

Manchester City Council

Local Plan

Integrated Appraisal:

Scoping Report

July 2021

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1. Introduction

- 1.1 Manchester City Council (MCC) has resolved to produce a new Local Plan document to replace both the Core Strategy (CS) and the remaining extant policies from the Unitary Development Plan (UDP). The Local Plan document will set out the strategic approach to development until 2038 and will be the main land use planning document for the city. The Local Plan will include planning policies, area designations and site allocations which will act as a basis for determining planning applications within the city.
- 1.2 The policies, designations and allocations included in the Local Plan are required to be subject to a Sustainability Assessment (SA) to ensure that sustainable development is at the centre of the preparation of the plan and that any proposals do not result in any unintended negative effects.
- 1.3 The need to undertake a SA of the Local Plan is set out in legislation. The SA is mandatory under section 19 (5) of the Planning and Compulsory Purchase Act 2004. Strategic Environmental Assessment (SEA), which focuses on environmental matters, is mandatory under the Environmental Assessment of Plans and Programmes Regulations 2004, which transpose the European Directive 2001/42/EC into English law.
- 1.4 The Council is also required to undertake an Equalities Impact Assessment (EqIA) of the Local Plan by the Equality Act 2010 which assess the Local Plan in relation to equality issues within communities with a specific reference to disadvantaged groups. The potential health impacts of the emerging plan are also assessed and as a result a Health Impact Assessment (HIA) will be undertaken.
- 1.5 An Integrated Assessment approach takes all the assessments noted above and considers the impacts of the Local Plan in a holistic manner. This will enable the environmental, economic and social impacts of the proposed Local Plan to be systematically considered, and the Integrated Assessment will play a key role throughout the plan-making process. The Integrated Assessment will play an important part in demonstrating that the Local Plan

reflects sustainability objectives and has considered reasonable alternatives where appropriate.

- 1.6 A separate Habitat Regulations Assessment will also be carried out to assess the implications of the Local Plan on European nature conservation sites.
- 1.7 This scoping document forms the first stage of the Integrated Assessment process. It provides:
 - a description of the baseline economic, environmental and social characteristics of the City of Manchester, together with the identification of key sustainability issues of relevance to the Local Plan;
 - a review of the relevant policies, plans and programmes at different spatial levels which may influence the Local Plan;
 - the development of a framework of SA objectives against which the Local Plan, and any reasonable alternatives, will be appraised.
- 1.8 The Scoping Report will be subject to consultation with the three statutory SEA consultees (Historic England, the Environment Agency and Natural England), together with other people and organisations who are registered on the consultation database or that the Council considers would have an interest in the preparation of the Local Plan document. The Scoping Report uses what is considered to be the best information available at the time of its preparation.

2. Integrated Assessment Methodology

2.1 The Integrated Assessment will be formed of three key components - the Sustainability Appraisal (incorporating Strategic Environmental Assessment); the Equalities Impact Assessment; and the Health Impact Assessment. This section takes each area of assessment in turn and describes the approach that will be undertaken to appraise the emerging local plan.

Sustainability Appraisal/ Strategic Environmental Assessment

2.2 In terms of SA/SEA, Table 1 identifies the five stages within the SA/SEA process. We are currently at Stage A in the process. The scoping exercise sets out the key information that will be considered in the SA/SEA part of the Integrated Assessment and provides an assessment framework to be consulted upon with the consultation bodies and any other relevant organisations/individuals identified by the Council. The approach is based on current best practice and the following guidance:

- A Practical Guide to the SEA Directive, (September 2005) Office of the Deputy Prime Minister, Scottish Executive, Welsh Assembly Government, Department of the Environment for Northern Ireland.
- SEA guidance within National Planning Practice Guidance (<http://planningguidance.planningportal.gov.uk/>).

Table 1: Stages of SA/SEA Preparation

Stage A	Setting the context and objectives, establishing the baseline and deciding on the scope Identify other relevant policies, plans and programmes, and sustainability objectives Collect baseline information Develop the sustainability appraisal framework
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	Consult the consultation bodies on the scope of the sustainability report
Stage B	<p>Developing and refining alternatives and assessing effects</p> <p>Test the Local Plan objectives against the sustainability appraisal framework</p> <p>Develop the Local Plan options including reasonable alternatives</p> <p>Evaluate the likely effects of the Local Plan and alternatives</p> <p>Consider ways of mitigating adverse effects and maximising beneficial effects</p>
Stage C	Prepare the sustainability appraisal report
Stage D	Seek representations on the sustainability appraisal report from consultation bodies and the public
Stage E	<p>Post adoption reporting and monitoring</p> <p>Prepare and publish post-adoption statement</p> <p>Monitor significant effects of implementing the Local Plan</p> <p>Respond to adverse effects</p>

2.3 The key information includes the baseline data assessment of current conditions associated with the project (i.e. the Local Plan area) and identification of relevant plans, policies and programmes and their impacts that need to be considered alongside the Local Plan. The baseline data and review of plans, policies and programmes will assist in identifying the key local environmental and sustainability issues to be included in the assessment.

2.4 Table 2 below sets out the requirements within the SEA directive and how they are to be addressed in the Scoping Report.

Table 2: SEA Directive Requirements

Information to be included in an Environmental Report under the SEA Regulations
An outline of the contents, main objectives of the plan and its relationship with other relevant plans and programmes.
The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan.
The environmental characteristics of areas likely to be significantly affected.
Any existing environmental problems which are relevant to the plan, including in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC.
The environmental protection objectives, established at international, Community or national level, which are relevant to the plan and the way those objectives and any environmental considerations have been taken into account during its preparation.
The likely significant effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soils, water, air, climatic factors, material assets, cultural heritage, landscape, and the interrelationship between the above factors.
The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan.
An outline of the reasons for selecting the alternatives dealt with and a description of how the assessment was undertaken including any difficulties.
A description of measures envisaged concerning monitoring.
A non-technical summary of the information provided above.
Consultation authorities with environmental responsibility, when deciding on the scope and level of detail of the information which must be included in the Environmental Report authorities with environmental responsibility and the public, shall be given an early and effective opportunity within appropriate time frames to express their opinion on the draft plan or programme and the accompanying Environmental Report before the adoption of the plan or programme

<ul style="list-style-type: none"> • other EU Member States, where the implementation of the plan or programme is likely to have significant effects on the environment of that country
<p>Provision of information on the decision:</p> <p>When the plan or programme is adopted, the public and any countries consulted under Art.7 must be informed and the following made available to those so informed:</p> <ul style="list-style-type: none"> the plan or programme as adopted a statement summarising how environmental considerations have been integrated into the plan or programme and how the Environmental Report of Article 5, the opinions expressed pursuant to Article 6 and the results of consultations entered into pursuant to Art. 7 have been taken into account in accordance with Art. 8, and the reasons for choosing the plan or programme as adopted, in the light of the other reasonable alternatives dealt with; and the measures decided concerning monitoring
<p>Monitoring of the significant environmental effects of the plan's or programme's implementation</p>

A key component of the initial assessment of the Local Plan is to consider to what extent the objectives of the Local Plan document are compatible with the SA objectives developed for the Integrated Assessment. The draft Local Plan document, including any strategic options being considered, will be assessed in terms of how they will contribute to achieving the relevant SA objective. The assessment will be an iterative process, using the results to inform revisions to the strategy and the selection of options where appropriate. The predicted effects will be recorded as 'strongly positive', 'positive', 'neutral', 'negative' 'strongly negative' or 'uncertain' together with an explanation of the score, using a recording method based on that recommended in 'A Practical Guide to the Strategic Environmental Assessment Directive' (ODPM, 2005).

Equality Impact Assessment

2.5 The Equality Impacts Assessment (EqIA) is designed to ensure that discrimination does not occur in the drawing up of plans and policies, and that such plans or policies meet the requirements of equality legislation in the UK, most notably the Equality Act 2010. It is being used as part of the

IA to add value and depth to the assessment process. The Equality Act imposes a duty on public bodies that shape policy, deliver services and/or employ people. The duty requires public bodies to:

- have due regard to the need to eliminate discrimination;
- advance equality of opportunity; and,
- foster good relations between different people when carrying out their activities.

2.6 The IA therefore needs to consider in its scope, the likely effects on discriminatory practices; the potential to alter the opportunities of certain groups of people; and/or effect on relationships between different groups of people. In order to understand which groups of people (or individuals), may suffer discrimination, the Equality Act sets out a series of “protected characteristics”:

- age
- disability
- gender reassignment
- marriage and civil partnership
- pregnancy and maternity
- race
- religion or belief
- sex
- sexual orientation.

2.8 EqIA is two-stage process:

- Stage 1: Screening - this involves the assessment of impacts of the strategy/plan against the protected characteristics outlined above. If no negative effects are identified during screening no further assessment is required. If there are effects that cannot easily be mitigated, a full EqIA should be undertaken.

- Stage 2: Full EqIA - this involves more in depth assessment of the impacts of the strategy/plan, the recommendation of mitigation measures, definition of monitoring and evaluation measures and public consultation.

Health Impact Assessment

2.9 In order to ensure that potential impacts of the Local Plan on health and health inequalities are fully considered a Health Impact Assessment (HIA) will be undertaken. The HIA will take into account guidance provided by the Department of Health and should maximise the positive impacts and minimise the negative impacts of the policy and address health inequalities in an integrated fashion as part of the overall SA process. There are five stages to preparing a HIA as set out below:

- Stage 1: Screening
- Stage 2: Identify health impacts
- Stage 3: Identify impacts with important health outcomes.
- Stage 4: Quantify or describe important Health Impacts
- Stage 5: Recommendations to achieve most health gains

Other Related Assessments

2.10 It is also necessary, under Regulation 61 of the Habitat and Species Regulations 2010, to carry out an Appropriate Assessment in respect of any plan or project which either alone or in combination with other plans or projects would be likely to have a significant effect on a European Site, and is not directly connected with the management of the site for nature conservation. European sites include Special Areas of Conservation (SAC), Special Protection Areas (SPA) and Ramsar sites. There are no European designations within the City of Manchester, but a SAC, part of the Rochdale Canal, is adjacent to the Manchester boundary in Oldham. This assessment will be provided by the Greater Manchester Ecology Unit, and the results will be included in the SA / SEA Report.

2.11 The Water Framework Directive (WFD) 2000/60/EC, and the WFD Regulations 2003 make it a requirement to ensure that the Local Plan will

not lead to actions which result in a deterioration in the status of any water body (including the channel, the flow, and the flora and fauna), will not prevent future restoration/improvement, and includes opportunities for improvement in the status of water bodies to help meet WFD objectives. This requirement will also be incorporated into the assessment framework.

- 2.12 The preparation of Local Plans should have regard to the European Air Quality Directives, and in particular, the Ambient Air Quality Directive 2008/50/EC, which sets limits for concentrations of major air pollutants that adversely impact public health, including particulate matter (PM₁₀ and PM_{2.5}) and nitrogen dioxide (NO₂), which are largely produced by hydrocarbon combustion emissions from transport, and are consequently spatially focused.

Monitoring

- 2.13 An additional important aspect is to derive suitable monitoring indicators to assess the effectiveness of the implementation of the Local Plan. The objectives and baseline indicators will form the basis of the SA/SEA framework for the Local Plan document. The baseline indicators will also form part of the monitoring framework for the Local Plan.

3. Relevant Policies, Plans and Programmes

3.1 A review of relevant policies, plans and programmes is required by the SEA Directive and these should be taken into account in preparing a Local Plan. By carrying out such a review and considering the aims and objectives of other relevant plans at local, regional, national and international levels will help to develop sustainability objectives and key issues for the Local Plan.

3.2 The review will ensure that:

- the Local Plan and IA meet the requirements of the SEA Directive
- the relevant social, economic and social objectives are identified and taken into account
- the Local Plan is consistent in its objectives with other relevant plans.

3.3 Annex A sets out the policies, plans and programmes that have been taken into account for this process.

4. Baseline Information for Manchester

4.1 The baseline information provides an overview of the existing environmental, economic and social characteristics of the area which is likely to be affected by the implementation of policies, designations and allocations in the Local Plan. The key sustainability issues identified for Manchester are summarised below:

General

4.2 The area administered by Manchester City Council covers 116km² of mainly built-up urban land in the heart of the Greater Manchester conurbation in the north west of England.

Biodiversity (including Flora and Fauna), and Soil

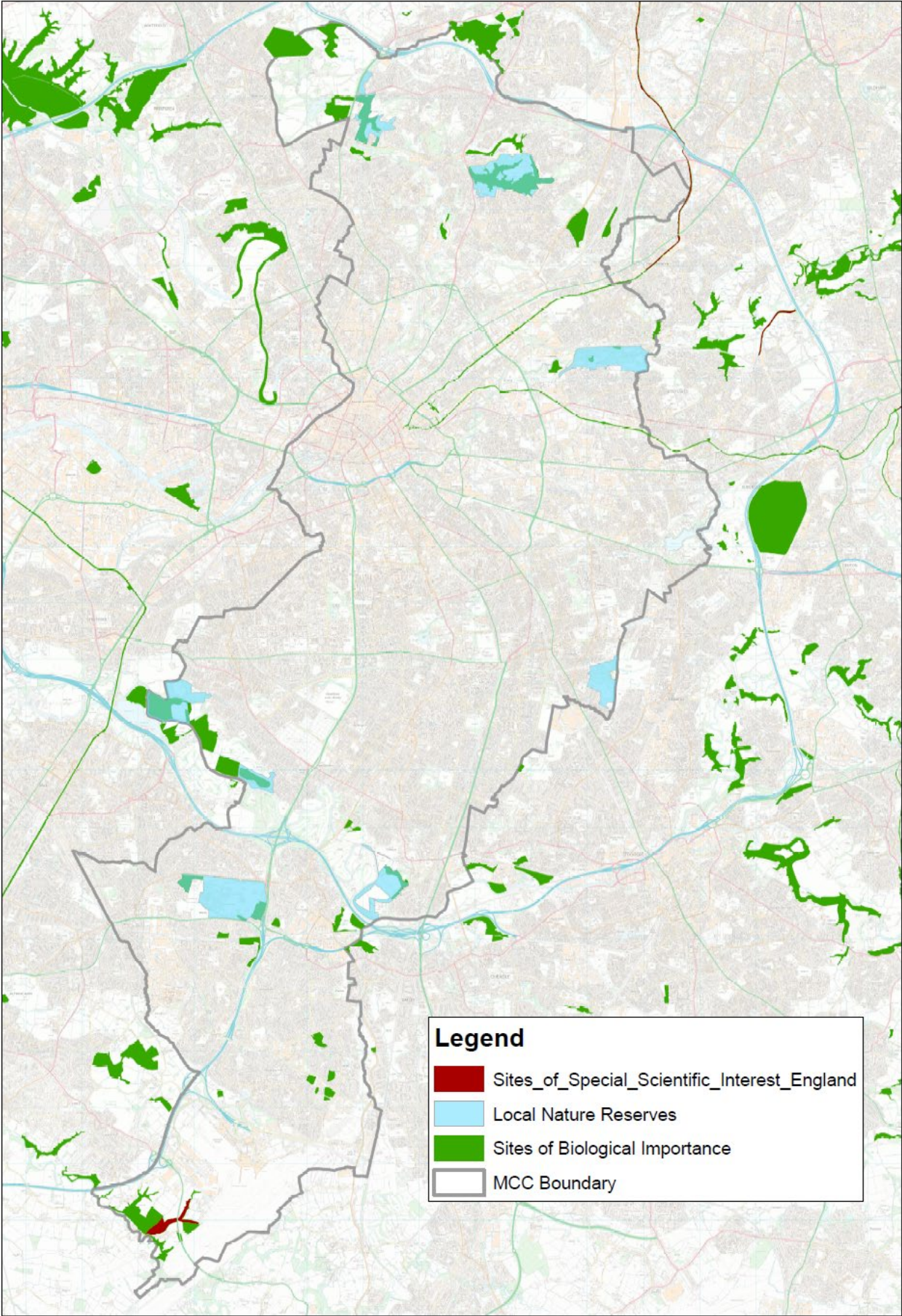
4.3 Manchester is predominantly urban and suburban in character but has significant amounts of green infrastructure, including a number of sites that have been designated for biodiversity, including a Site of Special Scientific Interest (SSSI) at Cotterill Clough, close to Manchester Airport, which comprises of Ancient woodland and is currently in a favourable condition. Rochdale Canal is also designated as both a SSSI and a Special Area of Conservation (SAC) although the designations lie just outside the Manchester boundary. There are 38 Sites of Biological Importance (SBIs) covering 309 hectares of the city, these sites are identified to protect locally valued sites of biological diversity. There are also eight Local Nature Reserves (LNRs) covering 368 hectares, representing a broad range of different habitat types. Protected and priority species, and priority habitats found within Manchester, are listed in the Manchester Biodiversity Strategy and included in the Greater Manchester Biodiversity Action Plan (GM BAP), which identify opportunities to further enhance biodiversity. The Biodiversity sites are shown on Map 1.

4.4 Work on this agenda is co-ordinated through Manchester's Great Outdoors, a Green and Blue Infrastructure Strategy for Manchester, which received

the prestigious 2018 CIEEM (Council for the Institute of Ecology and Environmental Management) Award.

- 4.5 More than 12,500 trees and 43 community orchards have been planted, and £77million has been invested in Manchester's green infrastructure (GI) (£30million of which was external funding from partners). Nearly 30 new jobs have been created as a direct result of work on GI, and 7.5km of canal towpaths have been improved; there have also been 1.5km of riverside access improvements, and 4.5km of improvements to brooks and streams.

