</b></p> <ul style="list-style-type: none"> <li>- Ensure employment opportunities are made accessible to local communities, particularly those at Manchester Airport;</li> <li>- Locations with good access to the national motorway network M56 and M60 and their suitability for logistics;</li> <li>- Proposed extension to Metrolink and new stops plus improved bus routes;</li> <li>- Delivery of low and zero carbon decentralised energy schemes and energy projects within</li> </ul>	
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			<b>Strategic Employment.</b>	
	<p>EC 12: University Hospital South Manchester Strategic Employment Location</p>	<p>EL 5: University Hospital South Manchester (Aug '10)</p> <p>University Hospital South Manchester has plans to expand its operation, emphasising its role in key health care areas, bio-science and pharmaceuticals. Hospital expansion will include a mix of education and conference facilities, clinical trial labs, fitness/well being centre, offices, an innovation centre, incubator units and a hotel. Any development will be expected to:</p> <ul style="list-style-type: none"> <li>- Support continued growth and development of the hospital</li> <li>- Assist the continued regeneration of Wythenshawe through enabling access to the facilities and employment opportunities created</li> <li>- Take advantage of the proposed extension of Metrolink and its proximity to the hospital site</li> <li>- Able to offer employment opportunities accessible to the local communities</li> <li>- Address road access to the site and any conflict between road users.</li> </ul> <p>Any development proposal would be expected to be set within the context of a comprehensive scheme for the whole site. This will address the issues above plus access, delivery, design and layout, energy, flooding and the scale of uses on the site.</p>	<p>EC 12: University Hospital South Manchester Strategic Employment Location</p> <p>University Hospital South Manchester has plans to expand its operation, emphasising its role in key health care areas, bio-science and pharmaceuticals. Hospital expansion will include a mix of education and conference facilities, clinical trial labs, fitness/well being centre, an innovation centre, incubator units, an hotel and ancillary offices. Any development will be expected to:</p> <ul style="list-style-type: none"> <li>- Support continued growth and development of the hospital</li> <li>- Assist the continued regeneration of Wythenshawe through enabling access to the facilities and employment opportunities created</li> <li>- Take advantage of the proposed extension of Metrolink and its proximity to the hospital site</li> <li>- Address road access to the site and any conflict between road users.</li> </ul> <p>Any development proposal would be expected to be set within the context of a comprehensive scheme for the whole site.</p>	<p>This policy has been updated to remove a requirement that any new development would be expected to be able to offer employment opportunities accessible to the local communities; the policy has been included in the reassessment.</p>
	<p>EC 7: Eastlands Strategic Employment Location</p>	<p>EL 3: Sportcity (Aug '10)</p> <p>Sportcity lies within East Manchester, the heart of which is the City of Manchester Stadium, the District Centre, the Velodrome but also includes, the Openshaw West site and surrounding environs. It is in excess of 100</p>	<p>EC 7: Eastlands Strategic Employment Location</p> <p><b>Eastlands</b> lies within East Manchester, the heart of which is the City of Manchester Stadium, the Eastlands District Centre and the Velodrome but also includes, the Openshaw West site and surrounding environs, <b>as shown in Figure 8.4.</b> It is</p>	<p>This policy has been renamed and updated to include some further considerations for Employment location; it has</p>



	<p>hectares and is suitable for a mix of uses including economic development. Proposals will be expected to show how development of the area will:</p> <ul style="list-style-type: none"> <li>- Support the continued regeneration of East Manchester</li> <li>- Place design at the heart of any scheme delivering a flagship design</li> <li>- Ensure the site is accessible to the East/North Manchester communities by a choice of sustainable and public transport provision</li> <li>- Take advantage of the existing infrastructure on site and proposed improvements such as Metrolink and digital infrastructure</li> <li>- Ensure employment opportunities are made accessible to local communities</li> <li>- Contribute to the provision of low and zero carbon decentralised energy</li> <li>- Ensure that the risk of and from flooding is minimised through appropriate mitigation techniques.</li> </ul> <p>The vision is to broaden the activities in the area to ensure development opportunities secure the wider regeneration of the surrounding area and deliver maximum benefits for the community. Although it is anticipated further sites will come forward over the plan period, currently there are two sites which are identified as a focus for development:</p> <ul style="list-style-type: none"> <li>- Land around the City of Manchester Stadium, including the Collar Site to the east. which provides an opportunity for a visitor attraction of national significance alongside associated developments. A landmark design will be key to delivering such a prestigious development which, together with the existing</li> </ul>	<p>in excess of 100 hectares and is suitable for a <b>major sports and leisure visitor destination with ancillary commercial, retail and hotels.</b> Proposals will be expected to show how development of the area will:</p> <ul style="list-style-type: none"> <li>- Support the continued <b>social, economic and physical</b> regeneration of East Manchester;</li> <li>- Place design at the heart of any scheme delivering a flagship design;</li> <li>- <b>Consider wider design and layout objectives, taking advantage of important frontages such as Alan Turing Way and Ashton New Road;</b></li> <li>- <b>Set out the scale of land uses proposed as part of the comprehensive development of the proposal;</b></li> <li>- Ensure the site is accessible to the East/North Manchester communities by a choice of sustainable and public transport provision;</li> <li>- Take advantage of the existing infrastructure on site and proposed improvements such as Metrolink and digital infrastructure;</li> <li>- Ensure opportunities <b>to employ residents from the local community are established with key partners;</b></li> <li>- <b>The importance of waterways and canals such as the Ashton Canal in creating a sense of place and attracting investment; and</b></li> <li>- <b>Have regard to flood risk through the Manchester- Salford - Trafford SFRA.</b></li> </ul> <p>The vision is to broaden the activities in the area to ensure development opportunities secure the wider regeneration of the surrounding area and deliver maximum benefits for the community. Although it is anticipated further sites will come forward over the plan period, currently there are two sites which are identified as a focus for development:</p> <ul style="list-style-type: none"> <li>- Land around the City of Manchester Stadium,</li> </ul>	<p>been included in the reassessment.</p>
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		<p>developments within Eastlands, will not only provide a sense of place but will also ensure integration with the surrounding community. Developments that are predominantly tourism/leisure based, with office and food and drink will be appropriate together with ancillary retail required to support the principle uses.</p> <p>- Openshaw West site is suitable as a focus for sports related development and also for purposes complementary to the wider vision for the development of Eastlands as a major tourism/leisure destination.</p> <p>Developments which support the overall vision for this major regeneration initiative on sites within the general environs of Eastlands will be appropriate, provided they do not prejudice other policies within the plan.</p> <p>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>Any development proposal would be expected to address access, delivery, design and layout, flooding, energy infrastructure and the scale of uses within the area.</p>	<p>including the "Collar Site" to the east. Which provides an opportunity for a leisure visitor attraction of national significance alongside associated developments. A landmark design will be key to delivering such a prestigious development which, together with the existing developments within Eastlands, will not only provide a sense of place but will also ensure integration with the surrounding community. Developments that are predominantly tourism/leisure based, with office and food and drink will be appropriate together with ancillary retail required to support the principal uses.</p> <p>- Openshaw West site is suitable as a focus for sports related development, <b>including employment opportunities</b>, and also for purposes complementary to the wider vision for the development of Eastlands as a major tourism/leisure destination.</p> <p>Developments which support the overall vision for this major regeneration initiative on sites within the general environs of Eastlands will be appropriate, provided they do not prejudice other policies within the plan.</p> <p>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>CC 7: Mixed Use Development</p>	<p>CC 2: Mixed Use Development (Nov '09)</p> <p>The City Centre presents the most viable opportunities for mixed-use development, and in general these will be promoted as a means of using land as efficiently as possible. A range of uses should be considered for all sites, subject to the following considerations:</p> <ul style="list-style-type: none"> <li>- Residential will not be appropriate if it would prevent the delivery of employment uses,</li> <li>- Active ground floor uses (shops, food and</li> </ul>	<p>CC 7: Mixed Use Development</p> <p>The City Centre presents the most viable opportunities for mixed-use development, and in general these will be promoted as a means of using land as efficiently as possible. A range of uses should be considered for all sites, subject to the following considerations:</p> <ul style="list-style-type: none"> <li>- Residential development will <b>be supported as part of schemes which include employment. The Council must be satisfied that proposals</b></li> </ul>		<p>This policy has been updated to provide clarity on how mixed use development will be delivered with regards to housing and employment land. It. There is no change to the emphasis or</p>

		<p>drink and leisure) will be appropriate in locations which have an established public function, or as part of a development which will create such an environment.</p>	<p><b>make the maximum contribution to employment, and a clear justification will be required for proposals without employment opportunities.</b></p> <p>- Active ground floor uses (shops, food and drink and leisure) will be appropriate in locations which have an established public function, or as part of a development which will create such an environment.</p>	<p>meaning of the policy and therefore it has not been included in the reassessment.</p>
CC 8: Change and Renewal	CC 3: Change and Renewal (Nov '09)	<p>The approach to development, and redevelopment, in the City Centre will welcome large-scale schemes. Developments which make significant contributions to the City Centre's role in terms of employment and retail growth or which improve the accessibility and legibility of the Centre will be supported.</p>	<p>CC 8: Change and Renewal</p> <p>The approach to development, and redevelopment, in the City Centre will welcome large-scale schemes. Developments which make significant contributions to the City Centre's role in terms of employment and retail growth or which improve the accessibility and legibility of the Centre will be supported, <b>subject to the proposal's impact on key aspects of the City's heritage and character. The Council will also provide appropriate support, including site assembly, for schemes which are likely to contribute to the promotion or improvement of the social, economic or environmental well-being of Manchester.</b></p> <p><b>Within areas identified for large-scale redevelopment proposals will be expected to be prepared within an approved development framework. New development should fully exploit opportunities to contribute to the improvement of the City Centre in terms of character and function, taking account of other policies in the Core Strategy.</b></p>	<p>This policy has been updated to include further requirements for development; it has been included in the reassessment.</p>
	CC 6: Partnership (Nov '09)	<p>Large development in Manchester City Centre will be brought forward through partnership approaches. Developers should foster a strong relationship with development partners, including the City Council, from the outset to ensure that proposals will meet the City's</p>	<p>This policy is no longer included as a Core Strategy Policy.</p>	<p>This policy is no longer included as a Core Strategy Policy; the original assessment is now obsolete.</p>

		<p>regeneration priorities.</p> <p>CC 7: Employment (Nov '09)</p> <p>The City Centre will accommodate the majority of economic growth in the City, in terms of numbers of jobs. Approximately 15 hectares of additional employment land will be provided in the City Centre, although this will be dependent on the level of 'landless growth'.</p> <p>All areas of the City Centre are appropriate for employment uses. Development will primarily be offices, and it is expected that the types of jobs created will be in high value sectors, including finance and professional services, knowledge based industries and the creative sector (including media).</p> <p>Areas beyond the Central Business District will accommodate significant levels of employment growth, including Eastern Gateway, Left Bank, Piccadilly, the Oxford Road Corridor and Central Spine.</p> <p>Developments which lead to the more intensive use of employment land (in terms of number of jobs supported) will be supported.</p>	<p>This policy is no longer included as a Core Strategy Policy.</p>	<p>This policy is no longer included as a Core Strategy Policy; the original assessment is now obsolete.</p>
	<p>EC 11: Airport City Strategic Employment Location</p>	<p>EL 4: Airport City (Aug '10)</p> <p>The area to the north of Manchester Airport is a significant opportunity for employment development in Wythenshawe. The location adjacent to the airport offers a strategic competitive advantage which is likely to attract to a wide range of business sectors, including users which would otherwise locate in a different region or country.</p> <p>The development of this location will be promoted as the core of a wider Airport City opportunity, creating functional and spatial links with nearby parts of Wythenshawe to maximise the catalytic potential of the airport</p>	<p><b>EC 11: Airport City Strategic Employment Location</b></p> <p>The area to the north of Manchester Airport is a significant opportunity for employment development in <b>Manchester</b>. The development of this location will be promoted as the core of a wider Airport City opportunity, promoting functional and spatial links with nearby parts of Wythenshawe to maximise the catalytic potential of the airport to attract investment and increase economic activity.</p> <p>The area is suitable for high technology industries, logistics, offices, warehousing and ancillary facilities.</p> <p><b>Any development in this area should support</b></p>	<p>This policy has been renamed and amended to include the provision of employment space in the airport strategic location; it has therefore been included in the reassessment.</p>

	<p>to attract investment and increase economic activity.</p> <p>The area is suitable for high technology industries, logistics, warehousing and airport hotels. Any development of the site would be expected to:</p> <ul style="list-style-type: none"> <li>- Continue the regeneration of the Wythenshawe area</li> <li>- Provide a focus for mixed use economic development</li> <li>- Ensure development is accessible to the communities in Wythenshawe by a choice of sustainable and public transport</li> <li>- Take advantage of the existing transport hub at Manchester Airport and proposed extension of Metrolink and the SEMMMS road scheme.</li> <li>- Able to offer employment opportunities accessible to the local communities</li> </ul> <p>Any development proposal would be expected to be set within the context of a comprehensive scheme for the whole area. This will address access, delivery, design and layout, flooding, energy infrastructure and the scale of uses within the area.</p>	<p><b>the vision of the Core Strategy and complement the role of the Regional Centre and other centres in Greater Manchester.</b></p> <p>Development should also:</p> <ul style="list-style-type: none"> <li>- <b>maximise the employment opportunities and other regeneration benefits for local communities; and,</b></li> <li>- take full advantage of the existing transport hub at Manchester Airport and proposed extension of Metrolink and the South East Manchester Multi Modal Scheme (SEMMMS) road scheme, <b>through layout and traffic management measures, such as the quantity of parking.</b></li> </ul> <p>Any development proposal <b>should be</b> set within the context of a comprehensive scheme for the <b>Strategic Location</b>. This will <b>have regard to</b> access, delivery, design and layout, <b>flood risk through the Manchester - Salford - Trafford SFRA</b>, energy infrastructure and the scale of uses within the area.</p>	
	<p>Strategic Economic and Employment Sites (Nov '09)</p>	<p>There are no Strategic Economic and Employment Sites in the Dec '10 version of the Core Strategy.</p>	<p>There are no Strategic Economic and Employment Sites in the Dec '10 version of the Core Strategy and therefore the original assessment is obsolete.</p>
<p>CC 1: Primary Economic Development Focus : City</p>	<p>EL 1: Primary Economic Development Focus : City Centre and Fringe (Aug '10)</p> <p>The City Centre is the strategic economic</p>	<p>CC 1: Primary Economic Development Focus : City Centre and Fringe</p> <p>The City Centre is a Strategic Economic Location</p>	<p>This policy has been updated to include further requirements for</p>

	<p>Centre and Fringe</p>	<p>focus of employment growth in the City and City-Region. Within the City Centre a variety of accommodation types and foot-plates will be encouraged to boost investment by local, national and international businesses. The City Centre will be considered a suitable location for the consideration of high density buildings and commercially lead mixed use schemes. The focus for employment growth will predominantly be in B1a high density employment, including the following locations:</p> <ul style="list-style-type: none"> <li>- City Centre North extending into Strangeways</li> <li>- Eastern Gateway/ Piccadilly extending into Ancoats and southwards to Chancellors Place</li> <li>- The Corridor (Oxford Road Corridor)</li> <li>- Spinningfields and surplus Granada lands</li> </ul> <p>City Centre policies CC1 – 11 will inform the approach to development in the City Centre and should be read alongside this policy.</p> <p>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>Any development proposal would be expected to consider access, delivery, design and layout, energy infrastructure and the scale of uses on the site. The SFRA should be taken into account when developing proposals to ensure that risk of flooding is minimised.</p>	<p>and focus of employment growth in the City and City-Region. <b>The City Centre is expected to accommodate 33ha and the City Centre Fringe 25ha of office or similar employment development.</b> Within the City Centre <b>and the fringe</b> a variety of <b>high quality</b> accommodation types, sizes and foot-plates will be encouraged to boost investment by local, national and international businesses. The City Centre <b>and fringe</b> will be considered a suitable location for the consideration of high density buildings and commercially led mixed use schemes. The focus for employment growth will predominantly be in B1a high density offices, in the following locations:</p> <p>City Centre</p> <ul style="list-style-type: none"> <li>- <b>Civic Quarter</b></li> <li>- <b>Mayfield</b></li> <li>- <b>Spinningfields and surplus Granada lands</b></li> <li>- <b>The Corridor (Oxford Road Corridor, Great Jackson Street and First Street)</b></li> <li>- <b>Piccadilly</b></li> </ul> <p><b>City Centre Fringe</b></p> <ul style="list-style-type: none"> <li>- <b>City Centre North extending into Strangeways and Collyhurst</b></li> <li>- <b>Ancoats</b></li> <li>- <b>Chancellors Place</b></li> <li>- <b>Birley Fields/Manchester Science Park</b></li> </ul> <p><b>Provision of a range of economic development uses, such as retail, leisure, entertainment, cultural and tourism facilities will be encouraged in the City Centre to support the development of a vibrant employment location attractive to businesses, employees and visitors to the City Centre.</b></p> <p><b>New and enhancing existing infrastructure provision which supports the agglomeration</b></p>	<p>development; it has been included in the reassessment.</p>
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			<p><b>role of the City Centre and Fringe will be supported.</b> 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><b>Developments which lead to the more intensive use of employment land (in terms of floorspace provided) will be supported.</b></p> <p><b>Proposals in the City Centre, in particular Schemes in Mayfield, The Corridor and Strangeways, will need to take account of the flood risk issues which exist there, in line with policy EN 14 - Flood Risk.</b></p>	
<p>EC6: Central Park Strategic Employment Location</p>		<p>EL 2: Central Park (Aug '10)</p> <p>Central Park is a large scale employment location in East Manchester suitable for a mix of B1, B2 and B8 uses. It offers the potential for a range of accommodation types from low density to high density floor-plates and small to large scale business accommodation. The type of employment encouraged is within the growth sectors and knowledge based industries. It can accommodate training and incubator facilities and spin-off businesses associated with the higher education sector.</p> <p>Proposals will be expected to show how development of a site will:</p> <ul style="list-style-type: none"> <li>- Support the continued regeneration of East Manchester</li> <li>- Ensure the site is accessible to the East/North Manchester communities by a choice of sustainable and public transport provision</li> <li>- Take advantage of the existing infrastructure on site and proposed improvements such as Metrolink and digital infrastructure</li> <li>- Ensure employment opportunities are made</li> </ul>	<p>EC6: Central Park <b>Strategic Employment Location</b></p> <p>Central Park is a large scale employment location in East Manchester suitable for 60ha of <b>offices, research and development, light industry and general industrial uses, as shown in Figure 8.3 below.</b> It offers the potential for a range of accommodation types from low density to high density floor-plates and small to large scale business accommodation. It can accommodate training and incubator facilities, spin-off businesses associated with the higher education sector <b>and offers opportunities in digital and creative businesses.</b> The type of employment encouraged is within the growth sectors and knowledge based industries.</p> <p><b>Central Park is divided into two distinct areas:</b></p> <ul style="list-style-type: none"> <li>- <b>Central Park North will be a priority location for accommodating high quality office (B1a) employment opportunities.</b></li> <li>- <b>Central Park South will offer a broad range of employment uses, including B1 commercial, with an emphasis on creative and media, and B2 manufacturing.</b></li> </ul>	<p>This policy has been updated to provide clarity to the policy. The emphasis and meaning of the policy is unchanged and therefore it has not been included in the reassessment.</p>


		<p>accessible to local communities</p> <ul style="list-style-type: none"> <li>- Contribute to the provision of low and zero carbon decentralised energy</li> <li>- Ensure identified flooding risks are addressed</li> </ul> <p>Central Park North will be a priority location for accommodating high quality employment opportunities. Central Park South will offer a broad range of employment uses, including assembly, creative, media and commercial.</p>	<p>Proposals will be expected to show how development will:</p> <ul style="list-style-type: none"> <li>- ensure the site is accessible to the East/North Manchester communities by a choice of sustainable and public transport provision;</li> <li>- <b>consider wider design and layout objectives, taking advantage of important frontages such as Alan Turing Way and Oldham Road;</b></li> <li>- take advantage of the existing infrastructure on site and proposed improvements such as Metrolink and digital infrastructure;</li> <li>- incorporate the Rochdale Canal in creating a sense of place;</li> <li>- contribute to decentralised low and zero carbon energy <b>infrastructure in the regional centre as set out in the energy policies in the Core Strategy.</b></li> </ul>	
Tourism	<b>CC 10: A Place for Everyone</b>	<p>CC 5: A Place for Everyone (Nov '09)</p> <p>The City Centre will develop as an environment which is attractive to all people. New development should contribute to the diversity of people who are attracted to the City Centre.</p> <p>When considering proposals for uses which are likely to attract visitors to the City Centre, support will be given to 'family-friendly' uses, whilst the City Council will discourage proposals which would result in a concentration of uses that are likely to exclude any groups or people.</p>	<p>CC 10: A Place for Everyone</p> <p>The City Centre will develop as an environment which is attractive to all people. New development should contribute to the diversity of people who are attracted to the City Centre. <b>The Council will promote new development which attracts families to visit the City Centre and which creates an environment which is accessible to all people.</b></p>	<p>This is a minor rewording of the policy but the emphasis and meaning of the policy is unchanged therefore no further assessment is required.</p>
	<b>CC 4: Visitors - Tourism, Culture and Leisure</b>	<p>CC10: Visitors- Tourism, Culture and Leisure (Nov '09)</p> <p>The City Centre will be the focus for culture and leisure in the City Region. Proposals to improve the appearance, use or accessibility of cultural facilities and visitor attractions will</p>	<p>CC 4: Visitors - Tourism, Culture and Leisure</p> <p>The City Centre will be the focus for culture and leisure in the City Region. Proposals to improve the appearance, use or accessibility of cultural facilities and visitor attractions will be supported. The improvement of facilities for business visitors will</p>	<p>This is a minor rewording of the policy but the emphasis and meaning of the policy is unchanged therefore no further</p>



	<p>be supported. The improvement of facilities for business visitors will also be supported.</p> <p>Development in the City Centre which improves facilities for visitors will be promoted. In order that the existing visitor attractions can reach their potential it is also important that the City Centre has the infrastructure to accommodate the necessary volume of visitors. Hotels have become an increasingly important use across the city, and these will be particularly important in the City Centre. Proposals for new hotels will be supported where they contribute to regeneration goals and where the City Council is confident that they will be deliverable.</p>	<p>also be supported.</p> <p>Development in the City Centre which improves facilities for visitors will be promoted. In order that the existing visitor attractions can reach their potential it is also important that the City Centre has the infrastructure to accommodate the necessary volume of visitors. Hotels have become an increasingly important use across the city, and these will be particularly important in the City Centre. <b>New hotel development which contributes to the quality of the City Centre hotel offer will be supported.</b> Proposals for new hotels outside of the City Centre will be supported where they <b>support visitor-oriented development</b> and where the City Council is confident that they will be deliverable.</p>	<p>assessment is required.</p>
	<p>EC 9 Hotel Development (Nov '09)</p> <p>The Council will allow a range of new hotel developments in appropriate locations in the Regional Centre, in District Centres and, where appropriate, in areas devoted to leisure and recreational activity, where their contribution to supporting established visitor needs and regeneration priorities can be demonstrated.</p>	<p>This policy is no longer included as a Core Strategy Policy.</p>	<p>This policy is no longer included as a Core Strategy Policy; the original assessment is now obsolete.</p>
<p><b>C 10: Leisure and the Evening Economy</b></p>	<p>DM 6: Leisure and the evening economy (Nov '09)</p> <p>New development and redevelopment that supports the evening economy, contributes to the vitality of district centres and supports a balanced and socially inclusive evening/nighttime economy will be permitted, subject to the following considerations:</p> <p>1. Cumulative impact – in areas where there is already a concentration of bars (A4), hot food takeaways (A5) and other nighttime uses</p>	<p>C 10: Leisure and the Evening Economy</p> <p>New development and redevelopment that supports the evening economy, contributes to the vitality of district centres and supports a balanced and socially inclusive evening/nighttime economy will be permitted, subject to the following considerations:</p> <p>1. Cumulative impact – in areas where there is already a concentration of bars (A4), hot food takeaways (A5) and other nighttime uses <b>which are detrimental character or vitality and viability of the centre</b> there will be a presumption against</p>	<p>There is an additional criterion included in the policy for which to assess the impact of a proposed bar or hot food take away against - the character of the centre and it's frontage, and the nature of the use</p>

