



Manchester's Local Development Framework

Core Strategy Development Plan Document

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1 Introduction

1.1 The Core Strategy was adopted by Manchester City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework and covers a period of 15 years from 2012 to 2027. It describes Manchester today and outlines the Council's vision for Manchester in 2027 along with the planning policies which will be used to deliver that vision. Manchester's Local Development Framework is a collection of planning documents and also includes:-

- The Local Development Scheme, the programme for document production
- The Statement of Community Involvement which sets out how consultation will be undertaken and in what format
- Development Plan Documents (to be developed following adoption of the Core Strategy), for example on Houses in Multiple Occupation
- Supplementary Planning Documents (SPDs) which give more detail to policies in the Core Strategy or in any other future Development Plan Documents

1.2 Manchester adopted its Statement of Community Involvement in January 2007, the 'Guide to Development in Manchester SPD and Planning Guidance' in April 2007 and the 'Providing for Housing Choice SPD and Planning Guidance' September 2008.

1.3 The Core Strategy is accompanied by:-

- A Sustainability Appraisal (SA), which is an assessment of economic, social and environmental impacts of policies and has been used to inform policy development. It also includes equality and health impact assessments and considers the findings of the Habitats Regulations Assessment (HRA).
- Manchester's Infrastructure Delivery Plan which identifies the infrastructure requirements to achieve the Core Strategy vision and explains how and when these will be delivered.
- A Proposals Map which updates the map which originally accompanied the Unitary Development Plan, to show Core Strategy policies as well as saved Unitary Development Plan policies that have not been superseded by the Core Strategy.

1.4 Now that the Core Strategy is adopted the 'Guide to Development in Manchester SPD and Planning Guidance' and the 'Providing for Housing Choice SPD and Planning Guidance' will be amended to relate to the Core Strategy and remaining Unitary Development Plan saved policies. Where this document states that further detail will be in an SPD this refers to these revised documents.

1.5 The Council is also working with all Greater Manchester Authorities in developing the 'Greater Manchester Joint Waste Development Plan Document' and the 'Greater Manchester Joint Minerals Development Plan Document'.



1 Introduction

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How to use this document

1.6 The Core Strategy is divided into 3 broad sections:

- **Manchester Now** describes the current situation in Manchester and underlines the key challenges facing the City.
- The **Local Strategic Context** outlines key elements of the existing (and emerging) strategic landscape, which have informed how the Core Strategy has approached the key challenges identified in the Spatial Portrait.
- The main strategy establishes a **Vision** for Manchester in 2027 and outlines **Strategic Objectives**. It also includes a range of **policies** under each objective that the Council feels will ultimately deliver the Vision.
- Policy is generally set out according to the Strategic Objectives, and is therefore organised according to themes rather than areas. A list of all policies is included after the Contents page.

1.7 A chapter is devoted to each objective and each chapter considers how the City as a whole should develop and where appropriate, the future of the different Regeneration Areas, their roles and character, the impact on the well-being of their residents and how their individual issues and opportunities can be addressed. An exception is the City Centre, which is addressed comprehensively within the Economy chapter. This approach recognises that the City Centre is a unique and complex area, but that its primary role to the City is as an economic focus. However, in all parts of the City the document should be read as a whole as no objective can be achieved independently of the others.

1.8 A final chapter containing Development Management and Planning Obligations policies is also included.

1.9 A delivery strategy and examples of indicators that will be used to monitor delivery are included after each policy or group of policies. This section is not all inclusive and strategies and indicators may vary over time. Further detail is available in the Infrastructure Delivery Plan and the Annual Monitoring Reports.

1.10 For accessibility purposes it should be noted that the wording within policy boxes does not have paragraph numbering and the wording outside of the policies does.

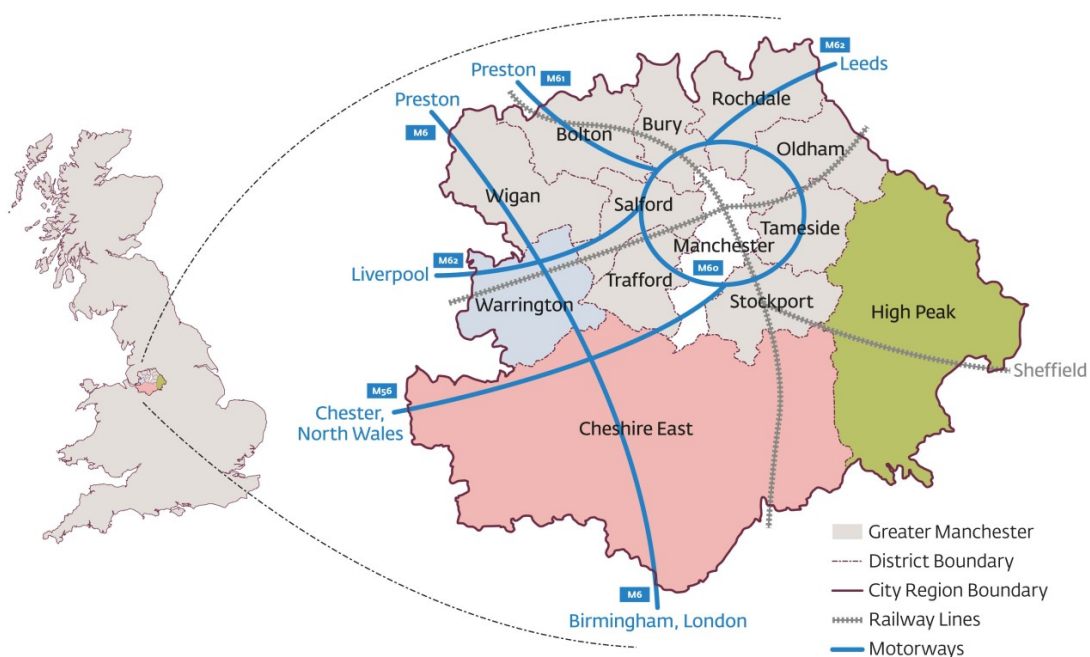


2 Manchester Now

2.1 Manchester is the original modern city and the economic engine of the North West. With a concentration of people and business activity without parallel in the northern England, Manchester's high economic productivity is essential to the North and the City Region. It is the North West's regional centre for finance, commerce, retail, culture and leisure, and is home to a major international airport and one of the largest student populations in Europe.

2.2 Manchester is at the heart of Greater Manchester and the City Region. The City Region is an agglomeration, a built-up area with unique and connected neighbourhoods and employment centres. The density of people, firms and employment is not even, with high concentrations in the City Centre but also in other locations across the City Region.

Picture 2.1 The Manchester City Region



2.3 An important centre in Roman and Medieval times, Manchester played a significant role in the industrial revolution in the 18th century and much of its character is derived from the physical legacy of Victorian innovation.

2.4 Manchester's population grew steadily throughout the middle ages then rose dramatically during the industrial revolution. As industry began to decline, the city's population fell and in 1999 at 416,400 was at its lowest in over 100 years.



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2.5 Having regard for its historical character and many listed buildings, Manchester has undergone a remarkable transformation since the mid 1990s. High quality new buildings and strong urban design have helped create a distinctive and contemporary City Centre. The City has also been home to many successful regeneration projects including the redevelopment of Hulme, which acted as a model for Manchester's approach to regeneration, and the creation of Eastlands.

2.6 With the redevelopment of the City and the rising popularity of city centre living, the population has been rising again since the turn of the century to 473,200 in 2008. Manchester has led the revival of city centre living. This level of indigenous population has added not only to the economy of the City, but also to its vitality, offering animation and activity around the clock.

2.7 Manchester is dynamic and creative because it is incredibly diverse with a rich mixture of cultures, origins, languages, customs and lifestyles. People are welcomed from all over the world for the contribution they can make. The gay community and black and minority ethnic groups have helped shape the City's success and style.

2.8 As the central hub of the regional transport network, Manchester is easily accessible and provides a fifth of all jobs in the City Region. Manchester's economic growth has been driven by the rapid expansion of a number of sectors including commercial and professional services, science and research, culture and media, advanced manufacturing and ICT. It is now one of the top European cities for business locations.

2.9 Manchester is a centre of excellence for research and learning. It is home to several institutions of higher education including the University of Manchester, the Manchester Metropolitan University (MMU), the Royal Northern College of Music, the Central Manchester University Hospitals and the University Hospital of South Manchester.

2.10 Graduates choosing to stay in Manchester offer a great opportunity for improving expertise and innovation in knowledge based industries. The University of Manchester and Manchester Metropolitan University have over 64,000 students between them, with many living in the City, equating to 12.5% of the City's population. As a result there is a higher than national average proportion of working age population working in professional and technical occupations with qualifications at NVQ4+ (HNC/HND/Degree) level.

2.11 Despite the high levels of students, Manchester also has a higher proportion of residents with no formal qualifications which acts as a major barrier to accessing the jobs available.

2.12 Manchester has a relatively high rate of worklessness, due to high unemployment amongst those registered as disabled and the proportion of the population dependent upon income support. Many of the residents claiming out of work benefits are lacking the appropriate skills which would help them secure the growing number of job opportunities in the City. The skills gap between residents and available work is a key challenge for Manchester.



2.13 Whilst the economy has been restructured and new jobs are being created, the City is still tackling the social, physical and environmental legacy of years of economic decline. Manchester is the fourth most deprived district in the country and 52% of the City's neighbourhoods (measured by Lower layer Super Output Areas from the 2007 Indices of Multiple Deprivation) are the worst 10% nationally. The health of Manchester's residents is also amongst the worst in the country, however, rates of violent crime and acquisitive crime (burglary, vehicle crime, and robbery) have fallen in Manchester over recent years.

2.14 The average earnings of employees living in Manchester is substantially lower than the average earnings of all employees working in Manchester which suggests that many of Manchester's higher paid workers are choosing to live outside the City.

2.15 For many years the Council has been striving consistently to improve the quality of the City's urban form. The visible achievements can be seen with the development of iconic buildings and spaces and also in the built quality of area based regeneration work as well as more every-day developments.

2.16 The housing offer in Manchester includes modern apartments (including new build and converted mills/industrial buildings); large scale social housing estates (both pre-war garden suburbs and post war high rise and Radburn style developments), turn of the century terraced housing and increasingly new developments with a range of unit size.

2.17 Manchester currently has an owner occupation rate of only 46%, less than two thirds of the national average, yet has comparable tenure preferences to the rest of the country. The private rented sector has increased significantly in recent years, and now represents around 20% of the stock. The remaining third is social housing.

2.18 Manchester has higher than average percentages of terraced housing and apartments/flats and lower than average percentages of detached properties. A high proportion of new dwellings, in recent, years have been apartments mainly due to the increase in popularity of City Centre living. Nearly two-thirds of the City's housing stock falls into Council Tax band A, however, affordability has become an increasingly important issue in the City.

2.19 Manchester has very effective transport links both nationally and internationally with Manchester Airport being the primary international gateway for the North of England. The airport is the largest in England outside the south east.

2.20 The proportion of trips made to the City Centre by means other than the private car has increased over recent years and overcrowding on public transport at peak times has become an issue. Despite high public transport use, congestion on the road network is also an issue. Air pollution is below the national average for urban areas but Manchester still has days when air quality reached moderate or worse levels. Since the decline of the manufacturing industry the main contributor to air pollution within the City has been transport.



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2.21 Cycling rates are much higher than the Greater Manchester average, however, the quality of walking and cycling routes could be improved. A high proportion of primary school children walk to school but the proportion of children travelling to secondary school by car is slightly higher than the Greater Manchester average.

2.22 Manchester has relatively high levels of green space within the north and east of the City and in Wythenshawe. It also has several large award winning City Parks including Heaton Park in the north and Platt Fields and Wythenshawe in the south. However, there are areas of the City, in particular the Central area where there is less green space. Surveys show that residents are relatively happy with the provision of open space but would like to see investment in quality and accessibility. Manchester has the greatest number of Green Flag parks in the country which represents almost half of all publicly available green leisure space and across the City has seven Local Nature Reserves. At the southern end of the City, Manchester has a Site of Special Scientific Interest (SSSI), Cotterill Clough.

2.23 Manchester has one of the highest per-capita footprints for carbon emissions amongst English regional cities. This is due, in part, to its location at the economic and geographic centre of the conurbation and region and also to its proportionately older housing stock. Governmental research suggests that the North West will be likely to experience warmer wetter winters and hotter drier summers as a result of climate change. In response to this Manchester has recently set a target of reducing carbon emissions by 41% by 2020.

2.24 Manchester is bordered by the eight other Local Authorities of Greater Manchester which together make up the Association of Greater Manchester Authorities (AGMA). Part of the City Centre is in Salford and both the Regional Centre and Inner Areas cover areas of Manchester, Salford and Trafford. Manchester and Salford City Councils work in collaboration to drive the development of the western side of the Regional Centre and Manchester, Salford and Trafford all work together closely on Regional Centre and Inner Area issues.

2.25 Officers and Members of AGMA meet on a regular basis. The Manchester Independent Economic Review (MIER), commissioned by AGMA, stated that the Manchester City Region (MCR) was not as productive as it could be. It concluded, however, that MCR has the scale and density to become an economic powerhouse; a powerhouse that would generate and spread wealth within the City Region and positively impact regional and UK growth. AGMA agreed that to raise productivity the area needs a well-directed, coherent strategy that focuses on addressing key constraints to build a bigger 'agglomeration' of skilled jobs, amenities and successful places and supports appropriate and realistic growth ambitions across the city region. Working together, therefore, the Authorities have produced the Greater Manchester Strategy.

2.26 The Greater Manchester Authorities are also working together to produce a Joint Waste and Mineral Development Plans which will form part of each district's Local Development Framework (LDF). AGMA has also jointly commissioned several studies including renewable energy, flood risk and transport modelling. These studies provide a joint evidence base for all



Core Strategies and other LDF documents. Meetings are held regularly between Manchester, Salford and Trafford to discuss joint issues and Manchester meets with Stockport, Trafford and Cheshire East to discuss matters related to the Airport.

Citywide Challenges

2.27 The City benefits from a strong economy, major higher education institutions and a good transport network. However, there are still a number of major challenges faced by the City. The Greater Manchester Strategy highlights two dimensions to the challenge of raising long term growth. These are:-

- the need to boost productivity so that the growth rate increases;
- to ensure that all parts of the city region and all its people enjoy improved opportunities as a result of a stronger economy

2.28 To meet the key challenges for the Greater Manchester Strategy and to achieve the Sustainable Community Strategy vision, Manchester must also address the following challenges:-

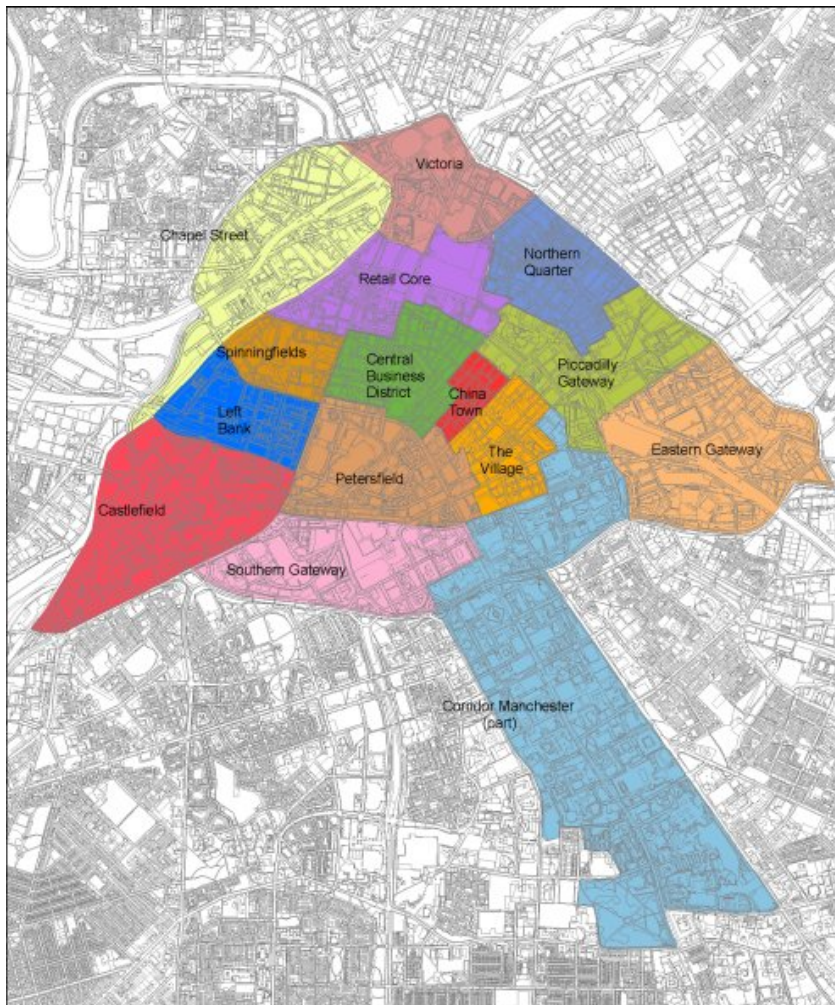
- Reducing worklessness and deprivation
- Improving the skills of residents to meet the job opportunities
- Reducing contribution to and mitigating effects of climate change
- Creating neighbourhood focus, facilities and identity
- Providing a choice of high quality safe and sustainable lifetime homes and neighbourhoods for a growing population
- Removing health inequalities and enabling more healthy lifestyles
- Improving access to employment and education
- Reducing congestion on the roads, improving the reliability of public transport and reducing overcrowding
- Improving the quality of air and water
- Reducing the area of contaminated land and facilitating the re-use of previously developed land
- Continuing to ensure that development is of a consistently high quality.

