



Manchester Local Plan (Reg 18) Duty to Cooperate Statement



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1 Manchester Duty to Co-operate Statement

- 1.1** This document is a Duty to Co-operate Statement and is required to support the preparation of Draft Manchester Local Plan. Set out in the Appendix are details of the log of activities and collaboration with neighbouring local authorities, public bodies and sets out the dates of important governance meetings progressing the Draft Manchester Local Plan.
- 1.2** It will be complemented by a Statement of Common Ground prepared at the Regulation 19 Stage which will be informed by the PfE Statement of Common Ground setting out the current collaborative position with key bodies on key issues.
- 1.3** The 'Duty to Co-operate' became a legal requirement under the provisions of the Localism Act, which came into force in November 2011. Section 33A of the Planning and Compulsory Purchase Act 2004, inserted a new legal requirement referred to as the 'Duty to Co-operate'. The National Planning Policy Framework (NPPF) refers to the Duty to Cooperate. It states that local planning authorities and are under a duty to cooperate with each other, and with other prescribed bodies, on strategic matters that cross administrative boundaries. Strategic policy-making authorities should collaborate to identify the relevant strategic matters which they need to address in their plans. Effective and on-going joint working between strategic policy-making authorities and relevant bodies is integral to the production of a positively prepared and justified strategy. In particular, joint working should help to determine where additional infrastructure is necessary, and whether development needs that cannot be met wholly within a particular plan area could be met elsewhere.
- 1.4** The duty as set out in Section 110 of the Localism Act:
 - relates to sustainable development or use of land that would have a significant impact on at least two local planning areas or on a planning matter that falls within the remit of a county council
 - requires that councils set out planning policies to address such issues
 - requires that councils and public bodies 'engage constructively, actively and on an ongoing basis' to develop strategic policies
 - requires councils to consider joint approaches to plan making.

2 Who needs to co-operate?

- 2.1** The Localism Act 2011 and the Town and Country Planning (Local Planning) (England) Amendment Regulations 2012(Section 4) sets out a list of prescribed bodies with whom Council's should work alongside in preparing Local Plans. These can be grouped into neighbouring authorities and public bodies.

Neighbouring Authorities

- The Mayor of Greater Manchester
 - Bury Council
 - Cheshire East Council
 - Oldham Council
 - Rochdale Borough Council
 - Salford City Council
 - Stockport Metropolitan Borough Council
 - Tameside Metropolitan Borough Council
 - Trafford Council
- 2.2** Whilst Bolton Council and Wigan Council do not have contiguous boundaries with Manchester and are not duty to co-operate bodies for this Local Plan, we recognise that as they are part of the City Region and members of the joint plan Places for Everyone, there may be some strategic issues which impact them and will seek to include them in any discussion with Duty to Co-operate bodies.

Public Bodies

- The Environment Agency
- Historic England
- Natural England
- The Civil Aviation Authority
- Homes England
- Clinical Commissioning Groups
- National Health Service Commissioning Board
- The Office of Rail Regulation
- Transport for Greater Manchester
- Highways Authorities
- Highways England
- Local Enterprise Partnership
- Local Nature Partnership

- 2.3** Duty to Co-operate bodies are made up of neighbouring authorities and public bodies. Manchester City Council must cooperate with the GM Local Enterprise Partnership and GM Local Nature Partnership (Natural Capital Group) and have regard to their activities but these groups are not subject to the requirements of duty to cooperate.

3 Geographical Area

- 3.1** The geographical area for duty to co-operate matters is those authorities with a contiguous boundary with Manchester City Council and this is shown below.

Picture 3.1 Duty to Co-operate Geographical Area



4 Collaboration

- 4.1** From the early Issues Stage Manchester City Council has been cooperating with neighbouring authorities and sharing information on scope of the local plan including policy areas.
- 4.2** The Duty to Co-operate Statement is a record of the collaboration and collaborative activity with neighbouring authorities and has informed the development of policy and effective consideration of cross border issues.

5 Manchester Local Plan Issues Consultation - February 2020 to April 2020

5.1 This stage was approved by Manchester Executive on 15th January 2020. Consultation ran for twelve weeks between 7th February and 1st May 2020. It was extended due to COVID-19 lockdown giving more time to access the document and comment. Duty to Co-operate bodies were informed via email with a link to the Issues Consultation document.