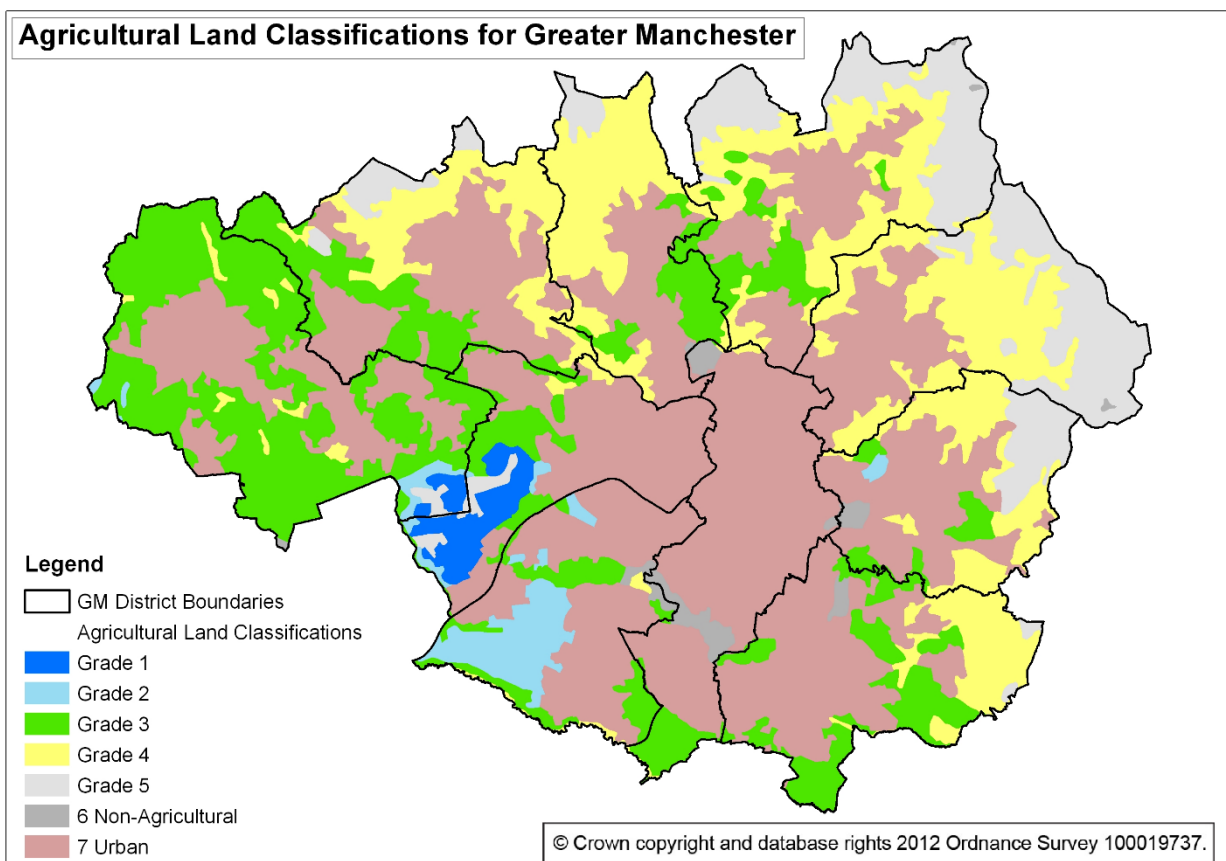
Map 1: Biodiversity Sites in Manchester



4.6 The Greater Manchester i-tree survey was carried out in the summer of 2018 and provides the ability to monitor long-term changes in forestry canopy. The survey showed that, of the approximate 11.3 million trees, approximately 30% of trees in Greater Manchester (GM) are in a poor or moderate condition due to disease, damage or old age. The GM tree canopy covers 15.7% of the region's land surface with approximately 859.1km² of leaf cover. Tree density across GM is 89 trees per hectare, considerably more than the UK average of 58 trees/ha although this is not evenly distributed across the region.

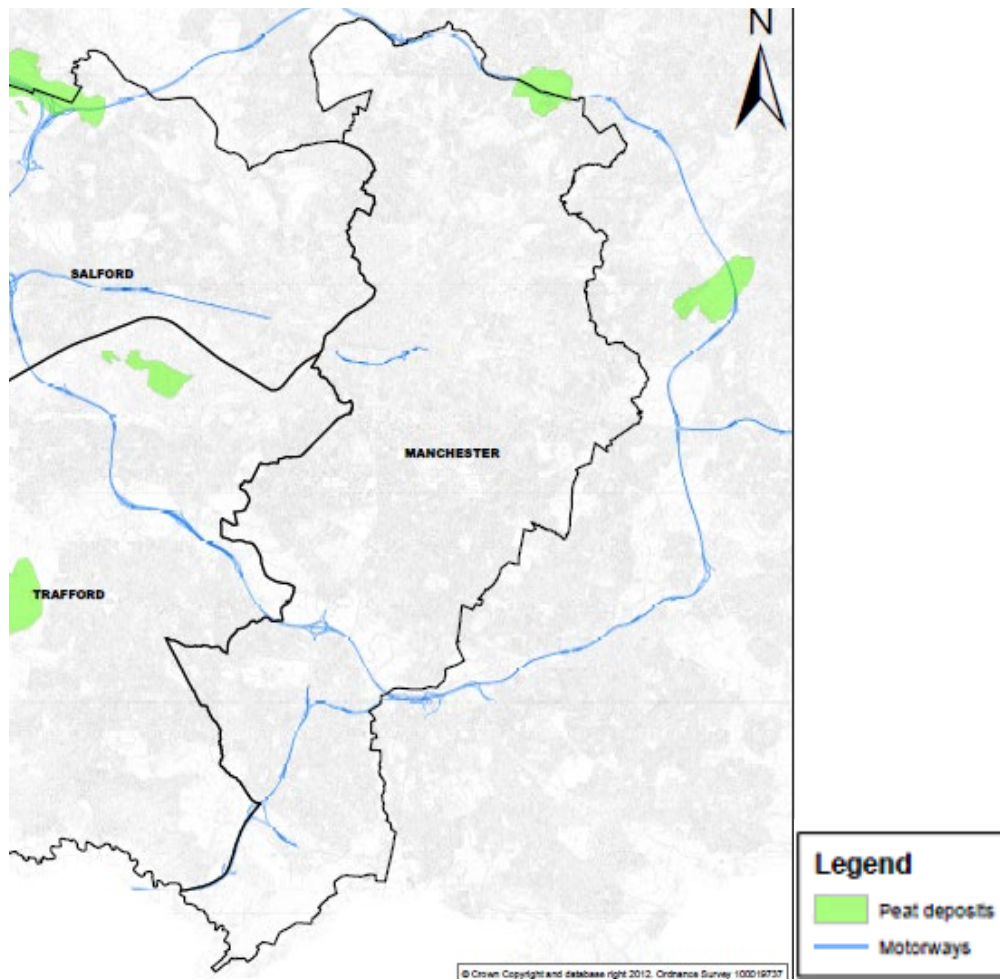
4.7 Manchester contains nearly 800 hectares of Grade 3 agricultural land, some of which is likely to be Grade 3a, which is also classified as the best and most versatile agricultural land. Most of Manchester's best Grade 3 agricultural land is contained within the Manchester Airport site and not therefore available for agricultural purposes (Map 2)

Map 2: Agricultural Land classification



- 4.8 Manchester has had a long history of intense industrial activity and faces a considerable challenge in dealing with its legacy of contaminated land. Manchester has had an industrial use on some 26.5% (3,066 hectares) of its land at some time in the past, with these uses being concentrated in East Manchester. The most recent data (April 2018 – March 2019), shows that 25.5 hectares of potentially contaminated land has been remediated as a result of development occurring in the City. Improved brownfield sites aim to make the city a more attractive place to live, work and visit, while ensuring that residents can access jobs and other facilities in a safe and clean environment.
- 4.9 Only a small proportion of the land within the district contains peat deposits located to the northern boundary which are shown on Map 3.

Map 3: Peat Deposits



Issues arising for the Local Plan document (Biodiversity and Soil)

- 4.10 The Local Plan will promote and guide future development within Manchester and will consequently have some impacts upon the natural environment (biodiversity and soil) including through construction, land use change, infrastructure provision, and associated impacts. Some of these impacts could be negative, but there could also be opportunities for habitat creation or improvement to support biodiversity.
- 4.11 Care also needs to be taken either to avoid the disturbance of contaminated land and soils which may lead to increased pollution of runoff or the contamination of groundwater, or to secure the remediation of contaminated land, thus improving soil and water quality through the reduction in polluted run-off.

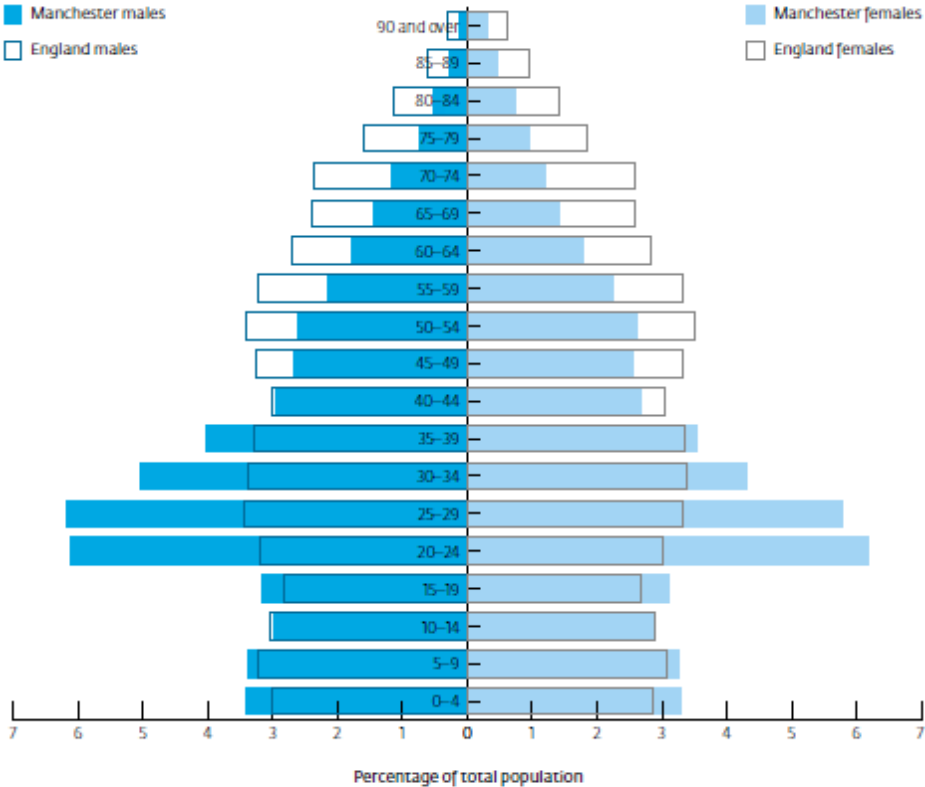
4.12 Development may be a means of remediating contaminated land and by re-using previously developed land, greenfield sites can continue to contribute to the city's biodiversity. Development should avoid polluting watercourses and will also need to consider flood risk impacts.

Population, Housing and Employment

4.13 Manchester's population has experienced a sustained period of growth over the past two decades, with the Office for National Statistics (ONS) estimating the mid-year 2019 resident population as 552,858. The 2019 mid-year estimate from ONS is much lower than expected based on local information. Manchester City Council's in-house forecasting model (MCCFM) predicts strong growth for the city with the population reaching 575,400 by the middle of 2019. This is based on local intelligence, such as the high level of housing construction, rising numbers of international students, and increasing demand for school places. Manchester has a young age profile with a median age of 30 compared to the wider GM median age of 37.1 (Fig 1.). There are high levels of inwards migration towards the city centre where the population is expected to grow by 100,000 more residents by 2025 due to new developments.

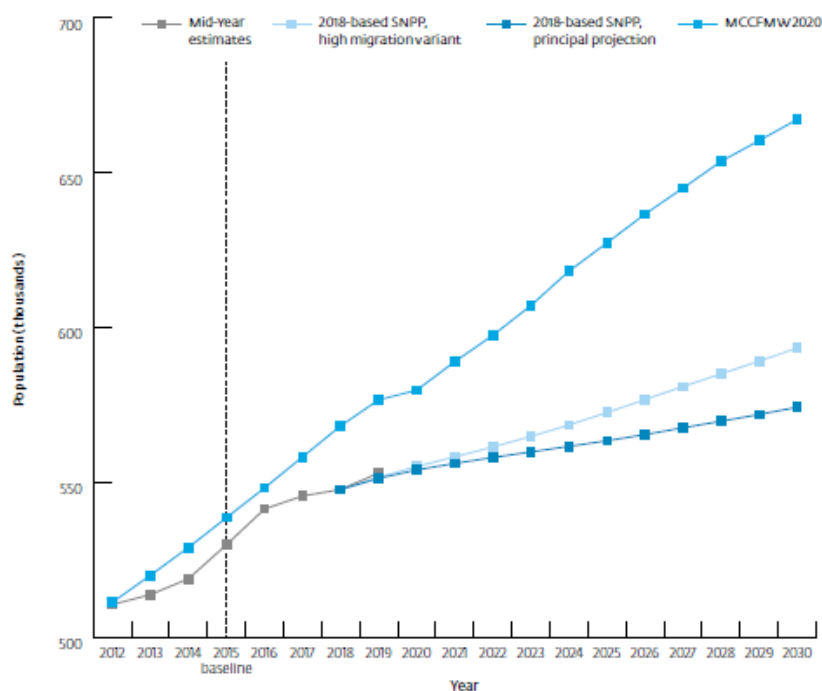
4.14 ONS 2016-based Subnational Population Projection (SNPP) suggests that the city will continue to grow, with numbers reaching around 563,300 by 2025. a significant reduction of around 20,000 on their previous 2016-based projection. MCCFM predicts a stronger rate of growth, with 627,000 residents expected by 2025; this is a higher figure mainly because, unlike SNPP, migration assumptions include house-building projections. ONS has produced a new alternative projection assuming higher growth from migration than the main SNPP; however, while it paints a more realistic picture of expected growth, it starts from a lower base figure in 2016. As with the main projection, it does not take into account the intense building programme under way in the city, so it still projects lower figures than MCCFM. Figure 2. shows how the number of people living in the city is expected to grow over the next decade, according to the two ONS projections and MCCFM.

Fig 1. Mid-year population estimates by age for Manchester and England, 2019



Source: 2019 mid-year population estimate, ONS © Crown Copyright

Fig 2. Manchester's population estimates and predictions, 2012-2030



Source: Mid-Year Estimates (MYE) of population and Subnational Population Projections (SNPP), ONS © Crown Copyright; MCCFMW2020, Manchester City Council (PRI)

4.15 There has been a significant growth in housing with over 10,000 new homes being built since 2014/2015, including 2,897 in 2018/2019. There are currently over 11,000 new homes under construction in Manchester, including 9,000 located in the city centre, due to be completed over the next 2/3 years. The Residential Growth strategy is aiming to deliver 32,000 new homes between 2015 and 2025. The Council is seeking an appropriate increase in dwellings to support the sustainable growth of the City.

4.16 The Council has seen a significant increase in the number of people presenting as homeless and owed a duty. The number of households presenting to the Homelessness service increased 22% in 2019/20 from the number presenting in 2018/19. Furthermore the number of households residing in temporary accommodation has increased significantly over the past four years, from 406 at the end of March 2015, to 2,193 at the end of March 2020. The 2019 single-night snapshot of people sleeping rough counted 91 rough sleepers in Manchester city centre, compared to 123 in 2018. At 4.2 Manchester has the second highest rate of people sleeping rough per 10,000 households when compared to other English Core Cities,

with a rate at more than twice the national average of 1.8. However this is an improvement over 2018 when the city had the highest rate.

4.17 Manchester is a culturally vibrant city with 20% of the population being made up of non-British nationalities according to ONS mid-2019 statistics. This provides a rich cultural diversity but also acts as an important driver in the growth of the resident population. For example the population of Cheetham ward, adjacent to the city centre, has increased by a third over the past decade (2008 to 2018) from 15,400 to 20,500, based on MCCFM figures, but the number of homes built in this area has remained low (100 units per year on average during that period). A combination of large families and international migrants, attracted by the proximity to jobs and established language, nationality and faith networks, has created exceptionally high demand for new and existing homes. These neighbourhoods have traditionally had a high turnover of residents and, while pockets of transience remain, an increasing number of families are now staying and laying down roots. The large volume of international students living in the city affects proportions within the young adult population, with more than three quarters of resident international students attending local universities originating from outside Europe.

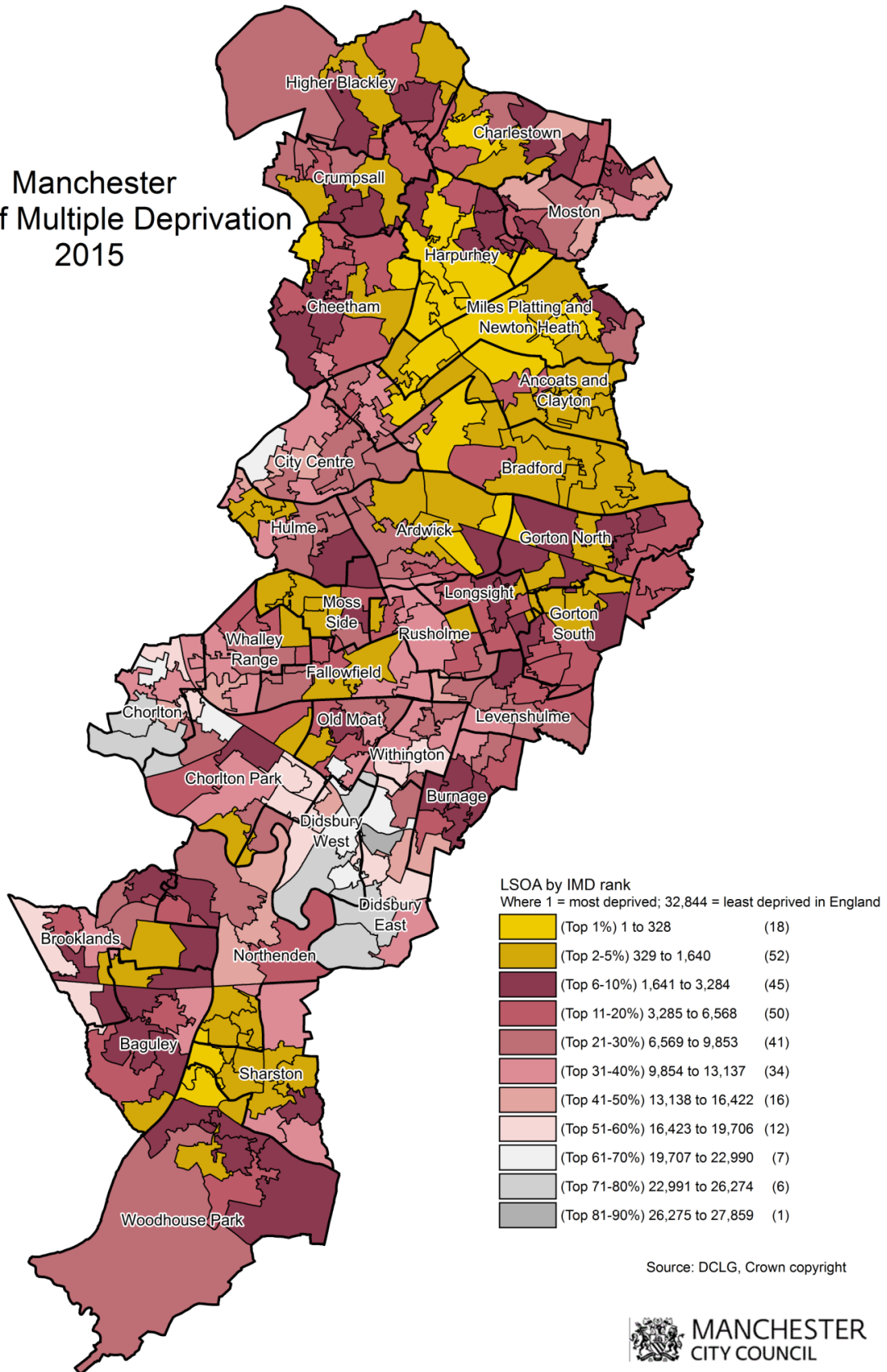
4.18 Manchester has made some progress towards deprivation over the past 10 years, however there are still areas where significant deprivation exists. In 2018, an estimated 18.1% of the employees working in Manchester and 27.9% of employees living in Manchester were paid less than the real Living Wage, which was £8.75 at that time. According to the ONS Annual Survey of Hours and Earnings (ASHE) Manchester's average weekly workplace wages (those who work in the city but may live elsewhere) reduced slightly from £571 in 2017 to £556 in 2018, the third-highest of the English Core Cities (behind Birmingham and Bristol) and below the England average of £575. However, Manchester's average weekly resident wages (those who live in the city but may work elsewhere) are the second-lowest of the English Core Cities but did increase from £479 in 2017 to £493 in 2018. The combination of high workplace wages and low resident wages results in the largest gap of the English Core Cities, standing at £63 per week in 2018;

however, this gap has reduced from £92 in 2017 and £76 in 2016 but is still higher than the £51 gap reported in 2015.