		<p>where there is disamenity from them, there will be a presumption against further facilities.</p> <p>2. Residential amenity – the proposed use should not create an unacceptable impact on neighbouring uses in terms of noise, traffic and disturbance.</p> <p>3. Balance - new uses in Manchester centres should support both the day-time and evening/night-time economies whilst not undermining the role of the primary shopping area.</p> <p>4. When considering whether the impact of a proposed bar or hot food take away and its potential for over-concentration of such uses will be to the detriment of the vitality or viability of a centre, regard will be had to above policy and also:</p> <ul style="list-style-type: none"> <li>- The existing number of similar establishments in the immediate area and their proximity to each other;</li> <li>- The type and characteristics of other uses, such as housing, shops and public houses;</li> <li>- The existence of vacant shop units and the condition of the unit;</li> <li>- The importance of the location for local shopping, and the number, function and location of shops that would remain to serve the local community;</li> <li>- The potential benefits of the proposal for the wider community; and</li> <li>- Any known unresolved amenity, traffic or safety issues arising from existing uses in the area.</li> </ul>	<p>further facilities.</p> <p>2. Residential amenity – the proposed use should not create an unacceptable impact on neighbouring uses in terms of noise, traffic and disturbance.</p> <p>3. Balance - new uses in Manchester centres should support both the day-time and evening/night-time economies whilst not undermining the role of the primary shopping area.</p> <p>When considering the impact of a proposed bar or hot food take away regard will be had to above policy and also:</p> <ul style="list-style-type: none"> <li>- The existing number of similar establishments in the immediate area and their proximity to each other;</li> <li>- The type and characteristics of other uses, such as housing, shops and public houses;</li> <li>- The existence of vacant shop units and the condition of the unit;</li> <li>- The importance of the location for local shopping, and the number, function and location of shops that would remain to serve the local community;</li> <li>- <b>The character of the centre and it's frontage, and the nature of the use proposed.</b></li> <li>- The potential <b>impacts</b> of the proposal on the wider community; and</li> <li>- Any known unresolved amenity, traffic or safety issues arising from existing uses in the area.</li> </ul>	<p>proposed. This will not change the emphasis or assessment of the policy and therefore no further assessment is required.</p>
Housing	CC 3: Housing	<p>CC 9: Housing (Nov '09)</p> <p>Key locations for the residential development will be Castlefield, Piccadilly, the Southern</p>	<p>CC 3: Housing</p> <p><b>The City Centre will see the most intensive development of housing in the City. It is</b></p>	<p>This policy has been updated to include housing figures. However,</p>

		<p>Gateway and the Northern Quarter.</p> <p>In other parts of the City Centre residential development will only be appropriate if the following considerations have also been addressed:</p> <ul style="list-style-type: none"> <li>- The residential element is part of a mixed use scheme which will contribute to the economic regeneration of the City;</li> <li>- The residential element of the scheme is of a scale which will ensure that the economic uses on the site, including retail and hotels, will be maximised</li> </ul> <p>The City Council will encourage accommodation of a high standard which offer accommodation which is large enough to suit a range of occupants, in terms of both the number of rooms and their size.</p>	<p><b>expected that a minimum of 16,500 new units will be provided from 2010-2027.</b></p> <p>Key locations for the residential development will be Castlefield, Piccadilly, the Southern Gateway and the Northern Quarter.</p> <p>In other parts of the City Centre residential development will only be appropriate if the following considerations have also been addressed:</p> <ul style="list-style-type: none"> <li>- The residential element is part of a mixed use scheme which will contribute to the economic regeneration of the City;</li> <li>- The residential element of the scheme is of a scale which will ensure that the economic uses on the site, including retail and hotels, will be maximised</li> </ul> <p><b>Residential development in the City Centre will comprise apartment schemes.</b> The City Council will encourage accommodation of a high standard which offers accommodation which is large enough to suit a range of occupants, in terms of both the number of rooms and their size.</p>	<p>there has been no change to the emphasis or meaning and therefore it has not been included in the reassessment.</p>
<p>H 1: Overall Housing Provision</p>	<p>H 1: Overall Housing Provision ( Nov '09)</p> <p>Approximately 60,000 new dwellings will be provided for in Manchester between March 2009 and March 2027.</p>	<p>H 1: Overall Housing Provision</p> <p>Approximately 60,000 new dwellings will be provided for in Manchester between March 2009 and March 2027. <b>This equates to an average of 3,333 units per year, however the rate of delivery of units will vary across the lifetime of the Core Strategy. Based on the availability, suitability and achievability of developing capacity sites in Manchester's Strategic Housing Land Availability Assessment, and the current economic situation, the trajectory below provides an indication of the timescale over which development is likely to come forward. The delivery boxes following show how this breaks down for each Strategic Regeneration</b></p>	<p>H 1: Overall Housing Provision</p> <p>Approximately 60,000 new dwellings will be provided for in Manchester between March 2009 and March 2027. <b>This equates to an average of 3,333 units per year, however the rate of delivery of units will vary across the lifetime of the Core Strategy. Based on the availability, suitability and achievability of developing capacity sites in Manchester's Strategic Housing Land Availability Assessment, and the current economic situation, the trajectory below provides an indication of the timescale over which development is likely to come forward. The delivery boxes following show how this breaks down for each Strategic Regeneration</b></p>	<p>This policy has been updated and expanded considerably to provide information on the location of new housing, how housing mix in areas will vary and what this will be dependent on, that there will be a presumption for high density development in town centre locations and lower</p>

			<p><b>Framework area.</b></p>  <p><b>New housing will be predominantly in the North, East and City Centre, these areas falling within the Regional Centre and Inner Areas of Manchester. (The distribution of available housing sites is in accordance with the research conducted by AGMA which gives priority to residential schemes in the Regional Centre and the Inner Areas to support regeneration and the drive for regional growth.) The proportionate distribution of new housing, and the mix of within each area, will depend on:</b></p> <ul style="list-style-type: none"> <li>- The number of available sites identified as potential housing sites in the SHLAA;</li> <li>- Land values and financial viability;</li> <li>- A requirement for larger family housing to diversify the mix of house types to meet the needs of those people wishing to move to, or within, Manchester;</li> <li>- 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</li> <li>- The management of areas where Houses in Multiple Occupation predominate.</li> </ul>	<p>density elsewhere. It also sets out requirements for new development. Due to the considerable amount of further information included in this policy it has been included in the reassessment.</p>
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			<p><b>High density developments (over 75 units per hectare) are appropriate in both the City Centre and the wider Regional Centre given the accessible location. Within the City Centre there will be a presumption towards high density housing development, within mixed use schemes which contribute to regeneration initiatives or niche housing markets by providing sustainable, well designed accommodation which meets the needs of workers moving to Manchester. The City Centre is also an appropriate location for purpose built student accommodation.</b></p> <p><b>The design and density of a scheme should contribute to the character of the local area. Proposals for high density development should incorporate useable private space which 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 parking standards in Appendix B); and the need for high levels of sound insulation.</b></p> <p><b>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. Outside the Inner Areas the emphasis will be on increasing the availability of family housing therefore densities will generally be below this.</b></p> <p><b>90% of residential development will be based on previously developed land. The re-use of vacant housing, including the renewal of areas with 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</b></p>	
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			<p>contribute to renewal of adjacent areas which contain vacant or derelict buildings.</p> <p><b>Proposals for new development must:</b></p> <ul style="list-style-type: none"> <li>- 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;</li> <li>- 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;</li> <li>- Contribute to the design principles of Manchester's Local Development Framework, including in environmental terms;</li> <li>- Address any deficiencies in physical, social or green infrastructure through developer contributions where this is not sufficient to support the proposed development;</li> <li>- Prioritise sites which are in close proximity to centres or high frequency public transport routes.</li> <li>- 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).</li> </ul>					
		<p>H 2: Phasing of Housing Provision (Nov '09)</p> <table border="1" data-bbox="645 1238 1189 1302"> <thead> <tr> <th>Time period</th> <th>Number of units</th> </tr> </thead> <tbody> <tr> <td>March 2009 - March 2014</td> <td>13,800</td> </tr> </tbody> </table>	Time period	Number of units	March 2009 - March 2014	13,800	<p>This policy is no longer included as a Core Strategy Policy.</p>	<p>This policy is no longer included as a Core Strategy Policy; the original assessment is now obsolete.</p>
Time period	Number of units							
March 2009 - March 2014	13,800							

		<table border="1"> <tr> <td>March 2014 - March 2019</td> <td>28,100</td> </tr> <tr> <td>March 2019 - March 2021</td> <td>8,800</td> </tr> <tr> <td>March 2021 - March 2027</td> <td>11,300</td> </tr> <tr> <td>Total</td> <td>62,000</td> </tr> </table>	March 2014 - March 2019	28,100	March 2019 - March 2021	8,800	March 2021 - March 2027	11,300	Total	62,000		
March 2014 - March 2019	28,100											
March 2019 - March 2021	8,800											
March 2021 - March 2027	11,300											
Total	62,000											
		<p><b>H 3: Housing Distribution (Nov '09)</b></p> <p>New housing will be predominantly in the North, East and City Centre, these areas falling within the Regional Centre and Inner Areas of Manchester. Based on RSS MCR2 and the 2009 SHLAA, the distribution of housing provision across the Manchester will be as set out below.</p>		<p>Policy H3 (Nov '09 version) has been split up into a number of distinct policies in Dec'10 version of the Core Strategy.</p>								
	<b>H 3: North Manchester</b>	<p>North Manchester</p> <p>North Manchester falls partly within the Regional Centre where it is adjacent to the City Centre, with the remaining areas within the Inner Areas. Over the lifetime of the Core Strategy 19% of residential development will be accommodated in this area. Housing proposals should help to diversify the existing housing stock in mono-tenure areas, particularly to provide family housing, i.e. units with three and more than three bedrooms. High density residential development will be appropriate in the following locations:-</p> <ul style="list-style-type: none"> <li>- Within or adjacent to the parts of North Manchester that fall within the Regional Centre (Strangeways area) as shown on the map in Chapter 6</li> <li>- Within Cheetham Hill and Harpurhey district centres as part of mixed-use schemes</li> <li>- Along public transport routes</li> </ul>	<p><b>H 3: North Manchester</b></p> <p><b>North Manchester, over the lifetime of the Core Strategy, will accommodate around 20% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained. High density housing will be permitted within or adjacent to the parts of North Manchester that fall within the Regional Centre (Strangeways and Collyhurst area) and within Cheetham Hill and Harpurhey district centres as part of mixed-use schemes as well as along high frequency public transport routes.</b></p>	<p>The text in this policy has been reworded, however, the general emphasis of the policy remains unchanged and therefore it has not been included in the reassessment.</p>								
	<b>H 4: East Manchester</b>	<p>East Manchester</p> <p>A significant part of East Manchester is within the Regional Centre as shown on Map 7.1, with the remaining areas within the Inner</p>	<p><b>H 4: East Manchester</b></p> <p><b>East Manchester, over the lifetime of the Core Strategy, will accommodate around 30% of new residential development. Priority will be given to</b></p>	<p>The text in this policy has been reworded, however, the general emphasis of the</p>								

		<p>Areas. Over the lifetime of the Core Strategy 32% of residential development will be accommodated in this area. Housing proposals should help to diversify the existing housing stock in mono-tenure areas, particularly to provide family housing i.e. units with three and more than three bedrooms.</p> <p>High density residential development will be appropriate in the following locations:-</p> <ul style="list-style-type: none"> <li>- Within the parts of East Manchester that fall within the Regional Centre which are adjacent to the City Centre. These neighbourhoods include Ancoats, New Islington, Holt Town and Chancellor Place</li> <li>- To the west of Alan Turing Way, in locations where an element of high density residential development can contribute to more sustainable communities by offering a range of housing types alongside family housing. High density residential should be well served by public transport, particularly proposed Metrolink stops.</li> <li>- Within Sportcity, Newton Heath, Openshaw and Gorton district centres as part of mixed-use schemes</li> </ul>	<p><b>family housing and other high value, high quality development where this can be sustained. High density housing will be permitted within the parts of East Manchester that fall within the Regional Centre which are adjacent to the City Centre. These neighbourhoods include Ancoats, New Islington, Holt Town and Chancellor's Place; to the west of Alan Turing Way, and within Eastlands, Newton Heath, Openshaw and Gorton district centres as part of mixed-use schemes.</b></p>	<p>policy remains unchanged and therefore it has not been included in the reassessment.</p>
		<p>City Centre</p> <p>The whole of the City Centre falls within the Regional Centre and will accommodate 28% of residential development over the lifetime of the Core Strategy. High density development is appropriate in the City Centre and will be considered on a site by site basis taking into consideration other economic and service functions.</p>	<p>This section of the H3 Policy (Nov '09) has not been replicated to a new policy in the Dec '10 version of the Core Strategy.</p>	<p>Given that this section of the policy has not been included in the Dec '10 version of the Core Strategy, the original assessment of this section is now obsolete.</p>



	<p><b>H 5: Central Manchester</b></p>	<p>Central Manchester</p> <p>The majority of Central Manchester is within the Inner Areas with small parts of Hulme within the Regional Centre. Central Manchester will accommodate 13% of residential development over the lifetime of the Core Strategy. Housing proposals should help to diversify the existing housing stock in mono-tenure areas, particularly to provide family housing, i.e. units with three and more than three bedrooms.</p> <p>High density residential development will be appropriate in the following locations:-</p> <ul style="list-style-type: none"> <li>- Within or adjacent to the parts of Central Manchester (parts of Hulme and adjacent to the Higher Education Precinct) that fall within the Regional Centre as shown on the map in Chapter 7.</li> <li>- Within Hulme, Longsight and Rusholme district centres as part of mixed-use schemes.</li> </ul>	<p><b>H 5: Central Manchester</b></p> <p><b>Central Manchester, over the lifetime of the Core Strategy, will accommodate around 14% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained. High density housing will be permitted within or adjacent to the Regional Centre (Hulme and the Higher Education Precinct) as well as within Hulme, Longsight and Rusholme district centres as part of mixed-use schemes.</b></p>	<p>The text in this policy has been reworded, however, the general emphasis of the policy remains unchanged and therefore it has not been included in the reassessment.</p>
	<p><b>H 6: South Manchester</b></p>	<p>South Manchester</p> <p>All of South Manchester falls outside the Inner Areas with the exception of Levenshulme. Due to the lack of land available for new residential development South Manchester will only accommodate 5% of new residential development over the lifetime of the Core Strategy.</p> <p>High density development in South Manchester will only be appropriate within the district centres of Chorlton, Didsbury, Fallowfield, Levenshulme, and Withington, as part of mixed-use schemes. Outside the district centres priority will be given to family housing and provision that meets the needs of elderly people or adds to the stock of affordable housing.</p>	<p><b>H 6: South Manchester</b></p> <p><b>South Manchester will accommodate around 5% of new residential development over the lifetime of the Core Strategy. High density development in South Manchester will generally only be appropriate within the district centres of Chorlton, Didsbury, Fallowfield, Levenshulme, and Withington, as part of mixed-use schemes. Outside the district centres priorities will be for family housing and provision that meets the needs of elderly people, with schemes adding to the stock of affordable housing.</b></p>	<p>The text in this policy has been reworded, however, the general emphasis of the policy remains unchanged and therefore it has not been included in the reassessment.</p>

<p>H 7: Wythenshawe</p>	<p>Wythenshawe</p> <p>Wythenshawe will accommodate only 3% of new residential development over the lifetime of the Core Strategy, due to the nature of the area. New high density development in Wythenshawe will be encouraged where it offers an expanded range of choice for first time buyers or releases family housing which is currently under-occupied, as well as within the- district centres of Northenden, Baguley and Wythenshawe. The priority is mainly for one and two bed units adjacent to Wythenshawe Centre or upon small infill sites.</p>	<p><b>H 7: Wythenshawe</b></p> <p><b>The City Council expects that Wythenshawe will accommodate only around 3% of new residential development over the lifetime of the Core Strategy. New high quality high density development will be encouraged within the district centres of Northenden, Baguley and Wythenshawe and upon small infill sites where it contributes to the stock of affordable housing and where it complements Wythenshawe's garden city character. There is also the potential for additional family housing for sale.</b></p>	<p>The text in this policy has been reworded, however, the general emphasis of the policy remains unchanged and therefore it has not been included in the reassessment.</p>
	<p>H 4: Windfall Sites (Nov '09)</p> <p>It is expected that windfall sites, which are not identified in the SHLAA, will come forward throughout the plan period, particularly in the later years when the identified sites are no longer available. It is important that delivery of these sites supports the spatial objectives of the Core Strategy. Therefore, as well as taking on board the considerations for identifying sites set out in national and regional guidance, the City Council will consider the following when assessing the suitability of proposals on windfall sites:-</p> <ul style="list-style-type: none"> <li>- Does the site reflect the spatial distribution set out in Approach H3, which supports growth in the Regional Centre and Inner Areas, taking account of the availability of developable sites in these areas?</li> <li>- Is there sufficient physical, social and green infrastructure to support the proposed development, or could any deficiencies be addressed through developer contributions?</li> <li>- Does the proposal contribute to the design principles promoted throughout Manchester's</li> </ul>	<p>This policy is no longer included as a Core Strategy Policy.</p>	<p>This policy is no longer included as a Core Strategy Policy; the original assessment is now obsolete.</p>

	<p>H 8: Affordable Housing</p>	<p>Local Development Framework?</p> <p>H 5: Affordable Housing (Nov '09)</p> <p>The following requirements for affordable housing, or an equivalent financial contribution, will apply to all residential developments on sites of 0.3 Hectares and above or where 15 or more units are proposed:</p> <ol style="list-style-type: none"> <li>1. New development will contribute to the City-wide target for 20% of new housing provision to be affordable. Developers are expected to use the 20% target as a starting point for calculating affordable housing provision. It is envisaged that 5% of new housing provision will be social rented and 15% will be intermediate housing, delivering affordable home ownership options.</li> <li>2. The proportion of affordable housing units will reflect the type and size of the development as a whole.</li> <li>3. Affordable housing units will be indistinguishable from other development on the site.</li> <li>4. A lower proportion of affordable housing, a variation in the proportions of socially rented and intermediate housing, or a lower commuted sum, may be permitted where either a financial viability assessment is conducted and demonstrates that it is viable to deliver only a proportion of the affordable housing target of 20%; or where material considerations indicate that intermediate or social rented housing would be inappropriate. In the latter case, such circumstances could include: <ul style="list-style-type: none"> <li>- There is a very high level of affordable housing in the immediate area;</li> </ul> </li> </ol>	<p>H 8: Affordable Housing</p> <p>The following requirements for affordable housing or an equivalent financial contribution, <b>as set out in Providing For Housing Choice, or any future published SPD and Planning Guidance, currently</b> apply to all residential developments on sites of 0.3 hectares and above or where 15 or more units are proposed. <b>These thresholds will be subject to amendment over the lifetime of the Core Strategy to reflect changing economic circumstances. The targets and thresholds will form part of supporting SPD and/or Planning Guidance.</b></p> <ol style="list-style-type: none"> <li>1. New development will contribute to the City-wide target for 20% of new housing provision to be affordable. Developers are expected to use the 20% target as a starting point for calculating affordable housing provision. It is envisaged that 5% of new housing provision will be social rented and 15% will be intermediate housing, delivering affordable home ownership options.</li> <li>2. The proportion of affordable housing units will reflect the type and size of the development as a whole.</li> <li>3. Affordable housing units will be inclusively designed to reflect the character of development on the site.</li> <li>4. <b>Either an exemption from providing affordable housing, or a lower proportion of affordable housing, a variation in the proportions of socially rented and intermediate housing, or a lower commuted sum, may be permitted where either a financial viability assessment is conducted and demonstrates that it is viable to deliver only a proportion of the affordable housing target of 20%; or where material considerations indicate that</b></li> </ol>	<p>This policy has been updated to include the provision that the threshold for requiring affordable housing can be amended over the Strategy lifetime. It also includes the need of additional housing for older people or disabled people as a circumstance that affordable housing may not have to be provided. The definition of affordable housing is included. These additions do not affect the emphasis or meaning of the policy and therefore the policy has not been included in the reassessment.</p>
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		<ul style="list-style-type: none"> <li>- There is either a high proportion of social rented (35%) or low house prices in the immediate area compared to average incomes;</li> <li>- Affordable housing would be prejudicial to the diversification of the existing housing mix;</li> <li>- The inclusion of affordable housing would prejudice the achievement of other important planning or regeneration objectives which are included within existing Strategic Regeneration Frameworks, planning frameworks or other Council approved programmes;</li> <li>- It would financially undermine significant development proposals critical to economic growth within the City;</li> <li>- The financial impact of the provision of affordable housing, combined with other planning obligations would affect scheme viability.</li> </ul> <p>5. The Council will also consider the provision of affordable housing which is delivered by taking advantage of other equity based products in addition to those options identified in PPS3.</p>	<p>intermediate or social rented housing would be inappropriate. In the latter case, such circumstances could include:</p> <ul style="list-style-type: none"> <li>- There is a very high level of affordable housing in the immediate area;</li> <li>- There is either a high proportion of social rented (35%), or low house prices in the immediate area compared to average incomes;</li> <li>- Affordable housing would be prejudicial to the diversification of the existing housing mix.</li> <li>- The inclusion of affordable housing would prejudice the achievement of other important planning or regeneration objectives which are included within existing Strategic Regeneration Frameworks, planning frameworks or other Council approved programmes;</li> <li>- It would financially undermine significant development proposals critical to economic growth within the City;</li> <li>- The financial impact of the provision of affordable housing, combined with other planning obligations would affect scheme viability;</li> </ul> <p><b>- There is a need for additional housing provision for older people or disabled people either as affordable or market housing dependent on the results of a financial viability assessment of the scheme.</b></p> <p>5. The City Council will also consider the provision of affordable housing which is delivered by taking advantage of other equity based products in addition to those options identified in PPS 3.</p> <p><b>6. The definition used in for affordable housing is set out in Annex B of PPS 3.</b></p>	
<p>H 12: Purpose Built Student Accommodation</p>	<p>H 7: Purpose Built Student Accommodation (Aug '10)</p> <p>The provision of new purpose built student</p>		<p>H 12: Purpose Built Student Accommodation</p> <p>The provision of new purpose built student accommodation <b>will be supported where the</b></p>	<p>Addition of new criterion places an emphasis on linking this type of</p>