Regeneration areas

2.29 Manchester has established five regeneration areas that, along with the City Centre, cover the entire City. Each area has different issues, challenges and opportunities.

City Centre

Figure 2.1 Manchester City Centre



2.30 Manchester City Centre is defined as the area inside the Inner Relief Route and extends to the south to encompass the Oxford Road Corridor. The City Centre also extends to Chapel Street, within the administrative boundary of Salford City Council, and the two city councils continue to work together building a strong shared strategy for city centre regeneration. The City Centre has several distinct areas as shown below including the Central Business District, the Retail Core and areas of individual character such as China Town and The Village.

2.31 The City Centre has undergone significant change over the last decade with the rise of City Centre living and the majority of new jobs in the City having been created here. It is and will remain the largest driver of employment growth in the North West and the most significant focus for cultural

activity and creativity in the north of England.

2.32 The Central Business district is the focus for the largest regional concentration of financial and professional services in the UK and, along with areas such as Spinningfields and Central Spine, is crucial to providing a diverse commercial product. Developments such as Spinningfields, Victoria, Piccadilly, Eastern Gateway and the Central Spine exemplify how the capacity for business growth is being facilitated

2.33 Manchester has been at the forefront of city centre living for the past 20 years. Development began along Whitworth Street, spread to Castlefield and the Northern Quarter and has moved across the whole City Centre. The City now has a well established residential community.



2.34 Each area of the City Centre has its own role and character. The Arch and Pagoda signify the heart of China Town with its many restaurants, shops and small businesses. The multiplicity of bright symbolic signage and the proliferation of spoken Chinese language leave one in no doubt of the unique and authentic identity of this area. The Northern Quarter's rich mixture of wholesale rag trade companies, creative businesses, niche and alternative retail, café bars, public houses, galleries, nightclubs and residential developments together make a major contribution to the City Centre 'offer'. The Village is uniquely Mancunian in character, its physical form being established by the wealth of fine Victorian and Edwardian buildings. The defining quality of the Village lies in it being the home of the Lesbian, Gay, Bisexual and Transgender community, and the night time and leisure scene for which the Village is world-famous.

2.35 Crucial to the success of the City Centre is the quality of the City Region's transport infrastructure as this determines how easy it is for workers to access employment and educational opportunities in the City Centre and the extent of the labour pool from which employers can draw. Major local, regional and national public transport networks converge within the City Centre providing the most sustainable location for significant concentrations of employment uses and retail and leisure attractions. Public transport is the most popular choice of commuters with under a third of all trips made to the Regional Centre now made by private car.

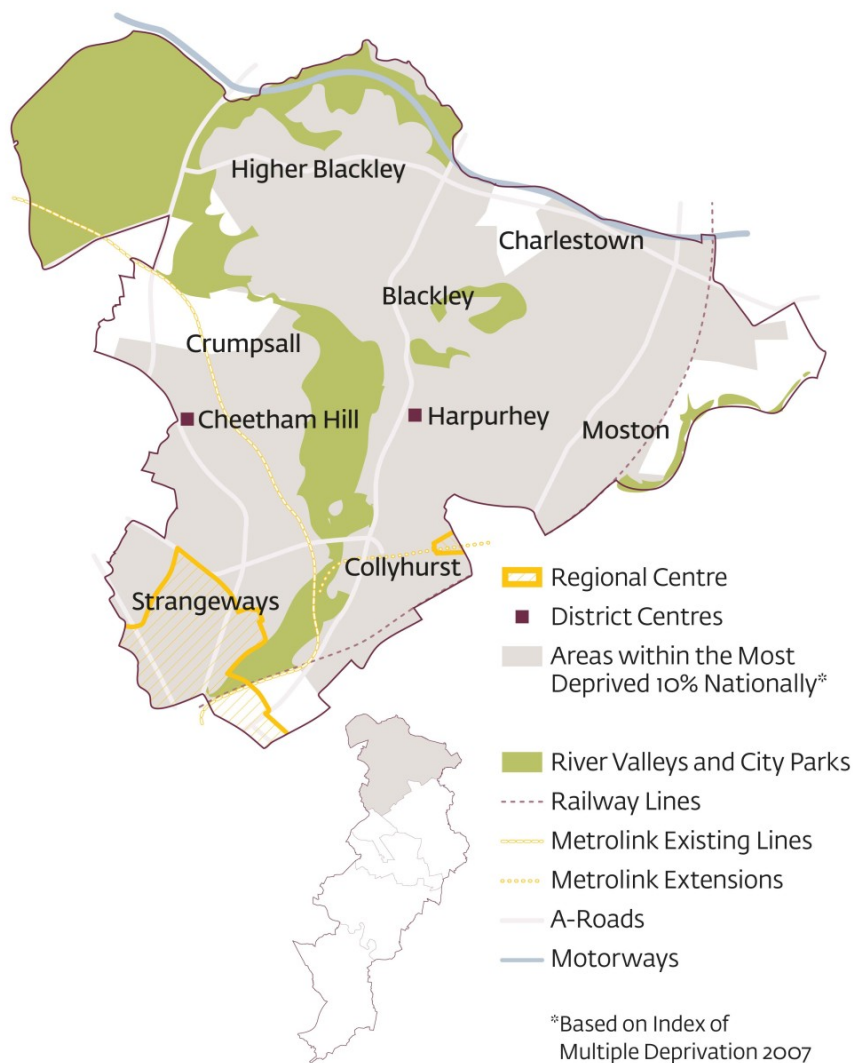
2.36 In recent years, the potential is being realised for the River Irwell to act as a vital and vibrant link between the many different initiatives being developed along its banks. Essentially it knits together Manchester and Salford and links to green space.

Challenges

- Provision of sites for economic development
- Improving area as residential location
- Improving quality and access to open space

North Manchester

Figure 2.2 North Manchester Regeneration Area



2.37 North Manchester extends from the City Centre to the City’s northern boundary and is home to over 90,000 residents. It includes six wards: Higher Blackley, Charlestown, Moston, Harpurhey, Cheetham and Crumpsall and the Collyhurst sections of Miles Platting and Newton Heath and Ancoats and Clayton wards. There are two district centres serving North Manchester: Cheetham Hill and Harpurhey.

2.38 Once the home to many industrial workers, the area enjoys grand parks and views out over the conurbation which follows a network of River Valleys and there is still a strong sense of community and pride. The departure of major employers in the 1970s and 1980s in more traditional manufacturing industries has left a legacy of under employed residents and

long-term unemployment. However in recent years investment has produced significant improvements to residential areas including the quality of the existing housing stock. The apartment market in the City Centre has grown into the previously run down fringe areas of North Manchester improving the housing offer. Cheetham Hill and Harpurhey district centres have been revitalised and transformed and improvements to the open spaces and natural features have also served to improve the 'quality of place'.

2.39 North Manchester is roughly divided into two halves by the River Irk, which flows from the northern parts of Oldham towards the City Centre, and Rochdale Road. It is served by the two district centres of Cheetham Hill and Harpurhey and comprises a variety of different



neighbourhoods. Lightbowne and Harpurhey were the areas of worst decline but have been improved significantly since 2003. Closer to the City Centre is Collyhurst where the southern most area adjacent to City Centre is undergoing major physical transformation led by the development of private apartments. This area is attractive to young professionals looking for lower cost city centre style living with easy access to employment opportunities and the cultural offer of the City Centre. However areas of Collyhurst remain in need of radical transformational change to achieve sustainability. This is also true for housing estates across North Manchester. On the west side of North Manchester, in Cheetham, a long standing history of immigration has led to much greater ethnic diversity. These communities are more economically sustainable but are still deprived by most standards. Employment opportunities are being generated but are not fully accessed by local people. The housing market is stronger here but the quality of housing stock is poor in some parts.

2.40 The northern parts of the area, Crumpsall, Blackley, Charlestown and Moston, remain the most desirable. This part of North Manchester enjoys significant natural assets such as Heaton Park and Boggart Hole Clough.

2.41 In addition to the parks, North Manchester has a large amount of open space including areas of natural and semi natural space providing a network of green space along the river valleys. Good open space provides an essential asset in developing North Manchester's role as a high quality residential area.

2.42 A key issue for North Manchester is to provide good links to the employment opportunities in the City Centre and East Manchester, particularly Central Park. Radial transport routes into the City are good including the northern section of Metrolink, however transport links to provide access to jobs in East Manchester are less frequent.

2.43 Challenges

- High rates of worklessness and the need to target training to employment opportunities
- Lack of quality in the design of the built form and the public realm
- Need to improve and diversify housing offer
- Create and make best use of good transport access to job opportunities
- Realise the potential of the Irk valley, parks and open spaces

East Manchester

2.44 East Manchester grew and developed in the nineteenth and early decades of the twentieth century as home to traditional manufacturing industries on which the wealth of Manchester was founded. It was also home to the large workforces required by these industries. In the second half of the twentieth century, employment declined sharply and over a fifty year period the area's population fell from 164,000 in 1951 to 62,000 in 2001.

2.45 This combination of employment and population loss left the area with a significant amount of derelict land and buildings, a low value, low demand housing market, a poor physical environment and low population densities that could not support local facilities such as shops, post offices, banks or schools.

The remaining residents were left living in neighbourhoods that were classified as being in the worst 10% in England, with the majority of residents living in the worst 1% of neighbourhoods.

2.46 Since the establishment of the New East Manchester Ltd (NEM) Urban Regeneration Company in 2001, the East Manchester area has experienced substantial improvements in job creation, public services and the construction of new homes. The successful delivery of the 2002 Commonwealth Games has left a legacy of infrastructure at Eastlands and has acted as a catalyst for a comprehensive regeneration programme. The spiral of economic and population decline has been arrested, and employment and people are returning to East Manchester.

Figure 2.3 East Manchester Regeneration Area



*Based on Index of Multiple Deprivation 2007



2.47 A large proportion of East Manchester is within the Regional Centre and includes the major developments of Eastlands and Central Park.

2.48 Eastlands is both a district centre and the focus for major national and regional sporting events. It comprises the City of Manchester Stadium, the Manchester Regional Arena, the Regional Tennis Centre, the British Cycling Centre (including the Velodrome and BMX track) and the National Squash Centre. Eastlands is a growing destination with further opportunities for significant employment creation, vital not only to local people but to adding value to the City Region as a whole.

2.49 Central Park is a growing employment site with its own dedicated Metrolink stop constructed and set to open very soon. It is already home to Fujitsu, a leading IT company, the Sharp Project (a new hub for digital and creative businesses) and One Central Park (a pioneering centre for business enterprise, training and academic excellence). A new Greater Manchester Police Force Headquarters and Divisional Headquarters are now largely constructed and due to open in the near future.

2.50 In addition to Eastlands, the neighbourhoods of East Manchester are served by Openshaw, Gorton and Newton Heath district centres. Eastlands and Gorton have food superstores which are well used and Openshaw is benefiting from substantial redevelopment including a new food store. Newton Heath district centre provides a smaller retail offer.

2.51 Unlike other areas of the City, East Manchester cannot be characterised as part of a stable neighbourhood type and there is a shortage of attractive family housing. The area has a very high proportion of social housing and, by regional and national standards, an exceptionally low level of owner occupation. New housing developments are slowly changing this profile and the area. High density housing and apartments are being developed in the neighbourhoods close to the City Centre which include Ancoats, New Islington, Holt Town and Lower Medlock Valley. East Manchester has also seen an increase in the private rented sector, especially in the older terraced stock and the new apartment developments.

2.52 A number of historic mill and warehouse buildings concentrated in the Ancoats area are now being brought back into use. Other elements of the area's industrial heritage, reflected in a number of other clusters of industrial activity and extensive railway lines and sidings, present an ongoing challenge. In a significant number of East Manchester neighbourhoods one of the key issues is the close physical proximity of industrial and commercial uses with residential uses. As part of the renewal of these neighbourhoods the key challenge is to achieve a physical separation of these uses thereby helping to improve the quality of the living environment.

2.53 East Manchester also includes the mainly residential area of Gorton. The loss of industry had major knock-on effects for the viability of both housing and retail in the area. Social housing developments from the 1960s and 70s replaced much of the densely gridded terraced housing,



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particularly in north and west Gorton, lowering the number of properties and creating a pattern of irregular streets, with unsafe alleyways and inadequate parking provision, along with a housing stock that has failed to stand the test of time.

2.54 The key radial transport routes through East Manchester are good although can get congested at peak times. However the public realm along the transport corridors is variable, and some key routes are very unattractive. This is a result of a generally poor environment and rundown shopping parades - a consequence of the significant decline in population and local spending power over many decades.

2.55 The Ashton and Rochdale Canals pass through East Manchester leading to the Pennines in the east and into Lancashire and Cheshire to the north and west. Significant natural features include the River Medlock which runs east-west through the area, although the corridor is poorly maintained and of low environmental quality. There are also a number of parks and other green spaces, including the large Victorian Philips Park, which is of historic importance, Clayton Vale and the open space areas associated with the Gorton Reservoirs.

Challenges

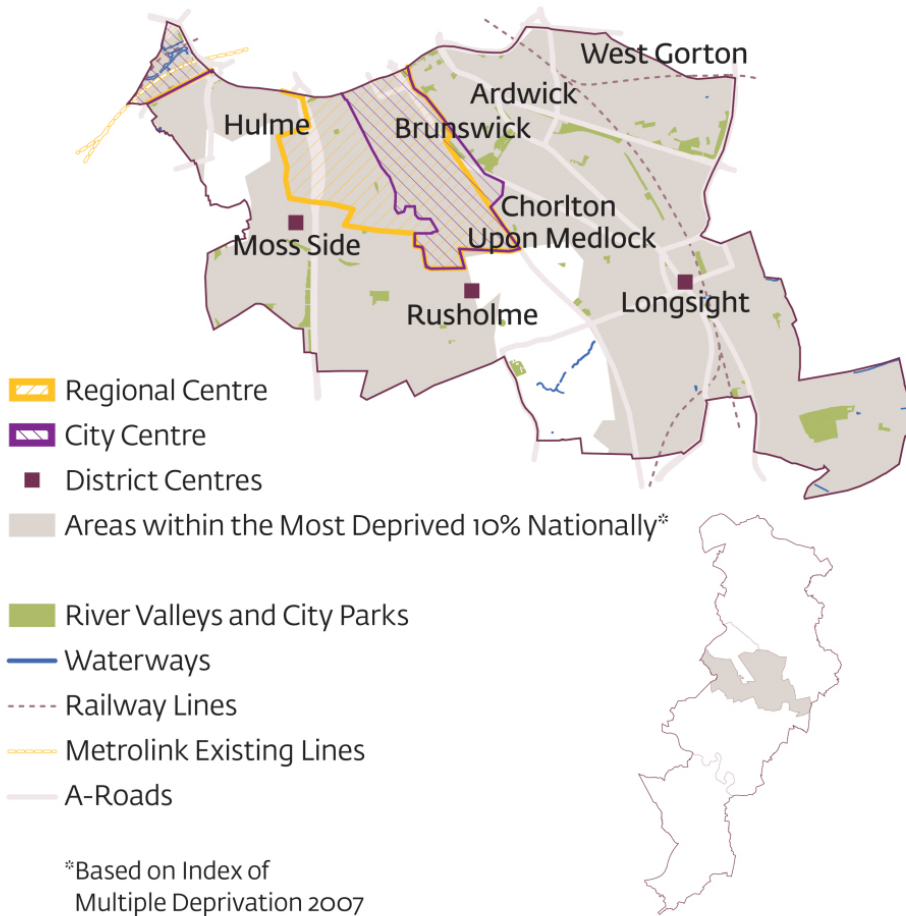
2.56 The key challenges for East Manchester are to take full advantage of the opportunities created by being within the Regional Centre, new Metrolink routes and the foundations laid by recent regeneration programmes in order to:

- Further develop East Manchester as a major commercial, leisure and residential investment location, with a key role in the development of a competitive City Region
- Strengthen role of Eastlands and create opportunity for employment
- Increase employment, the quality of employment and the proportion of local people taking up local jobs
- Provide residents with an range of attractive housing
- Increase the population of East Manchester through the attraction and retention of working households and in particular those working households with children
- Establish a series of secure well managed neighbourhoods of choice each with a high-quality environment served by vibrant district centres



Central Manchester

Figure 2.4 Central Manchester Regeneration Area



2.57 Central Manchester is home to some of the City’s major economic assets, and characterised by diverse communities ranging from the very disadvantaged to the quite well-off. A large number of jobs are available in some of the City’s key economic assets, and in a number of flourishing retail and leisure locations.