- 4.19 It should be noted that a large proportion of Manchester residents rely on in-work benefits to top up their income. Data from HM Revenues and Customs shows that in 2018/19 there was an average of around 27,500 families/individuals who were in work and claiming tax credits in Manchester.
- 4.20 Manchester has high rates of health-related worklessness and unemployment which have persisted in the city that are above the sub-regional, regional and national averages. In February 2020 there were 46,879 people claiming out-of-work benefits in Manchester, and at 11.8%, the out-of-work benefits claimant rate for those aged 16 and over in Manchester remains higher than the national rate of 8.3%. These rates are expected to increase as a result of the Covid-19 pandemic.
- 4.21 A key tool used in assessing deprivation is the Indices of Deprivation which uses indices to measure different aspects of deprivation, one of which is the Index of Multiple Deprivation 2015. The indices are based on a basket of indicators grouped into seven domains of deprivation relating to 'income', 'employment', 'health deprivation and disability', 'education, skills and training', 'barriers to housing and services', 'crime' and 'living environment', each with their own ranks and scores. Each small area in England is ranked from 1 (most deprived) to 32,844 (least deprived). Manchester ranks 6 out of 326 local authorities in England, where 1 is the most deprived, which is an improvement on the 4th place in 2010. 40.8% of Manchester's Lower Super Output Areas (LSOAs) are in the most deprived 10% of LSOAs nationally. This is a significant improvement on the 2010 figures when 45.6% were in the most deprived 10%. Manchester has been ranked as first in the rank of the proportion of LSOAs that are in the most deprived 10% nationally in the Health Deprivation and Disability domain. Map 4. geographically shows the concentrations of deprivation by LSOA across the city.

Map 4. Manchester's Index of Multiple Deprivation 2015 by LSOA

Manchester
Index of Multiple Deprivation
2015



- 4.22 40.6% of children in Manchester were living in poverty at the end of March 2019, the second highest level of the UK Core Cities after Birmingham.
- 4.23 The number of pupils is continuing to increase throughout the primary school phase due to inward migration exceeding the number of pupils leaving the city. The number on roll has grown from 48,297 five years ago to 54,917 for the September 2018 intake. Meanwhile, growing demand for secondary places is being driven by larger primary cohorts feeding through the system. In the five years up to 2018, the number of pupils in secondary schools rose from 21,997 to 26,849; however, it is the most recent years that have seen the greatest increases, with Year 7 demand growing from 5,429 in 2017 to 6,075 in 2018. Further rises are expected up to 2020 and 2021 when numbers will potentially require significant school expansions or new schools.
- 4.24 The percentage of Manchester schools judged to be good or outstanding by Ofsted at the end of August 2019 is higher than the national average for both primary schools and secondary schools. This represents a significant improvement in the performance of secondary schools over previous years increasing from 58% judged good or better in August 2018, to 77% in August 2019.
- 4.25 The 2016/17 academic year saw the start of the phased introduction of the new national curriculum. At 43.3, Manchester has a slightly lower Attainment 8 score than the national score of 44.7, and a slightly lower score than the rest of the region. For A-levels, entries that achieved an A* - E pass grade in Manchester have decreased slightly in 2018/19 at 97.4% but remain higher than national results at 97.3%.
- 4.26 Graduate retention is the main reason for the increasing proportion of Manchester's working-age residents with higher-level qualifications. In January 2019, more than 73,000 students enrolled at Manchester's two universities. It is estimated that of all those that graduated in 2017/18 approximately 10,000 graduates were working in the city 15 months after graduating. The proportion of graduates indigenous to Manchester who

entered work in the city within 15 months of graduating in the 2017/18 academic year was 20%, with a further 13% working elsewhere in Greater Manchester. The city's large and diverse talent pool attracts businesses into the city and is one of the key reasons why the economy continues to be successful.

4.27 The proportion of the Manchester population not holding any qualifications fell from 12.4% in 2015 to 10.7% in 2019. However, there continues to be a large gap between the estimated proportion of the Manchester population with no qualifications at all, compared to the national average of 7.5%. Conversely, there has been an increase in those residents of working age holding level 4 qualifications: from 39.5% in 2015 to 43.7% in 2019, remaining above the national average of 40%. In Manchester, over half (52.06%) the working-age population that have low or no qualifications are not in employment (40,000 out of 76,000). Manchester has a higher proportion of residents aged 25–49 with no or low qualifications: 17.4% compared to the England average of 14%, a slight closing of the gap since last year. There is a much higher proportion of residents aged 50–64 with no or low qualifications: 34.6% (an increase of 2.5 percentage points since last year) compared to the England average of 22.6%. It is worth noting that these survey-based figures sourced from the Annual Population Survey can be subject to a large margin of error due to small sample sizes at a local authority level

4.28 There is a continuing disparity between those who work in the city and benefit more from the city's success and employees who live in the city (but may work elsewhere), and there is more work to do to close this earnings gap. Ensuring Manchester residents are able to develop the skills needed is part of an integrated employment support offer that leads to jobs with progression opportunities, and a real Living Wage remains a challenge.

4.29 The city centre is the economic growth engine for both the city and the region. According to the Financial Times' Foreign Direct Investment (FDI) survey for 2020/21, it is now Europe's fifth best large city for business, and

the city has retained its global ranking as 12th most-popular location for FDI in the 2019 IBM Global Location Trends. With a £6billion economy, the city centre employs more than 176,000 people. This figure accounts for 44% of employment within the city and 13% of Greater Manchester's total employment (MCCFM). It plays a leading role for the city in development across a number of regional and national key growth sectors. A high concentration of city centre employment is within key sectors, including financial and professional services; and creative, digital and tech with further growth expected in the areas of health innovation, advanced materials and manufacturing.

4.30 Outside of the city centre there are a number of other important employment growth areas including the Oxford Road Corridor and Airport City. The Oxford Road Corridor is an established district with a concentration of educational, research, technological and cultural assets. It also has a key role within the growth of the science, health science, research and development sectors. A Strategic Spatial framework has been developed for the Corridor Enterprise Zone and planned additional floorspace will result in an additional 37,000 new full time equivalent jobs by 2025, taking the total number of jobs to over 104,000. Airport City is located adjacent to the airport and supports Manchester Airport's international gateway and commercial role as a major attractor of inward investment and employment. Airport City forms part of the vision for the Airport set out in the Airport Masterplan to 2030 and is divided into two major sites. Airport City North, a high quality office location with direct links to Manchester Airport Campus, including the public transport hub and terminal complex and Airport City South, known as the World Logistics Hub offering warehousing and distribution, particularly for businesses seeking an airport location. Both sites fall within a wider Enterprise Zone cluster including Wythenshawe Hospital, a leading clinical research hospital and are supported by masterplans considering the wider context, vision and detailed proposals for each area. The whole site will deliver offices, logistics, hotels and advanced manufacturing in a location attractive to local, regional, UK and international businesses.

- 4.31 Manchester's emergence as a leading national and international conference destination has proved to be an enduring part of the city's economic success. The biennial Conference Value and Volume study (2018) estimated that in 2017, Manchester hosted some 2.6million delegates at conference and business events. This activity provided significant employment opportunities, having supported 22,100 FTEs either directly within destination businesses or indirectly through the wider supply chain.
- 4.32 Manchester's visitor economy continues to thrive with the city being the third-most-visited UK destination by international visitors after London and Edinburgh, with 1.66million visitors in 2019. Data from the 2018 International Passenger Survey shows that the total number of international visits to Manchester increased by 42% over the past five-year period 2013–2018, compared to the UK growth rate of 16%. Manchester's tourism sector is also supported by visitors – staying visitors and day trippers – from within the UK. Over the three-year period 2016–2018, the Visit England Great Britain Tourism Survey showed Manchester to be England's most-visited local authority area in terms of domestic staying visitors, with an average of 2.6million visits a year – ahead of Edinburgh and Birmingham local authorities.

Issues arising for the Local Plan document (Population, Housing and Employment)

- 4.33 An adequate supply of good-quality housing of appropriate sizes, types and tenures is needed to support sustainable growth and to reduce social and economic exclusion and stress. Ensuring that residents are well educated and have access to appropriate training opportunities so that they can access employment is important in reducing unemployment and worklessness, alongside a transport system that connects homes, jobs, service centres and other amenities. For the economy to keep growing further opportunities will need to be provided for both commercial enterprises and leisure and tourism. The provision of appropriate utilities and other infrastructure will also be important.

Human Health

- 4.34 According to the latest published data (for 2016–18) healthy life expectancy (HLE) at birth in Manchester increased for both men and women compared with the previous three-year period (2015–17). In men, the average number of years a person would expect to live in good health has increased from 56.5 years to 57.9 years, and in women it has increased from 56.2 years to 57.4 years. These are increases of 1.4 years for men and 1.2 years for women, which are not statistically significant. The figures compare to no change for men and a decrease of 0.1 for women in England (HLE of 63.4 and 63.9 years respectively). The Manchester figures fall significantly below the national figures due in part to high levels of deprivation. High levels of air pollution, alcohol and tobacco consumption, together with poor diet and poor health education all contribute to health problems in the City.
- 4.35 Infant deaths (ie. deaths of children aged under one year of age) are an indicator of the general health of the entire population. They reflect the relationship between causes of infant mortality and other determinants of population health, such as economic, social and environmental conditions. The infant mortality rate in Manchester has fallen substantially since the early 1990s. Between the three-year periods 1999–2001 and 2014–16, the rate fell by 32%. This is partly due to general improvements in healthcare, combined with specific improvements in midwifery and neonatal intensive care. Although there was a worrying increase in the infant mortality rate between the periods 2011–13 and 2014–16, the position has since stabilised and the most recent figures show the rate has not changed significantly between 2014–16 and 2016–18. In absolute terms, the number of infant deaths in the city fell from 151 in 2015–17 to 144 in 2016–18 – a reduction of 4.6%.
- 4.36 The health consequences of excess weight in childhood are significant and have implications for levels of overweight and obesity in adulthood. This indicator measures the proportion of children in Year 6 (aged 10–11) classified as overweight or obese through the National Child Measurement Programme (NCMP). Children are classified as overweight or obese if their

Body Mass Index (BMI) is on or above the 85th centile of the British 1990 growth reference (UK90) according to age and sex. Data for the most recent year (2018/19) shows that the proportion of children in Year 6 classified as overweight or obese has increased only very slightly since the previous year (from 40.8% to 40.9%). The rate of overweight or obese children in Manchester has remained fairly stable since the 2014/15 baseline and that there is little evidence of any significant increase or decrease in this measure.

- 4.37 Following the census in 2011 ONS reported that nearly 1 in 5 people (17.9%) in England and Wales reported a disability that limited their daily activities. People living in deprived areas and working in routine occupations were more likely to be disabled, showing the inequality that exists across England and Wales. Across England, the local authorities with the highest disability rates were deprived areas mainly clustered around the North West of England with Knowsley, Liverpool and Manchester having the highest proportion of people reporting a disability that limited them a lot in their daily activities for both males and females, suggesting these areas have higher social care needs. For Manchester this rate was approximately 14%.
- 4.38 In 2020, just under 13.6% of respondents to the GP Patient Survey in Manchester said they had a long-term mental-health problem compared with just over 10.5% of respondents across England as a whole. Survey respondents in Manchester were more likely than those in most other parts of Greater Manchester (excluding Salford) to report that they had a long-term mental-health problem.
- 4.39 People with a long-term health condition are much less likely to be in employment than the population overall. In Manchester, the gap in the employment rate between those with a long-term health condition and the overall employment rate was 15.7 percentage points in 2018/19 – a much wider gap than the 11.5 percentage points reported for England. In February 2020, 23,968 Manchester residents were claiming Employment Support Allowance (ESA), Incapacity Benefits (IB), and Severe Disablement Allowance (SDA), a modest reduction of 7,790 claimants since November

2015. However, the introduction of Universal Credit for all new claimants across the city within this timeframe, including those with long-term health conditions, should be considered when reviewing recent trends

- 4.40 The provisional rate of those aged 18–64 admitted to permanent residential/nursing care was 12.5 per 100,000 in 2019/20; this is a significant decrease from the 2016/17 baseline of 21.30 per 100,000. The rate of those aged 65 and over admitted to permanent residential/nursing care was 769.1 per 100,000 in 2019/20; down from 888.8 in 2018/19; this is a decrease from the 2016/17 baseline of 855.80 per 100,000
- 4.41 According to the Sport England Active Lives Survey for 2018/19, 66% of adults (aged 19 and over) in Manchester are classed as ‘active’ compared with 23% who are ‘inactive’. The proportion of adults classed as ‘active’ has decreased since the last survey period (2017/18) and the proportion of ‘active’ adults in Manchester is now slightly below the England average (67%). The decrease is not statistically significant and it is worth noting that these figures are estimated based on data drawn from a survey with a relatively small sample size. This reflects the fact that the population of Manchester contains a growing number of young people who are more likely to be physically active.

Issues arising for the Local Plan document (Human Health)

- 4.42 Whilst there are myriad causes for these problems there are many opportunities to address them too. Ensuring good access to healthcare facilities will be important for a growing city; improving the natural environment, particularly reducing air pollution, whilst improving education and affording opportunities for physical exercise would all contribute to tackling these problems. The provision of appropriate care home facilities is likely to become increasingly important as life expectancy improves and parts of the population grow older.

Water & Flood Risk

4.43 The Environment Agency has classed the North West as an area of relatively low water stress. Although infrastructure improvements may be necessary to continue to meet water supply needs, this is much less of an issue than in other, drier parts of the country.

4.44 Flood risk is a significant issue for Manchester (Map 5 below). The map indicates Zones 2 and 3 of flood risk probability where Zone 2 is a Medium probability (land having between a 1 in 100 and 1 in 1,000 annual probability of river flooding) and Zone 3 is a High probability (land assessed as having a 1 in 100 or greater annual probability of river flooding). All land outside Zones 2 and 3 is shown clear and has a less than 1 in 1,000 annual probability of river or sea flooding. The main sources of flood risk include ordinary watercourses (particularly non-main rivers in both the Upper Mersey and Irwell Catchments and the Ashton, Bridgewater and Rochdale Canals), and ground water and surface water runoff, including interactions with sewers and highway drains. The Environment Agency produces and updates various national data sets which provide nationally comparable information. These include the Flood Map for Surface Water, the main river (and some non-main river) fluvial Flood maps, and ground water maps. Table 3 provides further information in relation the more detailed impacts of flood risk. Third parties, such as United Utilities, Peel Holdings and the Canal and River Trust also have their own strategies and datasets.

4.45 Multi-authority or sub-regional documents like the Manchester, Salford, Trafford Hybrid Strategic Flood Risk assessment (MST Hybrid SFRA) and the Greater Manchester Surface Water Management Plan (GM SWMP) are useful but they are point-in-time documents. In terms of fluvial flooding, a regional study found Manchester to be among the most at risk authorities in the northwest. Recent modelling work has increased our understanding of the flood risk from the 'Grey Irwell' (through the city centre), and shown that an extreme flood would place some areas at risk. The Grey Irwell and the Manchester Ship Canal are effectively the same watercourse – the Navigation Authority's jurisdiction extends north of

Victoria Station into Salford – so understanding this relationship is important to effectively managing risk from both.

- 4.46 The MST Hybrid SFRA also identified that some areas are potentially vulnerable to groundwater flooding (although there are few recorded instances of this), or to flooding from canals such as the Canal. Evidence on these types of flooding is less well developed than that for fluvial and surface water flooding.
- 4.47 The strategic surface water flood map contained in the GM SWMP includes an allowance for drainage via the sewer system. This was produced in close collaboration with United Utilities and whilst this is not a sophisticated assessment of sewer capacity, and is not based on any empirical data, it does represent an improvement on previous modelling.
- 4.48 It is important to emphasise at this stage that modelling will not provide certainty that floods will or will not occur or what their extent / depth / velocity would be. Modelled outputs are only as good as the datasets / methodology that are used in the process, and models which include significant assumptions (such as drainage rates for surface water runoff) should be treated with some caution. However, even with this qualification, modelling remains a very useful tool for assessing flood risk.
- 4.49 There have been major improvements in water quality in Greater Manchester in recent decades, with fish and other creatures and plants returning to rivers which were previously too polluted. However, continued progress needs to be made in order to meet the Water Framework Directive (WFD) target that all watercourses must meet good ecological status or potential by 2027. Latest figures indicate that Manchester has 3 watercourses in the Good Ecological Status category: the Bridgewater Canal, the Ashton Canal and the Rochdale Canal.
- 4.50 Development could lead to cumulative effects on water quality (e.g. through an increased area of impermeable surfaces, accelerated rates of polluted

run-off, and disturbance of contaminated land / groundwater), and consequently for biodiversity, if not managed properly.