5.2 Issues raised at the Issues Consultation stage include:

- Environment Agency: Broadly support the proposals and give a large number of specific policy points related to the environment.
- Highways England: seek to understand the current transport provision, alongside individual and cumulative transport and highway traffic impacts associated with any proposed site allocations likely to impact the SRN. In particular, they highlight the area around Manchester Airport and the proposed location of the High Speed station adjacent to M56 Junction 5.
- Historic England: They provide various points about the role of heritage and how it can support the wider objectives of the plan and the city. They say that the profile of heritage in all areas of the plan needs to be increased.
- Homes England: are supportive of the preparation of the Local Plan and are keen to continue to work with us to fulfil our housing growth ambitions.
- NHS:
 1. Manchester University NHS Foundation Trust: Detailed comments submitted with regard to North Manchester General Hospital, Crumpsall. referring to the regeneration of the NMGH site and its transformation into an integrated and vibrant healthcare-hub.
 2. NHS Property Services Ltd.: Substantial rebuilding and expansion of hospital and other health facilities is expected, with potentially some funding using S106/CIL.
- Transport for Greater Manchester (TfGM): Detailed response including the following key points:
 - Seek the promotion of or support for, further commercial and residential development around Wythenshawe District Centre to complement the development of a second economic hub around Manchester Airport.
 - The proposed High Speed station at Manchester Airport will also offer the opportunity of increase investment, whilst the station itself will not be within Manchester the investment opportunities will be around the Airport especially if there are good transport connections to the proposed station, such as an extension to Metrolink.

Draft Local Plan 2025

- 5.3** In the preparation of the Draft Local Plan 2025, all comments were reviewed and where possible taken on board, including Duty to Co-operate bodies.
- 5.4** The structure of the draft Local Plan has been expanded and includes more content to reflect its move to a draft plan stage. The vision and objectives have been updated to reflect the Our Manchester Strategy and the vision for the draft Local Plan is the same as that in the Our Manchester Strategy.
- 5.5** A new chapter has been added called Zero Carbon and Resilience and includes policies related to sustainable design and construction which includes net zero targets, EV Changing, delivering zero carbon and renewable energy, low carbon energy developments and heat networks. There is also a new chapter on the environment which is divided into two sections - Green and Blue Infrastructure and Regulatory Environment - and one on Social Infrastructure which covers policies such as open space. This provided more depth on many of the policy areas of concern expressed by the Environment Agency and TfGM.
- 5.6** The historic environment is picked up in key policies throughout the Local Plan, including Strategic Growth Locations and Development Management but there is also a strategic policy specifically dealing with heritage. This provides a plan wide approach to the historic environment as sought by Historic England.
- 5.7** The Draft Local Plan includes a chapter entitled Transport and Digital Connectivity which provides more detail, setting out transport principles, how the Council will actively manage the pattern of development to deliver sustainable development, infrastructure investment priorities. There is also reference to the delivery of Wythenshawe District Centre and Northern Powerhouse Rail. This reflects the shared focus of policy delivery by Highways England, TfGM and the City Council.
- 5.8** The request by Manchester University NHS Foundation Trust to provide a policy context for the redevelopment of North Manchester General Hospital is provided in a Strategic Growth Location policy. There is a Planning Obligations policy which seeks contributions towards health and well being facilities which reflects comments made by NHS Property Services Ltd.

6 Manchester Local Plan Issues Consultation - February to April 2020

Duty to Co-operate Bodies Responses to Manchester Local Plan Issues Consultation

Table 6.1

Environment Agency	<p>The spatial principles should refer to a Nature Recovery Network in accordance with the Government's 25 Year Environment Plan.</p> <p>Seeks further amendments to the Vision, objectives and challenges in neighbourhoods to strengthen reference to the environment, climate change, flooding and water courses.</p> <p>Seeks policy development related to the environment and refers to various strategies, directives and statutory documents to inform policy development.</p>
Highways England	<p>Seeks to understand the current transport provision and in particular traffic impacts associated with any proposed site allocations likely to impact the Strategic Road Network. An example sited is Manchester Airport and the M56 Junction 5.</p> <p>Seeking to understand how evidence developed as part of the Places for Everyone process, will interface with any transport evidence being developed to support this emerging Local Plan.</p>
Historic England	<p>Ensure the Local Plan is based on an up to date evidence base relating to the historic environment, including a heritage impact assessment for any sites or growth areas in the plan. The vision and objectives should refer to the conservation and enhancement of the historic environment.</p> <p>The Spatial Portrait needs to describe its historical growth and historic environment. The Plan should include</p>