	<p>accommodation will need to satisfy the criteria below. Priority will be given to schemes which are part of the universities' redevelopment plans or which are being progressed in partnership with the universities, and which clearly meet Manchester City Council's regeneration priorities.</p> <ol style="list-style-type: none"> <li>1. Sites should be easily accessible to the University campus by walking and cycling.</li> <li>2. High density developments should be sited in the City Centre and in other locations where this is compatible with existing developments and where retail facilities are within walking distance. Proposals should not lead to an increase in on-street parking in the surrounding area.</li> <li>3. Proposals that can demonstrate a positive regeneration impact in their own right will be given preference over other schemes. This can be demonstrated for example through impact assessments on district centres and the wider area. Proposals should contribute to providing a mix of uses and support district and local centres, in line with relevant Strategic Regeneration Frameworks, local plans and other masterplans as student accommodation should closely integrate with existing neighbourhoods to contribute in a positive way to their vibrancy without increasing pressure on existing neighbourhood services to the detriment of existing residents.</li> <li>4. Proposals should be designed to be safe and secure for their users, and avoid causing an increase in crime in the surrounding area. Consideration needs to be given to how proposed developments could assist in improving the safety of the surrounding area in terms of increased informal surveillance or other measures to contribute to crime</li> </ol>	<p><b>development</b> satisfies the criteria below. Priority will be given to schemes which are part of the universities' redevelopment plans or which are being progressed in partnership with the universities, and which clearly meet Manchester City Council's regeneration priorities.</p> <ol style="list-style-type: none"> <li>1. Sites should be easily accessible to the University campus by walking and cycling.</li> <li><b>2. The Regional Centre, including the Oxford Road Corridor, is a strategic area for low and zero carbon decentralised energy infrastructure. Proposed schemes that fall within this area will be expected to take place in the context of the energy proposals plans as required by Policy EN 5.</b></li> <li>3. High density developments should be sited in <b>locations where this is compatible with existing developments and initiatives</b>, and where retail facilities are within walking distance. Proposals should not lead to an increase in on-street parking in the surrounding area.</li> <li>4. Proposals that can demonstrate a positive regeneration impact in their own right will be given preference over other schemes. This can be demonstrated for example through impact assessments on district centres and the wider area. Proposals should contribute to providing a mix of uses and support district and local centres, in line with relevant Strategic Regeneration Frameworks, local plans and other masterplans as student accommodation should closely integrate with existing neighbourhoods to contribute in a positive way to their vibrancy without increasing pressure on existing neighbourhood services to the detriment of existing residents.</li> <li>5. Proposals should be designed to be safe and secure for their users, and avoid causing an increase in crime in the surrounding area. Consideration needs to be given to how proposed</li> </ol>	<p>development with plans for the provision of low and zero carbon energy. There is also a linkage to the policy on waste. As these are cross references to other policies within the Core Strategy that have undergone assessment, this policy has not been included in the reassessment.</p>
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	<p>prevention.</p> <p>5. Consideration should be given to the design and layout of the student accommodation and siting of individual uses within the overall development in relation to adjacent neighbouring uses. The aim is to ensure that there is no unacceptable effect on residential amenity in the surrounding area through increased noise, disturbance or impact on the street scene either from the proposed development itself or when combined with existing accommodation.</p> <p>6. Where appropriate proposals should contribute to the re-use of Listed Buildings and other buildings with a particular heritage value.</p> <p>7. Consideration should be given to provision and management of waste disposal facilities within the development at an early stage.</p> <p>8. There is currently a potential oversupply of student bed spaces in purpose built accommodation in the planning pipeline when matched against demand from both the projected growth in student numbers to 2014/15 (using a mid range growth scenario assumption) and latent demand from students living in the general rented sector. Therefore developers will be required to demonstrate that there is a need for additional student accommodation in terms of waiting lists for existing places, or that they have entered into a formal agreement with a University for the supply of bedspaces.</p> <p>9. Applicants/developers must demonstrate to the Council that their proposals for purpose built student accommodation are deliverable. The Council will not support proposals that are speculative, where there is a possibility that planning permission will not be implemented.</p>	<p>developments could assist in improving the safety of the surrounding area in terms of increased informal surveillance or other measures to contribute to crime prevention.</p> <p>6. Consideration should be given to the design and layout of the student accommodation and siting of individual uses within the overall development in relation to adjacent neighbouring uses. The aim is to ensure that there is no unacceptable effect on residential amenity in the surrounding area through increased noise, disturbance or impact on the streetscene either from the proposed development itself or when combined with existing accommodation.</p> <p>7. Where appropriate proposals should contribute to the re-use of Listed Buildings and other buildings with a particular heritage value.</p> <p>8. Consideration should be given to provision and management of waste disposal facilities, <b>that will ensure that waste is disposed of in accordance with the waste hierarchy set out in Policy EN 19</b>, within the development at an early stage.</p> <p>9. There is a currently a potential oversupply of student bedspaces in purpose built accommodation in the planning pipeline when matched against demand from both the projected growth in student numbers to 2014/15 (using a mid range growth scenario assumption) and latent demand from students living in the general rented sector. Therefore developers will be required to demonstrate that there is a need for additional student accommodation in terms of waiting lists for existing places, or that they have entered into a formal agreement with a University, or another provider of higher education, for the supply of bedspaces.</p> <p>10. Applicants/developers must demonstrate to the City Council that their proposals for purpose built student accommodation are deliverable. The City</p>	
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			<p>Council will not support proposals that are speculative, where there is a possibility that planning permission will not be implemented.</p>	
	<p>H 9: Accommodation for Gypsies and Travellers and Travelling Showpeople</p>	<p>H 7: Accommodation for Gypsies and Travellers (Nov '09)</p> <p>The following criteria will be used to assess the suitability of new sites to meet the needs of Gypsies and Travellers to 2016 :</p> <ul style="list-style-type: none"> <li>- Any new site must be large enough to provide for adequate parking, ancillary buildings or storage space, play and residential amenities and space for business activities and contain suitable water, drainage, rubbish and waste disposal facilities, electricity and where appropriate other utilities.</li> <li>- Any new site should be in or near to existing settlements with access to local services including shops, GP and other health services, schools, and other local facilities.</li> <li>- The site should allow for safe and convenient vehicular, and pedestrian access, including for those vehicles necessary for the conduct of business activities.</li> <li>- The potential impact of noise and other disturbance to neighbours from the movement of vehicles to and from the site, and on-site business activities should be taken into account when identifying a location or designing the site. The impact of projected vehicle movements will be assessed on a site by site basis.</li> <li>- Any new site should be designed to give privacy to both its residents and neighbours.</li> <li>- The location of sites upon flood plains or in areas at high risk of flooding will not be permitted.</li> <li>- Sites will be designed in accordance with the</li> </ul>	<p>H 9: Accommodation for Gypsies and Travellers and Travelling Showpeople</p> <p>New sites to meet the needs of Gypsies and Travellers and Travelling Showpeople will be supported where they meet the following criteria:</p> <ul style="list-style-type: none"> <li>- Any new site must be large enough to provide for adequate parking, ancillary buildings or storage space, play and residential amenities and space for business activities and contain suitable water, drainage, rubbish and waste disposal facilities, electricity and where appropriate other utilities.</li> <li>- Any new site should be in or near to existing settlements with access to local services including shops, GP and other health services, schools, and other local facilities.</li> <li>- The site should allow for safe and convenient vehicular, and pedestrian access, including for those vehicles necessary for the conduct of business activities.</li> <li>- The potential impact of noise and other disturbance to neighbours from the movement of vehicles to and from the site, and on-site business activities should be taken into account when identifying a location or designing the site. The impact of projected vehicle movements will be assessed on a site by site basis.</li> <li>- Any new site should be designed to give privacy to both its residents and neighbours.</li> </ul> <p><b>On each newly identified site, account must be taken of:</b></p> <ol style="list-style-type: none"> <li><b>1. The need for pitches or accommodation of different tenures;</b></li> <li><b>2. Market and affordable pitches or</b></li> </ol>	<p>Policies H 7 and H 9 (Nov '09 version) have been combined into a single policy H 9 in the Dec '10 version of the Strategy.</p> <p>The criteria for site selection is largely the same, but for each new site must take into account the need for pitches or accommodation of different tenures and market and affordable pitches or accommodation. Consultation is also required. This policy has been included in the reassessment.</p>

		<p>latest advice from CLG or equivalent body, the Guide to Development in Manchester and Design for Access 2.</p> <p>H 8: Accommodation for Travelling Showpeople (Nov '09)</p> <p>The following criteria will be used to assess the suitability of new sites to meet the needs of Travelling Show people to 2016:</p> <ul style="list-style-type: none"> <li>- Any new site must be large enough to provide for adequate parking, ancillary buildings or storage space, play and residential amenities and space for business activities and contain suitable water, drainage, rubbish and waste disposal facilities, electricity and where appropriate other utilities.</li> <li>- Any new site should be in or near to existing settlements with access to local services including shops, GP and other health services, schools, and other local facilities.</li> <li>- The site should allow for safe and convenient vehicular, and pedestrian access, including for those vehicles necessary for the conduct of business activities.</li> <li>- The potential impact of noise and other disturbance to neighbours from the movement of vehicles to and from the site, and on-site business activities should be taken into account when identifying a location or designing the site. The impact of projected vehicle movements will be assessed on a site by site basis.</li> <li>- Any new site should be designed to give privacy to both its residents and neighbours.</li> <li>- The location of sites upon flood plains or in areas at high risk of flooding will not be permitted.</li> <li>- Sites will be designed in accordance with the</li> </ul>	<p><b>accommodation.</b></p> <p><b>The balance of provision is to be determined by demonstrable need, public sector grant and financial viability.</b></p> <p>The location of new sites upon flood plains or in areas at high risk of flooding will not be permitted. Sites will be designed in accordance with the latest advice from CLG or equivalent body, the Guide to Development in Manchester and Design for Access 2.</p> <p><b>The location and design of each site will be the subject of consultation with relevant groups of Gypsies and Travellers and Travelling Showpeople as well as the local community.</b></p>	
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		latest advice from CLG or equivalent body, the Guide to Development in Manchester and Design for Access 2.		
		DM 2: Impact on residential areas (Nov '09) The Council will not allow development which will have an unacceptable impact on residential areas. The matters which the Council will consider in coming to such decisions will include the design, scale and appearance of the development and its impact in terms of noise, vibration, traffic generation, road safety and air pollution.	This policy is no longer included as a Core Strategy Policy.	This policy is no longer included as a Core Strategy Policy; the original assessment is now obsolete.
		DM 3: High Density Housing (Nov '09) Proposals for high density residential development should take account of the following design considerations: - Schemes should be designed to complement the character of the surrounding area. - Schemes should incorporate useable private open space which could be in the form of balconies, as well as shared open spaces such as green roofs. - Provision for parking cars and bicycles. - The need for high levels of sound insulation.	This policy is no longer included as a Core Strategy Policy.	This policy is no longer included as a Core Strategy Policy; the original assessment is now obsolete.
	H 10: Special Needs and Supported Housing	DM 4: Special Needs and Supported Housing (Nov '09) Proposals for accommodation for people with special needs will be supported where:- - It is not detrimental to the residential character of the area. - There is not a high concentration of similar uses in the area already. - There is no potential for significant noise or other disturbance to neighbours.	H 10: Special Needs and Supported Housing Proposals for accommodation for people with <b>additional support needs</b> will be supported where:- - It is not detrimental to the residential character of the area. - There is not a high concentration of similar uses in the area already. - There is no potential for significant noise or other disturbance to neighbours.	There is a minor wording change to this policy, this does not change the emphasis or meaning of the policy and therefore it has not been included in the reassessment.

		<ul style="list-style-type: none"> <li>- Where it will contribute to the vitality and viability of the neighbourhood.</li> <li>- Where there would not be a disproportionate stress on local infrastructure such as health facilities.</li> </ul>	<ul style="list-style-type: none"> <li>- Where it will contribute to the vitality and viability of the neighbourhood.</li> <li>- Where there would not be a disproportionate stress on local infrastructure such as health facilities.</li> </ul>	
H 11: Houses in Multiple Occupation	<p>DM 5: Houses in Multiple Occupation (Aug '10)</p> <p>Change of use from a C3 dwelling house to a C4 HMO will not be permitted where over 20% of households within a 100 metre radius of the application sites fall within one or more of the following categories:</p> <ul style="list-style-type: none"> <li>- Exempt from paying Council tax because they are entirely occupied by full time students.</li> <li>- Recorded on Private Sector Housing's database as a licensed HMO.</li> <li>- A property benefiting from C4 or sui generis HMO planning consent</li> </ul> <p>Where evidence can demonstrate that there are shared houses within 100 metres of the application site which do not fall within the categories above the Council will include these.</p> <p>In marginal cases where concentrations within 100 metres of the application site are just below 20%, the City Council will examine property type in more detail and would exclude properties which would not be capable of being used in a way which meets the C4 definition from the total number of households when calculating the percentage as above.</p> <p>In areas where over 20% of households within 100 metres of the application site fall into the categories above, extensions to HMOs (as defined in the Housing Act 2004) would not be permitted where this could reasonably be</p>	<p>H 11: Houses in Multiple Occupation</p> <p>Change of use from a C3 dwelling house to a C4 HMO will not be permitted where at least <b>10%</b> of households within a 100 metre radius of the application site fall within one or more of the following categories:</p> <ul style="list-style-type: none"> <li>- Exempt from paying Council tax because they are entirely occupied by full time students.</li> <li>- Recorded on Private Sector Housing's database as a licensed HMO.</li> <li>- A property benefiting from C4 or sui generis HMO planning consent.</li> </ul> <p>Where evidence can demonstrate that there are shared houses within 100 metres of the application site which do not fall within the categories above the City Council will include these.</p> <p>In marginal cases where concentrations within 100 metres of the application site are just below <b>10%</b>, the City Council will examine property type in more detail and would exclude properties which would not be capable of being used in a way which meets the C4 definition from the total number of households when calculating the percentage as above.</p> <p>In areas where at least <b>10%</b> of households within 100 metres of the application site fall into the categories above, extensions to HMOs (as defined in the Housing Act 2004) would not be permitted where this could reasonably be expected to lead to an increase in the level of occupation.</p> <p>In parts of Manchester where the lack of family housing has threatened the sustainability of the</p>	<p>The threshold for refusal of a HMO application based on the number of HMOs within 100m of an application for a HMO has changed from 20% to 10% thus making the policy more stringent. The rest of the policy remains the same and thus the policy has not been included in the reassessment.</p>	

		<p>expected to lead to an increase in the level of occupation.</p> <p>In parts of Manchester where the lack of family housing has threatened the sustainability of the community to the extent that regeneration activity with the specific intention of increasing the amount of family housing has taken place, there will be a presumption against changes of use which would result in the loss of a dwelling which is suitable for a family. Changes to alternative uses, including C4 and HMOs with more than six occupants, will only be acceptable where it can be demonstrated that there is no reasonable demand for the existing use.</p> <p>The approach above will also be used for change of use to a HMO which is classified as 'sui generis'.</p> <p>Conversions or change of use of existing properties into flats or houses in multiple occupation, where concentrations are lower than 20%, will be permitted only where the accommodation provided is of a high standard and where it will not materially harm the character of the area.</p>	<p>community to the extent that regeneration activity with the specific intention of increasing the amount of family housing has taken place, there will be a presumption against changes of use which would result in the loss of a dwelling which is suitable for a family. Changes to alternative uses, including C4 and HMOs with more than six occupants, will only be acceptable where it can be demonstrated that there is no reasonable demand for the existing use.</p> <p>The approach above will also be used for change of use to a HMO which is classified as 'sui generis'.</p> <p>Conversions or change of use of existing properties into flats or houses in multiple occupation, where concentrations are lower than <b>10%</b>, will be permitted only where the accommodation provided is of a high standard and where it will not materially harm the character of the area.</p>	
<p>Housing Location</p>	<p>H 2: Strategic Housing Location</p>	<p>H 4 Strategic Housing Location (Aug '10)</p> <p>The focus for new residential development throughout the plan period will be within the area to the east and north of Manchester City Centre identified as a strategic location for new housing.</p> <p>Land assembly will be supported in this area to encourage the creation of large development sites or clusters of sites providing the potential for significant regeneration benefits. Developers should take advantage of these opportunities by:-</p> <ul style="list-style-type: none"> <li>- Diversifying the housing offer with particular</li> </ul>	<p>H 2: Strategic Housing Location</p> <p><b>The key location</b> for new residential development throughout the plan period will be within the area to the east and north of Manchester City Centre identified as a strategic location for new housing.</p> <p>Land assembly will be supported in this area to encourage the creation of large development sites or clusters of sites providing the potential for significant regeneration benefits. Developers should take advantage of these opportunities by:-</p> <ul style="list-style-type: none"> <li>- Diversifying the housing offer with particular emphasis on providing medium density (40-50 dwellings per hectare) family housing including</li> </ul>	<p>This policy has been updated to include reference to requiring higher densities of affordable housing in areas close to the centre and that new housing will be required to show how they contribute to decentralised low and zero carbon energy</p>

		<p>emphasis on providing medium density (40 50 dwellings per hectare)family housing including affordable housing</p> <ul style="list-style-type: none"> <li>- Include environmental improvements across the area</li> <li>- Creating sustainable neighbourhoods which include complementary facilities and services</li> <li>- Ensuring a residential element is included in any significant employment development within the area to create successful mixed use developments, particularly in locations within the Regional Centre.</li> </ul>	<p>affordable housing. <b>In locations which are close to the City Centre, such as the Lower Irk Valley and Holt Town, higher densities will be appropriate. However, the provision of family homes should remain an emphasis in these areas, too.</b></p> <ul style="list-style-type: none"> <li>- Including environmental improvements across the area</li> <li>- Creating sustainable neighbourhoods which include complementary facilities and services</li> <li>- Ensuring a residential element is included in any significant employment development within the area to create successful mixed use developments, particularly in locations within the Regional Centre.</li> </ul> <p><b>Proposals will be expected to show how they contribute to decentralised low and zero carbon energy infrastructure as set out in the energy policies (EN 4 - EN 7).</b></p> <p><b>Housing proposals in the Strategic Housing Location, in particular in West Gorton, the Irk Valley, Holt Town and the Lower Medlock Valley, will need to take account of the flood risk issues in line with policy EN 14 - Flood Risk.</b></p>	<p>infrastructure; it has therefore been included in the reassessment.</p>
Retail and Centres	C 1: Centre Hierarchy	<p>C 1: Centre Hierarchy (Aug '10)</p> <p>In order to maintain the vitality and viability of its centres, provide services as locally as possible and minimise the need to travel by car Manchester's centre hierarchy is:-</p> <ul style="list-style-type: none"> <li>- Manchester City Centre – top of the hierarchy with the largest centre and biggest catchment area. It forms part of the Regional Centre, is the main comparison shopping destination for the Manchester City Region and has a significant and expanding role as a key tourist destination.</li> <li>- 17 District Centres – Cheetham Hill,</li> </ul>	<p>C 1: Centre Hierarchy</p> <p>In order to maintain the vitality and viability of its centres, provide services as locally as possible and minimise the need to travel by car Manchester's centre hierarchy is:-</p> <ul style="list-style-type: none"> <li>- Manchester City Centre</li> </ul> <p><b>The City Centre is the focus for comparison retail for the Manchester City Region. It's catchment exceeds the City boundaries and the capacity for future comparison development reflects this. The City Centre is also the regional focus for commerce, culture, leisure and tourism. The City Centre has a need for</b></p>	<p>The wording in this policy has been updated to make the policy easier to interpret and further information on the retail centre hierarchy is included; it has therefore been included in the reassessment.</p>

	<p>Harpurhey, Gorton, Newton Heath, Openshaw, Sportcity, Hulme, Longsight, Rusholme, Chorlton, Didsbury, Fallowfield, Levenshulme, Withington, Northenden, Wythenshawe and a proposed new centre at Baguley. These centres will continue to develop roles as key centres providing both local food and non food shopping, leisure facilities, community activities, employment, and local services. Mixed use development will be promoted including when higher density residential development is provided within the scheme.</p> <ul style="list-style-type: none"> <li>• 22 Local Centres - Victoria Avenue/Rochdale Road (Charlestown), Hollinwood Ave/Greengate (Moston), Landsdowne Rd/Crumpsall Lane (Crumpsall), Worsley Ave/Kenyon Lane (Lightbowne), Moston Lane (Harpurhey), Ashton New Road/Manchester Road (Beswick and Clayton), Precinct Centre, Oxford Road (Ardwick/Hulme), Hyde Rd/Reddish Lane (Gorton North), Princess Rd/Claremont Rd (Moss Side), Withington Rd/Yarburgh St (Whalley Range), Claremont Rd (Moss Side), Dickenson Rd/Anson Rd Longsight/Rusholme), Manchester Rd/Upper Chorlton Rd (Whalley Range), Lloyd St South/Platt Lane/Hart Rd (Fallowfield), Kingsway/Slade Lane (Levenshulme), Beech Rd/Stockton Rd/Chorlton Green (Chorlton), Barlow Moor Rd/Mauldeth Rd West (Chorlton), Mauldeth Rd (Withington), Kingsway/Mauldeth Rd (Burnage), Burnage Lane (Burnage), Burton Road/Cavendish Road/Lapwing Lane (Barlow Moor), Fog Lane/Lane End/Burnage Lane (Burnage).</li> </ul> <p>Retail development, offices, leisure and entertainment uses, arts, culture and tourism uses will be located within or, where appropriate, adjoining the centres identified in</p>	<p><b>additional convenience retail to meet the needs of a growing residential population, but this role is distinct from its comparison retail function, with a different catchment (see policies CC1-10 for detailed policy guidance).</b></p> <ul style="list-style-type: none"> <li>- District Centres</li> </ul> <p><b>District centres have an essential role in providing key services to the City's neighbourhoods including shopping, leisure and civic functions and ensuring that residents can access such services easily. They are also a focus for the City's residential neighbourhoods, providing an important opportunity to define local character. Manchester's 17 district centres are shown below including the newly designated district centre, Baguley (West Wythenshawe).</b></p> <ul style="list-style-type: none"> <li>- Local Centres</li> </ul> <p><b>The 23 local centres will be supported to ensure that people have access to small scale retail and services to meet day-to-day needs. The Core Strategy establishes new local centre designations at Moston Lane in Harpurhey and Merseybank Avenue in Chorlton Park.</b></p> <table border="1" data-bbox="1227 959 1794 1106"> <thead> <tr> <th>Regeneration Area</th> <th>District Centres</th> <th>Local Centres</th> </tr> </thead> <tbody> <tr> <td rowspan="2">North</td> <td>Cheetham Hill</td> <td>Victoria Avenue/Rochdale Road (Charlestown)</td> </tr> <tr> <td>Harpurhey</td> <td>Hollinwood Ave/Greengate (Moston)</td> </tr> </tbody> </table>	Regeneration Area	District Centres	Local Centres	North	Cheetham Hill	Victoria Avenue/Rochdale Road (Charlestown)	Harpurhey	Hollinwood Ave/Greengate (Moston)	
Regeneration Area	District Centres	Local Centres									
North	Cheetham Hill	Victoria Avenue/Rochdale Road (Charlestown)									
	Harpurhey	Hollinwood Ave/Greengate (Moston)									