Map 5: Manchester Flood Risk Zones

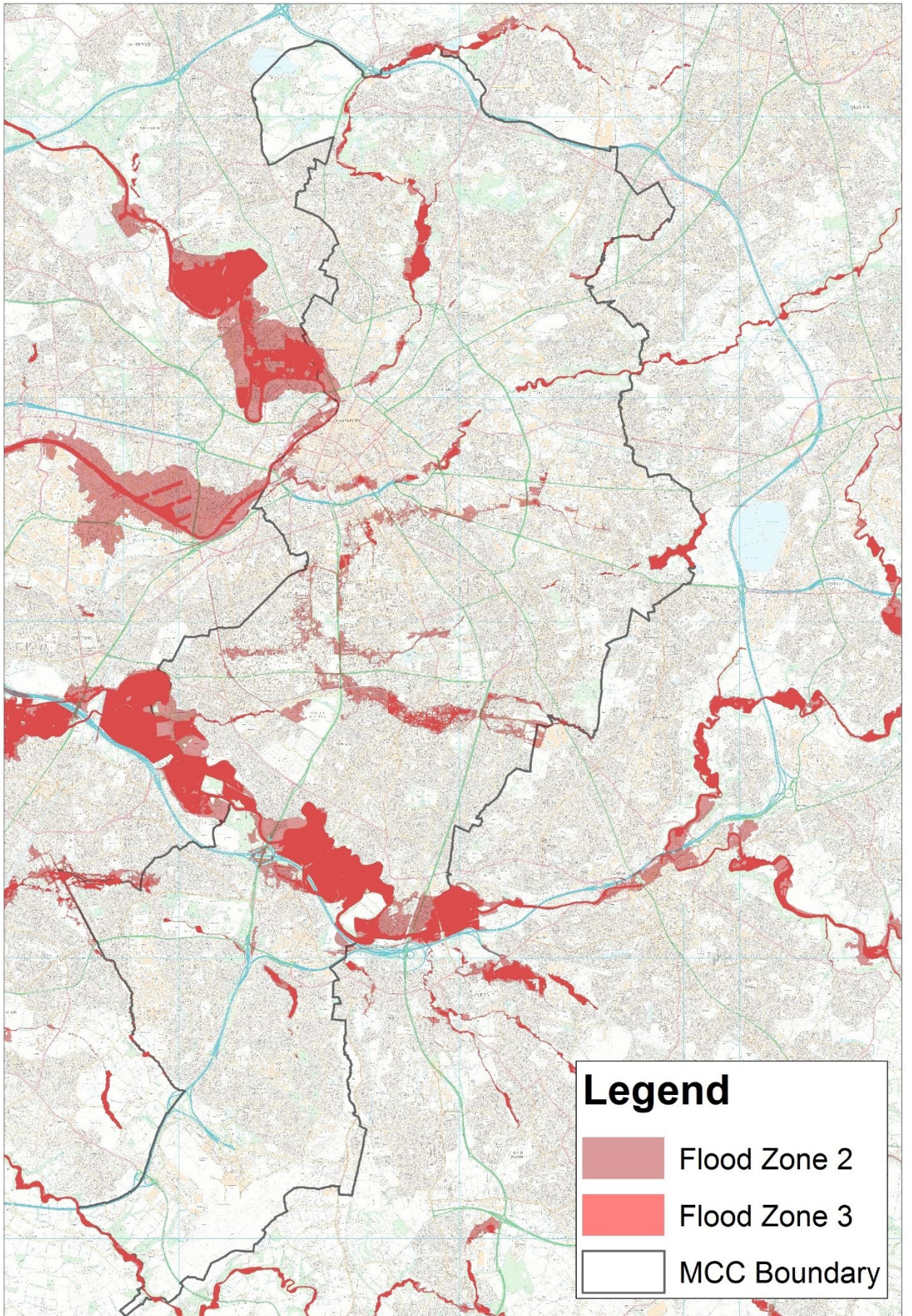


Table 3: Impacts of Flood Risk in Manchester

Manchester Flooding Measure	All Residential Properties (Manchester)	Residential Properties in the worst 10% IMD (Manchester)
Fluvial Flood Zone 2	8,884	1,908
Fluvial Flood Zone 3	2,829	870
Fluvial Flood Zones 2 & 3 Total	11,713	2,778
Ashton Canal, Bridgewater Canal, Rochdale Canal – Breach Zone A	1,737	1,507
Ashton Canal, Bridgewater Canal, Rochdale Canal – Breach Zone B	3,316	620
Ashton Canal, Bridgewater Canal, Rochdale Canal - Overtopping	14*	14*
Rochdale Canal breach zone in Oldham that extends into Manchester	477	412
Canal Flooding Total	5,544	2,553
Groundwater Flooding	7,968	249
Shallow Groundwater Flooding	1,161	46
Groundwater Rebound	6,503	0
Groundwater Flooding Total	15,362	295
Surface Water 1:30 year storm, 0.3metre depth	459	261
Surface water 1:100 year storm, 0.3metre depth	1,289	688
Surface water 1:200 year storm, 0.3metre depth	2,733	1,023
Surface water 1:30 year storm, 0.1metre depth	2,933	1,000
Surface water 1:100 year storm, 0.1metre depth	7,561	3,222
Surface water 1:200 year storm,0.1metre depth	13,277	4,959

*No overlap between overtopping and breaches

Issues arising for the Local Plan document (Water and Flood Risk)

4.51 Flood Risk to future developments will need to be considered in the development of the Local Plan, particularly in terms of spatial land policies and the design of new developments; consideration of the impacts of future climate change is also needed.

Air Quality

4.52 Air pollution can have a serious adverse effect on people's health, leading to premature deaths and increasing levels of illness and conditions such as asthma. Overall, the effect that man-made air pollution in the UK has on mortality is estimated to be in the range of 28,000 to 36,000 deaths annually. Air pollution also has negative effects on the environment – biodiversity, water and soil.

4.53 NO₂ is primarily caused by the combustion of fossil fuels, particularly diesel, in transport. PM₁₀ and PM_{2.5} are also linked to the combustion of fossil fuels, as well as from the wear and tear of machinery associated with their use, and dust from construction work. Long-term trends show there has been an improvement in the air quality in the city, however some areas remain above the annual limit for NO₂. Bus gates, implemented in 2017, planning controls for new developments and taxi emission controls have been key factors in improving air quality.

4.54 A Greater Manchester Air Quality Management Area (Map 6) has been established covering the core of the conurbation, town centres, motorways, major radial routes and the Airport, much of which is in the City of Manchester; an Air Quality Action Plan has been produced to try and address poor air quality in these areas, but has not yet had a significant effect.

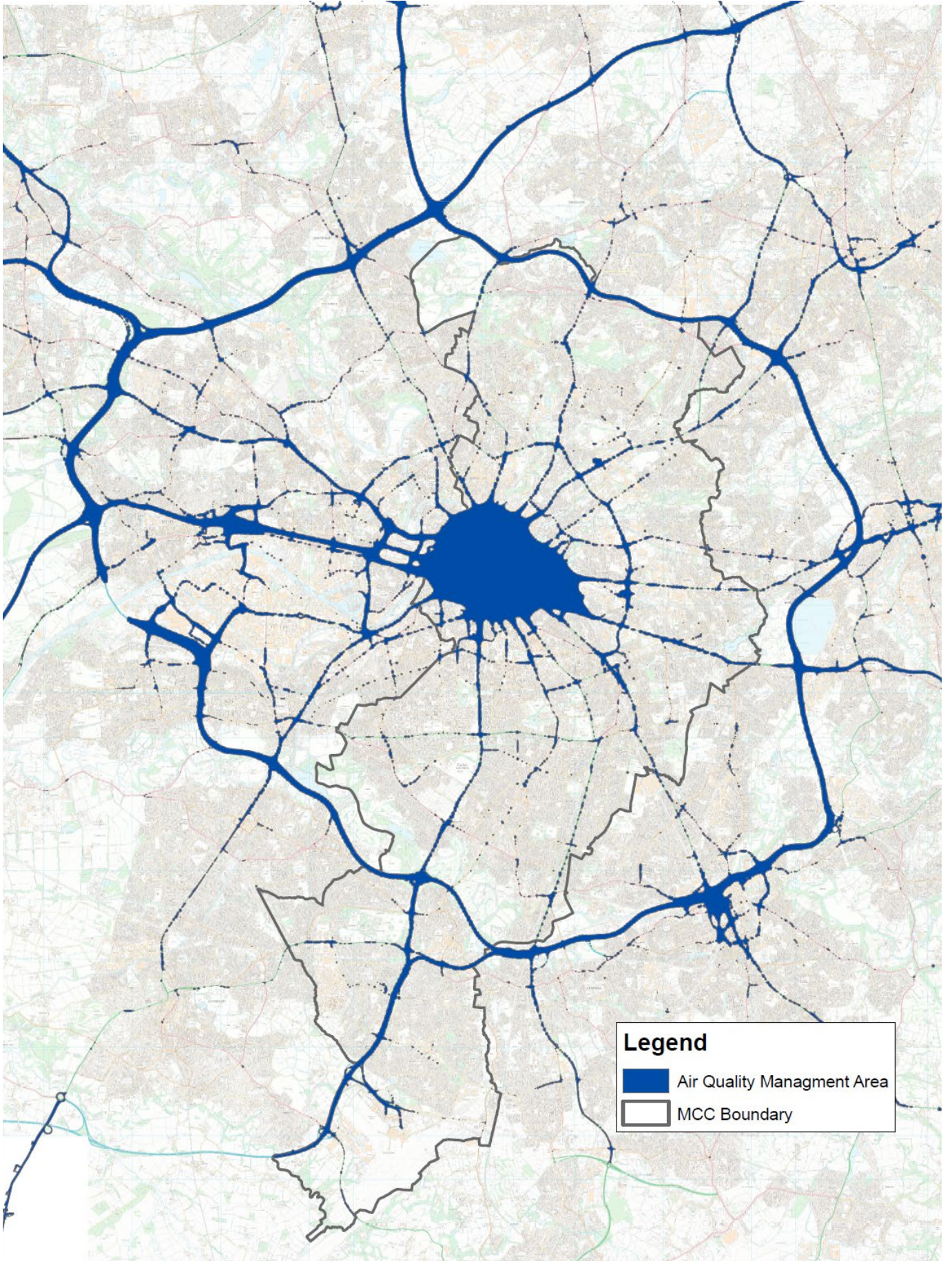
4.55 There are two permanent monitoring stations in Manchester that monitor NO₂ and PM₁₀: Piccadilly Gardens and Oxford Road. Table 4 shows NO₂ and PM₁₀ concentrations monitored by the two city centre locations from 2015. These are part of a network across Greater Manchester, supplemented by temporary diffusion tubes in order to give an accurate picture of pollution levels.

Table 4: Annual mean concentrations of NO₂ and PM₁₀ (µg/m³)

Year	Manchester Oxford Road		Manchester Piccadilly	
	NO ₂ (µg/m ³)	PM ₁₀ (µg/m ³)	NO ₂ (µg/m ³)	PM ₁₀ (µg/m ³)
2015 (baseline)	66	28	39	20
2016	66	27	40	20
2017	65	27	36	20
2018	62	30	35	21
2019	59	26	36	20

Source: Air Quality England

Map 6. Greater Manchester Air Quality Management Area



4.56 The growth of the City will increase the number of journeys that are made by road transport, with consequential scope to increase air pollution.

Issues arising for the Local Plan document (Air Quality)

4.57 It is worth noting that for the Airport and City Centre, the motorways and some radial routes, road transport emissions come from a much wider catchment than the City of Manchester; through-traffic on motorways in particular is functionally unrelated to Manchester, all of which limits the scope for mitigation in the Local Plan.

4.58 The impacts of the scale, type and spatial distribution of development proposed in the Local Plan on the transport system, and consequently on air quality, will need to be carefully considered, alongside potential mitigation options. Ensuring developments are, or are able to be, well served by public transport and walking and cycling routes may form part of such mitigation measures along with the increased provision of electric vehicle charging points.

Climatic Factors

4.59 Manchester meets the national legal limit for all air pollutants with the exception of the annual limit for NO₂ which stands at 40µg/m³. NO₂ levels along Oxford road, despite being lowered in recent years, are still above the national legal limit, currently at 62µg/m³. Recent concentrations of NO₂ have fallen along Oxford Road and in the Piccadilly area sites since 2016, showing progress towards a zero carbon future. Manchester has strengthened its commitment to tackle climate change by revising its zero-carbon target from 2050 to 2038.

4.60 Research funded by the Joseph Rowntree Foundation has shown that large parts of Manchester are more vulnerable than the national average to both flood risk and risk associated with heatwaves, both of which are predicted to get worse as a result of climate change. This assessment is based on the communities' vulnerability (for example age and income profiles), the hazard (likelihood of a flood or heatwave occurring) and the exposure (e.g.

type of dwelling). The IGNITION project will establish innovative ideas aiming to increase urban-green infrastructure across Manchester by 10%. In doing so this will reduce flooding incidents and alleviate heat stress in the future.

Issues arising for the Local Plan document (Climatic Factors)

4.61 Development proposals in the Local Plan will involve construction, including of resulting infrastructure which would contribute to greenhouse gas emissions. Flood risk management will make a significant contribution to how well adapted and resilient communities are to the increased risk of flooding as a result of climate change, and different approaches may make a positive or negative impact on vulnerability to heat stress, depending on the materials and approaches used. Consideration may need to be given to the nature and location of greenspaces and the provision more sustainable drainage systems to help alleviate the impacts of flooding. Vegetation in greenspaces may also help to provide shade in times of hotter weather.

Infrastructure and Material Assets

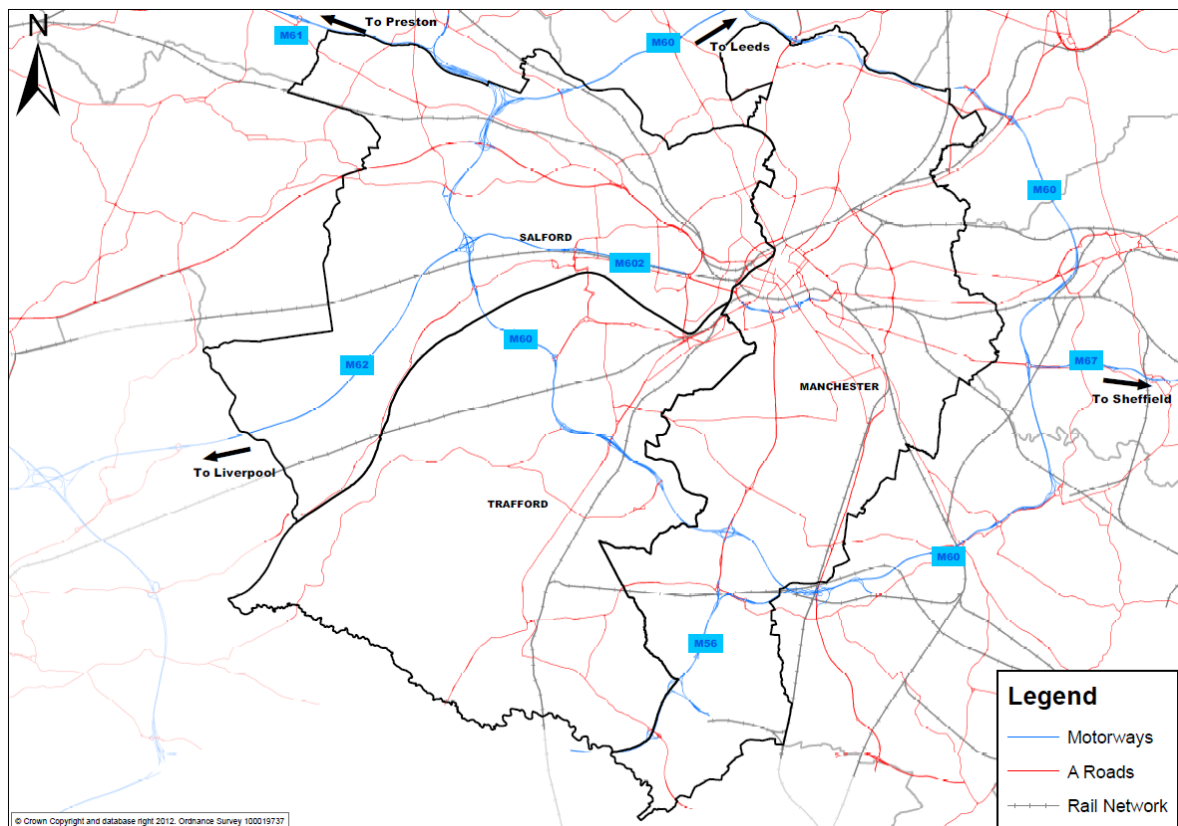
4.62 For a city to be successful it needs to be well connected – internationally, nationally and locally. The level of connectivity of a city is determined by its capacity to connect people with each other, and people with goods, services and places. Connections are necessary so that people can access work opportunities, education and services, and so that businesses can access markets and their customers. In order to ensure Manchester meets the needs of its residents and businesses it needs connections that are more effective and efficient and it needs the capacity of the connections not to be a restriction on development and progress.

4.63 Manchester is served by a complex network of transport infrastructure which is essential to the successful functioning of the City (Maps 7 and 8). Roads, railways, the airport, Metrolink trams, footpaths, cycleways and canals all facilitate the movement of people, goods and services, with Manchester's transport infrastructure intrinsically connected to sub-regional, national and international transport infrastructure. The City Centre and Manchester

Airport are particular foci for transport infrastructure given their functions within the City.

4.64 Manchester's highway network includes over 1,350km of road length, 2,600km of footway length, and over 350 bridges and structures. The current five-year (2017–2022) £100million highway investment programme is underway, with a primary goal of improving the condition of Manchester's roads, footways and drainage, as well as supporting maintenance of the bridge network. By the end of 2019 the council will have invested £30m to treat over 200 miles of roads and 20 miles of pavements. In addition, over 40,000 highway defects have been repaired, over 100,000 gullies have been cleansed and around 7,000 drainage repairs have been carried out. The annual road condition surveys have reflected this work, showing an improvement in the percentage of 'poor' condition roads from 25% in 2017 to 19% in 2019.