2.58 These economic assets include the thriving university and hospital core and despite the potential barrier created by the Mancunian Way, Central Manchester has close links to the

City Centre. It has never been a truly industrial area, existing more as a mixed economy and, therefore, has avoided the worst effects of industrialisation. The high density of large institutions along the Oxford Road Corridor has, however, created challenges in accommodating the needs of visitors, students and employees.

2.59 Central Manchester covers the wards of Ardwick, Hulme, Longsight, Moss Side and Rusholme. The residential population includes a wide range of Black and Minority Ethnic communities and has developed a role as the first point of entry for immigrants to the city. The large and growing Black and Asian populations have deep roots in Longsight, Rusholme and Moss Side and the communities have spread out into adjacent neighbourhoods over the past 10 years. The central area has a high percentage of people aged under 25 across all ethnic backgrounds.



2 Manchester Now

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2.60 This population growth, combined with the additional influx of students, key workers and young professionals from the university and hospital core, has created localised areas of high housing demand and a range of busy district centres, such as Rusholme and Longsight. The area also has a wide variety of property, with high quality historic civic and residential buildings existing alongside lower quality dense terracing and more recent social housing estates, often with housing quality and layout problems.

2.61 Since the early 1990s there has been an increase in private rented accommodation particularly in Longsight and Rusholme, reflecting, in part, the high student population in these areas. Hulme, Moss Side and Ardwick have high proportions of social housing. In the case of home ownership, however, levels remain very low.

2.62 The dominance of rented accommodation in some areas limits the choice of residents as their housing needs and preferences change. The possible negative effects of an over-representation of one type of housing also applies in areas with large private rented sectors, often a result of larger, family homes being sub-divided for multiple occupation

2.63 Central Manchester has many positive attributes but also has a range of physical and social problems that must be tackled in order for the area to meet its potential. Many neighbourhoods are within the group of most deprived wards in the UK and while areas such as Hulme have undergone considerable regeneration, there are still specific pockets of deprivation in the area.

2.64 Scope for physical change within Central Manchester is limited, restricted to redevelopment or refurbishment of existing areas and new development on a relatively small number of 'brownfield' sites. This will lead to a slower, more gradual change than is possible elsewhere in the city.

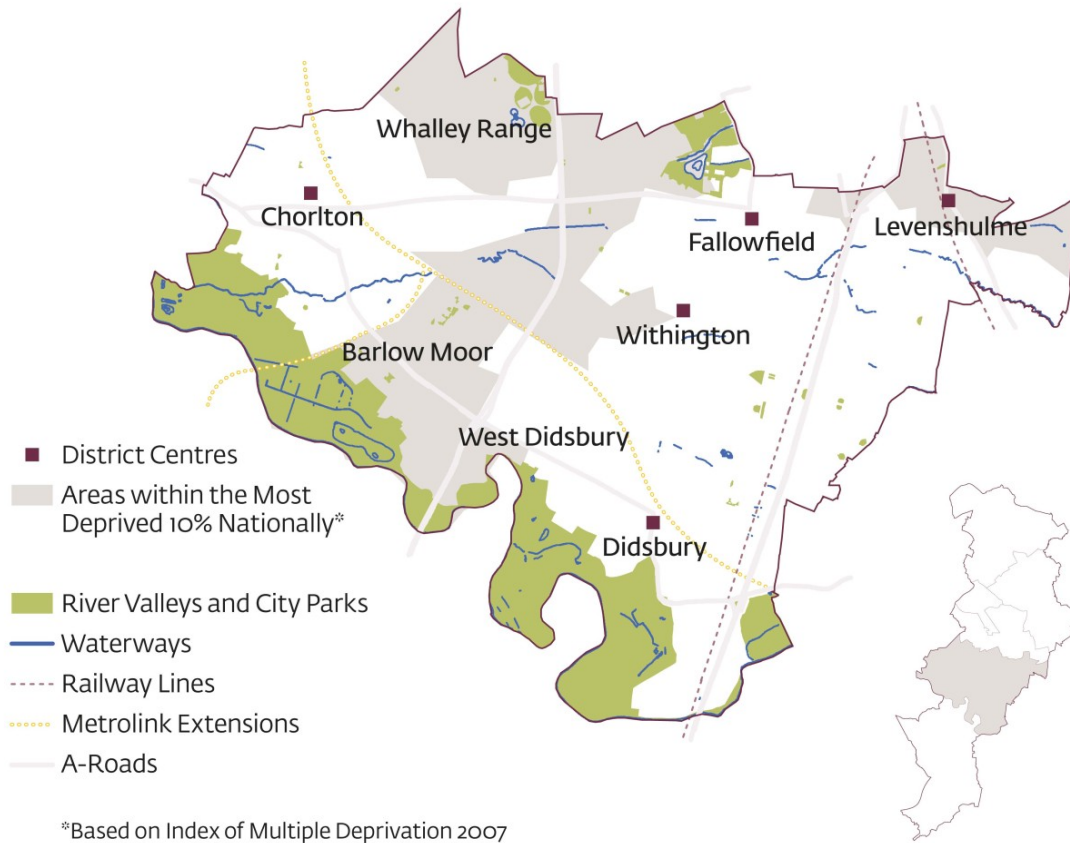
Challenges

- High levels of worklessness
- Deprivation concentrated by neighbourhood, rather than whole wards
- Limited housing choice in some areas
- Limited scope for physical change
- Congestion along key arterial route into the City Centre



South Manchester

Figure 2.5 South Manchester Regeneration Area



2.65 The South Manchester SRF area is an area of great contrast and diversity. Having developed from a series of smaller settlements, the area has gradually expanded to become one of the most sought after residential locations within the city and the wider conurbation.

2.66 Its historical development has resulted in a wealth of physical assets including attractive housing areas, a range of parks and open space and a good transport network soon to be improved further by the Metrolink extension. It has also brought about diversity and character in the physical environment, ranging from traditional terraced streets to inter-war housing estates, from river valleys with a countryside feel to inner city neighbourhoods, and from areas of notable affluence to pockets of deprivation.



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2.67 South Manchester is a largely residential area and is home to approximately one third of Manchester's population (around 137,000 people). It provides a significant workforce for the City, within easy commuting of the City Centre. It contains some of the most expensive residential property in Manchester, a higher proportion of affluent households than any of the other SRF areas and an above average proportion of the higher educated workforce.

2.68 The six neighbourhoods of Chorlton, Whalley Range, West Didsbury, Didsbury Village, East Didsbury, Levenshulme and the eastern part of Withington (around Withington district centre) are all high-quality neighbourhoods in South Manchester. They offer good-quality housing, a range of centres and services, and strong areas of heritage value and open space.

2.69 Housing choice includes larger Victorian semi-detached homes and terraces; large detached houses on tree-lined avenues and some newer apartments.

2.70 Levenshulme and Withington neighbourhoods are focused around their respective district centres and they have developed around traditional settlements that are now conservation areas. They are typified by larger Victorian semi-detached homes and terraces. Although both centres are underperforming, the housing areas are becoming increasingly popular for young professionals, particularly as some of the more affordable housing in the SRF.

2.71 The private rented and student neighbourhoods are largely focused in Fallowfield and the northern part of Withington, where the housing is typified by smaller terraces and student flats. Fallowfield District Centre provides a focal point within this area and much of its retail and leisure offer has evolved to meeting student needs.

2.72 The large-scale social housing estates dominate the neighbourhoods of Burnage and Chorlton Park, as well as the western parts of both Withington and Fallowfield. The nature of these neighbourhoods is typically interwar garden suburb-style council housing, although Nell Lane in Chorlton Park is characterised by a 1960s Radburn-style (segregated footpaths and roads) layout. Although popular housing areas, within the South SRF area, these neighbourhoods demonstrate the highest levels of deprivation, crime and other socio-economic issues.

Challenges

- Maintain the character and popularity of the southern neighbourhoods particularly within the conservation areas
- Improve standard of living and reduce levels of deprivation in Chorlton Park, Burnage, Withington and Fallowfield
- Maximise opportunities created through Metrolink extension
- Managing demand for student housing and ensuring that the sustainability and amenity of neighbourhoods are protected
- Improve under-performing centres



Wythenshawe

2.73 Wythenshawe and Manchester Airport form the southernmost part of the City. It includes the two district centres of Wythenshawe and Northenden.

2.74 Wythenshawe was originally designed as a garden suburb and has retained a predominantly residential character. The area is dominated by inter war family housing which is generally uniform in style and density. Much of the housing available is social rented. In recent years, there has been considerable new residential development however new sites for development are limited.

2.75 However the low density housing is complemented by a large amount of green open space such as tree lined roads, wide green verges, parks, woodlands and river corridors.

2.76 The M60 restricts access to the Mersey Valley and the M56 motorway, as the principal transport corridor, divides east from west Wythenshawe creating a significant barrier for pedestrians, cyclists and vehicles. The bus currently provides the key public transport service in Wythenshawe but although services are frequent to the City Centre and across the boundary into Stockport, journey times are slow. Thus access is limited to key economic centres, in particular the City Centre and the Airport.

Figure 2.6 Wythenshawe Regeneration Area





2 Manchester Now

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2.77 Wythenshawe is set to benefit from the planned Metrolink extension which will improve access to Wythenshawe Town Centre strengthening its role as a focus for community and commercial activity.

2.78 Adjacent to Wythenshawe, the Airport, one of the major economic drivers of the North-west Region, has grown rapidly since 1980 and is expected to continue to grow. It is the principal employment location for residents of Wythenshawe as well as an important employer for South Manchester and the adjoining boroughs of Stockport and Trafford. Besides employment, the Airport plays a dominant role in Wythenshawe, in terms of its size and as a premium business location. The Wythenshawe Strategic Regeneration Framework (SRF) proposes closer integration between the Airport and Wythenshawe Town Centre giving residents access to a full range of employment and training opportunities. East and west development corridors are planned linking Wythenshawe Town Centre with the Airport, the Hospital and key employment locations.

2.79 With the exception of Northenden, Brooklands and areas of Baguley, Wythenshawe has high levels of deprivation and all areas of Wythenshawe have worklessness figures that fall well below the national average. Despite having major employers close by unemployment in Wythenshawe is also above the average for Manchester.

Challenges

- High rates of worklessness and deprivation
- Limited sites with potential for development
- Better links required east to west across the area and to opportunities for employment and training
- Limited housing choice

3 Local Strategic Context

The Greater Manchester Strategy

3.1 The Greater Manchester Strategy (GMS) is the document which established the strategic priorities for the City Region. Although it is not a statutory document, it is endorsed by AGMA and represents a foundation from which subsequent work can reflect the concept of the City Region.

3.2 The GMS approaches the challenges facing the Manchester City Region on two fronts. First, it prioritises an increase in economic productivity, so that Manchester can realise its full potential in this respect. Second, it underlines the importance of enabling local people to access the opportunities that this growth creates.

3.3 The GMS covers a broad range of issues. There are a number which relate directly to spatial planning, in particular:

- The priority is economic growth through Knowledge Based Industries.
- The importance to the growth of the Greater Manchester economy of identifying employment sites which reflect the needs of the market, whilst ensuring that the jobs created are accessible to local people.
- There is a strong link between economy and housing, in that there is a need to create neighbourhoods of choice if skilled workers are to be attracted to and retained in the City Region. It will be necessary to improve the quality of housing in Manchester, with an emphasis on the most deprived areas. Further, the GMS values neighbourhoods which are defined by more than the housing alone - the quality of other services and amenities are also significant.
- Transport networks will need to be efficient in order that the components of a vibrant city region function successfully, and this is a point emphasised by the GMS, too.
- The GMS recognises that climate change is an issue which must be addressed, and that growth will only be sustainable if it includes measures to mitigate the levels of CO₂ which accompany it.

3.4 These are the key objectives which are recognised by the Council, and which underpin the vision for the City. The Manchester Core Strategy offers a strategic framework which is closely aligned with the GMS.

The Manchester Sustainable Community Strategy

3.5 The Manchester Sustainable Community Strategy 2006 – 2015 has been produced by Manchester City Council and the Manchester Partnership (Manchester's Local Strategic Partnership). It is the overarching partnership strategy within Manchester. It fits into and supports a framework of other partnership strategies including the Manchester Partnership's thematic partnerships: economic and local employment; culture; children and young people; sustainable



3 Local Strategic Context

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neighbourhoods (including the environment and sustainability and housing market renewal); crime and disorder; health inequalities and transport as well as the valuing older people partnership.

3.6 The Sustainable Community Strategy also supports the City’s Strategic Regeneration Frameworks for each district and neighbourhood action coordinated through the City’s Ward Co-ordination system. The purpose is to add value to these partnership strategies by setting the agreed vision and priorities for the City and providing a clear and accountable delivery framework in which all partnerships and services can operate.

Figure 3.1 Core Drivers of Success

Manchester - A World Class City



3.7 The three arrows at the centre of the diagram are the core drivers of success. They take the economic success described on the left and connect it to the better outcomes for Manchester people described on the right. We call the arrows spines because they cut across and support all of the actions required for success.



3.8 The prerequisite to the spines is to create the conditions for sustainable economic success. The first of the three spines is for more of the people of the City to connect to our economic success and achieve their full potential through education and employment.

3.9 Recognising that people who reach their full potential often choose to leave the City, the bottom spine is to build truly sustainable communities where people choose to live because of the quality of life on offer.

3.10 The middle spine connects and supports the other two. This recognises that public services on their own cannot achieve these things. Partner agencies will facilitate and support individuals and communities to achieve their full potential, to raise their ambitions, to have mutual respect both for themselves and their communities. Everything we do in the City is focused on the realisation of these spines.

3.11 The Core Strategy is the spatial expression of the Community Strategy and provides the framework to support the delivery of those actions which have a development/land use element; provides a framework to guide investment to deliver the strategic outcomes the City is seeking and identifies the infrastructure requirements.

3.12 The Council has consulted widely on the issues facing the City that the Core Strategy has to address and has built on the Sustainable Community Strategy Vision in the light of this work.

City Centre Strategic Plan and Strategic Regeneration Frameworks

3.13 **The City Centre Strategic Plan** sets out a long term vision for the future of the City Centre and highlights the specific keys to development in particular localities. **Strategic Regeneration Frameworks** cover the North, East, South, Central and Wythenshawe regeneration areas of the City. There are also a number of more detailed Local Plans within some of the areas. All these have been approved by the Council. The Core Strategy, therefore, provides strategic planning policy to underpin the delivery of the City Centre Strategic Plan and the Strategic Regeneration Frameworks, and their contribution to the Sustainable Community Strategy.