		<p>network and hierarchy serving Manchester. City, District and Local Centres will also be the focus for the development of</p> <ul style="list-style-type: none"> <li>- Community and health facilities</li> <li>- Higher density residential development provided the centre is suitable for such development and has a high level of accessibility by public walking, cycling and public transport. New residential development will need to meet affordable housing requirements as set out in policy H6</li> <li>- Smaller scale office developments providing local office floorspace provision</li> <li>- Mixed use development will be promoted in all centres</li> </ul> <p>The Core Strategy establishes a new designation at Moston Lane, Harpurhey which has become a popular destination for local residents in recent years for both food and non food shopping, visiting local restaurants and accessing local services. Local centres will be supported in their role as focal points for local small scale retailing and leisure activity as well as for community services and facilities that meet local needs.</p>	<table border="1"> <tr> <td></td> <td></td> <td>Landsdowne Rd/Crumpsall Lane (Crumpsall)</td> </tr> <tr> <td></td> <td></td> <td>Worsley Ave/Kenyon Lane (Lightbowne)</td> </tr> <tr> <td></td> <td></td> <td>Moston Lane (Harpurhey)</td> </tr> <tr> <td></td> <td></td> <td>Collyhurst (as part of redevelopment)</td> </tr> <tr> <td>East</td> <td>Eastlands Gorton Newton Heath Openshaw</td> <td>Ashton New Road/Manchester Road (Beswick and Clayton) Hyde Rd/Reddish Lane (Gorton North)</td> </tr> <tr> <td>Central</td> <td>Hulme Longsight Rusholme,</td> <td>Princess Rd/Claremont Rd (Moss Side) Precinct Centre, Oxford Road (Ardwick/Hulme), Withington Rd/Yarburgh St (Whalley Range) Claremont Rd (Moss Side) Dickenson Rd/Anson Rd (Longsight/Rusholme)</td> </tr> <tr> <td>South</td> <td>Chorlton Didsbury Fallowfield Levenshulme Withington</td> <td>Manchester Rd/Upper Chorlton Rd (Whalley Range) Lloyd St South/Platt Lane/Hart Rd (Fallowfield) Kingsway/Slade Lane (Levenshulme)</td> </tr> <tr> <td></td> <td></td> <td>Beech Rd/Stockton Rd/Chorlton Green (Chorlton) Barlow Moor Rd/Mauldeth Rd West (Chorlton Park) Merseybank Ave (Chorlton Park) Mauldeth Rd (Withington) Kingsway/Mauldeth Rd (Burnage) Burnage Lane (Burnage) Burton Road/Cavendish Road/Lapwing Lane (West Didsbury) Fog Lane/Lane End/Burnage Lane (Burnage)</td> </tr> <tr> <td>Wythenshawe</td> <td>Northenden Wythenshawe Baguley (West Wythenshawe)</td> <td></td> </tr> </table>			Landsdowne Rd/Crumpsall Lane (Crumpsall)			Worsley Ave/Kenyon Lane (Lightbowne)			Moston Lane (Harpurhey)			Collyhurst (as part of redevelopment)	East	Eastlands Gorton Newton Heath Openshaw	Ashton New Road/Manchester Road (Beswick and Clayton) Hyde Rd/Reddish Lane (Gorton North)	Central	Hulme Longsight Rusholme,	Princess Rd/Claremont Rd (Moss Side) Precinct Centre, Oxford Road (Ardwick/Hulme), Withington Rd/Yarburgh St (Whalley Range) Claremont Rd (Moss Side) Dickenson Rd/Anson Rd (Longsight/Rusholme)	South	Chorlton Didsbury Fallowfield Levenshulme Withington	Manchester Rd/Upper Chorlton Rd (Whalley Range) Lloyd St South/Platt Lane/Hart Rd (Fallowfield) Kingsway/Slade Lane (Levenshulme)			Beech Rd/Stockton Rd/Chorlton Green (Chorlton) Barlow Moor Rd/Mauldeth Rd West (Chorlton Park) Merseybank Ave (Chorlton Park) Mauldeth Rd (Withington) Kingsway/Mauldeth Rd (Burnage) Burnage Lane (Burnage) Burton Road/Cavendish Road/Lapwing Lane (West Didsbury) Fog Lane/Lane End/Burnage Lane (Burnage)	Wythenshawe	Northenden Wythenshawe Baguley (West Wythenshawe)		
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C 2: District centres	C 2: District centres (Aug '10)	Development will support thriving district	C 2: District centres Development will support thriving district centres,	The text of this policy has been updated to include																											

	<p>centres, with good local character, providing a good range of accessible public services, retail, leisure, health and other local facilities, including schools, health centres, financial and legal services. In delivering this vision provision will be made for the following amounts of additional retail floorspace to 2027.</p> <p>13,000 sqm net food retail floorspace 22,500 sqm net non food retail floorspace</p> <p>To support the delivery of these these targets priority will be given to identifying and delivering in centre and edge of centre redevelopment opportunities.</p> <p>Development will be encouraged, where appropriate to the role and function of each identified centre, in order to:</p> <ul style="list-style-type: none"> <li>- Support a balanced approach to the planned level of housing and employment growth for each centre;</li> <li>- Positively contribute to the re use and regeneration of land and premises, together wider regeneration and investment strategies</li> <li>- Positively contribute to the diversity and mix of uses within centres without undermining their primary retail function;</li> </ul> <p>New development should reflect the established centre hierarchy, ensuring that people have good access to shopping, leisure and community facilities which meet their day to day needs.</p> <p>Development in district centres will provide a balance of both retail and non retail uses, and contribute to the vitality and viability of these locations. In particular, the Council will ensure that retail remains the principal use in the identified Primary Shopping Areas, and that opportunities for commercial and service uses</p>	<p>with <b>distinct</b> local character, providing a good range of accessible <b>key services</b> including <b>retail health facilities, public services, leisure activities and</b> financial and legal services. <b>Housing will also be considered an appropriate use within District Centres, providing it supports the vitality and viability of the centre.</b> In delivering this vision provision will be made by 2027 for approximately:</p> <p><b>20,000</b> sqm net convenience retail floorspace <b>15,000</b> sqm net comparison retail floorspace</p> <p><b>The delivery of this floorspace should respect the network of centres across the City and in neighbouring authorities. Development which has the potential to impact on the current or future vitality and viability of other centres will only be acceptable if there is no prospect of the affected centres accommodating growth themselves. The Core Strategy sets a framework for the delivery of the identified capacity. 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.</b></p> <p>Development in District Centre should:</p> <ul style="list-style-type: none"> <li>- <b>Prioritise delivery of key 'visitor' services, including retail, public and commercial services and food and drink. The City Council will ensure that retail remains the principal use in the identified Primary Shopping Areas, but also ensure that provision is made in District Centres for commercial and service uses, leisure and community facilities and other uses which make a positive contribution to vitality and viability of centres. Subject to impact on overall character and local amenity, the Council will support development which extends the</b></li> </ul>	<p>more specific information on requirements for district centres; it has therefore been included in the reassessment.</p>
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		<p>are preserved elsewhere in district centres.</p> <p>New development should respect and enhance the character of existing centres.</p> <p>Proposals which would excessively alter the role of centres or could threaten the Council's objective of having high quality centres which provide good access to food and services will not be supported.</p> <p>New development should ensure improvements to the quality of the centre environment including consideration for improvements its green infrastructure and measures to assist in adapting to climate change (see also Green Infrastructure Policy En 9).</p>	<p><b>time during which District Centres are active;</b></p> <ul style="list-style-type: none"> <li>- Promote the development of employment which provides opportunities for local people;</li> <li>- <b>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 wider regeneration and investment strategies</b></li> <li>- Contribute positively to the diversity and mix of uses within centres without undermining their primary retail function. <b>Development should also promote a range of retailers and shop formats;</b></li> <li>- <b>Promote choice and competition particularly where development will support the independent sector;</b></li> <li>- <b>Remedy deficiencies in areas with poor access to facilities.</b></li> </ul> <p>New development should respect and enhance the character of existing centres.</p> <p>New development should deliver improvements to the quality of the centre environment. Opportunities should be taken to adopt sustainable building design and practises to assist in adapting to climate change (see also Green Infrastructure Policy EN 9).</p> <p>The Site Specific Allocations DPD will identify sites for new development within District Centres.</p>	
<p>C 3: North Manchester District Centres - Cheetham Hill and Harpurhey</p>		<p>C 3: North Manchester District Centres (Aug '10)</p> <p>Cheetham Hill and Harpurhey</p> <p>There is limited capacity for growth in both food and non food retail in the north area of the City following the opening of a large new foodstore in Cheetham Hill. Any more significant increases in food provision will be directed towards Harpurhey recognising the</p>	<p>C 3: North Manchester District Centres - Cheetham Hill and Harpurhey</p> <p><b>There is capacity for approximately 1,000 sqm convenience and 4,000 sqm comparison retail growth in North Manchester up to 2027. The focus for additional floorspace should be in Harpurhey.</b></p> <p><b>There could be small increases in retail provision in Cheetham Hill, but development</b></p>	<p>The text of this policy has been updated to provide more detail on the Cheetham Hill and Harpurhey centres; it has therefore been included in the reassessment.</p>



		<p>character of Cheetham Hill and the greater opportunities within Harpurhey. It is a priority to improve the quality of the shopping environment in both centres through a programme of environmental improvements, to ensure that both centres meet the needs of local people. There are opportunities to introduce some new housing into both centres with relatively small scale employment sites also identified in Harpurhey.</p>	<p><b>which for other uses which promote vitality during the daytime will be supported. New development should improve connections between the centre and the existing large foodstore. Development which brings a broader range of commercial and public uses to Cheetham Hill will be supported.</b></p> <p><b>Redevelopment within Harpurhey District Centre has the potential to provide increased retail floorspace alongside additional uses, including food and drink, employment and community facilities. There are opportunities to introduce some new housing into both centres with relatively small scale employment areas also identified in Harpurhey.</b></p>	
<p>C 4: East Manchester District Centres - Eastlands, Gorton, Newton Heath and Openshaw</p>	<p>C 4: East Manchester District Centres (Aug '10)</p> <p>Gorton, Newton Heath, Openshaw and Sportcity</p> <p>A new food superstore in Gorton and a recently approved large mixed use retail led approval in Openshaw mean there is limited capacity in the area for further food and non food retailing in East Manchester. Sportcity is a modern popular centre which will be supported by further housing, economic and sports/cultural led development adjacent to the centre, within the regional centre.</p> <p>Newton Heath is a more traditional but underperforming centre offering significant opportunities for new housing and smaller scale employment sites. There is additional capacity for food retail in Newton Heath derived from current leakage of spending and the expected level of residential development in this part of the City. This could be delivered within the existing District Centre boundaries, ideally as part of a mixed use development.</p>	<p>C 4: East Manchester District Centres - Eastlands, Gorton, Newton Heath and Openshaw</p> <p><b>There is capacity for 4,000 sqm convenience and 1,000 sqm comparison retail development in East Manchester up to 2027, with a priority being improved provision in Newton Heath.</b></p> <p><b>Eastlands has limited capacity for additional retail development. The priorities for this centre are to promote a wider range of commercial and community uses within the centre and improve its links with surrounding communities and wider Eastlands development opportunities in order to enhance the sense of place in the area. The development of additional residential development will also be supported.</b></p> <p><b>In Newton Heath there is additional capacity for a medium sized supermarket to provide a key anchor store, increasing the attractiveness of the centre This could be delivered within the existing District Centre boundaries, ideally as part of a mixed use development which can create a more varied range of uses in the centre. New development should be of a high quality and inclusive design, in order to improve the</b></p>	<p><b>which for other uses which promote vitality during the daytime will be supported. New development should improve connections between the centre and the existing large foodstore. Development which brings a broader range of commercial and public uses to Cheetham Hill will be supported.</b></p> <p><b>Redevelopment within Harpurhey District Centre has the potential to provide increased retail floorspace alongside additional uses, including food and drink, employment and community facilities. There are opportunities to introduce some new housing into both centres with relatively small scale employment areas also identified in Harpurhey.</b></p>	<p>The text of this policy has been updated to provide more detail on the East Manchester District Centres; it has therefore been included in the reassessment.</p>

		<p>Gorton, Newton Heath and Openshaw centres need further investment and environmental improvements to strengthen their sense of place and give a clearer sense of definition.</p>	<p><b>character and quality of the centre and the way it functions. Newton Heath also offers significant opportunities for new housing and smaller scale employment sites.</b></p> <p><b>In Gorton and Openshaw the City Council will support schemes which improve the District Centre environments, particularly in terms of access and movement within the centre and in creating a more diverse range of uses. Recent development in these centres responded to local retail needs, but there is potential for other commercial and public uses.</b></p>	
<p>C 5: Central Manchester District Centres - Hulme, Longsight and Rusholme</p>		<p>C 5: Central Manchester District Centres (Aug '10)</p> <p>Hulme, Longsight and Rusholme</p> <p>There is further capacity for additional food retail in the area. Rusholme lacks a key anchor food store and identified capacity will be directed to Rusholme district centre as a first priority. This will help meet needs of local residents and offer greater choice. It will be important to protect the centre's local character and its key role through new development. However opportunities are limited given the constrained nature of Rusholme district centre. Edge of centre sites will be considered if they are well connected to the centre and they meet key policy tests within PPS4.</p> <p>Opportunities exist in Hulme for further growth to support medium scale extension to existing foodstore or a new development in the longer term. There is an undeveloped site adjacent to the car park which could come forward for non food or other non retail uses appropriate to a centre.</p> <p>Core Strategy priority will be to direct identified opportunities for growth in Longsight to</p>	<p>C 5: Central Manchester District Centres - Hulme, Longsight and Rusholme</p> <p><b>There is further capacity for approximately 3,000 sqm of convenience and 1,500 sqm comparison retail development in the area up to 2027. Additional floorspace will be delivered in Hulme and Longsight, whilst more moderate provision is expected in Rusholme.</b></p> <p><b>There is capacity in the medium term in Hulme for further growth to support a moderate increase in retail provision.</b> There is an undeveloped site adjacent to the car park which could come forward for <b>commercial uses. New development should develop the connection between the foodstore and Hulme High Street and increase the range of uses in the centre.</b></p> <p><b>Within Longsight the priority will be to direct opportunities for growth to improve the links between the existing foodstore and the rest of the centre.</b></p> <p><b>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.</b></p>	<p>The text of this policy has been updated to provide more detail on the Central Manchester District Centres; it has therefore been included in the reassessment.</p>

		<p>provide for small/medium scale extension to existing large foodstore as part of a wider development to improve its accessibility, supporting stronger linked trips to the rest of the centre.</p> <p>The improvement to the quality of the environment in Rusholme and Longsight is a priority to help retain and attract shoppers and visitors to the centres. There is some further capacity for additional food and non food retail in the area. Rusholme lacks a large key anchor food store and identified capacity will be directed to Rusholme district centre as a first priority. This will help meet needs of local residents and offer greater choice. It will be important to protect the centre's local character and its key role through new development. However opportunities are limited given the constrained nature of Rusholme district centre.</p> <p>The improvement to the quality of the environment in Rusholme and Longsight is a priority to help retain and attract shoppers and visitors to the centres.</p>	<p>The improvement to the quality of the environment in Rusholme and Longsight is a priority to help retain and attract shoppers and visitors.</p>	
	<p>C 6: South Manchester District Centres - Chorlton, Didsbury, Fallowfield, Levenshulme and Withington</p>	<p>C 6: South Manchester District Centres (Aug '10)</p> <p>Chorlton, Didsbury, Fallowfield, Withington and Levenshulme</p> <p>South Manchester's centres are all located in highly accessible locations, adjacent to key transport corridors. Across the area there is capacity for both further food and non food retailing floorspace. Chorlton centre has a healthy independent retail sector which contributes to character of the overall retailing and service offer. However a significant number of its local residents are shopping outside Chorlton. Identified capacity will be directed to Chorlton centre to support more</p>	<p>C 6: South Manchester District Centres - Chorlton, Didsbury, Fallowfield, Levenshulme and Withington</p> <p><b>Across the area there is capacity for both further convenience and comparison retailing floorspace. In total, approximately 8,000 sqm of convenience and 4,500 sqm of comparison retail floorspace will be promoted up to 2027. Identified capacity will be directed to Chorlton centre to support more sustainable shopping patterns, with enhanced provision also promoted in Levenshulme. Redevelopment in Chorlton will provide a substantial increase in retail, alongside improvements to other commercial and community services. New development should also make a contribution to</b></p>	<p>The text of this policy has been updated to provide more detail on the South Manchester District Centres; it has therefore been included in the reassessment.</p>

		<p>sustainable shopping patterns.</p> <p>Other centres in South Manchester are more physically constrained but further expansion retailing and other services will be supported, appropriate in scale to the role and function of the centre, that enhance the existing character of these centres. New housing and employment sites have been identified in Chorlton with other centres again offering more limited opportunities. A priority for all centres will be further environmental improvements to the shopping environment.</p>	<p><b>the character of the centre, including a range of unit sizes and environmental improvements.</b></p> <p><b>In other centres in South Manchester more moderate expansion of retailing and other services will be supported, appropriate in scale to the role and function of the centre. In Didsbury, redevelopment opportunities for new development within and on the edge of the centre will be supported, provided they will enhance the range and quality of retail and dining and complement the overall character of the centre.</b></p> <p><b>In Fallowfield and Withington development which creates more diverse centres will be supported, in particular involving improvement to the retail offer to meet the full range of residents in surrounding neighbourhoods. Development of the University of Manchester facilities adjoining Fallowfield District Centre will be support as a means of improving the balance of uses within the centre.</b></p> <p><b>Levenshulme is an appropriate location for additional convenience development to address the high level of leakage currently evident. The role of the independent retail sector in Chorlton, Didsbury and Levenshulme will be supported.</b></p>	
<p>C 7: Wythenshawe District Centres - Baguley (West Wythenshawe), Northenden and Wythenshawe Town Centre</p>		<p>C 7: Wythenshawe District Centre (Aug '10) Baguley, Northenden and Wythenshawe Town Centre</p> <p>Across the Wythenshawe area these three centres have very different characters with Northenden offering a traditional village shopping environment and Wythenshawe a post war planned civic centre, whilst Baguley is a modern centre anchored by a large foodstore and non food retailing concentrated in the adjacent Brookway Retail Park.</p> <p>Wythenshawe centre serves as hub for</p>	<p>C 7: Wythenshawe District Centres - Baguley (West Wythenshawe), Northenden and Wythenshawe Town Centre</p> <p><b>There is capacity for a substantial quantity of additional retail development within Wythenshawe, mainly at Baguley and Wythenshawe Town Centre. Across Wythenshawe centres there will be approximately 5,000 sqm of convenience and 3,000 sqm comparison retail development up to 2027, beyond current commitments in Wythenshawe Town Centre.</b></p>	<p>The text of this policy has been updated to provide more detail on Wythenshaw District Centres; it has therefore been included in the reassessment.</p>

		<p>delivery of services to its community and further opportunities will be taken to develop this role. There has been some identified capacity for further food and non food retailing and the priority will be to direct this towards Wythenshawe, where investment in the overall retail offer will increase the attractiveness of the centre, retain spending in the area, offer local residents greater choice and address design issues. Regeneration of Wythenshawe will incorporate high density housing and replacement of outmoded office space.</p> <p>Baguley, in West Wythenshawe, would benefit from design improvements focused alongside a small scale increase in capacity to meet local needs and improve the quality of the shopping environment. These design improvements will give Baguley a greater sense of place, creating a character and feeling more similar to a traditional centre through the provision of a smaller retail units to complement the anchor role of the large foodstore. It is also a key priority to improve the range of services available in Baguley.</p> <p>In Northenden priorities will be to improve the main food provision within the current centre, supporting the Northenden Village Local Plan in establishing Northenden as a successful and distinctive centre, encouraging the provision of further small shops, focusing benefits of investment in further developing its village character.</p>	<p><b>There is capacity for additional food retail at Baguley (West Wythenshawe) to meet local needs. The City Council will support an increase in provision at the foodstore which anchors Baguley (West Wythenshawe) District Centre, but new development is also contingent upon the creation of a range of units within the centre to accommodate a wider offer of retail, commercial and public uses. Development should enhance the character of the centre, and strengthen pedestrian links to the surrounding neighbourhoods.</b></p> <p><b>Further retail and commercial development will be supported in Wythenshawe Town Centre, particularly comparison retail. Additional food retail should meet local needs and minimise leakage. The Council also supports the development of non-food retail and other commercial uses in Wythenshawe, including hotels and uses which maintain vitality beyond normal trading hours. Residential will be appropriate in Wythenshawe Town Centre as part of mixed use schemes, most likely beyond the retail and commercial core. New development should focus on creating a strong sense of place, and ensure that the redeveloped transport interchange is well-connected to new facilities and services.</b></p> <p><b>In Northenden additional food retail will be supported, although this will be limited in scale, within the boundaries of the existing centre. The character of the centre will be maintained, with particular attention to its appearance and retail function. Further small retail units will be appropriate. Development of the evening economy will be carefully managed to ensure that this complements the vitality of the retail and the amenity of nearby residents.</b></p>	
C 8: Local	This policy was not included in earlier	C 8: Local Centres	This policy was not included in earlier	

	Centres	iterations of the Core Strategy.	Local shopping and service provision in local centres should be retained where it remains viable and provides an important service to the local community. The provision of new small scale retail facilities will be encouraged where they would provide for local every day needs and would not be harmful to the vitality and diversity of nearby centres. Careful consideration will be given to the impacts of new commercial development on residential amenity, which is particularly an issue for food and drink uses.	iterations of the Core Strategy; it has therefore been included in the reassessment.
	C 9: Out-of-centre development	<p>C 8: Out of centre development (Aug '10)</p> <p>New development on out of centre sites will be resisted unless it can meet the following criteria:</p> <ul style="list-style-type: none"> <li>- There are no more central sites that are available, suitable and viable</li> <li>- It will not have an unacceptable adverse impact, including cumulative impact, on the vitality and viability on City Centre and surrounding district and local centres;</li> <li>- It supports the delivery of the spatial planning vision and strategy as set out in this Core Strategy;</li> <li>- The proposal is appropriate in terms of it's scale and function to its location;</li> <li>- The proposal helps maintain and develops the range of shops, leisure, services and other town centre uses that meet the needs of the community.</li> </ul>	<p>C 9: Out-of-centre development</p> <p><b>Development of town centre uses in locations which are outside a centre identified in policy C1 or a strategic location identified for such uses will be inappropriate unless</b> it can meet the following criteria:</p> <ul style="list-style-type: none"> <li>- There are no more central sites that are available, suitable and viable</li> <li>- It will not have an unacceptable adverse impact, including cumulative impact, on the vitality and viability of the City Centre and surrounding district and local centres; and,</li> <li>- The proposal is appropriate in terms of it's scale and function to its location.</li> </ul> <p><b>Development that improves the environment of an existing out-of-centre facility or its relationship with surrounding uses will be supported, providing that it also meets the other criteria in this policy.</b></p>	This policy has been updated to include reference to improving existing out-of-centre facilities; it has therefore been included in the reassessment.
	CC 2: Retail	<p>CC 8: City Centre Retail (Aug '10)</p> <p>Within the City Centre retail development will be concentrated within the primary shopping area followed by accessible edge of centre locations. However, large-scale developments will be focused in the Primary Shopping Area (PSA), which is identified on the proposals</p>	<p>CC 2: Retail</p> <p><b>A approximately 70,000 sqm net of new non-food retail floorspace will be provided in the City Centre over the plan period.</b> Within the City Centre retail development will be concentrated within the primary shopping area followed by accessible edge of centre locations. However,</p>	This policy has been updated to include additional retail floorspace; it has therefore been included in the reassessment.