Map 7: Key Connectivity links



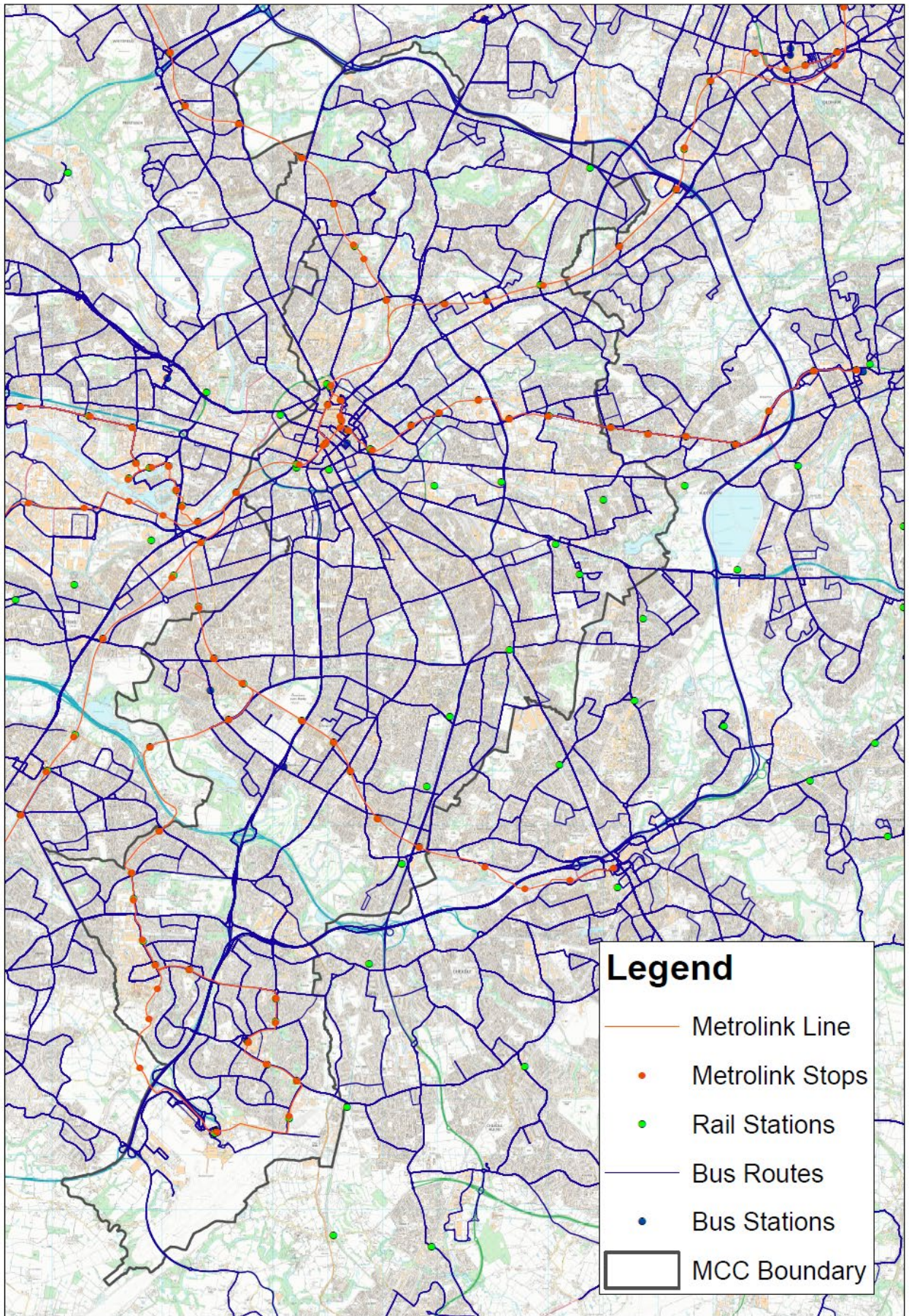
4.65 Further improvements to the region's major roads are being actively considered by the Department for Transport, Highways England and

Transport for the North. The M56 between junctions 6 and 8 are to be made into a smart motorway; work is due to commence in 2020 and completion is expected in 2022. Capacity improvement proposals are also being considered for the north west quadrant of the M60. These look at potential improvements to both the road network and public transport in order to provide better options for local and long-distance trips.

4.66 Road Transport is the primary cause of air pollution in Manchester as a result of emissions from hydrocarbon fuels; the City currently breaches the European Air Quality Directive for Nitrogen Dioxide pollution, although it meets the current Particulate Matter pollution threshold. As has been seen earlier the Air Quality Management Area is mainly focused around the motorway and main road network. Diesel powered trains also contribute to local air pollution.

4.67 Average journey times on the city's road network of A and B roads has been gradually increasing since 2005, with a greater increase in the afternoon peak. With increased congestion, the average speeds on A and B roads are reducing, albeit only marginally, from 14mph in the morning

Map 8: Public Transport Rail, Tram, and Bus Routes



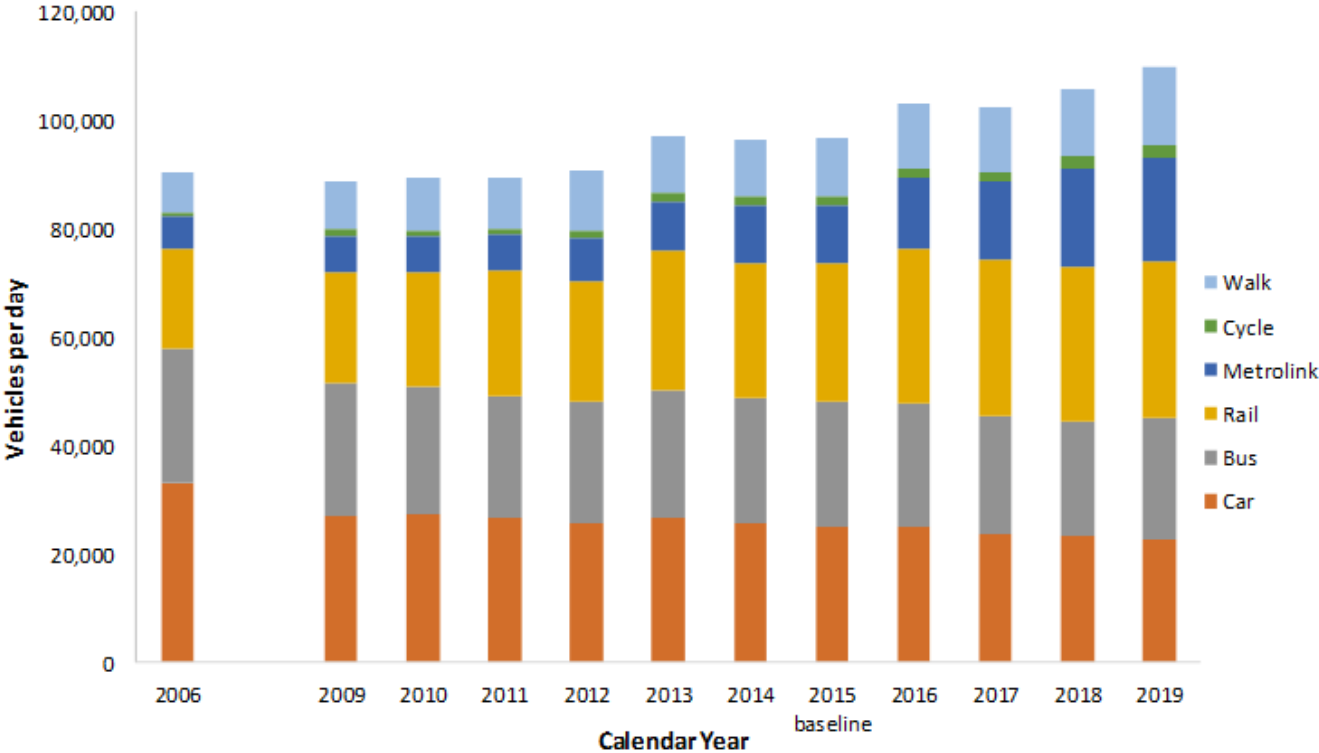
peak (7–10am) and 12mph in the afternoon peak (4–7pm), to 13mph and 11mph respectively. Journey times are an indication of the level of

congestion on our roads. It is assumed that most of the increase is due to more vehicles on the road and the amount of construction work underway across the city. The growth in delivery traffic is thought to be a major contributor to the additional traffic levels. Construction work is often an inevitable consequence of living in a successful and thriving city. Work is presently underway to improve the operation of the Manchester and Salford Inner Relief Road (MSIRR).

- 4.68 One of the main focuses for the council in respect of transport is to increase the number of trips using public transport and active travel (walking and cycling) modes and reducing the number of trips by cars, particularly for those trips under 5 miles. Currently within Greater Manchester, 88% of trips are five miles or less, and more than half of these are made by car.
- 4.69 Although public transport patronage across Greater Manchester was 2% lower in 2018/19 than it was in 2015/16 over the past ten years, rail and Metrolink use has increased significantly, while bus use has been slowly declining (Fig 3). A number of measures to support the continued growth of rail travel and Metrolink, and reverse the decline in bus travel have been introduced.
- 4.70 Travel demand has grown significantly in recent years, to and from the city centre, reflecting increases in the number of jobs and the resident population. The number of morning peak-hour trips into Manchester city centre had increased by around 1% per year on average since 2006, with most of that growth having taken place since 2012. But in recent years this has increased by 4% with an increase of 14% between 2015 and 2019. The percentage of single-occupancy cars travelling into the city centre during the morning peak time is reducing, however, car ownership overall is increasing (there was a growth of 9% in licensed cars in the city between 2015 and 2018: from 141,800 to 154,400).
- 4.71 There is great potential to increase the number of shorter journeys being made on foot or by bike. In order to improve health and access to jobs, and to alleviate pressure on our public transport system, levels of walking and

cycling will need to continue to increase. There is a strong case to support walking and cycling in Manchester, and increasing the share of trips for these active modes has the potential to reduce car use, use our highway network more efficiently, and free up space on public transport. This will provide the capacity to support further sustainable growth. In addition, active modes improve the mental and physical health of our residents, reduce our carbon emissions, and improve air quality.

Fig 3: Trips into Manchester city centre (7.30–9.30am) by various modes of transport



4.72 Greater Manchester’s Cycling and Walking Commissioner, in collaboration with the ten districts and TfGM, have developed a network of 1,800 miles of cycling and walking routes known as the Bee Network which was published in June 2019. In order to implement this network the Council has ten schemes that have been approved to the first level agreement for funding. Two of these schemes are already on site at Mancunian Way/ Princess

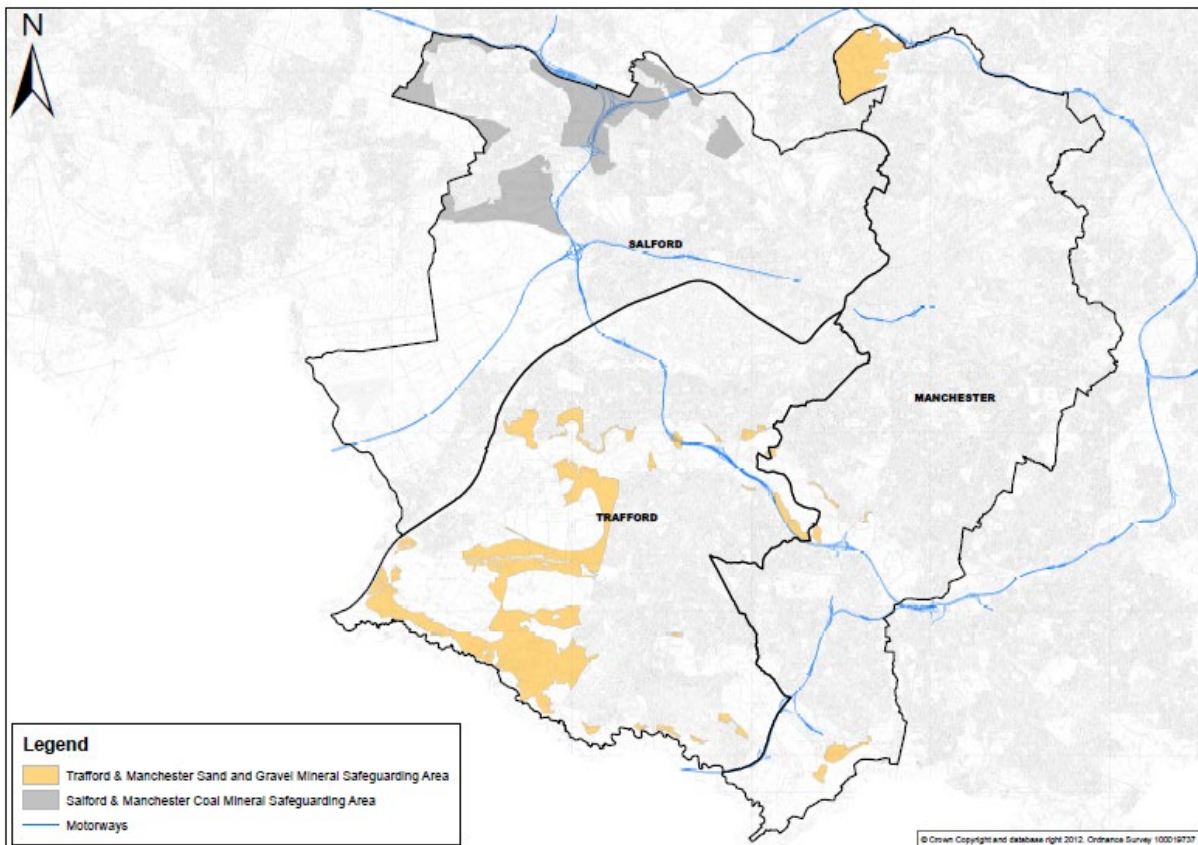
Road junction and Phase 1 of the Chorlton Cycleway. Such schemes will complement the city's existing cycle network such as the award-winning Oxford Road and Wilmslow Road Cycleway, which carried nearly 1.1 million cycle trips in 2019.

- 4.73 Increasing the use of electric vehicles is a key way in which we can reduce our carbon and air-pollution emissions. The number of ultra-low electric vehicles licensed within Manchester nearly tripled between 2015 and 2018, increasing from 168 to 495, but it still remains at a very low level. This is currently supported by provision of the Greater Manchester Electric Vehicles (GMEV) public recharging network operated by TfGM. The GMEV network went live in July 2013, with GMEV membership growing from a very low base to 2,796 members by September 2019. The current GMEV network includes 159 double headed 15kw fast chargepoints and 3 x 50kw rapid chargers (one of which is restricted to bus use) across the region. The network is currently under review and in the short term a number of fast chargepoints will be reduced to 118 before proposals to expand the network are put in place. There are currently proposals to expand this network including funding through Early Measures as part of the Clean Air Plan. A small number of additional chargepoints may also be provided through the eHubs pilot project. The GMEV network has predominantly focused on public car parks and destination locations although it does include a small number of on-street locations such as Chorlton. The Council is working with TfGM to develop plans to expand the network further to support a range of vehicles, including taxis.
- 4.74 Manchester is also served by a complex network of utility infrastructure – gas distribution facilities, electricity generation and distribution networks and water supply and wastewater treatment / removal infrastructure. Sewer pipes and highway drains have often become combined with culverted non-main rivers over time and the precise role and function of such watercourses may not always be readily understood.
- 4.75 Manchester contains areas related to potential mineral extraction, including sand and gravel deposits which are safeguarded from built development

(Maps 9). Coal and associated hydrocarbon gas are also present beneath the City although existing built development means that the opportunities for mineral extraction are likely to be limited.

4.76 Manchester is already significantly developed, and alongside its developed land, its river valleys, lakes, and parks mean that there is only a limited amount of developable land available to meet future requirements. As a consequence of this, and to ensure that the City's development progresses sustainably, it will be important to make the best use of land. Much of the brownfield land within the city's boundary has a long history that reflects Manchester's industrial heritage. It is now recognised that this land provides a resource and opportunity for the city as part of its ongoing regeneration. An important aim of the Council's Contaminated Land Strategy is to support a strategic approach to regeneration, and to promote and assist with the safe reuse of brownfield sites. 25.5 hectares of potentially contaminated land has been remediated under the development control process during the past year (April 2018 to March 2019). In recent years, the vast majority of dwellings built in Manchester have been on brownfield land with 91% of all residential completions in 2018/19 being constructed on brownfield land.

Map 9: Mineral Safeguarding Areas



4.77 Increasing density is one way of ensuring the most efficient use of land. Density is rising in the city from 4,128 people per kilometre square in 2008 to 4,735 in 2018 which is a much higher level than other parts of Greater Manchester at 2,204 in 2018 (ONS). It's thought that 24,684 homes will be built in the next 5 years, the majority (84%) of which are likely to be flats. The majority of these (69%) are likely to be located in the city centre and around its fringe areas. Table 5 shows the percentage of properties in different types of house types from the 2011 census, although these proportions are likely to have changed from that time due to the high number of city centre flats that have been built in the last 10 years.

Table 5: House Types in Manchester

Detached	4.96%
Semi-detached	30.31%
Terraced	30.18%

Flats	34.51%
Caravan	0.04%

4.78 The City also contains waste management infrastructure which needs to be safeguarded from inappropriate development, along with other facilities in Greater Manchester. Minimising waste arisings and facilitating recycling will be increasingly important as the City grows.

Issues arising for the Local Plan document (Infrastructure and Material Assets)

4.79 The scale and spatial distribution of future development may have impacts upon the capacity of transport and utilities infrastructure in Manchester and it will be important for infrastructure providers to be cognisant of actual and planned-for development, relative to the capacity of their infrastructure. The spatial distribution of sites and their accessibility, particularly in relation to public transport and active travel modes will have need to be considered if the council is to reduce the reliance on motor vehicles, reduce congestion and improve air quality. Support for new and emerging cleaner vehicles, such as EVs, will also need to be taken into account and consideration given to their requirements.

4.80 Minerals and Waste allocations should also be protected in a manner consistent with the joint Minerals and Waste Plans.

4.81 Water supply and waste water treatment capacity are issues that are the statutory responsibility of United Utilities, including in relation to the future development of the City.

4.82 The prudent use of land and other natural resources, alongside increasing recycling rates, will support the sustainable development of the City's.

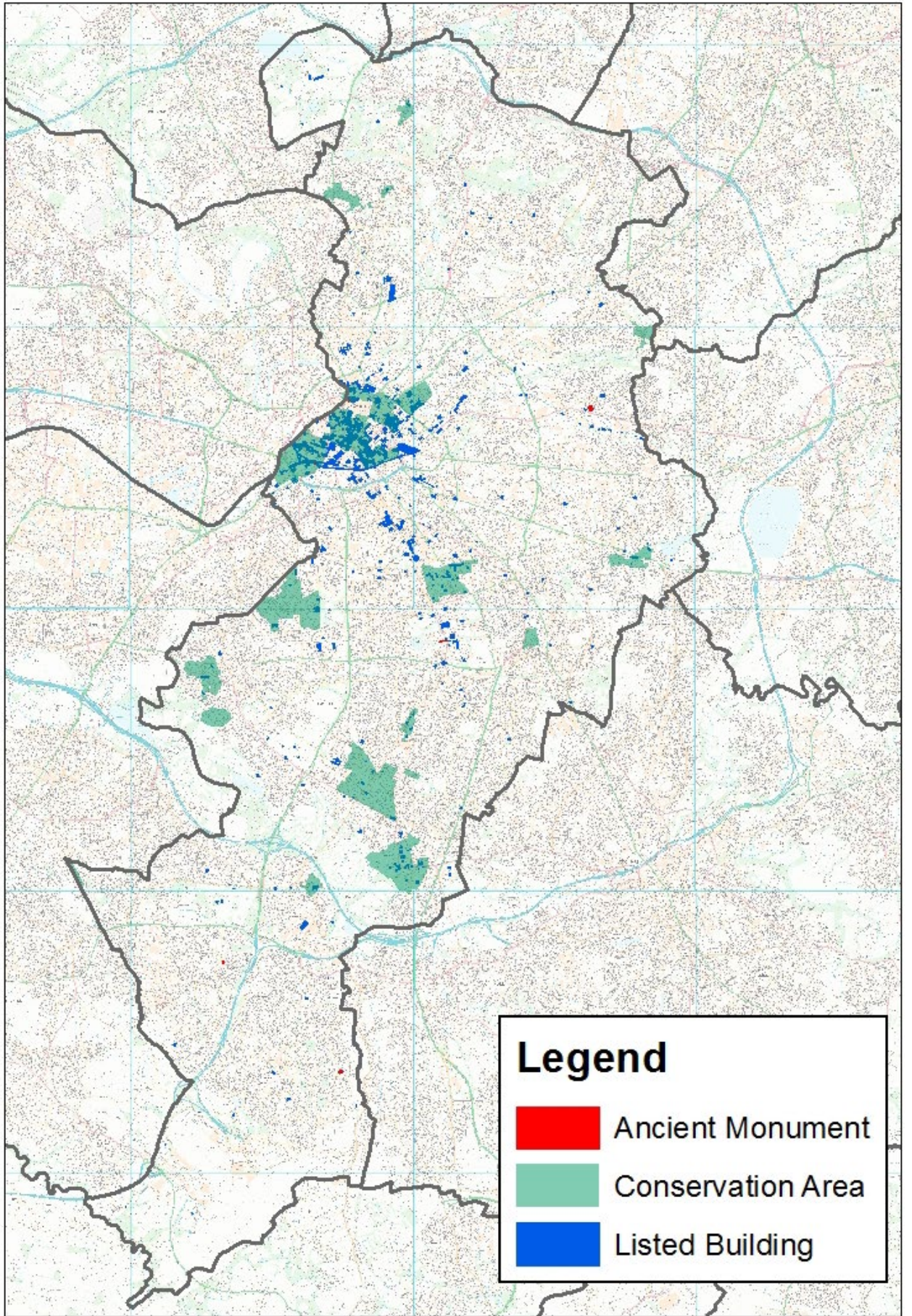
Cultural Heritage

4.83 Manchester has a rich architectural heritage with almost nine hundred cultural assets listed in the City (Table 6), 15 of which there are on the Heritage at Risk Register including 4 Grade I and 6 Grade II* buildings. There are 6 scheduled ancient monuments and 35 conservation areas as well as 8 listed parks and gardens in the City, as shown on Map 10 below.