	strategic policies to conserve and enhance the historic environment and also development managements policies.
Homes England	Supports the Manchester Local Plan Issues Consultation
Manchester University NHS Foundation Trust	Seeks a policy framework for the redevelopment of North Manchester General Hospital. This should be set in the context of more detail about the challenges faced in North Manchester.
NHS Property	Consideration should be given to the changing nature of health provision. It should support the use of Section 106 funds for wider determinants of health and health and care services.
TfGM	<p>Seeks a focus on Wythenshawe District Centre to complement the development of a second economic hub around Manchester Airport.</p> <p>The proposed High Speed station at Manchester Airport will also offer the opportunity of increase investment, whilst the station itself will not be within Manchester the investment opportunities will be around the Airport especially if there are good transport connections to the proposed HS2 station, such as an extension to Metrolink. (HS2 to Manchester was scrapped in 2023).</p> <p>Raised the quality of the walking and cycling network and the public realm. Also the need to expand the EV charging network.</p> <p>Seek substantial reductions in carbon emissions from Transport. Consider transport interventions alongside land use patterns to enable people to sustainably access employment services and leisure opportunities within the Regional Centre or other key centres.</p> <p>Delivery of spatial development should be supporting sustainable transport systems.</p>

	<p>Refers in detail to the contents of the 2040 Transport Strategy and how this can inform the Local Plan, plus other strategies and documents of relevance to transport. Also refers to the importance of high densities, mixed uses contributing to increased route viability and enhanced frequencies, minimising lengths of journeys and reducing car trips.</p> <p>The Local Plan will need to consider ways to support the more efficient and sustainable movement of freight.</p> <p>The Local Plan should address all parking needs including cycle parking, EV charging points (including electric bikes) and provision for EV car clubs, in new development.</p>
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Duty to Co-operate Activity 2023 to 2024

Table 6.2

Meeting/ Strategic Issues Considered	With whom the issue was discussed	Date	Outcome of Discussion	Geographical Scale of the Issue
GM LA Nature Recovery Group Teams Meetings	Neighbouring Authorities across GM, GMCA , Natural England	11/05/23 13/07/23 14/09/23 9/11/23 11/01/24 14/03/24	Discussion on nature recovery, BNG, green infrastructure	GM
Local Nature Recovery Strategy Workshops	GMCA, Natural England and GM LA's	29/11/23 7/12/23 13/12/23	Discussed Local Nature Recovery Network and Biodiversity Net Gain <ul style="list-style-type: none"> • River Valleys • Trees & woodland • Urban Green Space 	GM

Meeting/ Strategic Issues Considered	With whom the issue was discussed	Date	Outcome of Discussion	Geographical Scale of the Issue
GM Local Nature Recovery Strategy Group	Neighbouring GM Authorities, GMCA	23/8/23, 30/10/23, 28/11/23 29/11/23 05/12/23 07/12/23 12/12/23 13/12/23 15/2/24	Discussion on the Local Nature Recovery Strategy and Network including: <ul style="list-style-type: none"> • Upland, Moorland & Heathland priorities • River Valleys • Grassland, Cropland, and Heath • Woodlands, Trees, and Hedgerows • Lowlands, Mosslands, and Wetlands • Urban Green Spaces 	GM wide
BNG/Urban Green Factor Stakeholder Workshop	Groundwork, Lancashire Wildlife Trust, GMCA GMCA, Natural England, Environment Agency and various other bodies not related to DtC	5/9/23 11/9/23	Biodiversity Net Gain	NW
Co design workshop to develop guidance for GM planners on Water Framework Directive	GM authorities, Natural England, Environment Agency, GMCA	6/12/23	Water Framework Directive and River Basin Management Planning	GM

Meeting/ Strategic Issues Considered	With whom the issue was discussed	Date	Outcome of Discussion	Geographical Scale of the Issue
Planning Officer Group	GMCA and Planning Officers from all districts	Monthly	Discussion on GM Planning Policy issues	GM
PfE Land Supply and Monitoring Framework (included GM Land Supply collation)	GM Districts and GMCA	25/04/24 17/10/24 3/04/25	Agreed how to monitor indicators in PfE. Agreed dates and info to be submitted for GM Land Supply collation. GMCA feedback on 2024 supply returns. Agreed 2025 Land Supply Schema, PFE Monitoring deadlines and publishing dates and update on MappingGM.	GM
Transport Strategy Group	TfGM, GM Local Authorities	Monthly	Discussed the new Local Transport Plan and Strategic Transport Funding	GM
Highways England	Highways England, Manchester City Council Highways and Transport Strategy, TfGM	12/05/2025	Mitigation for air quality along the M56	MCC
Historic England	Historic England, Manchester City Council	4th September 2024	Conservation Area Review	MCC