	<p>map. 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 CC6 (Partnership) to ensure that development delivers the most attractive and usable shopping environment.</p> <p>Modern retailing has a tendency towards requiring large formats, which may be difficult to accommodate within the established retail core. If proposal come forward which cannot be accommodated within the PSA, the City Council will consider areas beyond the PSA. Any such proposal should:</p> <ul style="list-style-type: none"> <li>- make a positive impact on the built environment and the public realm, ensuring that new development is of the highest design quality (see also Design Principles Policy En 17),</li> <li>- create strong linkages to the primary shopping area, especially on foot,</li> <li>- be accessible by public transport and</li> <li>- have an acceptable impact on the highway network.</li> </ul> <p>55,000 sqm net of new non-food retail floorspace and 4,500 sqm net of food floorspace will be provided in the City Centre over the plan period.</p> <p>As well as the regional focus for comparison retail, the City Centre has a growing role as a place where people live. To support sustainable shopping patterns, the Council will therefore support the development of supermarket provision to serve the City Centre. This should be as close to the City Centre as possible, and should also be in a location which supports the growth of new</p>	<p>large-scale developments will be focused in the Primary Shopping Area (PSA), which is identified on the proposals map. 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 CC7 (Change and Renewal) to ensure that development delivers the most attractive and usable shopping environment.</p> <p>If a proposal comes forward which cannot be accommodated within the PSA, the City Council will consider areas beyond the PSA. Any such proposal should:</p> <ul style="list-style-type: none"> <li>- make a positive impact on the built environment and the public realm, ensuring that new development is of the highest design quality (see also Design Principles Policy EN 17),</li> <li>- create strong linkages to the primary shopping area, especially on foot,</li> <li>- be accessible by public transport and</li> <li>- have an acceptable impact on the highway network.</li> </ul> <p><b>A minimum of 4,500 sqm net of food floorspace will be provided in the City Centre over the plan period. This figure assumes an increase in market share, and proposals which would result in a cumulative increase in City Centre food floorspace above this figure will be supported providing they are based on a credible strategy to further improve local market share.</b></p> <p>The Council will support the development of <b>foodstore</b> provision to serve the City Centre, <b>prioritising proposals which complement population, including areas of growth, and regeneration priorities, including those identified in Policy EC1.</b> This should be <b>within</b> the City Centre <b>or as close</b> as possible, and should</p>	
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		<p>residential areas such as Ancoats and New Islington.</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 City 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.</p> <p>Mixed developments which include retail units will be expected to demonstrate that these reasonable steps have been taken to ensure that these units will be occupied.</p>	<p>also be in a location which supports the growth of new residential areas such as Ancoats and New Islington <b>and the south of the City Centre.</b></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 City 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.</p> <p>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>	
Transport	<b>CC 5: Transport</b>	<p>CC 11: Transport (Nov '09)</p> <p>The Regional Centre Transport Strategy (RCTS) will be delivered to ensure that transport is managed in a way which supports the projected growth of the City Centre.</p>	<p>CC 5: Transport</p> <p><b>The Transport Strategy for Manchester City Centre</b> will be delivered to ensure that transport is managed in a way which supports the projected growth of the City Centre.</p> <p><b>Developers should work with public transport providers to ensure that users are able to access development by sustainable means, especially taking account of times when developments are likely to be busiest.</b></p> <p><b>Proposals will be supported that improve pedestrian safety, improve air quality and increase the scope for public realm improvements, for example improvements to:</b></p> <ul style="list-style-type: none"> <li>- remove buses and private cars from St Peter's Square</li> <li>- create a new pedestrian priority zone initially the area bounded by Deansgate, Peter Street / Oxford Street, Portland Street, Piccadilly North, Manchester Arndale, Corporation Street and Exchange Square</li> <li>- close Victoria Street in the Medieval Quarter to traffic other than buses and create a new public</li> </ul>	<p>This policy has been significantly expanded to include new proposals including improvements to public transport; it has therefore been included in the reassessment.</p>



			<p><b>realm around the Cathedral and Chethams.</b></p> <p><b>The Council will seek to ensure that development includes adequate parking provision for cars and bicycles. This should be based on the parking standards described in appendix B.</b></p>	
	<p><b>T 2: Accessible areas of opportunity and need</b></p>	<p>T 1: Accessible areas of opportunity and need (Nov '09)</p> <p>The City Council will actively manage the pattern of development to ensure that new development is: -</p> <ul style="list-style-type: none"> <li>- Located so as to ensure good access nationally and internationally to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport.</li> <li>- Easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure and educational opportunities. Particular priority will be given to providing all residents access to strategic employment sites.</li> </ul>	<p>T 2: Accessible areas of opportunity and need</p> <p>The City Council will actively manage the pattern of development to ensure that new development: -</p> <ul style="list-style-type: none"> <li>- is located so as to ensure good access nationally and internationally to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport.</li> <li>- is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure and educational opportunities. Particular priority will be given to providing all residents access to strategic employment sites including:-                     <ul style="list-style-type: none"> <li>- <b>Links between North Manchester residents and key employment locations, including the City Centre, Central Park, Salford Quays and Chadderton Industrial Estate and Trafford Park.</b></li> <li>- <b>Links within East Manchester to employment locations, Central Park and Sportcity in particular</b></li> <li>- <b>Links within Central Area between residents and employment, the Oxford Rd Corridor in particular and east/west connectivity for residents in Central Area to employment areas in Trafford and East Manchester</b></li> <li>- <b>Maintaining strong links between residential areas in the South and the Regional Centre and improving</b></li> </ul> </li> </ul>	<p>This policy has been updated, including further information on parking standards; it has therefore been included in the reassessment.</p>

			<p><b>connectivity with the airport</b></p> <ul style="list-style-type: none"> <li>- Ensuring good links between Wythenshawe residents and the airport and further employment opportunities in Stockport, Trafford and the Regional Centre</li> </ul> <p>- Provide appropriate parking facilities in line with the standards in the Regional Spatial Strategy (RSS), or if RSS is revoked as outlined in Appendix B. Standards are set for three different area types namely:-</p> <ul style="list-style-type: none"> <li>- Area A: City Centre and proposals for City Centre type development in adjacent locations</li> <li>- Area B: District Centres</li> <li>- Area C: All other areas</li> </ul> <p>These standards are maximums; within this framework, circumstances will be taken into account to establish what level of parking is appropriate.</p> <p>- Includes Travel Plans in line with the standards outlined in Appendix B which will be regularly reviewed and monitored.</p>	
<p><b>T 1: Sustainable Transport</b></p>		<p>T 2: Sustainable Transport (Nov '09)</p> <p>To deliver a sustainable, high quality, integrated transport system, and to encourage modal shift away from car travel to public transport, cycling and walking the City Council will support proposals that: -</p> <ul style="list-style-type: none"> <li>- Improve choice by developing alternatives to the car</li> <li>- 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.</li> </ul>	<p>T 1: 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 <b>prepare for carbon free modes of transport</b>, the City Council will support proposals that: -</p> <ul style="list-style-type: none"> <li>- Improve choice by developing alternatives to the car</li> <li>- 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.</li> </ul>	<p>This policy has been updated to include specific reference to carbon free modes of transport; it has therefore been included in the reassessment.</p>

		<ul style="list-style-type: none"> <li>- Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life.</li> <li>- Improve pedestrian routes and the pedestrian environment.</li> <li>- Improve and develop further Manchester’s cycle network (for example the Manchester Cycleway).</li> <li>- 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.</li> <li>- Include Travel Plans which will be regularly reviewed and monitored.</li> <li>- Take account of the needs of road users according to a broad hierarchy consisting of:-             <ol style="list-style-type: none"> <li>1. pedestrians &amp; disabled people,</li> <li>2. cyclists,public transport,</li> <li>3. commercial access,</li> <li>4. general off peak traffic,</li> <li>5. general peak time traffic.</li> </ol> </li> <li>- Would reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties.</li> </ul>	<ul style="list-style-type: none"> <li>- Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life.</li> <li>- Improve pedestrian routes and the pedestrian environment.</li> <li>- Improve and develop further Manchester’s cycle network (for example the Manchester Cycleway).</li> <li>- 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.</li> <li>- <b>Facilitate modes of transport that reduce carbon emissions e.g by incorporating charging points for electric vehicles, subject to their appropriate design and location.</b></li> <li>- Would reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties</li> </ul> <p>Take account of the needs of road users according to a broad hierarchy consisting of, <b>in order of priority:</b></p> <ol style="list-style-type: none"> <li>1. pedestrian and disabled people</li> <li>2. cyclists,public transport,</li> <li>3. commercial access,</li> <li>4. general off peak traffic,</li> <li>5. general peak time traffic.</li> </ol>	
	<p><b>T 3: Strategic Integration</b></p>	<p>T 3: Strategic Integration (Nov '09)</p> <p>The City Council will support proposals that contribute to an economically and environmentally sustainable transport network including the following strategic transport initiatives:-</p> <ul style="list-style-type: none"> <li>- Metrolink extensions to Rochdale, Oldham, Ashton, South Manchester and the Airport.</li> </ul>	<p>T 3: Strategic Integration</p> <p>The City Council will support proposals that contribute to an economically and environmentally sustainable transport network including the following strategic transport initiatives:-</p> <ul style="list-style-type: none"> <li>- Metrolink extensions to Rochdale, Oldham, Ashton, South Manchester and the Airport.</li> </ul>	<p>This policy has been updated to remove reference to the minimising negative impacts of car travel and further text has been included to state that any</p>

		<ul style="list-style-type: none"> <li>- A second Metrolink crossing in the City Centre</li> <li>- A Metrolink extension to Marple on the current heavy rail network</li> <li>- Improvements to the Manchester Rail Hub</li> <li>- The Cross City Bus Package comprising new connections through the City Centre to Parrs Wood, Middleton and Salford.</li> </ul> <p>To minimise the negative impacts of car travel in the City Centre, proposals will be supported that improve pedestrian safety, improve air quality and increase the scope for public realm improvements, for example improvements to:</p> <ul style="list-style-type: none"> <li>- remove buses and private cars from St Peter's Square</li> <li>- create a new pedestrian priority zone initially the area bounded by Deansgate, Peter Street / Oxford Street, Portland Street, Piccadilly North, Manchester Arndale, Corporation Street and Exchange Square</li> <li>- close Victoria Street in the Medieval Quarter to allow the creation of new public realm around the Cathedral and Chethams.</li> </ul> <p>All routes necessary for strategic transport infrastructure projects will be reserved for this purpose.</p>	<ul style="list-style-type: none"> <li>- A second Metrolink crossing in the City Centre</li> <li>- A Metrolink extension to Marple on the current heavy rail network</li> <li>- Improvements to the Manchester Rail Hub</li> <li>- The Cross City Bus Package comprising new connections through the City Centre to Parrs Wood, Middleton and Salford.</li> </ul> <p><b>Any proposals which would prejudice the implementation of the strategic integration of projects will be refused.</b></p>	<p>proposals which would prejudice the implementation of the strategic integration of projects will be refused. Given the change to the policy, it has been included in the reassessment.</p>
<p>Airport</p>	<p>MA 1: Manchester Airport Strategic Site</p>	<p>MA 1: Manchester Airport Strategic Site (Aug '10)</p> <p>In line with the Future of Air Transport White Paper, the growth of Manchester Airport to accommodate 45 million passengers per annum by 2030 will be supported and is designated as a Strategic Site. This will involve the expansion of the developed Airport area. Areas for expansion are identified on the proposals map. The Green Belt boundary in this area has been amended to exclude any</p>	<p>MA 1: Manchester Airport Strategic Site</p> <p>The growth of Manchester Airport to accommodate 45 million passengers per annum by 2030 will be supported, and it is designated as a Strategic Site. This will involve the expansion of the developed Airport area. Areas for expansion are identified on the proposals map. The Green Belt boundary in this area has been amended <b>so that areas needed for airport development have been excluded from the Green Belt.</b></p>	<p>This policy has been updated to include reference to the retention and preservation of heritage assets; it has therefore been included in the reassessment.</p>

	<p>areas needed for airport development.</p> <p>Schedule of Uses 2030</p> <p>Table 8.1 explains the uses which are expected across the Manchester Airport Operational Area within Manchester in 2030, just beyond the plan period.</p> <p>Table 8.1</p> <table border="1" data-bbox="645 422 1205 912"> <thead> <tr> <th>Area</th> <th>Area reference in MAG Masterplan</th> <th>Uses</th> </tr> </thead> <tbody> <tr> <td>1a – Existing Area</td> <td>N/A</td> <td>Terminal, taxiways, aircraft apron, ancillary operational facilities, offices, hotels and other uses, surface access and car parking</td> </tr> <tr> <td>1b - Existing Area (Airfield)</td> <td>N/A</td> <td>Runways, taxiways, airfield, operational and ancillary facilities, landscape mitigation, utilities and car parking.</td> </tr> <tr> <td>2 - Cloughbank Farm</td> <td>A</td> <td>taxiways, aircraft apron, aircraft maintenance, operational facilities, cargo facilities and landscape mitigation.</td> </tr> <tr> <td>3 - Land to the west of the A538 (Oak Farm)</td> <td>E</td> <td>Operational facilities, cargo facilities and car parking and landscape mitigation.</td> </tr> <tr> <td>4 - Land within and adjacent to Junction 5 of the M56</td> <td>C</td> <td>Commercial/cargo development including airline offices and hotel with a new vehicle access to Thorley Lane</td> </tr> <tr> <td>5 - North of Ringway Road</td> <td>B</td> <td>Surface access and Car Parking with new vehicle access to Ringway Road and Styal Road</td> </tr> </tbody> </table> <p>The Manchester Airport Strategic Site includes areas 1a, 2, 3, 4 and 5. This site will accommodate the development described in the table above, which includes the significant development required to meet operational requirements by 2030. However, within the Strategic Site development which does not reflect the schedule of uses above but is within those listed in the reasoned justification will be acceptable where the applicant has demonstrated:</p> <ul style="list-style-type: none"> <li>- that it does not impede the operation of the airport and the planned growth outlined in this policy,</li> <li>- that the development is a part of the phased</li> </ul>	Area	Area reference in MAG Masterplan	Uses	1a – Existing Area	N/A	Terminal, taxiways, aircraft apron, ancillary operational facilities, offices, hotels and other uses, surface access and car parking	1b - Existing Area (Airfield)	N/A	Runways, taxiways, airfield, operational and ancillary facilities, landscape mitigation, utilities and car parking.	2 - Cloughbank Farm	A	taxiways, aircraft apron, aircraft maintenance, operational facilities, cargo facilities and landscape mitigation.	3 - Land to the west of the A538 (Oak Farm)	E	Operational facilities, cargo facilities and car parking and landscape mitigation.	4 - Land within and adjacent to Junction 5 of the M56	C	Commercial/cargo development including airline offices and hotel with a new vehicle access to Thorley Lane	5 - North of Ringway Road	B	Surface access and Car Parking with new vehicle access to Ringway Road and Styal Road	<p>Schedule of Uses 2030</p> <p>Table 8.1 explains the uses which are expected across the Manchester Airport Operational Area within Manchester in 2030, just beyond the plan period.</p> <p>Table 8.2</p> <table border="1" data-bbox="1223 376 1794 831"> <thead> <tr> <th>Area</th> <th>Area reference in MAG Masterplan</th> <th>Uses</th> </tr> </thead> <tbody> <tr> <td>1a – Existing Area</td> <td>N/A</td> <td>Terminal, taxiways, aircraft apron, ancillary operational facilities, offices, hotels and other uses, surface access and car parking</td> </tr> <tr> <td>1b - Existing Area (Airfield)</td> <td>N/A</td> <td>Runways, taxiways, airfield, operational and ancillary facilities, landscape mitigation, utilities and car parking.</td> </tr> <tr> <td>2 - Cloughbank Farm</td> <td>A</td> <td>taxiways, aircraft apron, aircraft maintenance, operational facilities, cargo facilities and landscape mitigation.</td> </tr> <tr> <td>3 - Land to the west of the A538 (Oak Farm)</td> <td>E</td> <td>Operational facilities, cargo facilities and car parking and landscape mitigation.</td> </tr> <tr> <td>4 - Land within and adjacent to Junction 5 of the M56</td> <td>C</td> <td>Commercial/cargo development including airline offices and hotel with a new vehicle access to Thorley Lane</td> </tr> <tr> <td>5 - North of Ringway Road</td> <td>B</td> <td>Surface access and Car Parking with new vehicle access to Ringway Road and Styal Road</td> </tr> </tbody> </table> <p>The Manchester Airport Strategic Site includes areas 1a, 2, 3, 4 and 5. 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		<p>development of the airport organisation set out in Table 8.1 above,</p> <ul style="list-style-type: none"> <li>- that development is needed due to the operational expansion of the Airport, and,</li> <li>- that there would be no greater negative environmental effect, either alone or cumulatively, than would occur for the uses in table 8.1 (these are set out in the axis environmental baseline and environmental assessment reports).</li> </ul> <p>Area 1b is the southern part of the airport which includes the runway, ancillary facilities, existing and consented transport infrastructure and landscape mitigation. This land is expected to continue to operate in a similar way over the life of the plan. This land sits outside the Strategic Site, and because it is felt to contribute to some of the purposes identified in PPG2 will remain in the Green Belt.</p> <p>All development proposed as part of the Airport expansion should seek to ensure that any environmental effects of development are assessed at the planning application stage to ensure these create no greater negative impact than those identified in the Axis Environmental Baseline and Environmental Assessment reports. Any effects should demonstrate they can be mitigated or compensated, in particular:</p> <ul style="list-style-type: none"> <li>- minimise any adverse impact on areas of international or national conservation, ecological and landscape value. In particular, development should avoid the Cotterill Clough SSSI. Where it is not possible to avoid harm, mitigation measures to compensate for any adverse impact will be necessary. Development within the expansion areas must implement the mitigation measures agreed</li> </ul>	<ul style="list-style-type: none"> <li>- that there would be no greater negative environmental effect, either alone or cumulatively, than would occur for the uses in table 8.1 (these are set out in the axis environmental baseline and environmental assessment reports, <b>July 2010</b>).</li> </ul> <p>Area 1b is the southern part of the airport which includes the runway, ancillary facilities, existing and consented transport infrastructure and landscape mitigation. This land is expected to continue to operate in a similar way over the life of the plan. This land sits outside the Strategic Site, and because it is felt to contribute to some of the purposes identified in PPG2 will remain in the Green Belt.</p> <p>All development proposed as part of the Airport expansion should seek to ensure that any environmental effects of development are assessed at the planning application stage to ensure <b>any impact is acceptable</b>. It will be necessary to mitigate or compensate any negative effects. In particular, development should:</p> <ul style="list-style-type: none"> <li>- minimise any adverse impact on areas of international or national conservation, ecological and landscape value. In particular, development should avoid the Cotterill Clough SSSI. Where it is not possible to avoid harm, mitigation measures to compensate for any adverse impact will be necessary. Development within the expansion areas must implement the mitigation measures agreed with the City Council, informed by an up to date environmental assessment,</li> <li>- <b>support the retention and preservation of heritage assets. Detailed proposals which impact upon heritage assets within or close to the site, including listed buildings, will be required to show they have met the tests within PPS5. Development which has a detrimental impact on heritage assets should be necessary to meet operational capacity requirements, taking account of the availability of preferable</b></li> </ul>	
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		<p>with the City Council, informed by an up to date environmental assessment,</p> <ul style="list-style-type: none"> <li>- retain or relocate the allotments in Area 4.</li> <li>- demonstrate the extent to which surface access and car parking arrangements encourage the use of public transport, walking and cycling,</li> <li>- seek the maximum possible reductions in noise through compliance with the Manchester Airport Noise Action Plan and Manchester Airport Environment Plan.</li> <li>- demonstrate that the number of people affected by atmospheric pollution is minimised and the extent to which any impact can be mitigated, and</li> <li>- improve access to training and job opportunities particularly for people in the Wythenshawe and local area.</li> </ul>	<p><b>development options within the Airport site.</b></p> <ul style="list-style-type: none"> <li>- retain or relocate the allotments.</li> <li>- <b>include</b> surface access and car parking arrangements <b>which</b> encourage the use of public transport, walking and cycling, <b>and satisfactorily manage impacts on the high way network,</b></li> <li>- seek the maximum possible reductions in noise through compliance with the Manchester Airport Noise Action Plan and Manchester Airport Environment Plan.</li> <li>- demonstrate that the number of people affected by atmospheric pollution is minimised and the extent to which any impact can be mitigated.</li> <li>- improve access to training and job opportunities particularly for people in the Wythenshawe and local area.</li> </ul>	
		<p>MA 2: Manchester Airport Growth Options (Nov '09)</p> <p>Option 1</p> <p>Retain the existing areas of Manchester Airport within the Green Belt and the existing Major Developed Site boundary and manage expansion in line with the Future of Air Transport White Paper as proposals come forward.</p> <p>Option 2</p> <p>Review the Green Belt boundary in the current operational area against the tests in PPG2 to determine which areas meet PPG2 requirements. Remove any areas which have been identified as no longer serving a Green Belt function. Prepare an Area Action Plan to consider proposals for further expansion to meet the capacity targets of the Future of Air Transport White Paper. An Area Action Plan</p>	<p>No longer included as a Core Strategy Policy</p>	<p>This policy is no longer included as a Core Strategy Policy; the original assessment is now obsolete.</p>

		<p>would be required to demonstrate:</p> <ul style="list-style-type: none"> <li>- The need for and proposed use of specific areas of land</li> <li>- There is no adverse impact on the highways network and surface access improvements are proposed to accommodate growth in passenger numbers</li> <li>- Maximum possible reductions in noise</li> <li>- Any adverse impact on areas of international or national conservation, ecological and landscape importance is avoided and where this is not possible appropriate mitigation measures are put in place to compensate for any adverse impact.</li> <li>- A further review of the Green Belt in areas identified for expansion and removal of the Green Belt only where it can be justified in terms of the tests in PPG2.</li> </ul> <p>Option 3</p> <p>Review the Green Belt boundary in the current operational area and proposed extensions set out in the Manchester Airport Masterplan and Land Use Plan 2007. Remove those areas which will no longer serve a Green Belt function during the lifetime of the Core Strategy on the basis of proposed airport expansion. This will require any proposals to demonstrate:</p> <ul style="list-style-type: none"> <li>- The need for and proposed use of specific areas of land;</li> <li>- There is no adverse impact on the highways network and surface access improvements are proposed to accommodate the growth in passenger numbers</li> <li>- Maximum possible reductions in noise</li> <li>- Avoid an adverse impact on areas of international or national conservation,</li> </ul>		
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		ecological and landscape importance and where this is not possible put in place mitigation measures to compensate for any adverse impact.		
		<p>MA 3: Manchester Airport (Nov '09)</p> <p>Passenger numbers at Manchester Airport are forecast to grow to 45 million by 2030. The City Council will support growth related to the Airport expansion to national policy levels as long as it is appropriate development and is in line with the development and uses set out in the reasoned justification. Development proposals will be permitted where it can be justified in terms of:</p> <ul style="list-style-type: none"> <li>- A need for the proposed use to meet the Airport's operational requirements</li> <li>- Impact on traffic and public transport</li> <li>- Effect on noise and atmospheric pollution and the extent to which this can be mitigated</li> <li>- The adverse effects on sites of national and international nature conservation importance to ensure these effects are avoided, mitigated or compensated.</li> </ul> <p>Development proposals which fall within the Green Belt will be required to meet the tests of very special circumstances.</p>	No longer included as a Core Strategy Policy	This policy is no longer included as a Core Strategy Policy; the original assessment is now obsolete.
	DM 2: Aerodrome Safeguarding	Not included in earlier iterations of the Core Strategy	DM 2: Aerodrome Safeguarding Development that would affect the operational integrity or safety of Manchester Airport or Manchester Radar will not be permitted.	This is a new policy in the Dec '10 version of the core strategy and therefore it has been included in the reassessment.
	DM 3: Public Safety Zones	Not included in earlier iterations of the Core Strategy	DM 3: Public Safety Zones Within the Public Safety Zones shown on the Proposals Map, development or changes of use will	This is a new policy in the Dec '10 version of the core

			not be permitted, except where that development conforms to that set out in Paragraphs 11 & 12 of DfT Circular 01/2010.	strategy and therefore it has been included in the reassessment.
Energy & Climate Change	EN 4: Reducing CO2 Emissions by Enabling Low and Zero Carbon Development	<p>En 1: Reducing CO<sub>2</sub> Emissions by Enabling Low and Zero Carbon Development (Aug '10)</p> <p>The City Council will seek to reduce fuel poverty and decouple growth in the economy from growth in CO<sub>2</sub> emissions and rising fossil fuel prices, through the following actions:</p> <ul style="list-style-type: none"> <li>- All development must follow the principle of the Energy Hierarchy being designed:                             <ul style="list-style-type: none"> <li>- to reduce the need for energy through design features that provide passive heating, natural lighting and cooling</li> <li>- to reduce the need for energy through energy efficient features such as improved insulation and glazing</li> <li>- to meet residual energy requirements through the use of low or zero carbon energy generating technologies</li> </ul> </li> <li>- Wherever possible new development, including energy generation plant, must be located and designed in a manner that allows advantage to be taken of opportunities for low and zero carbon energy supplies.</li> <li>- Where possible new development will also be used as a mechanism to help improve energy efficiency and provide low and zero carbon energy supplies to existing buildings.</li> <li>- Where appropriate new development will be required to connect to and/or make contributions to low or zero carbon energy schemes and/or to incorporate provision to enable future connection to any</li> </ul>	<p>EN 4: Reducing CO<sub>2</sub> Emissions by Enabling Low and Zero Carbon Development</p> <p>The City Council will seek to reduce fuel poverty and decouple growth in the economy, growth in CO<sub>2</sub> emissions, and rising fossil fuel prices, through the following actions:</p> <ul style="list-style-type: none"> <li>- All development must follow the principle of the Energy Hierarchy, being designed:                             <ul style="list-style-type: none"> <li>- to reduce the need for energy through design features that provide passive heating, natural lighting and cooling</li> <li>- to reduce the need for energy through energy efficient features such as improved insulation and glazing</li> <li>- to meet residual energy requirements through the use of low or zero carbon energy generating technologies</li> </ul> </li> <li>- Wherever possible new development <b>and retrofit projects</b>, including energy generation plant, must be located and designed in a manner that allows advantage to be taken of opportunities for low and zero carbon energy supplies.</li> <li>- Where possible new development <b>and retrofit projects</b> will be used as a mechanism to help improve energy efficiency and provide low and zero carbon energy supplies to existing buildings.</li> <li>- Where appropriate new development <b>and retrofit projects</b> will be required to connect to and/or make contributions to low or zero carbon energy schemes and/or to incorporate provision to enable future connection to any existing / potential decentralised energy schemes.</li> </ul>	No change to policy and therefore it has not been included in the reassessment.