Table 6: Listed Buildings

Grade I	15
Grade II*	82
Grade II	748
Total	845

4.84 Cultural activity remains at the heart of the city's identity and the local communities are reliant on a range of public amenities such as parks, Map 10: Conservation Assets.



libraries and leisure facilities to really make a vibrant city (Table 7). The City's galleries, museums and cultural venues continue to attract substantial numbers of visitors. The total number of visits to the city's main cultural and recreational facilities.

Table 7: Number of visits to Manchester City Council's cultural and recreational facilities

	2015/16 baseline	2016/17	2017/18	2018/19	Annual change %
Manchester Art Gallery	519,602	607,809	641,361	731,003	20.3%
Leisure	2,961,586	3,412,284	3,414,605	3,316,172	-2.9%
Libraries	2,801,136	2,917,769	2,955,448	3,227,253	9.2%
<i>of which Central Library</i>	<i>1,480,941</i>	<i>1,474,655</i>	<i>1,580,023</i>	<i>1,891,135</i>	<i>19.7%</i>
Total	6,297,404	6,937,862	7,011,414	7,274,428	3.8%

Parks: attendance at activities and events	509,174	517,352	568,918	702,592	23.5%
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Issues arising for the Local Plan document (Cultural Heritage)

4.85 The scale and spatial distribution of future development may impact upon the built aspects of cultural heritage, including their setting. It may also encourage the re-use of cultural heritage assets such as listed buildings, helping to preserve them for future generations.

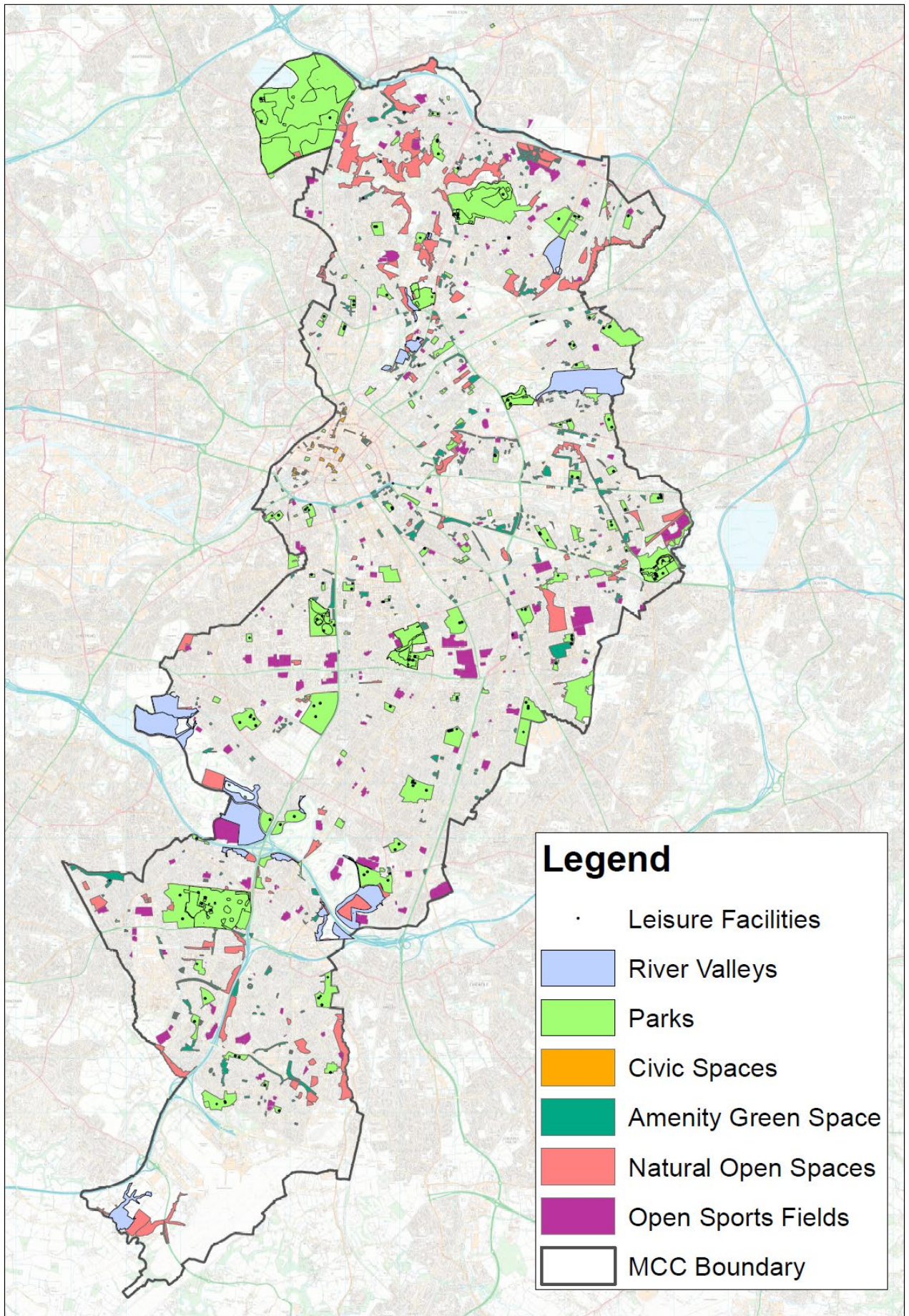
4.86 Manchester's cultural heritage helps make it a unique and stimulating place to live and work, and conserving this heritage is likely to contribute to attracting new businesses and residents.

Landscape

4.87 Manchester is covered by 3 different National Character Areas: primarily Manchester Conurbation (which also includes parts of neighbouring authorities), small areas of Manchester Pennine Fringe to the north, and Shropshire, Cheshire & Staffordshire Plain to the south. There are no designated landscapes within the City of Manchester.

4.88 There are significant areas of green infrastructure within Manchester, consisting of networks of multi-functional open spaces, linear corridors, private gardens, and cleared development sites, together with the links between them (Map 11). Among the functions performed by green infrastructure are climate change mitigation and flood risk reduction by, for example, reducing the urban heat island effect and providing areas of

Map 11: Open Space and Leisure Facilities



natural drainage. They can also provide attractive pedestrian and cycle routes and habitats where fauna and flora can thrive.

Issues arising for the Local Plan document (Landscape)

4.89 Development proposed in the Local Plan is likely to involve some changes to green infrastructure provision both in extent and quality, which may have some effect on the landscape. Such changes may of course present opportunities to create new landscape features and enhance the landscape, but in an urban area it is likely that there may also be some loss of green infrastructure.

5. Summary of Key Sustainability Issues for the Local Plan

- 5.1 Key sustainability issues to be addressed in the Local Plan document are identified through a review of relevant plans and programmes and the available baseline information.
- 5.2 There are a number of key sustainability issues facing Manchester that have been identified in this report. A summary of the key sustainability issues is provided Table 3 below:

Table 3: Key Sustainability Issues

Topic	Key Sustainability Issues
Biodiversity (including Flora and Fauna) and Soil	<p>There are a number of designated and non-designated sites representing priority species and habitats that warrant protection and enhancement.</p> <p>New development may result in negative impacts on the natural environment but may also result in opportunities for habitat creation or improvement</p> <p>The city contains extensive areas of contaminated land. Development may provide opportunities to remediate these areas reducing the need for developing on greenfield sites but at the same time development should not result in pollution to watercourses through contaminated runoff</p>
Population, Housing and Employment	Periods of rapid population growth requiring an increase in a good quality and varied housing stock.

	<p>Significant deprivation in some areas of the city with high levels of health-related worklessness and unemployment</p>
Human Health	<p>Life expectancy in the city is lower than the national average</p> <p>Ensure good access to healthcare facilities</p>
Water and Flood Risk	<p>Flood risk is a significant issue in some areas of the city.</p> <p>Some areas potentially vulnerable to groundwater flooding</p> <p>Progress needs to continue in respect of water quality</p> <p>If not managed well development could lead to cumulative effects on water quality</p> <p>Water supply and waste water treatment capacity will need to be taken into account in development decisions</p>
Air Quality	<p>Some areas of the city are above the annual limit for NO₂ emissions</p> <p>A Greater Manchester Air Quality Management Area has been established recognising some issues over air quality</p> <p>With increasing growth has come increasing traffic with the scope to increase air pollution</p>

Climatic Factors	<p>Parts of the city are less resilient and more vulnerable to the impacts of climate change through flood risk and heatwaves</p> <p>Construction works resulting from new development can contribute to greenhouse gases</p>
Infrastructure and Material Assets	<p>Future growth will increase demand for transport routes and will impact on the capacity of transport infrastructure</p> <p>The capacity of the utilities infrastructure will need to be taken into account in development decisions</p> <p>The capacity of waste management infrastructure will need to be taken into account in development decisions</p> <p>Due to its urban nature there is a limited supply of developable land within the city.</p>
Cultural Heritage	The city has a rich cultural and historic heritage which needs to be conserved, enhanced and protected.
Landscape	There are significant areas of green infrastructure within the city which should be conserved, enhanced and protected.

6. Integrated Appraisal Framework and SA Objectives

- 6.1 The IA Framework outlines the objectives and criteria against which the effects of the policies, designations and allocations, and any alternatives to them, contained within the Local Plan can be assessed in order to ensure that the emerging Local Plan is as sustainable as possible.

6.2 The framework contains a series of objectives and more detailed criteria against which effects of the plan can be tested. The following list of draft IA Objectives and criteria has been drawn up having considered the following:-

- The review of relevant Policies, Plans and Programmes
- The outcomes of the baseline analysis, identification of the key sustainability issues and problems, and possible objectives arising from these
- The requirements of the SEA Regulations 2004 and the 2005 SEA Guidance:
- The IA objectives used for the Greater Manchester Spatial Framework DPD

6.3 The draft list of IA Objectives for the Local Plan includes 18 objectives and is shown in Table 4. The list embraces the SEA requirements, and includes an appropriate balance of environmental, social and economic objectives, appropriate to Manchester. The IA process is not a perfect mechanism. Within the process of considering alternatives and options there may be potential conflicts between the different IA objectives, which will need to be given consideration when carrying out assessments.

Table 4: IA Objectives and Indicators

Ref	IA Objective	Assessment Criteria Will the Local Plan document ...
1	To protect and enhance the natural environment, including biodiversity (habitats and species), geodiversity and soils.	maintain and where possible enhance biodiversity and geodiversity, and soils? provide opportunities to create and improve habitats?

		<p>ensure that new development does not negatively impact on the condition of local and national designations?</p> <p>promote biodiversity provision and enhancement within new development and seek to link these to existing species and habitats?</p> <p>protect the best and most versatile agricultural land / soil resources from inappropriate development?</p> <p>support reductions in land contamination through the remediation and reuse of previously developed land?</p>
2	To reduce the environmental impacts of contaminated land	support reductions in land contamination through the remediation and reuse of previously developed land?
3	Promote the sustainable growth of the city's population.	<p>ensure an appropriate quantity and quality of housing land to meet the identified local need for market and affordable housing?</p> <p>ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local need including for vulnerable and disadvantaged groups?</p>
4	Provide safe, attractive, inclusive neighbourhoods, which include, or are well connected to centres and other amenities.	<p>ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?</p> <p>promote good quality building and public realm design so that they are safe, secure and welcoming, and reduce levels of crime?</p>

5	Promote the sustainable growth of the city's economy, accommodating indigenous and inward investment.	<p>ensure an appropriate quantity and quality of employment land to meet the identified and future needs in locations that are well-connected and well-served by infrastructure?</p> <p>support education and training to provide a suitable labour force for future growth?</p>
6	Reduce poverty and social deprivation and secure economic inclusion	<p>promote opportunity for all and reduce exclusion in the resident population by improving qualifications, skills and thereby employment prospects?</p> <p>ensure equality of opportunity and equal access to facilities / infrastructure for all?</p> <p>reduce the proportion of people living in deprivation</p> <p>ensure that the needs of different Places in the borough are equally addressed?</p>
7	Improve the health and well-being of the population, and reduce health inequalities.	<p>support healthier lifestyles and support improvements in determinants of health?</p> <p>prioritise policies and interventions that both reduce health inequalities by improving active travel, providing good quality open and green spaces and the energy efficiency of housing?</p> <p>promote access to recreational opportunities, both formal and informal?</p>

		<p>promote and improve social infrastructure and access to community services and facilities?</p>
8	<p>Reduce the risk of flooding to people and property.</p>	<p>minimise the probability and consequences of flooding?</p> <p>restrict the development of property in areas of flood risk' and ensure that development does not increase flood risk due to increased run-off rates?</p> <p>ensure development is appropriately future proofed, including the design and placement of buildings, to accommodate future levels of flood risk including from climate change?</p>
9	<p>Protect and improve the quality and availability of water resources.</p>	<p>maintain and where possible enhance the quality of water resources, water bodies and the wider environment?</p> <p>ensure compliance with the Water Framework Directive?</p> <p>promote management practices that will protect surface and groundwater from pollution?</p> <p>promote measures to encourage the economical consumption of water?</p>
10	<p>Improve air quality</p>	<p>improve air quality within the district particularly in the AQMA and other areas sensitive to pollution?</p> <p>promote clean efficient, transport networks and modes to support the sustainable growth of the city?</p>

11	Reduce contributions to and impacts of climate change.	<p>minimise greenhouse gas emissions attributable to Manchester?</p> <p>contribute to wider initiatives to reduce greenhouse gas emissions more generally?</p> <p>reduce expected impacts of climate change, including by making new developments resilient and extending green infrastructure?</p> <p>encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?</p>
12	Reduce the need to travel and promote sustainable modes of transport	<p>maintain and, where needed, enhance the transport network?</p> <p>ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?</p> <p>reduce the need to travel and promote efficient patterns of movement by linking homes with jobs and other facilities.</p> <p>promote an accessible, safe, sustainable and connected public transport network that reduces reliance on private motor vehicles?</p> <p>support the use of sustainable and active modes of transport, including promoting cycling and walking for shorter journeys?</p>

13	To minimise the production of waste and increase reuse, recycling and recovery rates	<p>minimise waste generation and promote the sustainable management of waste</p> <p>promote re-use, recycling and recovery rates?</p>
14	Ensure that there is sufficient coverage and capacity of utilities to support growth and development	<p>ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?</p>
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions.	<p>encourage reduction in energy use and increased energy efficiency?</p> <p>encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?</p> <p>support the move away from conventional fuel vehicles?</p> <p>promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?</p>
16	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs	<p>support the development of previously developed land and other sustainable locations?</p> <p>encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?</p> <p>protect mineral deposits?</p>
17	Protect and enhance the built environment, including sites	<p>support the conservation of historic buildings and areas</p>

	<p>and features of historical and archaeological value.</p>	<p>protect, conserve and enhance the historic environment, including heritage assets (designated assets and locally listed assets) and their setting, and recognise the potential for (as yet unidentified / unrecorded) assets and archaeology?</p> <p>promote appropriate management of heritage assets, based on local circumstances and individual characteristics, to ensure they remain in appropriate use?</p> <p>improve townscape and the built environment through the promotion of high quality design, by the appropriate placement of buildings and enhancements to public realm?</p> <p>conserve and enhance townscape character, and the aesthetic quality of the built environment?</p> <p>respect, maintain and strengthen local character, identity and distinctiveness?</p>
18	Landscape	<p>improve the quality and character of the landscape, open spaces, and the public realm?</p> <p>improve landscape quality and the character of open spaces and the public realm?</p>

7. Next Steps

- 7.1 This Scoping Report has defined the proposed scope of work for the IA of the emerging Manchester Local Plan, which:
- reviews national, regional and local plans, programmes, policies, strategies and initiatives;
 - describes the current and, where possible, future baseline for the area;
 - identifies the key issues; and
 - sets out the draft IA Framework consisting of IA objectives and assessment criteria.
- 7.2 This Scoping Report will be subject to statutory consultation process with a range of consultees. As a result of the comments received the Scoping Report and the IA Framework will be updated and refined as necessary.
- 7.3 The revised IA Framework will be used to assess the effects of the emerging Local Plan (Stage B). This will involve the development and refinement of the Local Plan by testing the sustainability, health and equality strengths and weaknesses of the emerging Local Plan proposals. It may be necessary to update this Scoping Report throughout the Local Plan preparation to ensure the IA assessment scope and approach remains relevant.
- 7.4 At Stage C final IA Report will be prepared to accompany the submission draft Local Plan which will be available for consultation alongside the draft Local Plan prior to consideration by an independent planning inspector at a Local Plan Examination (Stage D).
- 7.5 Following Examination in Public, and subject to any significant changes to the draft Local Plan that may require assessment, the Council will issue a Post Adoption Statement as soon as reasonably practicable after the adoption of the Local Plan. This will set out the results of the consultation and IA processes and the extent to which the findings of the IA have been accommodated in the adopted Local Plan.

7.6 During the period of the Local Plan, the Council will monitor its implementation and any significant social, economic and environmental effects (Stage E).