4 Core Strategy Vision

Manchester City Council | Manchester Core Strategy 2012 to 2027

4 Core Strategy Vision

4.1 By 2027 Manchester will be:

- a successful sustainable and accessible City in the front rank of cities in Europe and the world
- a City with a growing economy driven by the strength of the Regional Centre and Manchester Airport which supports a successful City Region. The knowledge based economy flourishes within an entrepreneurial community, characterised by a fully skilled, inclusive working population
- meeting the challenge of climate change at the forefront of environmental initiatives and improvements and continuing to deliver sustainable development and a more effective Green Infrastructure
- a City with an increased and sustainable healthy population and a community which both benefits from and drives the City's productivity upwards
- a City with neighbourhoods where people choose to live all their lives because they offer a wide range of quality housing and an attractive environment where locally distinctive character is conserved and enhanced. Neighbourhoods in the North and East of the City will have benefited from a significant increase in the quantity and quality of housing
- a City with thriving district centres, which have a distinct local character and provide a good range of accessible public services, retail and local facilities
- a City which is supported by transport infrastructure which provides sustainable and efficient links locally, within the City, and more widely, between the Regional Centre and workers across the City Region. It will also have strong national and international connections made possible by its world class airport
- a City defined by excellence in urban design and environmental quality, where its distinctive historic environment is understood, valued, cared for and its potential fully realised
- a City where residents and visitors regularly enjoy a network of quality open spaces, parks and river valleys, enriched with biodiversity, which provide recreational routes and opportunities for sport across the City
- an international destination for tourism and culture with the Eastlands area of the Regional Centre a national attraction for sport, leisure and recreation

5 Spatial Objectives

SO1. Spatial Principles

Provide a framework within which the sustainable development of the City can contribute to halting climate change.

Within the context of mitigation and adaptation to climate change, the framework will guide the scale and distribution of economic, housing, transport, environmental, health, education and other service and infrastructure investment across the City.

SO2. Economy

Support a significant further improvement of the City's economic performance and spread the benefits of this growth across the City to reduce economic, environmental and social disparities, and to help create inclusive sustainable communities.

The Regional Centre will continue to be the main focus for business, retail, higher education, leisure, cultural and tourism development, to further develop its role as the main employment location and primary economic driver of the City region. The growth of Manchester Airport in line with the Air Transport White Paper will entail a significant increase in employment.

SO3. Housing

Provide for a significant increase in high quality housing provision at sustainable locations throughout the City, to both address demographic needs and to support economic growth.

The emphasis will be on providing a good range of high quality housing, (in terms of size, type, tenure, accessibility and price) including affordable housing across the City; to create sustainable lifetime neighbourhoods with high quality environments, good local facilities and with easy access to employment opportunities.

SO4. Centres

Provide a network of distinctive, attractive and high quality centres, strengthening local identity, providing essential services close to homes and local access to healthy food.

Developments providing additional services and retail will be encouraged in the district centres where such development is consistent with the City's retail hierarchy. Particular emphasis will be given to development that helps to create distinctive local character.

SO5. Transport

Improve the physical connectivity of the City, through sustainable and accessible transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation. Access to the facilities and opportunities of the Regional Centre and Manchester Airport, from residential areas will be particularly important, as will improving links between the City and city regions across the country via high speed rail links and internationally via Manchester Airport.



5 Spatial Objectives

Manchester City Council | Manchester Core Strategy 2012 to 2027

S06. Environment

Protect and enhance both the natural and built environment of the City and ensure the sustainable use of natural resources, in order to mitigate and adapt to climate change, support biodiversity and wildlife, improve air, water and land quality, recreational opportunities and provide networks of high quality green infrastructure, ensuring that the City is inclusive and attractive to residents, workers, investors and visitors.

The development of networks of green infrastructure across the City and City Region, together with protecting and enhancing townscape character and securing a high standard of design in all development proposals, will promote healthy, low-carbon lifestyles, contribute to a sense of wellbeing, and help to facilitate the sustainable and inclusive growth of the City.



6 Objective 1 Spatial Principles

6.1 SO1. Provide a framework within which the sustainable development of the City can contribute to halting climate change.

Within the context of mitigation and adaptation to climate change, the framework will guide the scale and distribution of economic, housing, transport, environmental, health, education and other service and infrastructure investment across the City.

6.2 The broad spatial organisation of the City establishes a number of overlapping geographies. The City is organised into Regeneration Areas, comprising North Manchester, East Manchester, the City Centre, Central Manchester, South Manchester and Wythenshawe, and policies in the Core Strategy reflect this organisation. However, the economic potential of the City Centre has resulted in the creation of further opportunities in adjacent areas. These parts of the North, East and Central Regeneration Areas are recognised as the the City Centre Fringe. Furthermore, there are areas in Manchester (and Salford and Trafford) which have potential to perform a sub-regional economic role. To acknowledge this potential the Regional Centre has been identified, and this too includes parts of the North, East and Central Regeneration Areas. Consequently, within the Core Strategy parts of North, East and Central Manchester may also be within the City Centre Fringe and the Regional Centre; the development that is promoted in such locations emerges from this context.

6.3 To ensure sustainable development, in the context of Climate Change, throughout the City, Manchester has set key principles that apply to all development regardless of type.

Policy SP 1

Spatial Principles

The key spatial principles which will guide the strategic development of Manchester to 2027 are:

- The Regional Centre will be the focus for economic and commercial development, retail, leisure and cultural activity, alongside high quality city living.
- The growth of Manchester Airport will act as a catalyst for the regional economy, and will also provide the impetus for a second hub of economic activity in this part of the City.
- Beyond these areas, the emphasis is on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs, all in a distinct environment. The majority of new residential development in these neighbourhoods will be in the Inner Areas, defined by the North Manchester , East Manchester and Central Manchester Regeneration Areas.



6 Objective 1 Spatial Principles

Manchester City Council | Manchester Core Strategy 2012 to 2027

- The City is covered by regeneration areas including the City Centre. All development should have regard to the character, issues and strategy for each regeneration area as described in the North, East, Central and South Manchester and Wythenshawe Strategic Regeneration Frameworks and the Manchester City Centre Strategic Plan.
- The City's network of open spaces will provide all residents with good access to recreation opportunities. The River Valleys (the Irk, Medlock and Mersey) and City Parks are particularly important, and access to these resources will be improved.
- New development will maximise the potential of the City's transport infrastructure, in particular promoting walking, cycling and use of the public transport. The extension to the Metrolink network through the Oldham and Ashton lines will create key corridors for new development.

Core Development Principles

Development in all parts of the City should:-

- Make a positive contribution to neighbourhoods of choice including:-
 - creating well designed places that enhance or create character.
 - making a positive contribution to the health, safety and wellbeing of residents
 - considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income.
 - protect and enhance the built and natural environment.
- Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.
- Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

6.4 The spatial principles behind Manchester's Core Strategy seek to emphasise the role of the City to the Greater Manchester economy, and also ensure that the City grows in a way which reflects the aspirations of its residents.

6.5 The Regional Centre, with Manchester City Centre at its core, is the economic driver of the City Region and has greatest potential to drive its continued economic growth, and to do so with the least environmental costs. At the south of the City is Manchester Airport, which is the most significant international gateway to the North of England. This is an asset for Greater Manchester as a whole, but also this presents a secondary hub for economic growth in Manchester, with a particular emphasis towards business sectors that benefit most from international connectivity. This economic opportunity sits alongside an area of pronounced deprivation, which will benefit from the creation of accessible employment.

6.6 Surrounding the Regional Centre are the Inner Areas, which include some of the City's most deprived and under-populated neighbourhoods. These areas represent another marriage of need and opportunity - large scale residential development can attract people to locations from which the Regional Centre is easily accessible and also regenerate local communities. Whilst Manchester is one of the most urban authorities in the country, it has key green assets which are important in terms of character, linkages and environmental quality. The three river valleys, as well as other parks and open spaces, are assets which will be protected and enhanced because they are the backbone of the City's Green Infrastructure and provide an important contrast with the abiding urban landscape and make a contribution to creating an attractive and healthy City.

6.7 The final spatial principle relates to the City's transport infrastructure. One of the reasons that Manchester is the right place in which to focus development is because it has a well established transport infrastructure. However, it is important to realise that this is a finite resource. Development needs to make greatest use of existing and planned public transport, and promote the most sustainable means of transport possible (especially access for disabled people and walking and cycling for local journeys).

6.8 As well as taking place in the right places, the delivery of the Council's strategic objectives requires that new development is shaped by certain overarching considerations. All development should contribute to the City's aim to create neighbourhoods where people choose to live and where a good mix of housing and local services and facilities provides for people of all ages and with differing needs. Good design can contribute to neighbourhoods of choice by making the most of the heritage and natural environment and helping enhance or create a recognisable and welcomed character to the area. New development can also play a key role in improving health. This will include the provision of pedestrian and cycling facilities; good open space provision; sustaining local facilities and networks; good quality housing provision and choice; and good access for all to jobs and services. The design of a development can also contribute considerably to reducing crime and the fear of crime. Layout, informal surveillance, secure buildings and safe parking arrangements are all important. Further policy on design and place shaping can be found in chapter 12 and in supplementary planning documents.

6.9 The vision for the City to have a growing economy and to be in the front rank of European and world cities will mean increased development and an increasing population. In this context the Council is aware that in order to reduce CO₂ emissions, growth in the economy must be achieved in a sustainable manner which reduces demands on energy, land and natural resources. Further policy on Climate Change can be found in Chapter 12

6.10 In achieving sustainable economic success, the City is committed to ensuring the economic benefits are extended to all residents and neighbourhoods which will include job creation, education options and improved facilities and services in district centres. Critical to this aim is the ability of residents to access these opportunities. Increased use of sustainable transport reduces emissions, therefore reducing the City's contribution to climate change and



6 Objective 1 Spatial Principles

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having a positive impact on health. The location of development should aim firstly to reduce the need to travel allowing access by walking and cycling if possible and secondly to ensure good links by sustainable public transport. Further policy on transport can be found in chapter 5.

6.11 The Spatial Principles reflect the overarching development geography of Manchester, and are reflected in the Key Diagram. The above principles are supported directly or indirectly by more detailed policy throughout the Core Strategy.

Delivery Strategy

Core Strategy Policy	Project/Programme	Responsible Agencies	Source of Funding	Timescale
SP1	Planning Development Management	Developers MCC	Developers	2010 - 2027
	Manchester: A Certain Future	MCC Other public agencies Private sector	MCC Private sector	2010 - 2027
	North, East, South, Central and Wythenshawe Strategic Regeneration Frameworks City Centre Strategic Plan	MCC and Partners	MCC Private Sector	2010 - 2027
SP1 (Improvements to existing and development of new transport infrastructure)	Greater Manchester Local Transport Plan and Greater Manchester Integrated Transport Strategy	TFGMC MCC Highways Authority	TFGMC MCC Highways Authority Developers	2010 - 2027

Indicators	Targets
Percentage of new employment land in the Regional Centre	65% (reviewed annually)
Percentage of new housing in Regional Centre and Inner Areas	90% (reviewed annually)
Residents satisfaction with neighbourhood as place to live	70% in 2010/11 (this is a Council target that will be kept under review)
Reduction in carbon emissions	41% reduction from 2005 levels by 2020 (this is a City-wide target that the Council supports and which will be kept under review)
Amount of new residential development within 30mins public transport time of health facilities, schools and employment areas	Maintain level at 100% for GP surgery, a primary and secondary school, an employment area, and a major retail centre

The Key Diagram

6.12 The Key Diagram is a spatial representation of the Core Strategy Vision. It gives a broad indication of how the City, and the different parts of the City, will develop over the lifetime of the Core Strategy.

6.13 The Key Diagram shows the distribution of development across Manchester. A broad indication of the percentage of residential development in each Regeneration Area is shown along with the City Centre, Regional Centre, District Centres, Strategic locations and the Airport Strategic Site.



7 Key Diagram

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7 Key Diagram

Figure 7.1





8 Objective 2 Economy and City Centre

Economy

8.1 SO2. Support a significant further improvement of the City's economic performance and spread the benefits of this growth across the City to reduce economic, environmental and social disparities, and to help create inclusive sustainable communities.

8.2 The economic priorities for Manchester are to increase productivity, grow our market and labour force, attract investment, improve skills and provide businesses with the right support.

8.3 Manchester is the economic driver of the City Region largely due to the location of key assets within the City area. These include the Regional Centre, world class universities, knowledge economy, strong financial and professional services sector, a cluster of hospitals, Manchester Airport, a high representation of the growth sectors, good road accessibility and access to a skilled labour force. It provides the highest proportion of jobs in Greater Manchester and forecasts indicate that during the life of the Core Strategy growth will be disproportionately higher in Manchester than in other Greater Manchester authorities. Manchester also has twice the number of traditional employment premises (offices, industrial and warehouses) and 50% more floorspace than any of the other Greater Manchester Authorities.

8.4 In the early part of the Core Strategy period economic growth is expected to be slow, following the recession of 2008 -10. The medium term to longer term economic output is positive with growth expected to return in Greater Manchester strongest in the south, namely, Manchester, Trafford and Salford. The Greater Manchester Forecasting Model forecasts all indicate the greatest increase in job numbers in Greater Manchester to be in Manchester over the Core Strategy period.

8.5 Manchester has undergone a significant economic restructuring over the last 30 years and the sectors which once drove growth are being complemented by Knowledge Based Industries. These include digital and creative sectors, financial and business services, biotechnology, engineering and environmental technologies.

Policy EC 1

Employment and Economic Growth in Manchester

A minimum of 200 ha of employment land will be developed between 2010 and 2027 for offices (B1a), research and development (B1b), light industrial (B1c), general industry (B2) and distribution and warehousing (B8).

Offices (B1a) - 140ha



8 Objective 2 Economy and City Centre

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Research and Development and Industry (B1b, B1c and B2) - 25 ha

Distribution and Warehousing (B8) - 35ha

Key locations for major employment growth showing indicative distribution figures will be:

- Regional Centre:
 - Manchester City Centre 33ha
 - City Centre Fringe (including Strangeways, Collyhurst, Ancoats, New Islington and Manchester Science Park) 25ha
 - Central Park and Eastlands 65ha
- Manchester Airport and the surrounding area 50ha

In addition to the above the Council will support other significant contributors to economic growth and productivity including health, education, retailing, cultural and tourism facilities, and other employment generating uses mainly in the City Centre and Eastlands in line with Policy C1.

Priorities for ensuring continued economic growth include:

- Improving access to jobs for all via public transport, walking and cycling;
- Demonstrating that employment-generating development has fully considered opportunities to provide jobs for local people, through construction or use;
- Improving the portfolio of employment premises, by providing a range of employment sites and premises for small, medium and large businesses;
- Improving digital infrastructure delivery to businesses and residents;
- Creating business destinations by enhancing the primary business use with ancillary commercial facilities;
- Ensuring the continued social, economic and environmental regeneration of the City;
- Ensuring connectivity to international markets for the import and export of goods to ensure competitiveness in international markets.

Development proposals should have regard to:

- Climate change resilience demonstrating how CO2 emissions will be minimised with an aim of zero carbon emissions, through energy efficiency, renewable energy and contributing to low and zero carbon decentralised energy infrastructure;
- Ensuring design makes the best possible use of a site or building in terms of efficient use of space, enhancing the sense of place of the wider area and minimising detrimental impacts on adjacent uses, considers the needs of users/employees of a site/building



Objective 2 Economy and City Centre 8

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for access via walking, cycling and public transport and reduction of opportunities for crime by applying current best practice in security design;

- Flood risk through the Manchester- Salford- Trafford Strategic Flood Risk Assessment (SFRA).

8.6 The overall figure of 200ha is derived from the recommendations of the Manchester Economy and Employment Space Study, and accords with the Greater Manchester Employment Land Position Statement (AGMA, 2009). The split between employment use classes reflects the Greater Manchester Forecasting Model projections. This is a minimum figure as the Council and its partners, including those across AGMA, will work to maximise the growth of the Manchester economy, and development above this figure which reflects the vision of the Core Strategy will be supported.

8.7 The focus on the Regional Centre reflects the established commercial core of the City Region, and objectives of PPS4 to direct key, office-based employment uses to appropriate centres. Eastlands is a growing destination with further opportunities for sports and leisure uses, whilst Central Park is a 60ha site, with its own dedicated Metrolink stop. Central Park includes the Sharp Project (a new hub for digital and creative businesses) which offers a distinctive opportunity for expansion and employment growth.

8.8 Manchester Airport has emerged as a further concentration for employment uses, and this is likely to continue for the future for the sectors which appreciate the international connections provided through the Airport, as well as the proximity to the strategic road network. The benefits of this location are reflected in the Core Strategy through policy EC11 - Airport City.