	<p>EN 5: Strategic Areas for low and zero carbon decentralised energy infrastructure</p>	<p>existing/potential decentralised energy schemes.</p> <p>En 2: Strategic Areas and Locations for low and zero carbon decentralised energy infrastructure (Aug '10)</p> <p>Within Manchester it is considered that the following strategic areas, indicated on the key 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"> <li>- The Regional Centre, which also includes the Oxford Road Corridor and Eastlands</li> <li>- District Centres and associated major development sites</li> <li>- Airport Strategic Site</li> <li>- Strategic housing locations</li> <li>- Strategic employment locations</li> </ul> <p>Within these areas new development, 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 City 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 consideration shall be given to the potential role that these can have in providing an anchor load within a decentralised energy</p>	<p>EN 5: 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 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"> <li>- The Regional Centre, which also includes the Oxford Road Corridor and Eastlands</li> <li>- District Centres and associated major development sites</li> <li>- Airport Strategic Site</li> <li>- Strategic housing locations</li> <li>- Strategic employment locations</li> </ul> <p>Within these areas new development, 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 City 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 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.</p>	<p>No change to policy and therefore it has not been included in the reassessment.</p>
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	<p>EN 6: Target Framework for CO2 reductions from low or zero carbon energy supplies</p>	<p>network or in creating opportunities for CO2 reduction funded by contributions.</p> <p>En 3: Target Framework for CO<sub>2</sub> reductions from low or zero carbon energy supplies (Aug '10)</p> <p>Applications for residential development of 10 or more units and all other development over 1,000 sq m will be expected to comply with the target framework set out below. This should be demonstrated through an energy statement, submitted as part of the Design and Access Statement. Such a statement will be expected to set out the projected energy demand and gross CO2 emissions (i.e. both regulated and unregulated) for all phases of the development.</p> <p>Developments smaller than the above threshold, but involving the erection of a building or substantial improvement to an existing building will still be expected to meet the minimum target by following the energy hierarchy and incorporating appropriate micro-generation technologies. Policy Approaches En1 and En3 will therefore still apply.</p> <p>The target framework relates to three broad development locations and their potential for low and zero carbon, decentralised energy. The areas are defined as follows</p> <ul style="list-style-type: none"> <li>- Network development areas: Locations where the proximity of new and existing buildings create sufficient density to support district heating (and cooling).</li> <li>- Electricity intense areas: Locations where the predominant building type has an all electric fit-out such as retail units and leisure complexes.</li> <li>- Micro-generation areas: Locations where lower densities and a fragmented mix of uses</li> </ul>	<p>EN 6: Target Framework for CO2 reductions from low or zero carbon energy supplies</p> <p>Applications for residential development of 10 or more units and all other development over 1,000 sq m will be expected to comply with the target framework set out below. This should be demonstrated through an energy statement, submitted as part of the Design and Access Statement. Such a statement will be expected to set out the projected energy demand and gross CO2 emissions (i.e. both regulated and unregulated) for all phases of the development.</p> <p>Developments smaller than the above threshold, but involving the erection of a building or substantial improvement to an existing building will still be expected to meet the minimum target by following the energy hierarchy and incorporating appropriate micro-generation technologies. Policies EN4 and EN5 will therefore still apply.</p> <p>The target framework relates to three broad development locations and their potential for low and zero carbon, decentralised energy. The areas are defined as follows</p> <ul style="list-style-type: none"> <li>- <b>Target 1</b> Network development areas: Locations where the proximity of new and existing buildings create sufficient density to support district heating (and cooling).</li> <li>- <b>Target 2</b> Electricity intense areas: Locations where the predominant building type has an all electric fit-out such as retail units and leisure complexes.</li> <li>- <b>Target 3</b> Micro-generation areas: Locations where lower densities and a fragmented mix of uses tend to mean that only building scale solutions are practical.</li> </ul>	<p>There is additional text in this policy to provide clarity. The target for target 2 for domestic CO2 reductions has changed from 17% to 15%. These changes do not change the emphasis or assessment of the policy and therefore it has not been included in the reassessment.</p>
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tend to mean that only building scale solutions are practical.

Domestic CO2 targets 2010-2016 - Table 9.1

Target	% Minimum requirement	
	From	To
<b>Target 1: Network development area</b> Mixed use and high-density residential developments located in strategic areas for development as defined by Policy En2 will be expected, where viable, to anchor the development of district heating networks. Medium to high-density residential development in areas with existing networks will be expected to connect to those existing networks.	CHP/district heating anchor or connection	Up to +73% increase on Part L
<b>Target 2: Electricity intense buildings</b> Apartments with electric heating that are not connected to decentralised energy networks will be expected to mitigate a proportion of their emissions using low or zero carbon technologies. This will include significant retrofit projects.	+17% increase on Part L	Up to +56% increase on Part L
<b>Target 3: Micro generation area</b> Medium to low density developments that are not in RSS priority areas for development will be expected to mitigate a proportion of their emissions using low or zero carbon technologies.	+15% increase on Part L	Up to +49% increase on Part L

Non-domestic CO2 targets 2010-19 - Table 9.2

Target	% Minimum requirement	
	From	To
<b>Target 1: Network development area</b> Mixed use developments in priority areas for development will be expected, where viable, to anchor the development of district heating networks. Development in areas with existing networks will be expected to connect to a network.	CHP/district heating anchor or connection	Up to +73% increase on Part L
<b>Target 2: Electricity intense buildings</b>	+10% increase on Part L	Up to +28% increase on Part L

Unless it can be clearly demonstrated that it is not viable, the minimum percentage required for carbon reduction will be that shown in column 1 in Tables 12.3 and 12.4. Where, however, the Council or developer identifies an 'allowable solution' that would produce higher carbon reductions at no extra cost than that of achieving the figure shown in column 1 the higher percentage reduction will be required up to the figure shown in column 2.

Domestic CO2 targets 2010-2016 - Table 12.1

Target	% Minimum requirement	
	Column 1	Column 2
	From	To
<b>Target 1: Network development area</b> CHP/district heating anchor or connection	CHP/district heating anchor or connection	Up to +73% increase on Part L
<b>Target 2: Electricity intense buildings</b>	+15% increase on Part L	Up to +56% increase on Part L
<b>Target 3: Micro generation area</b>	+15% increase on Part L	Up to +49% increase on Part L

Non-domestic CO2 targets 2010-19 - Table 12.2

Target	% Minimum requirement	
	Column 1	Column 2
	From	To
<b>Target 1: Network development area</b> CHP/district heating anchor or connection	CHP/district heating anchor or connection	Up to +73% increase on Part L
<b>Target 2: Electricity intense buildings</b> (Applies to commercial uses with a high proportion of emissions from electricity use (>45 kg CO2/m2) )	+10% increase on Part L	Up to +28% increase on Part L
<b>Target 3: Micro generation area</b>	+15% increase on Part L	Up to +42% increase on Part L

The energy statement will be required to be submitted at the outset of any proposed development (outline application or before). Developers will be permitted to use green infrastructure elements such as green roofs, green

		<p>Commercial uses with a high proportion of emissions from electricity use (&gt;45 kg CO<sub>2</sub>/m<sup>2</sup>) that are not connected to decentralised energy networks will be expected to mitigate a proportion of their emissions using low or zero carbon technologies.</p>			<p>walls, street trees and waterways to contribute to compliance with CO<sub>2</sub> mitigation, subject to the energy statement incorporating evidence such as modelling to demonstrate compliance.</p>	
		<p><b>Target 3: Micro generation area</b> Single use, lower density developments that are not in priority areas for development will be expected to mitigate a proportion of their emissions using low or zero carbon technologies.</p>	<p>+15% increase on Part L</p>	<p>Up to +42% increase on Part L</p>	<p>Guidance on what the energy statement should contain and how to decide which target applies to a development proposal is given in Appendix A.</p>	
		<p>The energy statement will be required to be submitted at the outset of any proposed development (outline application or before). Developers will be permitted to use green infrastructure elements such as green roofs, green walls, street trees and waterways to contribute to compliance with CO<sub>2</sub> mitigation, subject to the energy statement incorporating evidence such as modelling to demonstrate compliance.</p> <p>Guidance on what the energy statement should contain and how to decide which target applies to a development proposal is given in Appendix A.</p>				
<p>EN 7: Energy Infrastructure opportunities</p>		<p>En 4: Energy Infrastructure opportunities (Aug '10)</p> <p>There will be a general presumption in favour of low and zero carbon decentralised energy schemes, subject to the following considerations:</p> <ul style="list-style-type: none"> <li>- That any new generating plant capable of producing heat and cooling as well as electricity should be located in a way that facilitates future connection to a local distributed energy system.</li> <li>- That any energy centre, including generating plant, standby/boiler plant and substations, shall be located and designed to a high quality so as to integrate with and contribute to the</li> </ul>	<p><b>EN 7: Energy Infrastructure opportunities</b></p> <p>There will be a general presumption in favour of low and zero carbon decentralised energy schemes, subject to the following considerations:</p> <ul style="list-style-type: none"> <li>- That any new generating plant capable of producing heat and cooling as well as electricity should be located in a way that facilitates future connection to a local distributed energy system.</li> <li>- That any energy centre, including generating plant, standby/boiler plant and substations, shall be located and designed to a high quality so as to integrate with and contribute to the townscape.</li> <li>- Biofuels should be obtained from sustainable sources and processes and in a way that minimises</li> </ul>	<p>There has been an inclusion of 'flood risk' as being a consideration for low and zero carbon decentralised energy schemes. Given the change to the policy, it has therefore been included in the reassessment.</p>		

		<p>townscape.</p> <ul style="list-style-type: none"> <li>- Biofuels should be obtained from sustainable sources and processes and in a way that minimises transport impacts, following a sequential approach in order to minimise CO2 emissions – firstly prioritising local and regional sources, followed by national, European and international.</li> <li>- Consideration should be given to biofuel delivery by rail and waterways where possible. Where large-scale fuel or feedstock delivery is required by road the energy centre must be located in or adjacent to light industrial, industrial or leisure uses with any impact on local residential amenity minimised.</li> <li>- The cumulative impact of energy schemes will be taken into account when considering applications, to include modelled impacts on air quality and landscape character, with reference to Policy En14.</li> </ul> <p>In determining proposals for development, consideration will be given to the need to safeguard strategic energy sites and network routes, both proposed or existing, where these have been identified as having strategic significance for the delivery of low or zero carbon energy infrastructure or, would be required in order to achieve the successful regeneration of an area in line with targets for reducing carbon emissions.</p>	<p>transport impacts, following a sequential approach in order to minimise CO2 emissions – firstly prioritising local and regional sources, followed by national, European and international.</p> <ul style="list-style-type: none"> <li>- Consideration should be given to biofuel delivery by rail and waterways where possible. Where large-scale fuel or feedstock delivery is required by road the energy centre must be located in or adjacent to light industrial, industrial or leisure uses with any impact on local residential amenity minimised.</li> <li>- The cumulative impact of energy schemes will be taken into account when considering applications, to include modelled impacts on air quality and landscape character, with reference to Policy EN16.</li> </ul> <p><b>- Flood risk, through the Manchester-Salford-Trafford Strategic Flood Risk Assessment.</b></p> <p>In determining proposals for development, consideration will be given to the need to safeguard strategic energy sites and network routes, both proposed or existing, where these have been identified as having strategic significance for the delivery of low or zero carbon energy infrastructure or, would be required in order to achieve the successful regeneration of an area in line with targets for reducing carbon emissions.</p>	
	<p>EN 8: Adaptation to Climate Change</p>	<p>En 5: Adaptation to Climate Change (Aug '10)</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</p>	<p>EN 8: 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>	<p>There is no change to this policy; therefore it has not been included in the reassessment.</p>

		<p>exhaustive list:</p> <ul style="list-style-type: none"> <li>- Minimisation of flood risk by appropriate siting, drainage, and treatment of surface areas to ensure rain water permeability</li> <li>- Reduction in urban heat island effect through the use of Green Infrastructure such as green roofs, green walls, increased tree cover and waterways</li> <li>- The need to control overheating of buildings through passive design</li> <li>- The opportunity to provide linked and diverse green space to enhance natural habitats which will assist species adaptation</li> </ul> <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 Approach En3, subject to sufficient evidence to quantify their contribution to compliance.</p>	<ul style="list-style-type: none"> <li>- Minimisation of flood risk by appropriate siting, drainage, and treatment of surface areas to ensure rain water permeability</li> <li>- Reduction in urban heat island effect through the use of Green Infrastructure such as green roofs, green walls, increased tree cover and waterways</li> <li>- The need to control overheating of buildings through passive design</li> <li>- The opportunity to provide linked and diverse green space to enhance natural habitats which will assist species adaptation</li> </ul> <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 EN9, subject to sufficient evidence to quantify their contribution to compliance.</p>	
<p>EN 14: Flood Risk</p>	<p>EN 14: Flood Risk</p>	<p>En6: Flood Risk (Nov '09)</p> <p><i>To be reviewed when the SFRA2 study is complete</i></p> <ul style="list-style-type: none"> <li>- In line with PPS25, development should seek to avoid sites at risk of flooding, taking into account all sources of flooding identified by the latest Strategic Flood Risk Assessment (SFRA) for Manchester; areas at particular risk include land adjacent to the rivers Medlock, Irk, Mersey, Irwell, Cornbrook and Baguley Brook (including culverted sections), the Bridgewater, Rochdale and Ashton canals, and parts of the City Centre at risk from surface water flooding;</li> <li>- In addition to the requirements for site-specific Flood Risk Assessments (FRAs) set out in PPS25, an FRA will be required for</li> </ul>	<p>EN 14: Flood Risk</p> <ul style="list-style-type: none"> <li>- In line with the risk-based sequential approach contained within PPS25, development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding; this should take account of all sources of flooding identified in the Manchester-Salford-Trafford Strategic Flood Risk Assessment (SFRA).</li> <li>- In addition to the requirements for site-specific Flood Risk Assessments (FRAs) set out in PPS25, an FRA will also be required for <b>all</b> development proposals, <b>including changes of use, within Critical Drainage Areas (CDAs) and Canal Hazard Zones identified in the SFRA.</b></li> <li>- <b>All new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate</b></li> </ul>	<p>This policy has been reworded and updated to include minimisation of surface water run-off through SUDS and the appropriate use of green infrastructure. Given the change to the policy, it has been included in the reassessment.</p>



		<p>development proposals on sites of less than 1 ha in Flood Zone 1 where other sources of flood risk are indicated by the SFRA for Manchester;</p> <ul style="list-style-type: none"> <li>- The City of Manchester contains many sections of rivers which are culverted or 'hidden'; where these are indicated in the SFRA beneath the proposed development site, then further investigation will be required; the development proposal should take into account the culverted or hidden river, and where feasible and appropriate should seek to open it up to reduce the associated flood risk and danger of collapse.</li> <li>- Proposals for stand-alone flood management or flood defence works will be considered in the context of the latest version of the SFRA (including any locations and priorities identified for such works) and current regeneration priorities.</li> </ul>	<p><b>use of Green Infrastructure. Developers should have regard to the surface water run-off rates in the SFRA User Guide. In CDAs, evidence to justify the surface water run-off approach / rates will be required.</b></p> <ul style="list-style-type: none"> <li>- The City of Manchester contains many sections of rivers which are culverted or 'hidden', where these are indicated in the SFRA beneath the proposed development site, further investigation will be required and the development proposal should take this into account; where feasible and appropriate development should seek to open up culverted/hidden rivers to reduce the associated flood risk <b>and danger of collapse, taking advantage of opportunities to enhance biodiversity and Green Infrastructure.</b></li> </ul>	
Natural Resources	EN 19: Waste	<p>En 7 Waste (Nov '09)</p> <p>The City Council will:</p> <ul style="list-style-type: none"> <li>- Work with other Districts through the Greater Manchester Joint Waste Development Plan Document (GMJWDPD) to safeguard existing sites for waste management and identify and safeguard new sites in existing areas of employment where appropriate.</li> <li>- Promote the principles of the waste hierarchy to reduce, re-use, recycle, recover energy from and finally dispose of waste</li> <li>- Encourage and safeguard the sustainable transport of waste, including by use of rail, wherever possible.</li> <li>- Require all developers to submit a waste management plan to demonstrate how both</li> </ul>	<p>EN 19: Waste</p> <p>The City Council will:</p> <ul style="list-style-type: none"> <li>- Work with other Districts through the Greater Manchester Joint Waste Development Plan Document (GMJWDPD) to safeguard existing sites for waste management and identify and safeguard new sites in existing areas of employment where appropriate.</li> <li>- Promote the principles of the waste hierarchy to prevent, reduce, re-use, recycle, recover energy from and finally dispose of waste</li> <li>- <b>Minimise need for transportation of waste and</b> encourage and safeguard the sustainable transport of waste, including by use of rail or water, wherever possible.</li> <li>- Require all developers to submit a waste</li> </ul>	<p>This policy has been expanded to include further actions on the council with regards to waste management. The emphasis or meaning of the policy has not changed and therefore it has not been included in the reassessment.</p>

		<p>construction and demolition waste will be minimised and recycled on site wherever possible and how the sustainable waste management needs of the end user will be met.</p> <ul style="list-style-type: none"> <li>- Have full regard to the economic and environmental benefits that well designed and run, waste management facilities can bring to the District, subject to any conditions required to protect the amenity of existing adjacent users.</li> </ul>	<p>management plan to demonstrate how both construction and demolition waste will be minimised and recycled on site wherever possible and how the sustainable waste management needs of the end user will be met.</p> <ul style="list-style-type: none"> <li>- Have full regard to the economic and environmental benefits that well designed and run, waste management facilities can bring to the District, subject to any conditions required to protect the amenity of existing adjacent users.</li> <li>- <b>Promote the development of innovation and technological advancement within the sustainable waste management industry, aiming to achieve a close-loop waste management system.</b></li> <li>- <b>Encourage waste management practices that do not incur unacceptable adverse impact on the environment or endanger human health.</b></li> <li>- <b>Encourage communities to take responsibility for the waste they create.</b></li> </ul>	
<p>EN 20: Minerals</p>	<p>En 8 Minerals (Nov '09)</p> <p>The City Council will:</p> <ul style="list-style-type: none"> <li>- Work with other Districts through a Greater Manchester Joint Minerals Development Plan Document to provide a co-ordinated sub-regional approach to minerals planning.</li> <li>- Encourage the efficient use of minerals and promote the use of secondary/recycled aggregates, wherever possible as an alternative to primary extraction and identify and safeguard sites for its storage, processing and transfer. (See also Waste policy approach En7)</li> <li>- Encourage and safeguard the sustainable transport of minerals, including by use of rail, wherever possible.</li> <li>- Ensure that any adverse environmental</li> </ul>	<p>EN 20: Minerals</p> <p>The City Council will:</p> <ul style="list-style-type: none"> <li>- Work with other Districts through a Greater Manchester Joint Minerals Development Plan Document to provide a co-ordinated sub-regional approach to minerals planning, <b>ensure that mineral resources are safeguarded (including through the definition of mineral safeguarding areas) and to secure an adequate level of minerals for the planned levels of growth in Manchester.</b></li> <li>- Encourage the efficient use of minerals and promote the use of secondary/recycled aggregates, wherever possible as an alternative to primary extraction and identify and safeguard sites for its storage, processing and transfer. (See also Waste policy approach EN18)</li> </ul>	<p>This policy has been expanded to include further actions on the council with regards to minerals. The emphasis or meaning of the policy has not changed and therefore it has not been included in the reassessment.</p>	

		impacts of storage, processing and transfer on neighbouring uses are minimised.	<p><b>- Encourage the use of alternatives to peat-based products in landscaping/gardens within development schemes;</b></p> <p>- Encourage and safeguard the sustainable transport of minerals, including by use of rail, wherever possible.</p> <p>- Ensure that any adverse environmental impacts of storage, processing and transfer on neighbouring uses are minimised.</p>	
Green Infrastructure	EN 9: Green Infrastructure	<p>En 9: Green Infrastructure (Nov '09)</p> <p>Manchester gives Green Infrastructure a high priority. Where new development increases demand on Manchester's Green Infrastructure, including by increasing population in an area where provision is at capacity, the City Council will require the development to provide, or contribute towards, the provision of additional green infrastructure and the protection and enhancement of City's existing green infrastructure.</p>	<p>EN 9: Green Infrastructure</p> <p><b>New development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. Where the opportunity arises the City Council will expect developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure. Where, in exceptional circumstances, the benefits of a proposed development are considered to outweigh the loss of an existing element of green infrastructure, the developer will be required to demonstrate how this loss will be mitigated in terms of quantity, quality, function and future management.</b></p> <p><b>Key features of Manchester's green infrastructure will include:</b></p> <p>- The continued development of a network of green spaces, water bodies, canals, paths and cycleways, with priority given to those parts of the City where there is an identified existing lack of open space.</p> <p>- The continued maintenance and management of the Rivers Mersey and Irwell and their tributaries, for example the River Irk, River Medlock, Chorlton Platt Gore, Gatley Brook, Moston Brook and adjoining land, with regard to</p>	<p>This policy has been updated to include further detail on Green Infrastructure and a requirement that developers will be required to demonstrate how the loss of green infrastructure will be mitigated. It has been included in the reassessment.</p>