ANNEX A: REVIEW OF POLICIES, PLANS AND PROGRAMMES

International Level

Organisation	Date	Title	Main aims and objectives	Relevance to Local Plan document
Ramsar Convention	1971	The Ramsar Convention (formally, the Convention on Wetlands of International Importance, especially as Waterfowl Habitat)	The Convention is an intergovernmental treaty that provides the framework for international cooperation and national action for the conservation and wise use of wetlands and their resources. The Ramsar Contracting Parties have committed themselves to: designating suitable wetlands for the List of Wetlands of International Importance and ensuring their effective management; working towards the wise use of all their wetlands through national land-use planning,	The Local Plan document will seek to avoid adverse impacts on Ramsar sites and enhance them wherever possible.

Organisation	Date	Title	Main aims and objectives	Relevance to Local Plan document
			<p>appropriate policies and legislation, management actions, and public education; and cooperating internationally on trans-boundary wetlands, shared wetland systems, shared species, and development projects that may affect wetlands.</p>	
Council of Europe	1987	<p>The Convention for the Protection of the Architectural Heritage of Europe (Granada Convention) ETS No 121</p>	<p>The Convention is a legally binding instrument to conserve, safeguard and enhance the cultural heritage of sites and monuments</p>	<p>The Local Plan document will have regards to the Convention, particularly in the need for policies for the conservation and protection of heritage sites</p>

Organisation	Date	Title	Main aims and objectives	Relevance to Local Plan document
United Nations	1992	The Kyoto Protocol and UN Framework Convention on Climate Change	The objective of the Convention, and related instruments, is to achieve stabilization of greenhouse gas concentrations in the atmosphere at a level that would prevent dangerous interference with the climatic system. Such a level should be achieved within a time frame sufficient to allow ecosystems to adapt naturally to climate change, to ensure that food production is not threatened and to enable economic development to proceed in a sustainable manner.	The Local Plan document will have regard to the Protocol and Convention in seeking to manage and mitigate increased flood risk due to climate change.

Organisation	Date	Title	Main aims and objectives	Relevance to Local Plan document
European Commission	1992	The Habitats Directive (92/43/EEC)	The aim of the Directive is to contribute towards ensuring bio-diversity through the conservation of natural habitats and of wild fauna and flora. The Directive lists a number of species and habitats which are to be protected by means of a network of sites across Europe. These sites are known as Special Areas of Conservation (SACs). The Habitats Directive introduces the precautionary principle; that projects can only be permitted having ascertained no adverse effect on the integrity of the site. Projects may still	The Local plan document will seek to avoid adverse impacts on habitats and enhance them wherever possible.

Organisation	Date	Title	Main aims and objectives	Relevance to Local Plan document
			<p>be permitted if there are no alternatives, and there are imperative reasons of overriding public interest. In such cases compensation measures will be necessary to ensure the overall integrity of the network of sites.</p>	
Council of Europe	1995	The Convention for the Protection of Archaeological Heritage (Valletta Convention)	The Convention states that the conservation and enhancement of archaeological heritage should be a goal of planning policies and acknowledges one of the main threats to archaeology is form new development.	The Local Plan document will have regard to the Convention, particularly in the need for policies for the conservation and protection of archaeological sites.

Organisation	Date	Title	Main aims and objectives	Relevance to Local Plan document
European Commission	1998	Drinking Water Directive (98/83/EC)	The objective of the Directive is to protect the health of consumers and to make sure that water is wholesome and clean. The Directive sets quality standards for drinking water quality at the tap and obliges Member States to monitor regularly drinking water quality, including provision of adequate and up-to-date information to consumers.	The Local Plan document will have regard to the requirements of the Directive, particularly in view of the link between flooding and the potential pollution of water supplies.
European Commission	1999	The Landfill Directive (1999/31/EC)	The objective of the Directive is to prevent or reduce as far as possible negative effects on the environment from the landfilling of waste by introducing stringent technical	The Local Plan document will have regard to the aims of the Directive, particularly the need for landfill sites to avoid

Organisation	Date	Title	Main aims and objectives	Relevance to Local Plan document
			requirements, particularly relating to surface water, groundwater, soil, air and human health.	causing problems with surface water and groundwater.
United Nations	1999	Kyoto Protocol to the UN Framework Convention on Climate Change	<p>The Kyoto Protocol is an international agreement linked to the United Nations Framework Convention on Climate Change, which commits its Parties by setting internationally binding emission reduction targets.</p> <p>Recognizing that developed countries are principally responsible for the current high levels of GHG emissions in the atmosphere as a result of more</p>	The Local Plan will include policies that seek to contribute to the reduction of greenhouse gas emissions.

Organisation	Date	Title	Main aims and objectives	Relevance to Local Plan document
			<p>than 150 years of industrial activity, the Protocol places a heavier burden on developed nations under the principle of "common but differentiated responsibilities."</p> <p>The Kyoto Protocol was adopted in Kyoto, Japan, on 11 December 1997 and entered into force on 16 February 2005. The detailed rules for the implementation of the Protocol were adopted at COP 7 in Marrakesh, Morocco, in 2001, and are referred to as the "Marrakesh Accords." Its first commitment period started in 2008 and ended in 2012.</p>	

Organisation	Date	Title	Main aims and objectives	Relevance to Local Plan document
Council of Europe	2000	European Landscape Convention	The Convention is an international treaty to protect, manage and plan all European landscapes. It encourages approaches that are adaptable to particular landscape types and which respond to their unique characteristics.	The Local Plan document will have regard for the aims of the Convention, particularly in respect of changes to landscape caused by developments.
European Commission	2000	The Water Framework Directive (2000/60/EC)	The Water Framework Directive (WFD) aims to improve and integrate the way water bodies are managed. Member States must aim to reach good status in inland and coastal waters by 2015. The WFD seeks to:-	The Local Plan document will have regard to the aims of the Directive, in particular by seeking to encourage more sustainable water use and identifying opportunities for improving drainage

Organisation	Date	Title	Main aims and objectives	Relevance to Local Plan document
			<ul style="list-style-type: none"> • enhance the status and prevent further deterioration of aquatic ecosystems and associated wetlands • promote the sustainable use of water • reduce pollution of water, especially by 'priority' and 'priority hazardous' substances • ensure progressive reduction of groundwater pollution. 	systems to protect the aquatic environment from water pollution via surface run-off.
European Commission	2001	National Emissions Ceilings Directive (2001/81/EC)	The implementation of the directive requires that Member States develops national programmes in	The Local Plan document will have regard to the aims of the Directive

Organisation	Date	Title	Main aims and objectives	Relevance to Local Plan document
			<p>2002 and, where needed, revise those plans in 2006 that aim at meeting fixed ceilings of national emissions by 2010 and thereafter. Further Member States have to report their emission inventories to the EEA and the European Commission in order to monitor progress and verify compliance</p>	<p>particularly in respect of ensuring that development aims to reduce air pollution through its location and design.</p>
European Commission	2006	The Groundwater Directive (2006/118/EC)	The Directive establishes a regime which sets underground water quality standards and introduces measures to prevent or limit inputs of pollutants into groundwater.	The Local Plan document will have regard to the Directive, particularly in view of the link between flooding and potential water pollution.

Organisation	Date	Title	Main aims and objectives	Relevance to Local Plan document
European Commission	2007	The EU Floods Directive (2007/60/EC)	The Directive requires Member States to assess if all water courses and coastlines are at risk from flooding; to map the flood extent and assets and humans at risk in these areas; and to take adequate and coordinated measures to reduce this flood risk. Its aim is to reduce and manage the risks that floods pose to human health, the environment,	The Local Plan document will have regard to the Directive, particularly in regard to the assessment and management of flood risk at the local level.

Organisation	Date	Title	Main aims and objectives	Relevance to Local Plan document
			cultural heritage and economic activity.	
European Commission	2008	Waste Framework Directive (2008/98/EC)	The Directive provides definition for waste, recycling and recovery. It sets out basic principles for waste management to ensure it is managed	The Local Plan document will have regard to the aims of the Directive, particularly in respect of

Organisation	Date	Title	Main aims and objectives	Relevance to Local Plan document
			<p>without endangering public health or the environment in particular water, air, soil, plants and animals and does not result in a nuisance through noise or odours. The Directive also sets out targets for both recycling and recovery and requires Member states to adopt waste management plans and waste prevention programmes.</p>	<p>maximising recycling and reuse whilst minimising waste.</p>
European Commission	2008	Ambient Air Quality Directive (2008/50/EC)	<p>The Ambient Air Directive sets limits for key pollutants in the air which are legally binding. These binding limits are for concentrations of major pollutants that impact on human health such as particulate matter</p>	<p>The Local Plan document will have regard to the aims of the Directive particularly in respect of ensuring that development aims to</p>

Organisation	Date	Title	Main aims and objectives	Relevance to Local Plan document
			(Pm10 and 2.5) and nitrogen oxide (No2) as well as a number of other pollutants	reduce air pollution through its location and design.
European Commission	Amended 2009	The Birds Directive (209/147/EC),	This document replaces the earlier Conservation of Wild Birds Directive (1979) and focuses on habitat loss and degradation which are the most serious threats to the conservation of wild birds. The Directive therefore places great emphasis on the protection of habitats for endangered and migratory species. It establishes a network of Special Protection Areas (SPAs) including all the most suitable territories for these species. The	The Local Plan document will seek to avoid adverse impacts on wild bird species and enhance their habitats wherever possible.

Organisation	Date	Title	Main aims and objectives	Relevance to Local Plan document
			<p>Directive relates to the conservation of all species of naturally occurring wild birds and it covers the protection, management and control of these species Member states are required to take measures to preserve, maintain or re-establish a sufficient diversity and area of habitats for all species of birds.</p>	
European Commission	2010	Europe 2020 – A European strategy for smart, sustainable and inclusive growth	<p>The Europe 2020 strategy aims for a more sustainable future built on smart, sustainable and inclusive growth. The Strategy identified 5 key targets linked to increasing employment rates, improving the</p>	<p>The Local Plan document will have regard to the aims of the Strategy, particularly in terms of policies to aid employment and the</p>

Organisation	Date	Title	Main aims and objectives	Relevance to Local Plan document
			economy, reducing greenhouse gas emissions, improving educational attainment and reducing the numbers of those living in poverty.	environment in which people live.
European Commission	2011	EU Biodiversity Strategy	The Strategy aims to anticipate, prevent and address the causes of significant reduction or loss of biodiversity at source. It states that the scale of human impact on biodiversity has accelerated dramatically in recent decades and that, in spite of efforts by the Community and Member States to	The Local Plan document will seek to avoid adverse effects on biodiversity, particularly land use changes and construction activities that would result in detrimental changes in water levels.

Organisation	Date	Title	Main aims and objectives	Relevance to Local Plan document
			<p>address the problem of biodiversity reduction or loss, existing measures are insufficient to reverse present trends.</p>	
United Nations	2015	Paris Agreement	<p>The Paris Agreement set to build upon the earlier Kyoto Protocol, designed by the United Nations Framework Convention on Climate Change, in an effort to reduce carbon emissions globally. It has currently</p>	<p>The Local Plan will include polices that seek to deliver local targets that contribute to the Paris Agreement.</p>

Organisation	Date	Title	Main aims and objectives	Relevance to Local Plan document
			<p>been signed by 197 countries and ratified by 189.</p> <p>The Agreement is legally binding, committing countries that have signed to prevent global temperatures from rising by 2 degrees Celsius above pre-industrial levels.</p>	

National Level

Organisation	Date	Title	Main aims and objectives	Relevance to Local Plan document
HM Government	1979	Ancient Monuments and Archaeological Areas Act 1979	Defines archaeological sites of national importance, such as ancient monuments and areas of archaeological importance, which are to be protected.	The Local Plan will take into account the protection of heritage and the historic environment.
Natural England	1981	Wildlife and Countryside Act (Amended 1985 and 1991)	The Act provides protection to wildlife, designates protected areas such as SSSIs, SPAs and RAMSAR sites and includes provisions for rights of way and footpaths. Protection may include prohibition of some or all of: killing, injuring, disturbing, taking, sale/barter or possession of species.	The Local Plan document will need to take into account the requirements of the Act.
HM Government	1990	The Town and Country Planning	The Act is regulates the development of land in England and Wales and sets out	The Local Plan document must meet

Organisation	Date	Title	Main aims and objectives	Relevance to Local Plan document
		Act (Amended by the Planning and Compensation Act 1991)	requirements for forward planning to set out the local authority's future strategy	the requirements of legislation
HM Government	1990	Planning (Listed Buildings and Conservation Areas) Act 1990	Sets out legal requirements for proposed development affecting listed buildings / conservation areas.	The Local Plan will take into account the protection of heritage and the historic environment.
HM Government	1993	Clean Air Act	The Act seeks to consolidate the Clean Air Acts of 1956 and 1968. It considers dark smoke, furnaces, etc.	The Local Plan document will need to take into account the requirements of the Act.
HM Government	1995	Part IV of the Environment Act 1995	Requires local authorities in the UK to review air quality in their area and designate air quality management areas if improvements are necessary.	The Local Plan document will need to take into account the requirements of the Act

Organisation	Date	Title	Main aims and objectives	Relevance to Local Plan document
			<p>Where an air quality management area is designated, local authorities are also required to work towards the Strategy's objectives prescribed in regulations for that purpose. An air quality action plan describing the pollution reduction measures must then be put in place. These plans contribute to the achievement of air quality limit values at local level.</p>	<p>including the designated AQMAs within the City.</p>
HM Government	2004	Housing Act	<p>The Housing Act reinforces the role of Councils as strategic enablers with an overview of both public and private sector properties in their area. The Act contains:</p> <ul style="list-style-type: none"> • Extra powers to license private landlords, especially those of houses 	<p>The Local Plan document will set out a strategy to deliver a range of housing to meet the requirements across the community.</p>

Organisation	Date	Title	Main aims and objectives	Relevance to Local Plan document
			<ul style="list-style-type: none"> • in multiple occupation; • Changes in the way homes are judged as suitable to meet the needs • of the occupier by means of risk assessment; • Modernising the right to buy policy to combat profiteering; • Home Information Packs to simplify the buying and selling of • property; • Increase to the qualifying period for council tenants considering purchasing their property under Right To Buy, and also repayment of discounts. 	
DEFRA	2005	Securing the Future - UK Government Sustainable	The Strategy establishes a set of actions and priorities to support the	The Local Plan document will contribute towards

Organisation	Date	Title	Main aims and objectives	Relevance to Local Plan document
		Development Strategy	<p>achievement of Sustainable Development. The 4 priorities are:-</p> <ul style="list-style-type: none"> • Sustainable consumption and production • Climate change • Natural resources and protection • Sustainable communities <p>The 5 statements of principle are:-</p> <ul style="list-style-type: none"> • Developing within environmental limits • Promoting a strong healthy and just society • Achieving sustainable economic growth • Promoting good governance • Using sound science responsibly 	wider environmental objectives, and supporting sustainable development will be a key theme.

Organisation	Date	Title	Main aims and objectives	Relevance to Local Plan document
HM Government	2006	Natural Environment and Rural Communities (NERC) Act	<p>Came into force on 1st Oct 2006.</p> <p>Section 40 of the Act requires all public bodies to have regard to biodiversity conservation when carrying out their functions. This is commonly referred to as the 'Biodiversity duty'</p> <p>This duty extends to all public bodies the biodiversity duty of section 74 of the Countryside and Rights of Way Act 2000 (CROW), which placed a duty on Government and Ministers.</p> <p>The aim of the biodiversity duty is to raise the profile of biodiversity in England and Wales, so that the conservation of biodiversity becomes properly embedded in all relevant</p>	The Local Plan document will include policies that pay due regard to the Act with the particular focus on biodiversity.

Organisation	Date	Title	Main aims and objectives	Relevance to Local Plan document
			policies and decisions made by public authorities.	
DEFRA	2007	A Strategy for England's Trees, Woods and Forests	<p>The Strategy aims to :-</p> <ul style="list-style-type: none"> • Provide a resource of trees, woods and forests in places where they can contribute most in terms of environmental, economic and social benefits now and for future generations • Ensure that trees, woods and forests are resilient to the impacts of climate change and contribute to the way in which biodiversity and natural resources adjust to a changing climate • Protect and enhance water, soil, air, biodiversity, landscapes, and 	The Local Plan will need to take into account the contribution trees and woodlands make.

Organisation	Date	Title	Main aims and objectives	Relevance to Local Plan document
			<p>the cultural and amenity values of trees and woodland</p> <ul style="list-style-type: none"> • Increase the contribution that trees, woods and forests make to the quality of life for those living or working in or visiting England <p>Improve the competitiveness of woodland businesses and promote the development of markets for sustainable woodland products and ecosystem services where this will deliver identifiable public benefits, nationally or locally, including reducing carbon emissions.</p>	
HM Government	2008	Climate Change Act 2008	The Act establishes a target to reduce UK carbon emissions by 80% by 2050, relative to 1990 levels. The Act also	The Local Plan document will need to acknowledge the

Organisation	Date	Title	Main aims and objectives	Relevance to Local Plan document
			<p>requires the Government to publish 5-yearly carbon budgets starting with the period 2008-2012. Emissions are to be reported on annually. Targeted greenhouse gases are carbon dioxide and methane. Other greenhouse gases are nitrous oxide, hydrofluorocarbons, perfluorocarbons, sulphur hexafluoride, and others designated by the Secretary of State. The Act provides for the inclusion of international aviation and shipping emissions, with the Government to determine how and when.</p>	<p>potential consequences of human-induced climate change and will contribute to the delivery of a zero carbon city.</p>

Organisation	Date	Title	Main aims and objectives	Relevance to Local Plan document
HM Government	2008	Planning and Energy Act	<p>The Act allows local planning authorities to include in the local plan policies imposing reasonable requirements for -</p> <ul style="list-style-type: none">• a proportion of energy used in development in their area to be energy from renewable sources in the locality of the development;• a proportion of energy used in development in their area to be low carbon energy from sources in the locality of the development;• Development in their area to comply with energy efficiency standards that exceed the energy requirements of building regulations	The Local Plan document should take in to account the needs of energy generation

Organisation	Date	Title	Main aims and objectives	Relevance to Local Plan document
HM Government	2009	The Flood Risk Regulations 2009	The Regulations place a duty on the Environment Agency and lead local flood authorities to prepare maps and reports in relation to river basin districts and flooding within any given local authority area. They also place a duty on the Environment Agency and lead local flood authorities to identify flood risk areas and prepare flood risk management plans.	The Local Plan document will have regard to the need to reduce flood risk
Environment Agency	2009	Water for People and the Environment; Water Resources Strategy for England and Wales	<p>The Strategy sets out actions for:-</p> <p>Climate change:</p> <ul style="list-style-type: none"> • enabling habitats and species to adapt better • allowing the way we protect the water environment to adjust flexibly 	The Local Plan document will take into account the need to protect water resources.