8.9 There is a significant concentration of high technology manufacturing and knowledge based services related to Manchester's hospitals and universities particularly within the Oxford Road Corridor and University Hospital South Manchester. In recent years the most significant sector in Manchester has been financial and business services with nearly a quarter of all employees in the City, this is above the national average. Financial and business services tend to locate in the Regional Centre with a significant concentration in Spinningfields and the City Centre Core. The number of jobs in this sector is forecast to increase and it will remain the largest sector in terms of jobs. Other economic development uses such as retail, tourism and cultural facilities provide significant employment and contribute to the quality of life on offer in the City contributing to neighbourhoods of choice.

8.10 The economic role of the City as a driver of growth for the City Region is also one of improving access to employment for communities experiencing some of the highest levels of deprivation in England. Barriers to accessing employment in the City are two fold, transport and skills. Many of the communities with the highest rates of economic inactivity and unemployment are adjacent to areas of economic opportunity, the most significant of these are the Regional Centre and Manchester Airport. The strategic employment locations are all close



8 Objective 2 Economy and City Centre

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to areas of need and ensuring access to job opportunities via sustainable transport such as walking and cycling, and public transport, such as bus routes, Metrolink and heavy rail is vital to improving the quality of life of residents through job opportunities, raising residents' wages and thereby increasing wealth. Alongside this, a key challenge is ensuring that young people in Manchester are able to develop the necessary skills to take advantage of the employment opportunities being created around them. A multi - agency approach to addressing these issues has been practised by the City for many years and the role of development proposals addressing this is one element of a complex solution. The Council will work with developers to advise on the various initiatives which can be used to employ local residents at the development/construction stage and once recruitment commences. Maximising local employment is also a means of promoting sustainable transport choices, minimising the carbon impact of new development.

8.11 Despite being home to 51% of the region's Top 500 businesses, there is a noticeable gap in company headquarters in Manchester despite the higher than average presence of large businesses. None of the FTSE 100 businesses are headquartered in Greater Manchester. In addition, within Manchester there are considerably fewer micro businesses (1-10 employees) than the England average. Therefore, helping support entrepreneurship and smaller businesses across all sectors of the economy will be an important factor in Manchester to maximise its economic potential. Providing a range of opportunities to support business growth and formation is vital to achieve economic growth. The priority employment locations identified across the City offer a range of sites, including those at the core of the conurbation and those close to Manchester Airport in the south. Within these locations it will be important that development provides a varied offer in terms of unit sizes and costs.

Policy EC 2

Existing Employment Space

The Council will seek to retain and enhance existing employment space and sites. Alternative uses will only be supported on sites allocated accordingly, or if it can be demonstrated that:

- The existing use is un-viable in terms of business operations, building age and format;
- The existing use is incompatible with adjacent uses;
- The existing use is unsuitable for employment having had regard to the Manchester-Salford - Trafford SFRA; or
- On balance, proposals are able to offer greater benefits in terms of the Core Strategy's vision and spatial objectives than the existing use.



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8.12 In certain areas the City has experienced pressure on existing employment space for other uses, for example residential. Historically there have been reductions in industrial space across the City. More recently the City has witnessed a considerable increase in office space and forecasts indicate there will continue to be growth in this type of employment space during the lifetime of the Core Strategy. Office development often seeks different types of locations to industrial sites leaving the City with underused employment land. The Council wishes to ensure there is provision of a wide selection of business space, types, sizes, quality and cost. In appropriate situations the policy will allow redevelopment of sites to provide the opportunity for alternative uses of land. Leaving land vacant is not an efficient use of land and should be avoided if an appropriate alternative use can be considered.

8.13 Although the Council values employment land, there are circumstances where it will be appropriate to support alternative uses. These circumstances are outlined in the policy, and broadly aim to acknowledge situations in which it would be unproductive to protect the land for employment uses, either because:

- Employment is un-viable, particularly if the site has remained empty or vacant for a period of time although it has been marketed and the employment space no longer serves the needs of businesses due to its age and the conditions of the property; or,
- An alternative use would bring more benefits to the City, either because the employment use is not the optimum use for the site or because any harm is outweighed by the benefits of the new use. Judgements on the net value of such benefits will be based on the key strategic objectives in the Core Strategy.

Policy EC 3

The Regional Centre

Within the Regional Centre development for employment generating uses including offices and other commercial development will be encouraged. Office developments will be appropriate providing that:

- They are in locations which are well connected by sustainable transport to both the City Centre and residential areas, and
- The scale and type of office development does not undermine delivery of employment space within the City Centre.

The Regional Centre is an appropriate location for large scale leisure uses, for which City Centre sites are unsuitable.



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Proposals for other town centre uses will be assessed in accordance with policies C1 and C9, unless included in an allocation or the uses are ancillary to the main employment use.

Housing will also be an appropriate use within the Regional Centre, although this should complement the development of mixed use employment areas. Subject to site and location details, the Regional Centre will generally be a location where higher density residential development is appropriate.

8.14 The Regional Centre includes parts of Manchester, Salford and Trafford. The boundary is shown in Figure 8.1 ⁽ⁱ⁾ and the part in Manchester is also shown on the proposals map. The Regional Centre includes the largest concentration of economic activity in the Manchester City Region, including the City Centre and adjacent areas which include significant economic locations, often benefiting from connections to other parts of the Regional Centre. The principles which have led to the definition of the Regional Centre were established in the Northern Way and the Manchester City Region Development Programme, and reaffirmed in subsequent policy documents, including the Regional Strategy. The productivity gap between Manchester and parts of southern England is well documented (The Northern Way, MIER), and the importance of reducing this gap means that potential advantages need to be maximised. Creating an effective area within which an agglomeration economy can grow is a key step towards this goal.

8.15 As emphasised in policy CC1, the City Centre will remain the focus for office (and similar employment use) development. However, the scale of office development which the Council hopes to accommodate, based on its Economy and Employment Space Study, is unlikely to be fully accommodated within City Centre sites. These sites often require complex and protracted preparation to bring them to the market, including masterplanning and site assembly. The realisation of the potential sites identified in the City Centre is an exercise which will go beyond the plan period of the Core Strategy, and therefore it is essential that sites beyond the City Centre are identified to accommodate growth. Furthermore, not all office development will be suited to a City Centre location. Both the PPS4 user guide and the Manchester Economy and Employment Space Study identify that there is a need to provide a range of office sites to suit different occupiers. In recognition of this, the Council has identified the Regional Centre as the area which is most likely to support the development of agglomeration and to offer a range of sites able to support broad economic growth. Although the emphasis of the Regional Centre is economic development, there is also potential for leisure development which has a regional-scale catchment, such as Eastlands. The Regional Centre can offer an extremely accessible location which also has land available to support large scale development, allied with the fact that the existing sporting and leisure infrastructure present at Eastlands provides a clear focus for additional development of a similar type.

i The boundaries of the Regional Centre outside Manchester's district boundaries are illustrative and will be defined for policy purposes in the respective LDFs



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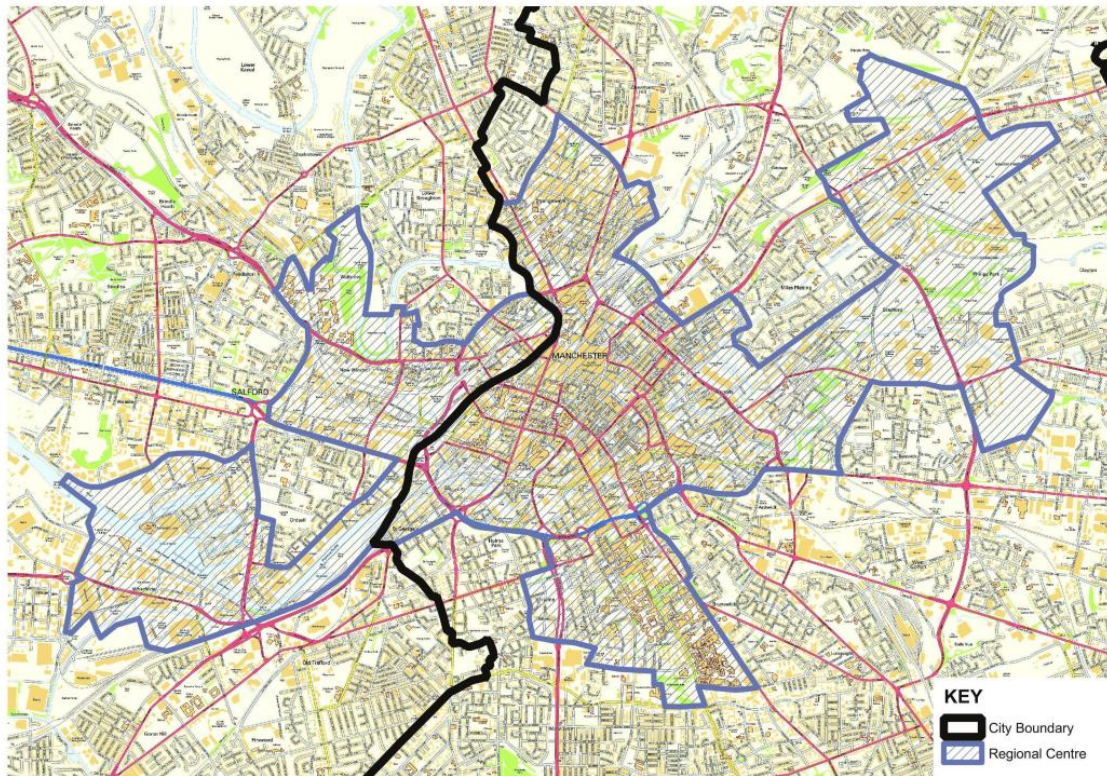
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8.16 In order that Manchester can continue to provide housing to support its sustainable economic growth and the regeneration of its inner areas, housing will be supported in the Regional Centre. It will be important that this complements the centre's overarching economic character now and in the future. The Council would expect the Regional Centre to be a location where apartment development is appropriate. However the exact mix of housing and density will need to be informed by its location relative to the City Centre and public transport facilities (especially the Metrolink).

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Figure 8.1 Regional Centre



Delivery Strategy

Core Strategy Policy	Project/Programme	Responsible Agency	Source of Funding	Timescale
EC 1	Delivery of 140ha B1a land	Developers MCC	Developers Other private sector	Up to 2015 - 35ha 2015-2020 - 56ha 2020-2027 - 49ha
EC 1	Delivery of 25ha B1b/c/B2 land	Developers MCC	Developers Other private sector	Up to 2015 - 8ha 2015-2020 - 9ha



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Core Strategy Policy	Project/Programme	Responsible Agency	Source of Funding	Timescale
				2020-2027 - 8ha
EC 1	Delivery of 35ha B8 land	Developers MCC	Developers Other private sector	Up to 2015 - 9ha 2015-2020 - 12ha 2020-2027 - 14ha
EC 2	Planning Development Management	MCC	MCC	2012-2027
EC 3	Development Management	MCC	MCC	2012-2027

Policy	Indicator	Target
EC 1	Total hectares of employment land developed	200ha between 2010 and 2027 At least 12ha per year
EC 2	Total employment area developed for alternative uses	Less than 2ha per year
EC 3	Percentage of employment land developed for B1, B2 and B8 in the Regional Centre	At least 70% of total

Manchester City Centre - Primary Economic Focus

8.17 The Manchester City Centre boundary is shown on the key diagram and proposals map.

8.18 The value of Manchester City Centre to the City and the City Region is primarily as an economic driver. It is the core of the Manchester City Region, provides the land for the most significant economic uses in the city region and fosters the links and relationships which will allow Manchester to continue to grow and assume an important role in wider economic



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processes. For this reason, the City Centre section of the Core Strategy is included within the Economy chapter. However, the City Centre also offers much more; it accommodates a range of uses and a density of development which means that it is able to assume a vital role for a large proportion of the surrounding population, and it is appropriate to reflect the diversity of this location through a comprehensive Core Strategy policy approach.

8.19 It is the primary retail location across the Manchester City Region, to the extent that its catchment extends beyond these boundaries. It is also a focus for visitors to the region, offering opportunities for cultural and leisure activities. Recent development has also seen a dramatic increase in the number of City Centre residents. For Manchester residents the City Centre is also the heart of its civic functions.

8.20 The role of the City Centre is recognised through an established policy context which emphasises its importance in delivering the City's goals. The Manchester Sustainable Community Strategy and the Greater Manchester Strategy recognise that if the region's aspirations for economic growth are to be realised in a sustainable manner, the City Centre has a huge part to play. There is also a Strategic Plan for Manchester City Centre 2009-2012 which describes the development aspirations for the City Centre, including a consideration of area frameworks. The Core Strategy will complement these policy documents and focus on providing guidance which will establish a policy context within which City Centre development can come forward, ensuring in particular that it provides the flexibility necessary for the City to grow and respond to opportunities as they arise. This flexibility is essential in the City Centre, because the economic uncertainty created by the 2008 recession means that the forecasts on which employment, housing and retail growth policies for the Core Strategy period are based must be considered guidelines, and small variations in growth rates could significantly affect how this translates into demand for development. Given the role of the City Centre for Manchester and surrounding areas, it is important that the Local Development Framework is able to accommodate changes in the quantum of development.

8.21 The format of this section is to first consider the key uses which will drive development in the City Centre, assessing the nature and scale of these. This is followed by a number of key development principles which will be applied in the City Centre, and reflect the considerations which are appropriate in this specific setting.

City Centre Development Strategy

Policy CC 1

Primary Economic Development Focus : City Centre and Fringe

The City Centre is a strategic economic location and focus of employment growth in the City and City Region. The City Centre is expected to accommodate 33ha and the City Centre Fringe 25ha of office or similar employment development. Within the City Centre



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and the fringe a variety of high quality accommodation types, sizes and foot-plates will be encouraged to boost investment by local, national and international businesses. The City Centre and fringe will be considered a suitable location for the consideration of high density buildings and commercially led mixed use schemes. The focus for employment growth will be in B1a high density offices and the Council will give particular encouragement and support for such development in the following locations:

City Centre

- Civic Quarter
- Mayfield
- Spinningfields and Granada lands
- The Corridor (Oxford Road Corridor, Great Jackson Street and First Street)
- Piccadilly

City Centre Fringe

- City Centre North extending into Strangeways and Collyhurst
- Ancoats
- Chancellors Place
- Birley Fields/Manchester Science Park

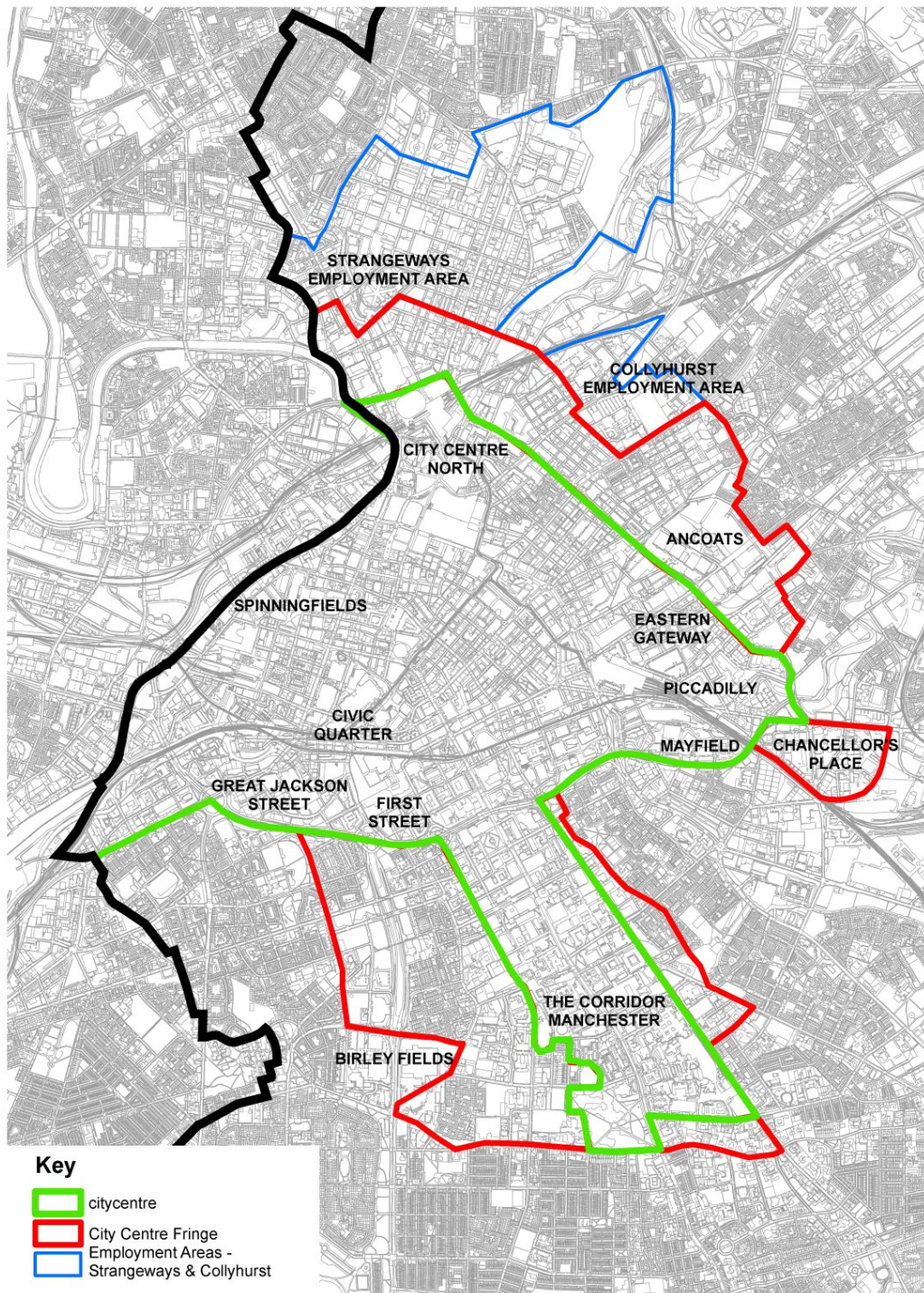
Provision of a range of economic development uses, such as retail, leisure, entertainment, cultural and tourism facilities will be encouraged in the City Centre, in line with Policy C1, to support the development of a vibrant employment location attractive to businesses, employees and visitors to the City Centre.