			<p><b>their multiple functions including recreation, flood management, and biodiversity.</b></p> <ul style="list-style-type: none"> <li>- <b>The provision of new and improvements to the quality and accessibility of existing green infrastructure assets to mitigate for any loss of green infrastructure as a result of development such as the Metrolink extension programme.</b></li> <li>- <b>The encouragement of green roofs, green walls, tree planting and other forms of green infrastructure to allow for the adaption to climate change in heavily urbanised areas.</b></li> </ul> <p><b>New green infrastructure provision should be an exemplar of best practice and innovation in terms of both its design and management.</b></p>	
	<p>EN 10: Safeguarding Open Space, Sport and Recreation Facilities</p>	<p>En 10: Safeguarding Open Space, Sport and Recreation Facilities (Nov '09)</p> <p>The City Council will seek to retain and improve existing open spaces, sport and recreation facilities to the standards set out above and provide a network of diverse, multi-functional open spaces. Proposals will be supported that:</p> <ul style="list-style-type: none"> <li>- improve the quality and quantity of accessible open space, sport and recreation in the local area</li> <li>- provide innovative solutions to improving the network of existing open spaces, increase accessibility to green corridors, and enhance the Green Infrastructure Network including cross boundary proposals.</li> </ul> <p>Proposals on existing open spaces and sport and recreation facilities will only be permitted where:</p> <ul style="list-style-type: none"> <li>- Equivalent or better replacement open space, sport or recreation facilities would be provided in the local area as soon as practicable; or</li> </ul>	<p>EN 10: Safeguarding Open Space, Sport and Recreation Facilities</p> <p>The City Council will seek to retain and improve existing open spaces, sport and recreation facilities to the standards set out above and provide a network of diverse, multi-functional open spaces. Proposals will be supported that:</p> <ul style="list-style-type: none"> <li>- improve the quality and quantity of accessible open space, sport and recreation in the local area</li> <li>- provide innovative solutions to improving the network of existing open spaces, increase accessibility to green corridors, and enhance biodiversity.</li> </ul> <p>Proposals on existing open spaces and sport and recreation facilities will only be permitted where:</p> <ul style="list-style-type: none"> <li>- Equivalent or better replacement open space, sport or recreation facilities will be provided in the local area;</li> </ul> <p><u>or</u></p> <ul style="list-style-type: none"> <li>- The site is identified as surplus for its current open space, sport or recreation function based on the standards above and the area priorities, and</li> </ul>	<p>There has been a slight rewording to this policy to provide clarity, but there has been no change to the emphasis or meaning of the policy and therefore it has not been included in the reassessment.</p>

		<ul style="list-style-type: none"> <li>- The site is identified as surplus for its current open space, sport or recreation function based on the standards above and the area priorities and:                             <ul style="list-style-type: none"> <li>- A proposed replacement would, as soon as practicable, remedy a deficiency in another type of open space, sport or recreation facility in the local area</li> <li>- It could not fulfil other unsatisfied open space, sport or recreation needs; or</li> </ul> </li> <li>- The development would be ancillary to the open space, sport or recreation facility and have a minimal impact on the use or character.</li> </ul>	<ul style="list-style-type: none"> <li>- it could not fulfil other unsatisfied open space, sport or recreation needs, and</li> <li>- a proposed replacement will remedy a deficiency in another type of open space, sport or recreation facility in the local area;</li> </ul> <p>or</p> <p>The development will be ancillary to the open space, sport or recreation facility and complement the use or character.</p>	
EN 11: Quantity of Open Space, Sport and Recreation	<p>En 11: Quantity of Open Space, Sport and Recreation (Nov '09)</p> <p>As opportunities arise, new open space, sport and recreation facilities will be created across Manchester. The City Council will seek the provision of new open space, sport and recreation facilities, in particular</p> <ul style="list-style-type: none"> <li>a. where a quantitative shortage of a particular use per head of population based on the Open Space, Sport and Recreation standards is identified in the local area;</li> <li>b. where it is required for extending the City's Green Infrastructure Network.</li> </ul> <p>New open spaces should also be interconnected, to allow for better pedestrian and cycling links both across and between sites and enhance the biodiversity of the City.</p>	<p>EN 11: 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 City Council will seek the provision of new open space, sport and recreation facilities, in particular where:</p> <ul style="list-style-type: none"> <li>- a quantitative shortage of a particular use per head of population, <b>including any expected increase of population created by the new development, based on the Open Space</b>, Sport and Recreation standards, is identified in the local area;</li> <li>- where significant levels of development are proposed including strategic housing sites.</li> </ul> <p>New open spaces should also be interconnected, to allow for better pedestrian and cycling links both across and between sites and to enhance the biodiversity of the City.</p>		<p>This policy has been updated to provide further clarity. There is not a change to the emphasis or meaning o the policy and therefore it has not been included in the reassessment</p>
EN 12: Area priorities for	En 12: Area priorities for Open Space, Sport	EN 12: Area priorities for Open Space, Sport and		<p>There is no change to this policy and</p>

	<p>Open Space, Sport and Recreation</p>	<p>and Recreation (Nov '09)</p> <p>The priorities for open space, sport and recreation in the City set out in Manchester's Strategic Open Space, Sport and Recreation Study and within the regeneration areas include the following:-</p> <ul style="list-style-type: none"> <li>- North area: ensure that new development will deliver improvements to the quality of existing provision.</li> <li>- East Manchester: enhance existing facilities and provide new spaces and facilities in accessible locations</li> <li>- City Centre: enhance quality of existing areas and integrate new facilities within the character of the area.</li> <li>- Central area: improve accessibility to nearby open space and facilities as well as address deficiencies where possible.</li> <li>- South area: enhance the quality of existing provision and using opportunities to address deficiencies.</li> <li>- Wythenshawe: enhance existing facilities and improve quality of existing sites.</li> </ul>	<p>Recreation</p> <p>The priorities for open space, sport and recreation in the City set out in Manchester's Strategic Open Space, Sport and Recreation Study and within the regeneration areas include the following:-</p> <ul style="list-style-type: none"> <li>- North area: ensure that new development will deliver improvements to the quality of existing provision.</li> <li>- East Manchester: enhance existing facilities and provide new spaces and facilities in accessible locations.</li> <li>- City Centre: enhance quality of existing areas and integrate new facilities within the character of the area.</li> <li>- Central area: improve accessibility to nearby open space and facilities as well as address deficiencies where possible.</li> <li>- South area: enhance the quality of existing provision and using opportunities to address deficiencies.</li> <li>- Wythenshawe: improve existing facilities and sites.</li> </ul>	<p>therefore it has not been included in the reassessment</p>
	<p>EN 13: Green Belt</p>	<p>This policy was not included in earlier versions of the core strategy.</p>	<p>EN 13: Green Belt</p> <p><b>The extent of Green Belt in Manchester will be amended in the vicinity of Manchester Airport, in accordance with policy MA1. Otherwise, there are no amendments to the Green Belt boundary to be effected through the Core Strategy. 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.</b></p>	<p>This is a new policy in the Dec '10 version of the core strategy and it has been included in the reassessment.</p>
	<p>EN 15: Biodiversity and</p>	<p>En 13: Biodiversity and Geological Conservation (Nov '09)</p>	<p>EN 15: Biodiversity and Geological Conservation</p> <p><b>The City Council will seek to maintain or</b></p>	<p>This policy has been updated to</p>

	<p>Geological Conservation</p>	<p>- In line with PPS9, development should avoid any adverse impact on:</p> <ul style="list-style-type: none"> <li>- sites with international or national designations for their biodiversity value; Manchester contains one Site of Special Scientific Interest (SSSI) (Cotteril Clough), and has one candidate Special Area of Conservation (cSAC), also an SSSI just over the border (on the Rochdale Canal, in Oldham);</li> <li>- other sites of biodiversity value, including Sites of Biological Importance (SBIs) and Local Nature Reserves (LNRs); Manchester currently has 35 SBIs (including the Rochdale and Ashton Canals) and 7 LNRs; priority habitats found within Manchester, as listed in the Manchester Biodiversity Strategy and included in the Greater Manchester Biodiversity Action Plan (GM BAP), including various types of grassland, ancient/species-rich hedgerows, woodlands, lowland heath, managed greenspace, reedbeds, rivers, canals and ponds;</li> <li>- protected and priority species, as listed in the Manchester Biodiversity Strategy and included in the Greater Manchester Biodiversity Action Plan (GM BAP); species that occur in Manchester include the great crested newt, water vole, brown hare, pipistrelle bats, 8 protected bird species, floating water plantain, grass-wrack pondweed, and the black poplar;</li> <li>- sites that are recognised for their</li> </ul>	<p><b>enhance sites of biodiversity and geological value throughout the City. Particular consideration will be given to:</b></p> <ul style="list-style-type: none"> <li>- sites with international or national designations for their biodiversity value. Manchester contains one Site of Special Scientific Interest (SSSI) (Cotteril Clough); there is a Special Area of Conservation (SAC) and an SSSI just over the border in Oldham (both on the Rochdale Canal within Oldham);</li> <li>- other sites of biodiversity value, including Sites of Biological Importance (SBIs) and Local Nature Reserves (LNRs); Manchester currently has 35 SBIs (including the Rochdale and Ashton Canals) and 7 LNRs; priority habitats found within Manchester, as listed in the Manchester Biodiversity Strategy and included in the Greater Manchester Biodiversity Action Plan (GM BAP);</li> <li>- protected and priority species, as listed in the Manchester Biodiversity Strategy and included in the Greater Manchester Biodiversity Action Plan (GM BAP);</li> <li>- sites that are recognised for their geological importance;</li> <li>- <b>the City Council’s objective to protect and conserve the city’s existing trees and woodlands and the aim for a net increase in trees across the City.</b></li> </ul> <p>Developers will be expected to <b>identify and implement reasonable opportunities to</b> enhance, restore or create new biodiversity, either on-site or adjacent to the site, contributing to linkages between valuable or potentially valuable habitat areas where appropriate, with reference to:</p> <ul style="list-style-type: none"> <li>- the Manchester Biodiversity Strategy, which provides further details of priority habitats within Manchester and opportunities for biodiversity enhancement including corridors such as the Mersey, Medlock and Irk river valleys, the canals</li> </ul>	<p>include further considerations for developers in relation to enhancing and creating biodiversity; it has been included in the reassessment.</p>
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		<p>geological importance;</p> <ul style="list-style-type: none"> <li>- Development will be expected to enhance, restore or create new biodiversity where the opportunity arises, either on-site or adjacent to the site, contributing to linkages between valuable or potentially valuable habitat areas where appropriate, with reference to: <ul style="list-style-type: none"> <li>- the Manchester Biodiversity Strategy, which provides further details of priority habitats within Manchester and opportunities for enhancement including corridors such as the Mersey, Medlock and Irk river valleys, the canals and disused railway lines and areas of managed greenspace particularly in parks;</li> <li>- the Ecological Framework for Greater Manchester, which seeks to guide and inform habitat creation and repair, including identifying large 'biodiversity opportunity areas' including the Moston Brook Corridor and Nutsford Vale;</li> <li>- the Open Space, Leisure &amp; Recreation Study, which identifies areas where there is a deficit of natural and semi-natural greenspace, opportunities for green corridors and other linkages;</li> <li>- Manchester's Climate Change Action Plan</li> <li>- The Strategic Flood Risk Assessment (SFRA) for Manchester;</li> <li>- Manchester Tree Strategy</li> </ul> </li> <li>- Development should seek to protect existing biodiversity on brownfield sites.</li> </ul>	<p>and disused railway lines and areas of managed greenspace particularly in parks;</p> <ul style="list-style-type: none"> <li>- the <b>Green Infrastructure Framework</b> for Greater Manchester, which encompasses an ecological framework that seeks to guide and inform habitat creation and repair, including identifying large 'biodiversity opportunity areas' including the Moston Brook Corridor and Nutsford Vale;</li> <li>- the Open Space, Leisure &amp; Recreation Study, which identifies areas where there is a deficit of natural and semi-natural greenspace, opportunities for green corridors and other linkages;</li> <li>- Manchester's Climate Change Action Plan;</li> <li>- the Strategic Flood Risk Assessment (SFRA) for Manchester;</li> <li>- <b>the Habitats Regulations Assessment (HRA) for Manchester, which gives detailed consideration to Special Areas of Conservation (SACs), including the Rochdale Canal SAC just outside the district boundary;</b></li> <li>- <b>the River Basin Management Plan for the North West;</b></li> <li>- <b>the Manchester Tree Strategy</b></li> </ul> <p><b>Any adverse impacts on biodiversity will need to be justified against the wider benefits of the proposal, assessed against other LDF policies. Where adverse impacts are unavoidable, developers will be required to demonstrate that these will be minimal.</b></p> <p>Development should wherever possible seek to maintain, enhance or restore existing geology.</p>	
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		- Development should wherever possible seek to maintain, enhance or restore existing geology.		
Environmental Quality	EN 16: Air Quality	<p>En 14: Air Quality (Nov '09)</p> <p>The City Council will seek to improve the air quality within Air Quality Management Areas, located along Manchester's principal traffic routes. Developments will be expected to meet at least the minimum standards in the North West Sustainability Checklist and to take measures to help minimise and mitigate the local impact of emissions from traffic generated by the development as well as emissions created by the use of the development itself, including from Combined Heat and Power and biomass plant.</p>	<p>EN 16: Air Quality</p> <p>The City Council will seek to improve the air quality <b>within Manchester, and particularly</b> within Air Quality Management Areas, located along Manchester's principal traffic routes <b>and at Manchester Airport</b>. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself, including from Combined Heat and Power and biomass plant.</p>	<p>This policy has been updated to include all of Manchester within the policy rather than just Air Quality Management Areas and it also specifically states Manchester Airport; it has therefore been included in the reassessment.</p>
	EN 17: Water Quality	<p>En 15: Water Quality (Nov '09)</p> <ul style="list-style-type: none"> <li>- Development should avoid any adverse impact on water quality, including during the construction phase, and wherever possible should seek to enhance water quality, both chemical and biological;</li> <li>- Development should minimise surface water run-off from development and associated roads, to avoid pollutants reaching watercourses;</li> <li>- Development should take account of any existing drainage problems, and help to mitigate rather than contribute to them;</li> <li>- Development should maximise the use of appropriate sustainable drainage systems (in line with advice from the Strategic Flood Risk Assessment) to minimise groundwater contamination, surface-water run-off and water entering the drains;</li> <li>- Development close to a watercourse should</li> </ul>	<p>EN 17: Water Quality</p> <p><b>With reference to the Manchester-Salford-Trafford SFRA and other relevant documents:</b></p> <ul style="list-style-type: none"> <li>- Development should avoid any adverse impact on water quality, including during the construction phase, and wherever possible should seek to enhance water quality, both chemical and <b>ecological</b>;</li> <li>- Development should minimise surface water run-off from development and associated roads, <b>and maximise the use of appropriate sustainable drainage systems, to minimise groundwater contamination</b>, and to avoid pollutants reaching watercourses;</li> <li>- Development close to a watercourse should also ensure that waste or litter cannot enter the watercourse from the site;</li> <li>- <b>Development should, where feasible and appropriate, seek to open up any culverted or hidden watercourse beneath the site to improve</b></li> </ul>	<p>This policy has been updated to remove a number of requirements with regards to water quality and also include a requirement that development should open up culverted watercourses where appropriate; it has been included in the reassessment.</p>

		<p>ensure that all run-off is diverted, maximising the use of sustainable drainage systems;</p> <ul style="list-style-type: none"> <li>- Development close to a watercourse should ensure that contaminants, waste or litter cannot enter the watercourse from the site;</li> <li>- Discharges from industrial development should be carefully controlled so they do not add to water pollution;</li> <li>- Development should take into account the need for sewerage and sewage treatment and the availability of existing sewage infrastructure.</li> </ul>	<p><b>the ecological status of that watercourse;</b></p>	
	<p>EN 18: Contaminated Land and Ground Stability</p>	<p>En 16: Contaminated Land (Nov '09)</p> <p>The City Council will give priority for the remediation of contaminated land to strategic sites as identified within this document.</p>	<p><b>EN 18: Contaminated Land and Ground Stability</b></p> <p>The City Council will give priority for the remediation of contaminated land to strategic locations as identified within this document.</p> <p><b>All new development within former mining areas shall undertake an assessment of any associated risk to the proposed development and, if necessary, incorporate appropriate mitigation measures to address them.</b></p>	<p>This policy has been updated to include reference to Ground Stability; It has been included in the reassessment.</p>
<p>Built environment</p>	<p>CC 6: City Centre High Density Development</p>	<p>CC 1: City Centre High Density Development (Nov '09)</p> <p>City Centre development will generally be high-density. It is a location where land should be used to maximise its efficiency. The appropriate scale, massing and height of development in the City Centre will significantly exceed what is appropriate elsewhere in the City.</p> <p>Development will need to have regard to the City Council's approach to tall buildings (policy En18), but any proposals which do not reflect the importance of maximising the development opportunities in the City Centre will only be supported where there is a clear justification.</p>	<p>CC 6: City Centre High Density Development</p> <p>City Centre development will generally be high-density. It is a location where land should be used to maximise its efficiency. The appropriate scale, massing and height of development in the City Centre will significantly exceed what is appropriate elsewhere in the City.</p> <p>Development will need to have regard to the City Council's approach to tall buildings (policy EN2), but any proposals which do not reflect the importance of maximising the development opportunities in the City Centre will only be supported where <b>this accord with wider Core Strategy objectives.</b></p>	<p>There has been a minor update to the wording of this policy but there is no change to the emphasis or meaning of the policy; it has not been included in the reassessment.</p>

	<p>CC 9: Design and Heritage</p>	<p>CC 4: Heritage and Design (Nov '09)</p> <p>Development in Manchester City Centre should protect or enhance the heritage assets that have been identified, including listed buildings, conservation areas and scheduled ancient monuments.</p> <p>Design of new buildings will need to be of the highest standard in terms of appearance and function. The standards and guidance explained in other LDF policies should be the basis for the approach to design, with particular attention to be given to the City Centre context and character.</p>	<p>CC 9: Design and Heritage</p> <p>Design of new buildings will need to be of the highest standard in terms of appearance and function. The standards and guidance explained in other LDF policies should be the basis for the approach to design, with particular attention to be given to the City Centre context and character.</p> <p>Development in Manchester City Centre should <b>preserve</b> or enhance the heritage assets that have been identified, including listed buildings, conservation areas and scheduled ancient monuments.</p> <p><b>The Council will support high density and mixed use development in the City Centre, but developers must recognise the specific design challenges that must be overcome to ensure complementarity of function and form. New development must support the range of uses the Council expects in the City Centre and contribute to a coherent and integrated physical environment.</b></p>	<p>This policy has been updated to include reference to high density and mixed development in the city centre; it has been included in the reassessment.</p>
	<p>EN 1: Strategic Character Areas</p>	<p>This policy was not included in earlier versions of the core strategy.</p>	<p>EN 1: Strategic Character Areas</p> <p>All development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and listed above, and have regard to the strategic character area in which the development is located. Design and Access Statements submitted with proposals for new development must clearly detail how the proposed development addresses the design principles, reinforces and enhances the local character of that part of the City and supports the achievement of the Core Strategy Strategic Objectives</p> <p>1. City Centre Character Area</p> <p>The City Centre contains a rich legacy which reflects its urban evolution to the current day and</p>	<p>This is a new policy in the Dec '10 version of the core strategy and therefore it has been included in the reassessment.</p>