Organisation	Date	Title	Main aims and objectives	Relevance to Local Plan document
			<ul style="list-style-type: none">• considering environmental pressure from human water use and its whole life-cycle. <p>The water environment:</p> <ul style="list-style-type: none">• protecting conservation sites that depend on water• improving environmental resilience• safeguarding water resources via effective catchment management• improving understanding of how water and ecology interact. <p>Managing water resources:</p> <ul style="list-style-type: none">• supporting housing/related development where the environment can cope with additional demands	

Organisation	Date	Title	Main aims and objectives	Relevance to Local Plan document
			<ul style="list-style-type: none"> • allowing a targeted approach where resource stress is greatest • ensuring efficient water use in homes/buildings/industry/agriculture • providing greater incentives to manage demand <p>Valuing water:</p> <ul style="list-style-type: none"> • allowing water companies to address affordability issues • allowing more efficient water use • providing better information on a product's water efficiency 	
HM Government	2010	The Flood and Water Management Act 2010	The Flood and Water Management Act places a range of new duties on lead local flood authorities, including production of asset registers and local strategies, investigation of flooding	The Local Plan document will have regard to the need to reduce flood risk

Organisation	Date	Title	Main aims and objectives	Relevance to Local Plan document
			<p>incidents and a new regime for sustainable drainage. Risk management authorities are to co-operate with each other, and the Act provides lead local flood authorities and the Environment Agency with a power to request information required in connection with their flood risk management functions. The Act also requires flood and coastal erosion risk management authorities to aim to contribute towards the achievement of sustainable development when exercising their functions.</p>	
DEFRA	2010	The Conservation of Habitats and Species Regulations (the	The Regulations provide for the designation and protection of 'European sites', the protection of 'European	The Local Plan document is required to contribute towards

Organisation	Date	Title	Main aims and objectives	Relevance to Local Plan document
		Habitats Regulations) as amended by the Conservation of Habitats and Species (Amendment) Regulations 2012	protected species', and the adaptation of planning and other controls for the protection of European Sites. Under the Regulations, competent authorities i.e. any Minister, government department, public body, or person holding public office, have a general duty, in the exercise of any of their functions, to have regard to the EC Habitats Directive.	wider environmental objectives, and protecting habitats and species will be a key theme.
DEFRA	2011	Biodiversity 2020 - A strategy for England's wildlife and ecosystem services (Revised 2019)	The overall aim of the Strategy is to halt overall biodiversity loss, support healthy well-functioning ecosystems and establish coherent ecological networks, with more and better places for nature for the benefit of wildlife and people.	The Local Plan document is required to contribute towards wider environmental objectives, and supporting biodiversity will be a key theme.

Organisation	Date	Title	Main aims and objectives	Relevance to Local Plan document
			<p>There are four priorities for action up to 2020:-</p> <ul style="list-style-type: none"> • a more integrated large-scale approach to conservation on land and at sea • putting people at the heart of biodiversity policy • reducing environmental pressures • improving our knowledge. 	
HM Government	2011	The Natural Choice (Natural Environment White Paper)	<p>The White Paper proposes key reforms for protecting and improving our natural environment, and reconnecting people and nature. These are:-</p> <ul style="list-style-type: none"> • Supporting Local Nature Partnerships • Identifying Nature Improvement Areas 	The Local Plan document is required to contribute towards wider environmental objectives and protecting and improving the natural

Organisation	Date	Title	Main aims and objectives	Relevance to Local Plan document
			<ul style="list-style-type: none">• Ecologically coherent planning, retaining the protection and improvement of the natural environment as core objectives of the planning system• Piloting biodiversity offsets, to make requirements to reduce the impacts of development on biodiversity simpler and more consistent.• Improving public health locally, by making high-quality green space available to everyone;• Action to get more children learning outdoors;• New Green Areas Designation, empowering communities to protect	environment will be a key theme.

Organisation	Date	Title	Main aims and objectives	Relevance to Local Plan document
			local environments that are important to them.	
DEFRA	2011	Safeguarding our Soils – A Strategy for England	The Strategy sets out the Government's approach for improving soil quality in England and safeguarding the ability of soils to provide essential services. Soils in England continue to be degraded by human actions including intensive agriculture, historic levels of industrial pollution and urban development.	The Local Plan document will take into account considerations such as soil erosion and impacts from development
Defra	2011	National Air Quality Strategy for England, Scotland, Wales and Northern Ireland.	The National Air Quality Strategy sets objective values for eight key pollutants, as a tool to help local authorities manage local air quality improvements in accordance with the EU Air Quality Directive and associated Regulations.	The Local Plan document will need to take into account the requirements of the Strategy including the

Organisation	Date	Title	Main aims and objectives	Relevance to Local Plan document
				designated AQMAs within the City.
HM Government	2011	Healthy Lives, Healthy People: Our strategy for public health in England (White Paper)	The White Paper outlines the Government's commitment to protecting the population from serious health threats; helping people live longer, healthier and more fulfilling lives; and improving the health of the poorest, fastest.	The Local Plan document will take into account the aim to improve human health and reduce health inequalities
JNCC and DEFRA	2012	UK Post-2010 Biodiversity Framework	The Framework provides a focus on managing the environment as a whole, with the true economic and societal value of nature properly acknowledged and taken into account in decision-making in all relevant sectors.	The Local Plan document is required to contribute towards wider environmental and biodiversity objectives

Organisation	Date	Title	Main aims and objectives	Relevance to Local Plan document
HM Government	2012	Contaminated Land (England) Regulations	The Regulations aim to provide an improved system for the identification and remediation of contaminated land where contamination is causing unacceptable risk to human health or the wider environment.	The Local Plan document will have regard to the need to avoid impacts from contaminated land.
TfN	2015	The Northern Powerhouse - One Agenda, One Economy, One North (The Northern Transport Strategy)	Transport vision to maximise the economic potential of the North by: transforming city to city rail through both HS2 and a new TransNorth system; deliver the full HS2 'Y' network; invest in the North's Strategic Road Network (SRN); set out a clearly prioritised multimodal freight strategy; pursue better connections to Manchester Airport (and other airports); develop integrated and smart ticket structures.	The Local Plan document will take into account strategic transportation projects

Organisation	Date	Title	Main aims and objectives	Relevance to Local Plan document
HM Government	2016	National Infrastructure Delivery Plan (NIDP) 2016 – 2021	The National Infrastructure Delivery Plan sets out how the government will support the delivery of infrastructure projects and programmes to the end of this Parliament. It also includes dedicated support for private sector investment.	The Local Plan document will need to take into large scale infrastructure proposals
Defra	2017	Air Quality Plan for Nitrogen Dioxide in the UK 2017	Plan for tackling roadside nitrogen dioxide concentrations, supporting the Environment Act 1995 air quality directions.	The Local Plan document will need to take into account the requirements of the Plan including the designated AQMAs within the City.
DGCMS	2017	The Heritage Statement 2017	This heritage statement sets out how the government will support the heritage	The Local Plan will take into account the protection of heritage

Organisation	Date	Title	Main aims and objectives	Relevance to Local Plan document
			sector and help it to protect and care for heritage and the historic environment in the coming years, in order to maximise the economic and social impact of heritage and to ensure that everyone can enjoy and benefit from it	and the historic environment.
DEFRA	2018	Resources and Waste Strategy	This strategy sets out how we will preserve material resources by minimising waste, promoting resource efficiency and moving towards a circular economy in England. The Strategy also sets out aims to minimise the damage caused to our natural environment by reducing and managing waste safely and carefully	The Local Plan document will have regard to the need to minimise waste and use resources efficiently

Organisation	Date	Title	Main aims and objectives	Relevance to Local Plan document
HM Government	2019	Clean Air Strategy	<p>This strategy sets out the comprehensive actions required across all parts of government and society to improve air quality. The strategy sets out how we will:</p> <ul style="list-style-type: none"> • protect the nation’s health • protect the environment • secure clean growth and innovation • reduce emissions from transport, homes, farming and industry • monitor our progress 	The Local Plan document will need to take in to account the need to improve air quality
MHCLG	2019	National Planning Policy Framework	The National Planning Policy Framework sets out the Government’s planning policies for England and how these should be applied. It sets out the	The Local Plan document must meet the requirements of the Framework

Organisation	Date	Title	Main aims and objectives	Relevance to Local Plan document
			<p>Government's economic, environmental and social policies and provides a framework within which locally-prepared plans for housing and other development can be produced</p>	
HM Government	2018	25 Year Environment Plan	<p>This plan sets out government action and 25-year goals to help the natural world regain and retain good health. These goals include:</p> <ul style="list-style-type: none"> • Clean air • Clean and plentiful water • Thriving plants and wildlife • A reduced risk of harm from environmental hazards such as flooding and drought • Using resources from nature more sustainably and efficiently 	<p>The Local Plan will need to take account of the key goals in the Environment Plan and consider how these can be met within Manchester.</p>

Organisation	Date	Title	Main aims and objectives	Relevance to Local Plan document
			<ul style="list-style-type: none"> • Enhanced beauty, heritage and engagement with the natural environment • Mitigating and adapting to climate change • Minimising waste • Managing exposure to chemicals • Enhancing biosecurity 	
MHCLG	2020	Planning White Paper	<p>The White Paper sets out proposed significant changes to the planning system in England. The White Paper is split into what in terms “Three Pillars” which cover the following topics:</p> <ul style="list-style-type: none"> • Pillar One – Planning for Development; 	<p>The Local Plan will need to take account of any specific proposals from the White Paper that are enacted through primary legislation and regulations.</p>

Organisation	Date	Title	Main aims and objectives	Relevance to Local Plan document
			<ul style="list-style-type: none"> • Pillar Two - Planning for beautiful and sustainable places; and • Pillar Three - Planning for infrastructure and connected places. 	
Defra	2020/1	Environment Bill	The Environment Bill sets out how the plan to protect and improve the natural environment in the UK. Areas of focus include resource and waste management, air quality improvements, sustainable water resources delivery, natural restoration and chemical regulation, translating these goals into steps that local authorities can take to respond to challenges at a local level.	The Bill includes provisions that will need to be incorporated into the Local Plan.
Environment Agency	Updated quarterly	On-line Flood Map	The EA have produced a number of predictive flood maps addressing	The Local Plan document will have

Organisation	Date	Title	Main aims and objectives	Relevance to Local Plan document
			flooding from different sources which are updated quarterly.	regard to the need to reduce flood risk

Greater Manchester

Organisation	Date	Title	Main aims and objectives	Relevance to Local Plan Document
AGMA	2008	Towards a Green Infrastructure Framework for GM	This report was commissioned by AGMA and Natural England to advise how Green Infrastructure (GI) might be embedded into the City-Region's spatial planning policy and practice in order to enable and sustain growth.	The Local Plan document, will need to be developed to take into account GI assets and ensure that they are protected and improved
AGMA	2008	An Ecological Framework for Greater Manchester	The Ecological Framework for Greater Manchester uses landscape ecology to inform and guide habitat replacement and repair. The framework aims to conserve and enhance biological diversity and to promote the need for pro-active nature	The Local Plan document will need to take into account the need to preserve and enhance biological diversity

			conservation in order to address the decline in species diversity	
Environment Agency	2009	Irwell Catchment Flood Management Plan (Summary Report)	This CFMP gives an overview of the flood risk in the Irwell catchment and sets out the Environment Agency's preferred plan for sustainable flood risk management over the next 50 to 100 years.	The Local Plan document will need to take into account flood risk issues along the River Irwell.
Greater Manchester Biodiversity Project	2009	Greater Manchester Biodiversity Action Plan	The plan provides an overview of biodiversity concerns and actions across the region. The aim of the plan is to promote the conservation, protection and enhancement of biological diversity in Greater Manchester for current and future generations.	The Local Plan document will need to contribute towards wider environmental objectives, and supporting biodiversity will be a key theme. The Local Plan document will need to take into account the need to

				preserve and enhance biodiversity.
AGMA	2011	The Greater Manchester Climate Change Strategy 2011-2020	The Strategy focuses on a number of strategic objectives for a rapid transition to a low carbon economy, through reducing carbon emissions, adaptation and carbon literacy	The Local Plan document will need to take into account measures to reduce the impacts of climate change
AGMA	2012	Greater Manchester's Climate Change Implementation Plan	This Plan sets out actions to deliver the transition to a low carbon economy in GM.	The Local Plan will need to take into account these actions
AGMA	2012	Greater Manchester Joint Waste DPD	The Joint Waste DPD sets out a waste planning strategy to 2027 that enables the adequate provision of waste management facilities in appropriate locations for municipal, commercial and industrial, construction and demolition and hazardous wastes. The Plan identifies specific sites and areas for	The Local Plan document will need to take in to account the requirements for waste management

			waste management and provides a suite of policies for development management.	
AGMA	2012	Greater Manchester Surface Water Management Plan	The Surface Water Management Plan (SWMP) project is a study of surface water flood risk, recognising the cause and effect of flood hazard between districts and communities in Greater Manchester.	The Local Plan document will need to take into account flood risk issues resulting from surface water issues
AGMA	2013	Greater Manchester Joint Minerals DPD	The Joint Minerals DPD is scheduled to be adopted by each Council on 26 th April 2013, however, the content of the document is now set following the publication of the Planning Inspectorate report. The DPD sets out a Minerals planning strategy to 2027 including the identification of suitable locations for minerals protection and extraction and a	The Local Plan will have to have regard to the implications of the Joint Minerals DPD, including in terms of groundwater flooding from redundant mines.

			suite of policies to be applied in this regard.	
GMCA	2016	Greater Manchester Low Emission Strategy	The Low-Emission Strategy takes a long-term, integrated approach to carbon emissions and air quality in the period up to 2040. It establishes a framework within which detailed action plans to reduce carbon emissions and improve air quality can be developed.	The Local Plan document will need to take into account measures to reduce the impacts of air pollution
TfGM	2017	Greater Manchester Transport Strategy 2040	The Strategy looks to develop a fully integrated transport network that provides for the needs of Greater Manchester in order to deliver 'world class connections that support long-term sustainable economic growth and access to opportunities for all' by 2040.	The Local Plan document will need to take into account connectivity and accessibility issues.
GMCA	2017	Greater Manchester Strategy	The Strategy sets a vision for sustainable economic growth based around a more connected, talented and greener city region where residents	The Local Plan document will need to be developed taking

			benefit from sustained prosperity and enjoy a good quality of life. It sets out 10 priorities ranging from educational success to a thriving economy, from world class connectivity to safe neighbourhoods, a green city with high quality leisure and cultural facilities, affordable housing to healthy lives and being age friendly.	these priorities in mind.
GMCA	2018	Greater Manchester Air Quality Action Plan	The primary objectives of this Plan are to improve air quality across Greater Manchester and to embed low-emission behaviours into the culture of organisations and lifestyles by 2025, whilst supporting the UK Government in meeting all EU thresholds for key air pollutants at the earliest date to reduce ill-health in Greater Manchester.	The Local Plan document will need to take into account measures to reduce the impacts of air pollution

GMCA	2018	Greater Manchester Strategic Flood Risk Management Framework	The purpose of the Greater Manchester Strategic Flood Risk Management Framework (GM SFRMF) is to provide a spatial framework for FRM across Greater Manchester, highlighting the key strategic flood risks including cross-boundary issues within and outside the City Region and recommending key priorities for intervention taking account of previous, existing and planned interventions delivered or to be delivered by Risk Management Authorities (RMAs).	Areas identified within the SFRMF as being at risk of flooding should be taken into account in drafting the Local Plan document
Manchester City of Trees	2019	All Our Trees – Greater Manchester’s Tree and Woodland Strategy	The Strategy supports the drive to protect and enhance the region’s natural capital and strives for a net gain in biodiversity. It provides an overarching framework of strategic objectives and principles.	The Local Plan document will need to take into account the need to preserve and enhance trees and woodlands.

GMCA	2019	Greater Manchester Culture Strategy	Sets out GM's cultural aspirations regarding organisations, artists and partners across GM to develop the region's creativity and identify further.	
GMCA	2019	Our Rail Prospectus	This document sets out what is needed for a transformational change in both tram and train services so that all rail travel can play a full part in the future prosperity of Greater Manchester	The Local Plan document will need to take into account the proposed projects and any impacts they might have.
GMCA	2020	Greater Manchester Digital Strategy (Blueprint)	Sets out GM's digital, creative and tech ambitions. This revised strategy reflects that digital technology will underpin the CA's ambitions to improve the lives of citizens and boost the economy. Digital is considered to be a key driver for economic, social, environmental and inclusion aspirations for GM.	

TfGM	2021	GM2040 Delivery Plan 2021-2026	This Plan sets out a five year delivery plan to implement the Transport Strategy 2040	The Local Plan document will need to take into account the proposed projects and any impacts they might have.
GMCA	2019	Greater Manchester Infrastructure Framework 2040	2019 The GM Infrastructure Framework is a precursor to the GM Infrastructure Strategy. The need for an Infrastructure Strategy was set out within the Greater Manchester Strategy (GMS). This framework sets out the approach the strategy will take in order to establish the potential high-level approach to enabling the future for GM's infrastructure. It focuses on the physical infrastructure broadly in line with the National Infrastructure Commission.	

Manchester

Organisation	Date	Title	Main aims and objectives	Relevance to Local Plan document
Manchester CC	2015	Manchester's Great Outdoors - Green and Blue Strategy 2015-25	This Strategy provides an assessment of the extent and functionality of Green and Blue Infrastructure in Manchester, which aims to recognise gaps, identify priorities, and provide a framework for prioritising investment.	The priorities and actions identified in the Green & Blue Strategy should be taken into account in drafting the Local Plan document
Manchester CC	2016	Manchester: Climate Change Strategy 2017-2050	The strategy sets out high-level options that take account of potential future international climate change policy scenarios. Manchester will aim to make rapid progress towards decarbonising energy supplies, decarbonising the local	

			transport system, and establishing a zero waste, circular economy and actions to increase climate resilience	
Manchester CC	2016	Our Manchester – The Manchester Strategy	The Strategy sets a long-term vision for Manchester’s future and describes how we will achieve it. The Strategy has five main themes for the city as being thriving and sustainable, highly skilled, progressive and equitable, liveable and low carbon and well connected.	The Local Plan document will need to take into account and incorporate the aims and objectives of the Strategy.
Manchester CC	2016	A Housing Strategy (2016-2021)	The Strategy sets out the ambitions over the five year period It has three main objectives. Growth - Increasing the quantity of housing to ensure the right types of housing are available in the right places Place - Raising the quality and sustainability of our homes and neighbourhoods	The Local Plan document will need to take into account and incorporate the aims and objectives of the Strategy.

			People - Enhancing opportunities to access homes – for residents with raised aspirations and a sense of self-esteem.	
Manchester CC	2019	Our Manchester Industrial Strategy	The Our Manchester Industrial Strategy sets out Manchester’s vision and delivery plan for creating a more inclusive economy	The Local Plan document will need to take into account and incorporate the aims and objectives of the Strategy.
Manchester CC	2021	Our Manchester Strategy (Refresh)	This reviewed the Our Manchester Strategy in light of the Covid19 pandemic. The five main objectives have been retained.	The Local Plan document will need to take into account and incorporate the aims and objectives of the Strategy.