New, and the enhancement of existing, infrastructure provision which supports the agglomeration role of the City Centre and Fringe will be supported. Proposals will be expected to show how they contribute to decentralised low and zero carbon energy infrastructure in the Regional Centre as set out in the Energy policies.

Developments which lead to the more intensive use of employment land (in terms of floorspace provided) will be supported.

Proposals in the City Centre and City Centre Fringe, in particular schemes in Mayfield, The Corridor and Strangeways, will need to take account of the flood risk issues, in line with policy EN14 - Flood Risk.

Figure 8.2 City Centre and Fringe





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8.22 The City Centre's key role to the City Region is as an economic driver, and it is therefore vital that it can facilitate the economic growth that has been forecast. The MIER highlights the opportunities for agglomeration which underline the importance of the City Centre as a catalyst for increased productivity. The City's response to the threat of climate change can only be met if development is focused on sustainable locations.

8.23 The City Centre contains many of the assets driving growth in the City Region such as:

- a dynamic private sector including a strong financial and professional service sector
- highest concentration of higher education facilities in the North West, providing a highly skilled population attractive to businesses
- a cluster of hospitals and health and medical research
- a complex infrastructure network - transport, digital, utilities, flood defence and open spaces
- high quality residential accommodation

8.24 Many of the sectors underpinning the future growth of the City and wider City Region are located within the City Centre and continuing to diversify the City Centre's economic base will strengthen the City and City Region. Opportunities exist to extend the commercial core of the City Centre and to better integrate City Centre fringe areas in the form of commercially led mixed uses. The growth of businesses will be encouraged through provision of a variety of accommodation types and foot-plates.

8.25 The City Centre is the most suitable location for regional and sub-regional office growth in terms of agglomeration, ability to attract inward investment and compatibility with PPS4. Of particular importance considering the wide catchment of City Centre workers, the City Centre is a highly accessible location. Its continued position as the focus for economic development allows investment in transport infrastructure to be targeted with maximum effect.

8.26 The majority of growth in employment space in the City Centre will be delivered through large scale regeneration schemes, which seek to use existing City Centre land more efficiently. These proposals include:

- Civic Quarter: an area in the heart of the City Centre including the Town Hall, Central Library, Manchester Central, Great Northern Warehouse and the public spaces - Albert Square and St Peter Square. The Civic Quarter is the next phase of growth in the City Centre, providing a natural extension to the existing commercial area.
- Mayfield: intended to be a Civil Service Campus providing 5,000 civil service jobs. The aim is to reuse the vacant Mayfield Station adjacent to Piccadilly, complementing the on-going enhancement of this part of the City Centre.
- Spinningfields: a location for high value financial and professional services within the Regional Centre, offering high quality premises with large floorplates. The scheme began



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in 1995 when a shortage of large floorplate office accommodation was identified. Development is expected to be completed in the first half of the Plan period.

- The Corridor: is characterised by the redevelopment of the big institutions, namely, University of Manchester, Central Manchester and Manchester Children's University Hospital Trust. The area offers opportunities related to research and development linked to the big institutions. Major employment areas include Great Jackson Street and First Street but also smaller sites including the BBC building and Manchester Science Park.

8.27 It is important that planning for City Centre employment growth recognises the challenges in delivering large schemes in this environment. Whilst the total potential for new schemes across the City Centre exceeds the requirements for town centre employment land for the Core Strategy plan period, it is unlikely that all these schemes will be delivered during this time. Even ignoring the recent recession, the need to masterplan sites, assemble land and negotiate the planning and development processes is time-consuming. Schemes can take 15-25 years from the point of inception to completion (Spinningfields is an illustrative example of this). The City Centre Fringe areas have emerged due to their potential to provide well-connected City Centre extensions to meet development demand. This process has begun, notably in parts of Ancoats and through the Co-op development, and the City Centre Fringe will be increasingly significant over the life of Core Strategy. In addition, the Fringe area can offer accommodation to businesses which may suit the central location in policy and operational terms, but would struggle to access City Centre accommodation due to cost. Figure 8.2 shows the City Centre and the City Centre Fringe area.

8.28 Manchester, Salford and Trafford completed a Strategic Flood Risk Assessment in May 2010. Generally the City Centre was not considered to have prohibitive development issues in terms of flood risk: no potential development sites are classed as at 'high' or 'very high' risk of flooding in the Flood Risk Balance Sheets. In the areas mentioned in final paragraph of the policy, however, particular consideration of uses, layout, design and mitigation measures will be necessary and will be informed by the specific Flood Risk Assessments.

Delivery Strategy

Policy	Project/Programme	Responsible Agency	Source of Funding	Timescale
CC1 City Centre and Fringe	Development Management Process Regeneration Frameworks	MCC, Other public bodies, Developers	Developers Other private Sector	2010-2027



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Policy	Project/Programme	Responsible Agency	Source of Funding	Timescale
		Other private sector	Other public bodies	
CC1	Delivery of 58ha employment land	MCC, Other public bodies, Developers Other private sector	MCC Other public bodies Developers Other private sector	2010-2015 - 18ha 2015-2020 - 21ha 2020-2027 - 19ha

Policy CC 2

Retail

The Council will promote the growth and improvement of retail provision in the City Centre. Approximately 70,000 square metres net of new comparison retail floorspace will be provided in the City Centre over the plan period. Within the City Centre comparison retail development will be concentrated within the Primary Shopping Area (PSA), followed by accessible locations on the edge of the PSA. Proposals for new development will be assessed against relevant design policies in the Manchester LDF and in particular must respect existing built heritage and public realm. Proposals should also be developed in line with Policy CC8 (Change and Renewal) to ensure that development delivers the most attractive and usable shopping environment. Ancillary commercial and leisure services (such as those within the A Use Class) are also acceptable within the PSA, providing retail remains the predominant use and proposals do not conflict with other policies within the Local Development Framework.

If a proposal comes forward for comparison retail which cannot be accommodated within the PSA, the Council will consider areas beyond the PSA. Any such proposal should:



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- make a positive impact on the built environment and the public realm, ensuring that new development is of the highest design quality (see also Policy EN 1 - Design Principles and Strategic Character Areas),
- be accessible to disabled people,
- be carefully considered against its potential impact on the vitality and viability of the PSA,
- create strong linkages to the primary shopping area, especially on foot,
- be accessible by public transport and
- have an acceptable impact on the highway network.

A minimum of 4,500 square metres net of convenience floorspace will be provided in the City Centre over the plan period. This figure assumes an increase in market share, and proposals which would result in a cumulative increase in City Centre food floorspace above this figure will be supported providing they are based on a credible strategy to further improve local market share.

The Council will support the development of food store provision to serve the City Centre, prioritising locations which complement population, including areas of growth, and regeneration priorities, including those identified in Policy EC1. This should be in accordance with the sequential approach, and should also be in a location which supports the growth of new residential areas such as Ancoats and New Islington and the south of the City Centre.

Across the City Centre, retail will be supported where it would serve a local community (such as small scale convenience provision) or contribute to the area's character. The Council is particularly supportive of the growth of the independent retail sector, which has become a defining feature of several quarters in the City Centre.

Mixed developments which include retail units will be expected to demonstrate that reasonable steps have been taken to ensure that these units will be occupied.

8.29 For many people living in the Manchester City Region and beyond shopping is the main reason to visit the City Centre, primarily for comparison shopping. It is also a feature which can attract visitors from further away. Manchester City Centre is the busiest shopping location outside London. The strength of its retail offer is a means of reinforcing the reputation of the City. The Manchester Retail Study suggests that although the City Centre currently meets the needs of its catchment, the nature of comparison retail is such that continued growth is needed to maintain its position in the regional hierarchy. The figure suggested in the policy is indicative of the level suggested in the Retail Study to maintain the vitality of the City Centre and the Council will promote the growth and improvement of retail provision to meet this end. The retail core, centred on the Primary Shopping Area, should be the focus for new comparison retail provision, and within this area development should ensure that opportunities to enhance comparison retail



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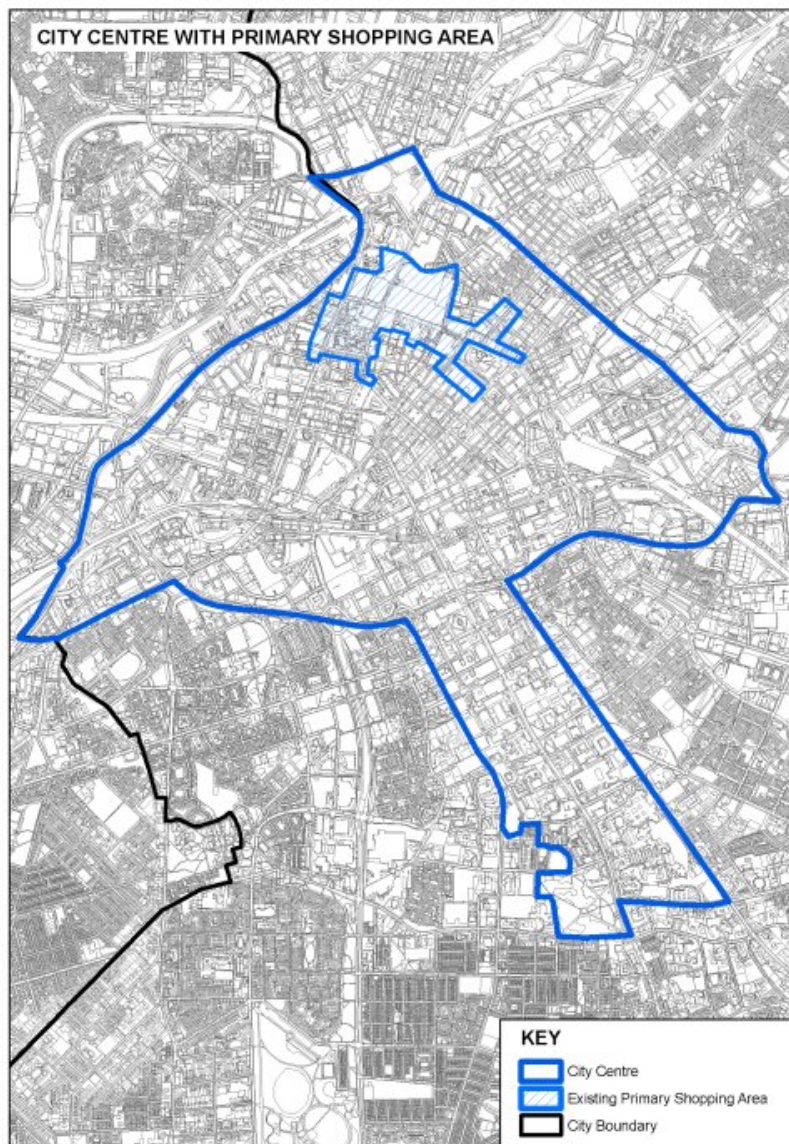
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can be fully realised. However, modern retailing often requires large formats, which may be difficult to accommodate within the established retail core. In order that the City Centre retail offer can include such formats, it will be appropriate to apply a more flexible approach to the site selection. The criteria against which proposals beyond the Primary Shopping Area are assessed reflect the guidance in national planning policy, although it is expected that this aspect of the policy will primarily be a means of supporting the provision of specific large-format facilities. Specific opportunities for new development, including extensions to the Primary Shopping Area, will be considered through a subsequent Development Plan Document. Retail is appropriate in other parts of the City Centre where it reinforces a distinct character, such as in the Northern Quarter which has a reputation for the independent design sector.

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Figure 8.3



8.30 In response to the growing resident population in and on the edge the City Centre it is appropriate to plan for larger format convenience retail development in locations which best serve City Centre residents. The current shortage of convenience retail means that residents travel outside the City Centre to access food shopping, especially those who prefer to use large food stores. The convenience floorspace figures reflect these assumptions and are based on the Manchester Retail Study. The provision of improved food retail for the City Centre will create a more sustainable and attractive place to live and reduce pressure on over-trading food stores outside the City Centre, thereby also improving the quality of retail in these locations.

8.31 Considering the land requirements of large food stores it is unlikely that this development would occur at the heart of the City Centre. Indeed, large format convenience provision would not normally be appropriate in the PSA as the priority is to maximise

opportunities for comparison retail. Therefore, the Council will support sites which offer the most sustainable connections to the City Centre and growing residential areas whilst also accommodating a format which suits shoppers' expectations, including the size of store and availability of car parking (although this should reflect its location and levels of car ownership in the City Centre). The potential for food store development to include associated elements which contribute to wider regeneration priorities is also important. The Council will take account of this contribution, especially in terms of economic development (with reference to policy EC1)



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and public realm, when assessing proposals for City Centre food stores. Such benefits are likely to be more apparent when food stores come forward through wider regeneration frameworks.

8.32 Failure to take account of these expectations would undermine the objective of encouraging more sustainable shopping patterns, as people would continue to make use of retail facilities in other parts of the City. Additional small scale food retail development will be supported in the City Centre where it helps to meet the day-to-day needs of the local community. This assessment should take account of the residential population of the immediate area and the existing provision for retail within a reasonable catchment.

8.33 The success of the City Centre’s retail offer depends on quality of environment as well as the quality of the retail. In the retail core there will be an emphasis on creating a pedestrian friendly environment, including pedestrian priority zones.

Delivery Strategy

Policy	Project/Programme	Responsible Agency	Source of Funding	Timescale
CC2	Deliver 70,000 sqm net comparison retail development	Developers Other private sector	Developers Other private sector	2010-2017 - 27,000sqm 2017-2022 - 16,000sqm 2022-2027 - 27,000sqm

Policy CC 3

Housing

The City Centre will see the most intensive development of housing in the City. It is expected that a minimum of 16,500 new units will be provided from 2010-2027.

Key locations for the residential development will be Castlefield, Piccadilly, the Southern Gateway and the Northern Quarter.

In other parts of the City Centre residential development will only be appropriate in line with Policy CC7.



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Residential development in the City Centre will comprise apartment schemes. The Council will encourage accommodation of a high standard which offers accommodation which is large enough to suit a range of occupants, in terms of both the number of rooms and their size.

8.34 Since the early 1990s housing has become an increasingly significant component of Manchester City Centre, and its role is expected to grow throughout the plan period. Household projections and demographic trends suggest that the demand for flats is likely to be considerable in Manchester. The City Centre will therefore accommodate around 28% of the new housing units to be provided up to 2027.

8.35 Residential development will continue to be supported in the City Centre. However, all City Centre development must contribute to the primary aim of supporting economic growth. It is vital that the delivery of residential schemes does not prejudice the delivery of economic objectives. Development proposals should take account of policy CC1 in terms of key locations for employment development.