			<p>includes listed buildings, conservation areas, archaeological remains and an historic street pattern. Its core area presents a particularly dense environment that accommodates a wide and closely integrated range of uses including commercial, civic and residential activities. Relative to the amount of development there is limited open space and this includes a range of civic and less formal green spaces and waterways. Outside the core and associated with the Inner Relief Route there are less active and less densely developed areas with significant elements of cleared land. The City Centre is the focus of the City's transport routes</p> <ul style="list-style-type: none"> <li>- Developers will be expected to consider the City's heritage and continue the rich pattern of activity in the core area.</li> <li>- While there will be opportunities to create landmark buildings, developments should also contribute positively to the experience of all at street level.</li> <li>- Wherever possible the opportunity should be realised to enhance existing and provide new areas of meaningful open space, and the maintenance and improvement of the City's permeability should be considered in all proposals.</li> </ul> <p>2. The Corridor (Higher Education Precinct (HEP)) Character Area</p> <p>This area contains major educational and medical institutions located alongside a linear route in a variety of large scale buildings. Underlying this are remnants of the historic past such as the grid iron street pattern dating principally from the 19th Century. The area contains a network of open spaces often resulting from more recent developments and is busy especially with public transport and pedestrian movement through much of the 24 hour day with patterns of movement linking areas to both sides of Oxford Road. The</p>	
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			<p>Corridor represents the only area where the levels of activity, range of uses and scale of built form associated with the City Centre extend beyond the Mancunian Way.</p> <ul style="list-style-type: none"> <li>- New development needs to reflect the significant scale and form expected from major City institutions and opportunities will exist for more innovative and contemporary built forms, which have regard to the historic context.</li> <li>- A balance between built form and open space which allows for easy movement through and across the area will be required.</li> </ul> <p>3. Heaton Park Character Area</p> <p>Heaton Park is a large, historic, Grade II listed municipal park, containing a number of historic structures dating from its original use as a country estate. It is used for a mix of formal and informal recreational opportunities in a primarily informal landscape. It is the highest point in the City.</p> <ul style="list-style-type: none"> <li>- A continuation of its historic landscape character as parkland with informal groups of trees, to enable the accommodation of the existing range of leisure activities, is expected.</li> </ul> <p>4. Northern Character Area</p> <p>The character of this area is significantly affected by the topography, with a marked increase in height moving northwards, cut by the River Irk and its tributaries. There is a finer grained, predominantly residential mix of development, broken up by open spaces and significant tree cover also linked to the local topography.</p> <ul style="list-style-type: none"> <li>- Developers should respond to the underlying topography and varied townscape created by the balance between built form and the tree-covered landscape.</li> </ul>	
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			<p><b>5. Irk Valley Character Area</b></p> <p>A tree-filled river valley, steeply cut in parts, used as informal open space. This river valley is bounded by and still contains many areas of low density residential and industrial activity with occasional formal open spaces. Its green character stops abruptly at Dantzic</p> <p>Street/Dalton Street where its character becomes more like that of the City Centre.</p> <ul style="list-style-type: none"> <li>- Development within or alongside the valley sides should also seek to enhance the valleys semi-natural appearance and function.</li> <li>- Views into, out of and along the valley are to be considered.</li> </ul> <p><b>6. Central Arc Character Area</b></p> <p>The character of the area we have today is predominantly one of 1960's social housing estates and zoned industrial areas bisected by the transport network and largely resulting from the comprehensive redevelopment of the past. Significant areas of employment are found where this area overlaps with the fringe of the City Centre such as at Strangeways which is a large, distinctive, entirely industrial area suitable for further employment growth. Much of the Central Arc is experiencing regeneration with some contemporary urban solutions, for example in Hulme, now complete, and some still to be progressed.</p> <ul style="list-style-type: none"> <li>- The opportunity exists for development on a large scale using innovative urban design solutions. These should use District Centres and key nodes of public transport as focal points and involve existing communities.</li> <li>- The opportunity should also be taken to use the canals to create a distinctive urban environment and enhance access through</li> </ul>	
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			<p>the City.</p> <p>7. Medlock Valley (outside the City Centre) Character Area</p> <p>This is divided into three sub groups, with a wider semi-natural area lying to the east of Bankbridge Road, a more managed landscape with an increase in urban form around Eastlands and Philips Park and a narrower river valley confined by built development to the west of Eastlands.</p> <ul style="list-style-type: none"> <li>- Development will need to respond to the particular attributes of the valleys changing character.</li> <li>- Development adjacent to the valley sides must not diminish the degree of openness or accessibility in any particular sub area.</li> </ul> <p>8. Southern Character Area</p> <p>There is a notable presence of older development (1750-early 1900) at key junctions and along historic radial routes such as Oxford Road/Wilmslow Road, often but not exclusively associated with District Centres. The largely flat terrain has enabled the subsequent infilling of land between these routes with a more regular layout of predominantly residential development up to the 1960's. Much of this subsequent development was associated with the purpose built radial parkways, serving the City Centre. Princess Parkway now forms the principal road link between the City Centre and the Airport. The area contains pockets of formal open space including some significant historic parks.</p> <ul style="list-style-type: none"> <li>- New development needs to retain the identity and focus of activity associated with the historic District Centres</li> <li>- Where appropriate development along the radial routes such as Princess Parkway should be commensurate in scale with the prominence of its location.</li> </ul>	
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			<p><b>9. Mersey Valley Character Area</b></p> <p>This is a wide, flat valley with heavily managed open space and tree cover largely found on the valley perimeter where there are localised significant changes in level. The Mersey Valley acts as a important visual break between the South Area and Wythenshawe Environs. Extensive long range views exist from the valley sides and the major road network which bisects and runs along the valley.</p> <ul style="list-style-type: none"> <li>- Developers will need to ensure that any development within or to the periphery of the valley maintains the sense of openness and accessibility.</li> </ul> <p><b>10. Wider Wythenshawe Character Area</b></p> <p>Wythenshawe was developed along the principles of the 'garden city' movement. The wider area represents a phased series of predominantly social housing dating from the 1920's to the 1960's, with some later infill developments and industrial zones. There is a predominance of low rise, low density semi-detached houses, short terraces and low rise blocks of flats and maisonettes, all set within private gardens, incidental open space, public amenity spaces and pockets of semi-natural and woodland areas. The key focal points for activity are the transport corridors, hospital and District Centres.</p> <ul style="list-style-type: none"> <li>- The principal features to be retained in any new development is the sense of the existing low rise suburban character set within soft landscape.</li> </ul> <p><b>11. Airport &amp; urban fringe Character Area</b></p> <p>Much of this area is open in character including a significant area of agricultural land. Built development is mainly associated with the Airport and associated uses, often large scale but height limited by flight path requirements. Other built development is small scale and takes the form of individual or small clusters of houses.</p>	
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			- Development in this area needs to accommodate the future operational needs of the Airport, whilst retaining the area's open character as far as is possible.	
	Design Principles text incorporated into En1.	<p>En 17: Design Principles (Nov '09)</p> <p>All development in Manchester should have regard to the seven objectives of urban design as identified in national planning guidance. The design of new development in Manchester should reinforce the sense of place and local distinctiveness of the City and its specific character areas.</p> <p>Design and Access Statements submitted with proposals for new development must clearly detail how the proposed development would support the achievement of the Core Strategy Strategic Objectives and reinforce the character of the City</p> <p>Manchester City Council gives particular priority to ensuring high standards of accessibility in all development and will promote proposals that are fully accessible to disabled people.</p>	Design Principles text incorporated into EN1.	This policy has been deleted and therefore the original appraisal is now obsolete.
	EN 2: Tall Buildings	<p>En 18: Tall Buildings (Nov '09)</p> <p>Tall buildings are defined as "buildings which are substantially taller than their neighbourhoods and/or which change the skyline". Proposals for tall buildings will be supported where it can be demonstrated that they are of excellent design quality, are in appropriate locations, contribute positively to sustainability and to place making including by shaping a unique, attractive and immediately identifiable Manchester city skyline, and where the development would bring significant regeneration benefits. Suitable locations and other relevant considerations include:-</p>	<p>EN 2: Tall Buildings</p> <p>Tall buildings are defined as buildings which are substantially taller than their neighbourhoods and/or which significantly change the skyline.</p> <p>Proposals for tall buildings will be supported where it can be demonstrated that they</p> <ul style="list-style-type: none"> <li>- Are of excellent design quality,</li> <li>- Are appropriately located,</li> <li>- Contribute positively to sustainability,</li> <li>- Contribute positively to place making, for example as a landmark, by terminating a view, or by signposting a facility of significance, and</li> </ul>	The wording of this policy has changed to become more succinct and include other requirements in relation to tall buildings; it has been included in the reassessment.

		<p>1. City Centre sites and non City Centre sites immediately adjacent to the Inner Relief Route.</p> <ul style="list-style-type: none"> <li>- This area would be the focus for tall building development to reflect the City Centre's pre-eminent regional centre role and should accommodate the very large majority of the City's tall buildings, including the very tallest buildings, and those that could justifiably be described as being of 'iconic' design of international/national/regional importance.</li> <li>- Other than in the most exceptional circumstances, tall buildings should be within this City Centre focal area with particular encouragement given to non-conservation area locations adjacent to key gateways.</li> <li>- The exceptional circumstances for a proposed tall building that would be seen as more isolated structure rather than as a part of a group of tall buildings would need to be justified including in terms of other tall building proposals and as a tall building of an exceptional iconic design of regional/national/ international significance that satisfactorily addresses all other development policy criteria.</li> <li>- Tall building proposals will need to be justified, amongst other matters, in terms of their positive contribution to the urban form, including skyline, of the City Centre as a whole particularly in approach views. They may coincidentally, and where appropriate, play a signposting role by, for</li> </ul>	<ul style="list-style-type: none"> <li>- Will bring significant regeneration benefits.</li> </ul> <p>A fundamental design objective will be to ensure that tall buildings complement the city's key existing building assets and make a positive contribution to the evolution of a unique, attractive and distinctive Manchester, including to its skyline and approach views.</p> <p><b>Suitable locations will include sites within and immediately adjacent to the City Centre with particular encouragement given to non-conservation areas and sites which can easily be served by public transport nodes.</b></p> <p><b>Elsewhere within Manchester tall building development will only be supported where, in addition to the requirements listed above, it can be shown to play a positive role in a coordinated place-making approach to a wider area. Suitable locations are likely to relate to existing district centres. The height of tall buildings in such locations should relate more to the local, rather than the City Centre, urban context.</b></p> <p><b>By their very size tall buildings can have a significant impact on the local environment and its micro-climate. It is therefore expected that this impact be modelled and that submissions for tall buildings also include appropriate measures to create an attractive, pedestrian friendly local environment.</b></p> <p>It will be necessary for the applicant/developer to demonstrate that proposals for tall buildings are viable and deliverable.</p>	
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		<p>example, identifying a locality or public facility within the City Centre.</p> <p>2. Outside the area identified in 1 above:-</p> <ul style="list-style-type: none"> <li>- Tall building development would only be supported where it can be shown to play a positive role in a coordinated place-making approach to a wider area (e.g. as a landmark, to terminate a view, signpost a district centre, transport node, other facilities of local, regional, national or international significance).</li> <li>- The height of tall buildings in such locations should relate more to the local, rather than the City Centre, urban context.</li> </ul> <p>3. Any tall building proposal should demonstrate that it would support and improve the social, economic and environmental sustainability of the City and the wider locality/neighbourhood within which it is set including an appropriate mix of uses. Such proposals should be in locations that are highly accessible with a particular emphasis on public transport, cycle and pedestrian access and, for sites outside the City Centre, any tall building would be required to be within easy walking distance of a choice of public transport modes.</p> <p>4. By their nature tall buildings are highly visible often over significant distances and, while all development within the City should be of high quality, tall building developments will be required to be of the very highest quality.</p> <p>5. Outside the City Centre, ad-hoc tall building proposals of a scale and location that would be inconsistent with 1, 2 and 3 above would not be supported other than in the most</p>		
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		<p>exceptional circumstances.</p> <p>6. Unimplemented planning permissions for tall buildings can have a significant impact on land value and can distort the market in an unacceptable manner. This can hinder the development of the site for other uses and can have an adverse impact on the developability of other sites. The Council will not therefore support proposals for tall buildings that are speculative and do not have identified end users. It will be necessary for the applicant/developer to demonstrate that proposals for tall buildings are viable and deliverable</p>		
EN 3: Heritage	EN 3: Heritage	<p>En 19: Heritage (Nov '09)</p> <p>The City Council should protect or, where possible, enhance the historic environment and the character and setting of areas of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains.</p> <p>High quality development that complements and takes advantage of the distinct historic features of the city centre, its districts and neighbourhoods will be encouraged.</p>	<p>EN 3: Heritage</p> <p>Throughout the City, the City Council will encourage development that complements and takes advantage of the distinct historic <b>and heritage</b> features of its districts and neighbourhoods, including those of the City Centre.</p> <p><b>New developments must be designed so as to support the City Council in its duty to preserve or</b>, where possible, enhance the historic environment and the character and setting of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains.</p>	<p>There have been minor wording changes to this policy; however it has not been included in the reassessment.</p>

# Appendix H - Recommendations and Council's Responses

Table H.1 below includes recommendations that were included in the SA report, but were not taken on board by the Council in the consultation version of the Core Strategy (January 2011). The Council's responses are provided in the table.

**Table H.1 – Recommendations for the Core Strategy and Council's responses**

Component	Recommendation	Council's response
<b>SEA recommendations</b>		
Tourism	Policy CC 4 (Visitors- Tourism, Culture and Leisure) presents a general policy commitment to supporting the development of the City Centre as a destination for tourism. It is recommended that consideration also be given to extending the scope of the Policy to provide clearer policy guidance on the types of tourism development that are desirable for Manchester – this would provide an opportunity to ensure that the natural environment, particularly the waterfront locations, are protected from insensitive and potentially detrimental development. Such changes could potentially improve the sustainability performance of the component against SA Objective 12 (water environment) and 13 (efficient use of land).	The Council's vision is to promote the City Centre for a wide range of tourist attractions and would not wish to prioritise any particular types at this stage. More detailed consideration may be given to the use of specific sites where appropriate in future documents.
Tourism	Policy CC 4 (Visitors- Tourism, Culture and Leisure) could benefit from the inclusion of reference to the value of biodiversity enrichment, both in terms of creating an attractive setting as well as the recreational and amenity appeal of increased greening of the City. The promotion of biodiversity, planting and greening through this policy has the potential to improve the predicted performance of the component against several SA Objectives, particularly numbers 11, 12, 14, 15, 18 and 19	Avoiding too much repetition and/or cross referencing; we are not including biodiversity and open space in this policy as they are specifically addressed in other policies.
Tourism	Policies should include reference to best practice environmental standards, e.g. BREEAM. This would ensure consideration of the way in which development delivers water conservation, energy efficiency and sustainable waste management. Incorporation of such references has the potential to improve the predicted sustainability performance of the component against a number of SA Objectives including 11, 12, 13, 14, 17-20;	There is now an updated reference to BREEAM in Policy DM 1 so this does not require repetition here.
Retail and Centres	Reference could be made to Policy DM 1 that requires new commercial development to demonstrate best practice environmental, e.g. BREEAM to ensure that development contributes to the quality of the urban and peri-urban environment.	Avoiding too much repetition and/or cross referencing; we are not including BREEAM in this policy as they are specifically addressed in other policies.
Transport	It should be ensured that the walking and cycling routes are designed to reduce crime and the fear of crime such as active frontages, CCTV and other design measures including lighting	This is a design issue and covered strategically in the Core Strategy by SP1 and DM1 and in detail in revised SPD.
Transport	It should be ensured that the development of public transport routes is not to the detriment of sites of historical or archaeological value.	This is covered by the Heritage policy EN 3.
Airport	Future airport developments as part of the airport expansion should be delivered through sustainable construction that achieves a high rating of sustainability certification, applying recognised standards such as BREEAM or Civil Engineering Environmental Quality Assessment (CEEQUAL). A	BREEAM, Code for sustainable homes and reference to SPD are in Policy DM1.

	specific reference to these environmental standards as well as 'Guide to Development in Manchester' SPD should be included in the policy wording. This will help reduce the significance of predicted negative effects against a number of SA objectives, including objectives 3 (health), 14 (biodiversity), 15 (built environment), 17 (prudent use of natural resources), 18 (climate change), 20 (waste). A requirement for civil projects to comply with CEEQUAL standards should also be included in the revised SPD.	
Airport	The airport should actively support the expansion of the scope of the EU emission trading scheme to cover aviation activities (i.e. all flights departing or arriving at the airport) from 2012 and implement any new guidance produced by the Government or at the European level on the consideration of aviation emissions to improve the sustainability performance of the policy component against SA Objective 18 (climate change).	The airport have stated their support for the EU emissions trading scheme but the Core Strategy is not an appropriate document for the Airport's views and it is not able to enforce views on the airport.
Natural Resources	Apart from requiring local communities to take responsibility for the waste they generate and adopt the waste hierarchy, national planning guidance requires adoption of proximity principle for waste disposal and management.	EN 19 includes 'minimise need for transportation.' but also states that the GM Joint DPD will safeguard and identify sites for waste management. Therefore, criteria for identifying sites will be included in the JWDPD rather than the Core Strategy.
<b>EqlA recommendations</b>		
Green Development Principles	Recommendation on referencing 'secured by design' principles in the policy wording and the Reasoned Justification for both PA 1 (Developer Contributions) and DM 1 (Development Management) set out in the section on SA results will be beneficial from the EqlA perspective, especially for women, the elderly or ethnic minorities, as these equality groups are more likely to be affected by fear of crime or by hate and violent crime.	As Secured by Design is just one of several accredited schemes we prefer to refer to security issues as currently in DM 1. Further policy detail will follow in the SPD.
Housing	It is recommended that Policy Approach H8 (Affordable Housing) includes the requirement to provide special needs accommodation as part of affordable housing provision where needs are identified and where such accommodation meets the requirements of Policy Approach H 10 (Special Needs and Supported Housing) to ensure that the needs of people with special needs are met.	We have stated in policy H8 that the definition of affordable housing used is that in PPS3 which may include special needs housing as required. Further detail is given in the Housing Choice SPD (see quote below) which will be updated to correspond with the Core Strategy rather than the UDP as soon as the Core Strategy is adopted. " In some circumstances, where there is an identified need, provision of affordable housing will need to address more specific housing needs, such as extra care provision for the elderly. This specialist type of provision can be delivered in a number of ways and the Council would seek to adopt a flexible approach to delivery, in order to accommodate both scheme viability and housing need requirements".
Housing	A reference to the revised 'Guide to Development in Manchester' and Design for Access 2 for the standards of accessible and inclusive design should be added to the Policy H1 to ensure provision of high quality housing accessible for all.	Design standards in DM1 are applied to all development. Also Design for Access 2 is referred to in paragraph 9.8 of the Core Strategy (the reasoned justification to H1.)
Housing	Development of sites that involves demolition and relocation should to be	Legal processes are in place to ensure fair treatment of any residents in

	managed sensitively, efficiently and equitably, providing adequate support, advice and financial assistance to affected residents.	this situation but this is not part of the planning process so cannot be applied through planning policy
Retail and Centres	Policy C 2 could specify that a proportion of housing provision in local centres should be affordable to cater for the housing needs of the disadvantaged groups and allow for good access to services and facilities for those without access to a private car.	Housing added to list of supported development at start of C2 but reference to affordable housing not necessary as policy H8 Affordable housing applies to all residential development across the City.
Economy and Employment	The potential to deliver employment opportunities to areas suffering worklessness and deprivation should be maximised through the inclusion of specific locational priorities in the Policy wording, thus seeking to realise the full potential for positive social effects of the airport expansion in terms of new job and training opportunities and helping reduce inequalities.	Policy EC11 already specifies 'nearby parts of Wythenshawe' and local communities all of which could fall into the category described in suggested wording in 11.93.
Climate Change	In addition to requiring a reduction in CO2 emissions from new development, the policy should include a separate message requiring the existing building stock to be refurbished to reduce fuel poverty.	Policy cannot require refurbishment but it can apply the same targets to any development requiring planning permission including retrofit projects. Policy EN 4 states that it applies to all development, In addition to new development, EN5 states that it includes regeneration and retrofit projects and EN6 specifically includes any proposal for substantial improvement to an existing building.
Natural Resources	Inclusion the requirement for proximity principle for waste management is encouraged to ensure that no local neighbourhoods have to manage a disproportional share of waste, especially if the adopted waste management practices result in noise, odour or other type of nuisance.	The GM Joint DPD will safeguard and identify sites for waste management and, therefore, criteria for identifying sites will be included in the JWDPD rather than the Core Strategy..
Built Environment	Tall buildings may not be appropriate for accommodating social housing for some equality groups. Policy EN 2 (Tall Buildings) should ensure that the provision of tall buildings does not interfere with the need for social housing provision in a particular location.	Tall buildings will contain lifts and should not be inappropriate for any particular group however they are all considered on a case by case basis where social housing needs could be considered if relevant.
EqIA general recommendations	An appreciation of both the spatial and social dimensions of existing inequality in the city is important to ensure that the specific needs of different groups within the population are recognised and addressed.	Reference and definition in SP1 ensures all developers consider the needs of all.
<b>HIA recommendations</b>		
General Development Principles	Policy SP 1 Spatial Principles has the potential for more significant positive effects against SA Objective 3 – this could be achieved through amplification of the policy wording in relation to making 'a positive contribution to the health and well being of residents'. The Reasoned Justification for the policy indicates improved pedestrian and cycling facilities, open space provision, sustaining local facilities and improved accessibility – it is recommended that these messages should come through the actual policy wording more strongly.	SP1 is intended to be a key principle rather than a detailed policy, however further detail on addressing health is contained in the current SPD and will be maintained.
Housing	It is recommended that Policy Approach H 8 (Affordable Housing) includes	We have stated in policy H8 that the definition of affordable housing used



	the requirement to provide special needs accommodation as part of affordable housing provision where needs are identified and where such accommodation meets the requirements of Policy Approach H 10 (Special Needs and Supported Housing). Provision of housing for people with special needs will increase their independence and quality of life.	is that in PPS3 which may include special needs housing as required. Further detail is given in the Housing Choice SPD (see quote below) which will be updated to correspond with the Core Strategy rather than the UDP as soon as the Core Strategy is adopted. "5.30 In some circumstances, where there is an identified need, provision of affordable housing will need to address more specific housing needs, such as extra care provision for the elderly. This specialist type of provision can be delivered in a number of ways and the Council would seek to adopt a flexible approach to delivery, in order to accommodate both scheme viability and housing need requirements".
Housing	A reference to the revised 'Guide to Development in Manchester' and Design for Access 2 for the standards of accessible and inclusive design should be added to the Policy H1 to ensure provision of high quality housing accessible for all.	Design standards in DM1 are applied to all development. Design for Access 2 is referred to in paragraph 9.8 of the Core Strategy (the reasoned justification to H1).
Housing	Including a requirement for a new development to achieve points under the Lifetime Home Standards will help ensure that new housing has good accessibility, in particular for the disabled and the elderly. A reference to Design for Access 2 for the standards of accessible and inclusive design is also recommended.	All references to design standards, guides etc are to be kept in policy DM1 and its justification to avoid repetition.
Housing	As higher density development may increase pressure on health services, an adequate provision of health facilities should form a consideration in siting new development and deciding on its type. This should be specified in Policy Approach H3 – H 7 (Distribution of Housing).	The Infrastructure Plan has considered the requirement for health facilities and has not highlighted any major issues with the proposed level of development. If any shortfalls are created locally developers will be expected to contribute to meeting the need through policy PA 1.
Housing	Development of sites that involves demolition and relocation should to be managed sensitively, efficiently and equitably, providing adequate support, advice and financial assistance to affected residents to ensure that the well-being of the residents is not affected.	Legal processes are in place to ensure fair treatment of any residents in this situation but this is not part of the planning process so cannot be applied through planning policy.
Housing	A requirement for air quality and noise assessment as part of planning consent for individual sites where the issues of pollution are known to exist is recommended.	Already reference to noise and air quality in DM1.
Airport	A detailed assessment is recommended to be undertaken for the preferred option of the airport expansion to understand implications of increased levels of noise and air pollution on human health. The reasoned justification supporting the policy could elaborate on the potential mitigation measures, which could include the reasonable runway location, optimised land use, selection of low noise aircrafts, relocation of sensitive receptors, noise bunding to operational areas and noise insulation of sensitive buildings. The aim should be to deliver designs that go beyond the minimum safety requirements set out, for example, in CAP 168; taking full account of the	The expansion to the airport does not include a new runway. The expansion will allow the two current runways to be used up to their full capacity. Policy MA1 specifically requires development to seek the maximum possible reductions in noise through compliance with the Manchester Airport Noise Action Plan and Manchester Airport Environment Plan and to demonstrate that the number of people affected by atmospheric pollution is minimised and the extent to which any impact can be mitigated. Therefore any planning application would have to be accompanied by an assessment that demonstrates that these

	environmental sensitivity of the green belt location and the proximity of the population.	requirements have been met.
Climate Change	In addition to requiring an overall reduction in CO2 emissions from new development, the policy should include a separate message requiring the existing building stock to be refurbished to reduce fuel poverty. This should help reduce the numbers of winter deaths associated with fuel poverty, especially amongst older people.	Policy cannot require refurbishment but it can apply the same targets to any development requiring planning permission including retrofit projects. Policy EN 4 states that it applies to all development, In addition to new development, EN5 states that it includes regeneration and retrofit projects and EN6 specifically includes any proposal for substantial improvement to an existing building.
Natural Resources	It is recommended that the adoption of the proximity principle for waste management is encouraged by Policy EN 19 to reduce excessive transportation of waste, further minimising negative effects from traffic on human health. Concentration of waste management facilities in one area should be avoided to ensure that no local neighbourhoods have to manage a disproportional share of waste, especially if the adopted waste management practices result in noise, odour or other types of nuisance. In case of a concentration of a particular type of hazardous waste management facilities, the associated health impacts should be assessed quantitatively through HRA.	EN19 includes 'minimise need for transportation' but also states that the GM Joint DPD will safeguard and identify sites for waste management. Therefore, criteria for identifying sites will be included in the JWDPD rather than the Core Strategy.