8.36 It will be necessary that proposals which come forward promote sustainable and mixed communities. This means providing housing options for a range of household types, including the flexibility to accommodate different household circumstances, including families. However, the Council recognises that the City Centre is a vibrant environment in which space is at a premium, which means that it may not be the first choice for families. Furthermore, the wider Manchester area, including parts within the City and beyond, offers a range of more traditional neighbourhoods which may be a more obvious choice for families. With this in mind, the Council expects a range of residential units which suits the City Centre’s most likely residents, and the proportion of family accommodation provided as part of the overall mix should reflect this consideration.

Delivery Strategy

Policy	Project/Programme	Responsible Agencies	Cost and Source of Funding	Timescale
CC3	Delivery of around 16,720 residential units	Developers including Registered Providers	Developers	2010-2027

Breakdown over the lifetime of the Core Strategy within the City Centre (net units)



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Policy	Project/Programme	Responsible Agencies	Cost and Source of Funding	Timescale
Time period	Average annual provision			Total provision for period
March 2011-2016	170			850
March 2016-2021	1,310			6,570
March 2021-2027	1,480			8,880
N.B. 297 units (net) were completed in the period 31st March 2009-31st March 2010 and it is estimated that 119 (net) will be completed between 31st March 2010 and 31st March 2011.				

Policy CC 4

Visitors - Tourism, Culture and Leisure

The City Centre will be the focus for culture and leisure in the City Region. Proposals to improve the appearance, use and accessibility of all cultural and visitor attractions and associated facilities will be supported. The improvement of facilities for business visitors will also be supported.

Development in the City Centre which improves facilities for visitors, including Manchester residents, will be promoted. In order that the existing visitor attractions can reach their potential it is also important that the City Centre has the infrastructure to accommodate the necessary volume of visitors. Hotels have become an increasingly important use across the City, and these will be particularly important in the City Centre. New hotel development which contributes to the quality of the City Centre hotel offer will be supported. Proposals for new hotels outside of the City Centre will be supported where they support visitor-oriented development and where the Council is confident that they will be deliverable.



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8.37 Manchester has a growing tourism industry, and many of the attractions are based in or around the City Centre. It has also developed an international reputation as a conference location, and this is considered an important area to build on in the future.

8.38 The availability of hotel rooms is important to support conference events, as well as other visitor-oriented activities. It is also vital that the quality of hotel provision enhances the reputation of the City to visitors. The Council will use the planning process as an opportunity to improve the quality of hotel developments.

8.39 Growth in a constrained area like the City Centre is only possible when land is managed effectively. Planning permissions which are unlikely to be implemented can distort land value and hinder development. Therefore, the Council believes that it is reasonable to expect developers to demonstrate the deliverability of their scheme from the outset, including details such as the operator.

Delivery Strategy

Policy	Project/Programme	Responsible Agency	Source of Funding	Timescale
CC4	Planning Development Management	Developers Other private sector MCC	Developers Other private sector	2010- 2027

Policy CC 5

Transport

The Transport Strategy for Manchester City Centre will be delivered to ensure that transport is managed in a way which supports the projected growth of the City Centre.

Developers should work with public transport providers to ensure that all users are able to access development by sustainable means, especially taking account of times when developments are likely to be busiest.



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Proposals will be supported that improve pedestrian safety, improve air quality and increase the scope for accessible public realm improvements, for example improvements to:

- remove buses and private cars from St Peter's Square
- create a new pedestrian priority zone initially the area bounded by Deansgate, Peter Street / Oxford Street, Portland Street, Piccadilly North, Manchester Arndale, Corporation Street and Exchange Square
- close Victoria Street in the Medieval Quarter to traffic and create a new public realm around the Cathedral and Chethams.

The Council will seek to ensure that development includes adequate parking provision for cars and bicycles. This should be based on the parking standards described in Appendix B.

8.40 The key role of the Transport Strategy for Manchester City Centre is to maintain access to the City Centre by all modes and to strengthen public transport capacity and quality, together with improving conditions for cyclists and pedestrians. This additional capacity will allow an increasing number of people to switch to more sustainable modes of transport. As part of the strategy, road traffic that does not need to travel through the City Centre will be redirected via more efficient, better signed strategic main roads within the M60. This, in turn, will help ease the pressure on the Inner Ring Road and allow it to play a more effective role as a City Centre access and distributor route.

8.41 The Council will also work to ensure that cycling and walking are attractive options, considering conditions on the roads, paths and cycleways and the potential need for facilities within the City Centre. Alongside this, enhanced gateways and improved pedestrians facilities within developments and the creation of pedestrian priority routes through the retail core area will further enable movement into and across the City Centre.

8.42 The effectiveness of the transport network into and around the City Centre is important so that the opportunities created in the Centre can be accessed by people living elsewhere in the City Region. It is particularly important that job opportunities are available to people in the City's most deprived neighbourhoods, and so public transport, cycling and walking links to the Inner Areas need to be strengthened.

8.43 Within the City Centre it will be important that people can move easily from one area to another. As the scale of the proposed growth leads to the dispersal of the main City Centre activities across a wider area the quality of links between parts of the centre will determine the degree to which spatial proximity fosters benefits for productivity.

8.44 The Council aims to promote cycling within and to the City Centre, and will therefore promote the provision of cycle parking, in excess of the advised standards if possible. Developers should also consider whether additional facilities are needed for cyclists, including showers and



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changing/storage areas. Whilst the level of car parking should reflect the accessibility of the location, the Council will need to be confident that the development will not result in disamenity for other people. If a developer seeks to provide a level of parking which differs from the advised standards, they must justify this approach in relation to demand management measures included in the proposal.

Delivery Strategy

Policy	Project/Programme	Responsible Agency	Source of Funding	Timescale
CC5	Planning Development Management GM Local Transport Plan	Developers MCC TFGMC	Developers Other private sector Public sector	2010- 2027

City Centre Development Principles

Policy CC 6

City Centre High Density Development

City Centre development will generally be high-density. It is a location where land should be used to maximise its efficiency. The appropriate scale, massing and height of development in the City Centre will significantly exceed what is appropriate elsewhere in the City.

Development will need to have regard to the Council’s approach to tall buildings (policy EN2), but any proposals which do not reflect the importance of maximising the development opportunities in the City Centre will only be supported where this accords with wider Core Strategy objectives.

8.45 High-density development will continue to be supported throughout the City Centre. This is a means of securing the locational benefits for a maximum amount of activity. In terms of the economy the benefits will come from agglomeration leading to increased productivity, as identified in the MIER report. In terms of social issues the benefits come from ensuring that the services and facilities are accessible to the widest number of people possible. It also means that the



development pressure on other parts of the city can be reduced, contributing to delivering neighbourhoods which are of a more appropriate scale. In terms of the environment, it is vital that the City Centre is a focus for activity as this presents the greatest opportunities to reduce car use due to the availability of public transport alternatives. City Centre land is also a limited resource, and it is essential that development is managed to make the most efficient use of it possible. High density development will not always be appropriate and development which contributes to the objectives of the Core Strategy and regeneration priorities of the Council can help deliver considerable benefits. The development of a high quality public realm has played a key role in the regeneration in of the City Centre. It is recognised that new development will not in every circumstance be able to provide new open spaces. It will however be expected to provide or contribute towards green infrastructure within the City Centre, providing a high quality environment for City Centre residents, visitors and workers while also providing climate change adaptation measures.

Policy CC 7

Mixed Use Development

The City Centre presents the most viable opportunities for mixed-use development, and in general these will be promoted as a means of using land as efficiently as possible. A range of uses should be considered for all sites, subject to the following considerations:

- Other than in locations specifically mentioned in policy CC3, residential development will be supported as part of schemes which include employment. The Council must be satisfied that proposals will contribute to the economic regeneration of the City and that the residential element of the scheme is of a scale which will ensure that the economic uses on the site, including retail and hotels, will be maximised. A clear justification will be required for proposals without employment opportunities.
- Active ground floor uses (shops, food and drink and leisure) will be appropriate in locations which have an established public function, or as part of a development which will create such an environment.

8.46 Mixed use developments will be an essential part of City Centre development, as they reflect the variety of uses which co-exist in this environment. They are an important means of promoting the efficient use of land.

8.47 Active ground floor uses are particularly important, as they help to animate the City Centre, emphasise the sense of place and improve security. Developers will be expected to demonstrate that they have made all reasonable efforts to ensure that proposed active uses



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will be delivered and occupied, and in particular there is an expectation that the approach to leasing and management will be flexible to accommodate a range of users, including those from the independent sector.

Policy CC 8

Change and Renewal

The City Council has identified the types of development and approach to development which is considered most likely to deliver the vision for the City Centre and development which reflects elements of this will generally be supported. The approach to development, and redevelopment, in the City Centre will welcome large-scale schemes. Developments which make significant contributions to the City Centre's role in terms of employment and retail growth or which improve the accessibility and legibility of the Centre will be supported, subject to the proposal's impact on key aspects of the City's heritage and character. The Council will also provide appropriate support, including site assembly, for schemes which are likely to contribute to the promotion or improvement of the social, economic or environmental well-being of Manchester.

Within areas identified for large-scale redevelopment proposals will be expected to be prepared within an approved development framework. New development should fully exploit opportunities to contribute to the improvement of the City Centre in terms of character and function, taking account of other policies in the Core Strategy.

8.48 The City Centre has an established character, and there are aspects of the existing built environment which crystallise the City's character and will need to be preserved. However, the success of recent regeneration in areas such as the retail core and Spinningfields has demonstrated that new development can have an extremely positive impact on the City in terms of both function and form. The scale of development envisaged for the City Centre requires large sites which can accommodate flexible formats. It cannot be accommodated through development which merely fills available gaps or occurs around the edges. Change, which will often be dramatic, is essential to realise the potential of the City Centre location.

8.49 Although high quality design will be needed in order that large scale development is acceptable against local planning policies, there are additional challenges which can complicate the delivery of such schemes. In particular, the multiple ownerships which have developed over time in potential key City Centre sites can make it difficult to achieve co-ordinated development. In such cases, the Council will use its powers to support land assembly to deliver development which promotes or improves the social, economic and/or environmental well being of the City.



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8.50 In delivering large City Centre schemes, a partnership approach will be promoted by the Council. Developers should foster a strong relationship with development partners, including the Council, from the outset to ensure that proposals will meet the City's regeneration priorities. Successful planning and regeneration occurs when attempts are made to reconcile myriad stakeholders' objectives. The balance of economic, social and environmental issues is at the heart of sustainable development, and therefore the development process should be founded on a wide range of public and private partners. This is patently the case in the City Centre, where the circumstances mean that few developments are straightforward in terms of land ownership, end users and other stakeholders.

8.51 Partnership with wider regeneration interests is also a means of aligning development proposals with wider regeneration objectives. Flexibility is necessary in identifying the most productive approach to regeneration, and for this reason partnership will be essential alongside a broad policy context. This approach reflects the principles in the Greater Manchester Strategy.

Policy CC 9

Design and Heritage

Design of new buildings will need to be of the highest standard in terms of appearance and function. The standards and guidance explained in other LDF policies should be the basis for the approach to design, with particular attention to be given to the City Centre context and character.

Development in Manchester City Centre should preserve or enhance the heritage assets that have been identified, including listed buildings, conservation areas and scheduled ancient monuments.

The Council will support high density and mixed use development in the City Centre, but developers must recognise the specific design challenges that must be overcome to ensure complementarity of function and form. New development must support the range of uses the Council expects in the City Centre and contribute to a coherent and integrated physical environment.

8.52 Although the City Centre needs to be able to change in order to accommodate growth and the changing requirements of development, it is important that the character of the City Centre is recognised as a key determinant of decisions to invest in the area.

8.53 The City Centre has 14 Conservation Areas and numerous Listed Buildings. These are essential ingredients to the City's sense of place, providing aesthetic quality and strong references to the City's past, which will always be a central part of Manchester's character. Development which fails to respond to the opportunities that this context affords should not be supported.



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Recent development, including Urbis and the Civil Justice Centre, has demonstrated how modern architecture of the highest standard can succeed alongside the established built fabric of the City Centre.

8.54 The scale and density of development anticipated in the City Centre will require that different uses co-exist in close proximity and new development sits alongside some of the City’s best built heritage. The Council’s support for extensive City Centre development does not accept that this requires any compromise in terms of environmental quality. New developments will therefore be required to be able to demonstrate that they will support adjacent uses and enhance the appearance and use of the City Centre. Development should have regard to policy EN1.

Policy CC 10

A Place for Everyone

The City Centre will develop as a location which appeals to a wide range of residents and visitors. Development which promotes this objective will be supported, particularly through:

- Uses which increase the diversity of activity in the City Centre, with an emphasis on family-oriented activity; and,
- High standards of accessibility to buildings and across spaces in the City Centre.

8.55 A key aim of the City Centre Strategic Plan is to promote a more diverse City Centre which appeals to all people. Delivery of this aim will in part come through management initiatives, but it is also important that development supports the objective where possible, too. The City Centre has a strong reputation for its evening economy. This reflects its cultural heritage of musical and theatre venues together with a wide range of restaurants and bars. The Council will aim to extend the attractiveness of the City Centre to all groups of people. This will be done by promoting uses and public areas which appeal to a wide range of people, and which will promote the City Centre as a destination, for work and leisure, throughout the day. Manchester City Council aims to be the most accessible city in Europe, so it is imperative that the City Centre epitomises this aim in its public realm and buildings.

8.56 Creating a place for everyone is an important objective if Manchester's potential as a visitor attraction is to be realised, increasing its appeal to visitors from within the City and beyond. In particular, there will be an emphasis on creating a family-friendly environment. This is also a key ingredient in attracting and retaining a wider range of City Centre residents, so that City Centre living can be a choice which suits people irrespective of age or lifestyle, or changes in either.

Delivery Strategy

City Centre Development Principles

Core Strategy Policy	Project/Programme	Responsible Agencies	Source of Funding	Timescale
CC6-10	Planning Development Management	MCC	MCC	2010-2027
	City Centre Strategic Plan Area frameworks and masterplans	MCC Other public sector Developers Other private sector	MCC Other public sector Developers Other private sector	2010-2027

Policy	Indicator	Target
CC1 - CC10	Total employment land by type developed in the City Centre and Fringe	58ha in total by 2027 <ul style="list-style-type: none"> 4ha per annum
	Total amount of comparison retail development	70,000 m ² in total by 2027 <ul style="list-style-type: none"> At least 4,000 m² per annum
	Number of net units provided since 2009 in the City Centre	At least 16,500 units by 2027 <ul style="list-style-type: none"> 170 p/a 2011-2016 1,310 p/a 2016-2021 1,480 p/a 2021-2027
	Percentage of journeys made to the City Centre other than by private car	67.5% by 2011 (this is a Council target that will be kept under review)
	Density of development in the City Centre (units/ha and m ² /ha)	At least 100 units/ha At least 10,000 m ² /ha



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Number of major planning permissions approved in City Centre	10 per annum
Review of conservation areas in City Centre	All reviewed by 2016 (5-year programme starting in 2011)
City Centre footfall	Increase year on year

Economic Development Outside the City Centre

8.57 Whilst the City Centre is the focus for the City's commercial activity, there are important locations for economic development beyond, including the remainder of the Regional Centre and the area around Manchester Airport. Policies EC4-12 detail the strategy for economic development in these areas. This approach is based on the City's Strategic Regeneration Areas, but also includes the Strategic Locations which represent specific opportunities. The policies relating to Strategic Locations will provide the basis for more detailed proposals within a subsequent Development Plan Document, and will also provide a basis on which to consider planning applications submitted before the adoption of that document.

Policy EC 4

North Manchester

North Manchester is expected to provide approximately 14ha of employment land.

The key development opportunity in the area is:

1. City Centre Fringe suitable for office (B1a) led mixed use development:
 - Strangeways
 - Collyhurst

2. Significant existing employment and economic development is found in:
 - Strangeways Employment Area north of the City Centre fringe, suitable for retention and growth of general industry, warehousing and distribution
 - Collyhurst, north of City Centre Fringe, an area with a number of major employers
 - Cheetham offering cultural facilities, such as museums



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- Manchester Fort Retail Park
- North Manchester Business Park

3. The district centres of Harpurhey and Cheetham offer opportunities for mixed use proposals for small businesses providing local employment opportunities.

The Council will promote development which has had regard to:

- The key transport infrastructure such as the arterial roads Bury New Road, Cheetham Hill, Rochdale Road and other public transport networks such as bus routes;
- Metrolink and proposed extension and new stops;
- Connecting major employment opportunities to residential neighbourhoods within North Manchester and Lower Broughton and Salford;
- The importance of waterways and particularly the Irwell River in creating a sense of place and attracting investment.

8.58 North Manchester's role is predominantly as a residential area providing employees for employment mainly in Strangeways Employment Area, the City Centre, Central Park, Sportcity, Salford Quays and Trafford Park. Access to work is a key aspect of creating neighbourhoods of choice in North Manchester and planned improvements in public transport such as the Cross City Bus Package, extension to Metrolink and improvements to the open space network along the Irk Valley encouraging walking and cycling will be key to ensuring accessibility to employment opportunities.

8.59 Some parts of North Manchester suffer high levels of deprivation, with low educational attainment which can be a barrier to accessing employment. Other areas contain high concentrations of economically active people. There are a number of important education establishments within North Manchester including MANCAT Sixth Form College. In addition a number of academy schools which are key to improving the skills of the residents, particularly young people, are due to open during the plan period.

8.60 The most significant employment location in North Manchester is Strangeways Employment Area, a mixed employment area but historically an industrial/warehouse area. It is situated on the edge of Manchester City Centre, immediately north of Victoria Station. This is an area where flexible employment space alongside support services can support entrepreneurship. The Strangeways and Collyhurst City Centre fringe areas are well placed to offer opportunities for regionally significant office development. Further north of this area existing employment space will be retained within B2/B8 uses but with an aim that the area develops as a location for indigenous IT and digital industries. Demand for employment space in the north is expected to be driven by manufacturing and engineering, environmental technologies, healthcare and biotechnologies.

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8.61 In addition the district centres of Cheetham and Harpurhey offer opportunities for small scale mixed use local employment opportunities.

Delivery Strategy

Policy	Project/Programme	Responsible Agency	Source of Funding	Timescale
EC 4 Deliver 14ha of Employment Land	Planning Development Management North Manchester Regeneration Framework	MCC Developers Other private sector	Developers Other private sector	2010-2027

Policy	Indicator	Target
EC 4	Total employment land developed in North Manchester	14ha in total by 2027 <ul style="list-style-type: none"> 1ha per annum
	Employment rate in North Manchester	To narrow the gap between North Manchester and the City average

Policy EC 5

East Manchester

East Manchester is expected to provide approximately 80-85ha of employment land. The majority of this provision will be within the Regional Centre, specifically:

- Central Park (see policy EC6), B1, B2 ;
- Eastlands (see policy EC7), a major leisure visitor destination with ancillary retail and offices.
- City Centre Fringe (see policy CC1) along Great Ancoats Street, providing an extension to City Centre employment opportunities;

Development will also be supported in existing employment and economic development areas, including Alan Turing Way, along key radial routes and Ardwick Goods Yards.



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The district centres of Newton Heath, Eastlands, Gorton and Openshaw offer opportunities for small scale mixed use local employment opportunities. Larger scale proposals will be considered if good transport links exist to the City Centre/Regional Centre.

The Council will promote development which:

- ensures major employment opportunities are connected via non-car modes to residential neighbourhoods within East Manchester and North Manchester, these include the City Centre, Central Park, Eastlands and railway stations in the City Centre;
- takes advantage of key transport infrastructure such as the arterial roads (Oldham Road, Ashton New Road, Ashton Old Road and Hyde Road) and public transport networks, such as bus routes and the proposed extension to Metrolink including two new lines and and new stops;
- creates links to the Rochdale and Ashton Canals and links to the open space network including the Rochdale and Ashton Canals and the Medlock Valley, providing opportunities for walking and cycling to economic development opportunities;
- has regard to listed buildings and conservation areas including Ancoats and the industrial heritage of the area.

8.62 East Manchester remains a major economic driver and centre of employment for the City and the conurbation. East Manchester has a number of key advantages as a business location, including proximity to the City Centre, a relatively low cost base, availability of large flexible sites, access to the M60 motorway and the extension of the Metrolink system. This coupled with major development areas such as Central Park and Eastlands makes it an important employment location. East Manchester has been the focus for intense regeneration activity and strategies since 2000 and the continuing challenge is seen as guiding further investment into the area.

8.63 Challenges in the area remain a lower than average rate of small businesses, higher than average levels of unemployment and worklessness. Multi agency working continues to support residents into work and training. East Manchester employment has an over representation of low level occupations and there is a risk this could create a mismatch between the skills of residents and the gradual change in the occupational and sectoral make-up of the economy in East Manchester. As traditional sectors decline and growth sectors replace them a greater reliance is placed on occupational knowledge and skills and this needs to be accompanied by up-skilling of local residents to ensure they can access these jobs. This will be assisted by improved education provision in the area, including the East Manchester Academy and Wright Robinson Sports and Art College, which will be critical to retaining and attracting new families and improving the skills of young people who can often have low aspirations.

8.64 As well as the strategic employment locations of Central Park and Eastlands, employment activity is focused along two arcs of employment: Great Ancoats Street and Alan Turing Way. Central Park and Eastlands Strategic Employment Locations and Manchester College all front



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onto Alan Turing Way. It reinforces linkages between these areas. Development along the Alan Turing Way will be expected to be of a high quality in terms of design to create a business destination. A second arc of employment will be supported along Great Ancoats Street, the City Centre Fringe, where East Manchester meets the City Centre. This area will support a mix of employment uses and integrate East Manchester neighbourhoods with the City Centre. Demand for employment space in the east is expected to be driven by manufacturing and engineering including food and drink, environmental technologies, professional and business services and creative and media businesses.

8.65 An under representation of micro and small businesses in East Manchester can be reversed through the provision of incubator and workspace for start up and small businesses. Central Park is providing high quality flexible space, terms and conditions to help address this issue through One Central Park and the Sharp Project. In addition, this type of space is provided in Ancoats and there are opportunities to expand this offer.

8.66 The wide scale regeneration in East Manchester particularly at the neighbourhood level has led to the relocation of businesses which are incompatible with residential and vibrant neighbourhoods. Ardwick Goods Yard will continue to be important for relocated businesses and to assist wider regeneration objectives.

Policy EC 6

Central Park Strategic Employment Location

Central Park is a large scale employment location in East Manchester suitable for 60ha of employment uses as shown in Figure 8.4 below. A range of employment types will be encouraged across the whole of the Central Park area including B1 (b) and (c), B2, B8 and sui generis employment uses, with ancillary commercial services supporting the creation of a sustainable employment destination. The key sectors will be within creative and media and manufacturing. B1 (a) offices will also be acceptable on the part of the site located to the north of Oldham Road alongside other employment uses. Development in this area should contribute to the creation of an attractive environment for offices.

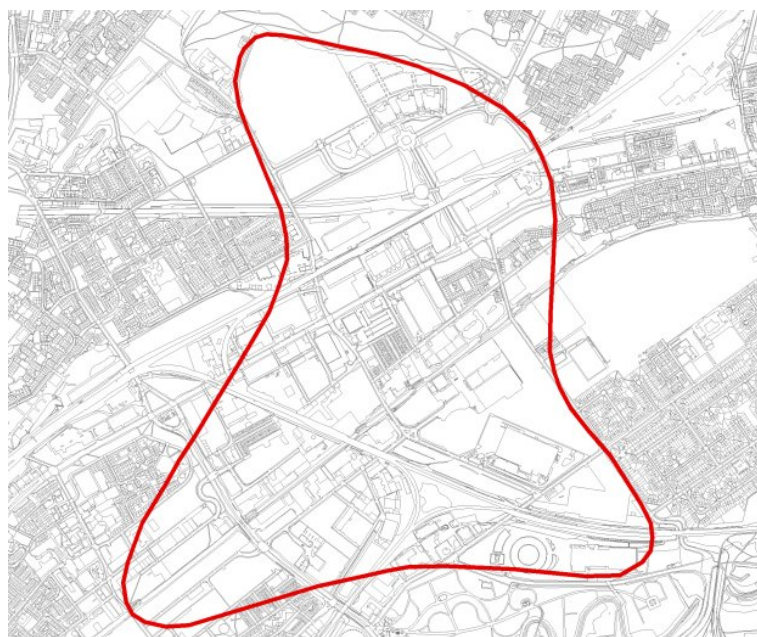
It offers the potential for a range of accommodation types from low density to high density floor-plates and small to large scale business accommodation. It can accommodate training and incubator facilities, spin-off businesses associated with the higher education sector and offers opportunities in digital and creative media businesses.

Proposals will be expected to show how development will:

- ensure the site is accessible to the East/North Manchester communities by a choice of sustainable and public transport provision;

- consider wider design and layout objectives, taking advantage of important frontages such as Alan Turing Way and Oldham Road;
- take advantage of the existing infrastructure on site and proposed improvements such as Metrolink and digital infrastructure;
- incorporate the Rochdale Canal in creating a sense of place;
- contribute to decentralised low and zero carbon energy infrastructure in the Regional Centre as set out in the energy policies in the Core Strategy.

Figure 8.4 Central Park Strategic Employment Location



8.67 Central Park is a business park offering accommodation and premises for offices, research and development, light industrial, industrial and warehousing. It offers the potential for a range of accommodation suited to existing sectors and growth sectors within the knowledge based industries. In the early years the focus was in the North, with infrastructure investment, planning permissions and development. This part is a campus style development opportunity, which complements the City Centre office market whilst not competing and attracts businesses which are more cost sensitive. It will benefit directly from the extension of Metrolink and the proposed new stop. The remainder of Central Park offers some potentially larger sites in a range

of employment uses including food processing, assembly and logistics.

8.68 Central Park is located within the East Manchester regeneration area close to deprived communities and has a training facility on site to encourage businesses on Central Park and local people to develop skills in the occupations on site. It is a regional strategic site and supported by regional and national public sector funding. It is a previously developed site and considered a cornerstone to the Regeneration Strategy for East Manchester. A significant amount of remediation work and infrastructure investment has already taken place and been implemented making the site available and suitable for development including offices. It is a very accessible location with good public transport and sustainable transport links following the canal, to the City Centre and these will be further improved with the proposed Metrolink line from the City Centre to Rochdale. It is also within close proximity to Harpurhey, Eastlands and Newton Heath District Centres, further encouraging linked trips.



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8.69 Central Park could accommodate a significant amount of development and it is expected that development will continue beyond the plan period. It has been assumed that due to the accessibility of the site in terms of public transport connections to the City Centre and the opportunity for linked trips this is the most suitable out of centre location for offices.

Policy EC 7

Eastlands Strategic Employment Location

Eastlands lies within East Manchester, the heart of which is the City of Manchester Stadium, the Eastlands District Centre and the Velodrome but also includes the Openshaw West site and surrounding environs, as shown in Figure 8.5. It is in excess of 80 hectares and will accommodate 40-45 hectares of new development. This location is suitable for a major sports and leisure visitor destination with complementary commercial, retail and hotels. Proposals will be expected to show how development of the area will:

- Support the continued social, economic and physical regeneration of East Manchester;
- Place design at the heart of any scheme delivering a flagship design;
- Consider wider design and layout objectives, taking advantage of important frontages such as Alan Turing Way and Ashton New Road;
- Set out the scale of land uses proposed as part of the comprehensive development of the proposal;
- Ensure the site is accessible to the East/North Manchester communities by a choice of sustainable and public transport provision;
- Take advantage of the existing infrastructure on site and proposed improvements such as Metrolink and digital infrastructure;
- Ensure opportunities to employ residents from the local community are established with key partners;
- Use waterways and canals such as the Ashton Canal to create a sense of place and attracting investment, in line with Policy EN1; and
- Have regard to flood risk through the Manchester- Salford - Trafford SFRA.

The vision is to broaden the activities in the area to ensure development opportunities secure the wider regeneration of the surrounding area and deliver maximum benefits for the community. Although it is anticipated further sites will come forward over the plan period, currently there are two sites which are identified as a focus for development:

- Land around the City of Manchester Stadium, including the "Collar Site" to the east and further land to the north and west. The "Collar Site" provides an opportunity for a leisure, recreation and entertainment visitor attraction of national significance. A landmark design will be key to delivering such a prestigious development which, together with the existing developments within Eastlands, will not only provide a sense of place



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but will also ensure integration with the surrounding community. Developments that are predominantly tourism / leisure based, including hotels and food and drink will be appropriate together with ancillary retail required to support the principal uses. On development sites to the north and west of the stadium, development of complementary commercial uses will be supported, particularly to accommodate economic activities associated with the growth of Manchester City Football Club.

- Openshaw West site is suitable for the development of a large facility incorporating football and community uses, linked to the operation of Manchester City Football Club. It could also include some ancillary commercial activity, the location of which should create links with the surrounding Eastlands location.

Developments which support the overall vision for this major regeneration initiative on sites within the general environs of Eastlands will be appropriate, provided they do not prejudice other policies within the plan.

Proposals will be expected to show how they contribute to decentralised low and zero carbon energy infrastructure in the regional centre as set out in the Energy policies.

8.70 Eastlands is located within the heart of East Manchester regeneration area. It is the focus for large scale landmark structures of high quality design exemplified by the City of Manchester Stadium. It has undergone significant remediation and infrastructure investment over the last 15 years, making it a well connected, economic development location, with good public transport infrastructure and a nationally recognised location.

8.71 Eastlands has created a focus for all the communities in East Manchester. It evolved from a derelict 60ha site to a location recognised for sports facilities of national importance, a new district centre and a location for residential, commercial and leisure uses. Social and economic benefits have been considered at each stage of its development to ensure local people have access to the jobs available. Benefits for the community have been delivered as integral to the development of the area with schools accessing sports facilities.

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Figure 8.5 Eastlands Strategic Employment Location



8.72 The scale of the regeneration of this area will be continued with the creation of a visitor destination of national significance alongside the commercial potential created by the planned growth of Manchester City Football Club. It will utilise the development potential of the Collar Site adjacent to the City of Manchester Stadium and the Openshaw West site. It will place design at the heart of any proposal replicating the approach since the 1990s. The scale of this proposal will require a partnership approach between the private sector and public bodies to bring forward this scheme in a co-ordinated, fast and efficient way to continue the momentum of regeneration and act as a catalyst for further economic growth.

8.73 The area is very accessible via public transport and sustainable transport modes from the neighbouring communities but also to the City Centre and this will be further improved with the proposed Metrolink line through Eastlands. The site is adjacent to the Eastlands District Centre and will encourage link trips to this and the City Centre.



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Delivery Strategy

Policy	Project/Programme	Responsible Agency	Source of Funding	Timescale
EC 5 East Manchester	Delivery of 80 - 85ha of employment land Planning Development Management East Manchester Strategic Regeneration Framework	MCC, TFGMC, Developers Other private Sector	MCC, TFGMC, Developers Other private Sector	2010-2027
EC 6 Central Park	Delivery of 60ha of employment Land Development Management, A subsequent Development Plan Document	MCC, TFGMC, Developers Other private Sector	MCC, TFGMC, Developers Other private Sector	2010-2027
EC 7 Eastlands	Delivery of 5 -10ha of B1a employment land, 6ha leisure, entertainment, 30ha of sports facilities. Planning Framework, Development Management.	MCC, TFGMC, Developers Other private Sector	MCC, TFGMC, Developers Other private Sector	2010-2027

Policy	Indicator	Target
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EC 5 - EC 7	Total employment land developed in East Manchester	80 - 85ha by 2027 >5ha per annum
	Employment rate in East Manchester	Moving towards City average
	Total employment land developed in Central Park	60ha by 2027 4ha per annum
	Total development land at Eastlands	45ha by 2027 >2-3ha per annum

Policy EC 8

Central Manchester

Central Manchester is expected to provide approximately 14ha of employment land. The majority of this provision will be provided within:

1. The Corridor (Manchester) within the Central Manchester Regeneration Area is suitable for office, research and development, light industrial, general industrial, education and health. This area overlaps with the City Centre boundary and should be in line with CC1 and C1.
2. Existing employment and economic development areas:
 - Princess Parkway suitable for office development adjacent to the City Centre;
 - Along Stockport Road and Hyde Road suitable for employment as part of a mix of uses;
3. District centres of Hulme, Rusholme and Longsight all located on major radial routes through Central Manchester. These will be suitable for mixed use development providing local employment.

The Council will promote development which has had regard to:

- Ensuring employment within Central Manchester complements those uses within the City Centre;
- Design opportunities offered by the key transport infrastructure such as the arterial roads Princess Parkway, Oxford Road, Stockport Road and Hyde Road;



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- Improving public transport, walking and cycling connectivity between residential neighbourhoods and employment locations, particularly orbital connectivity to employment locations in East Manchester and Trafford Park;
- Creating a positive sense of place at the interface of the health and education institutions along Oxford Road and the residential areas, using design and public realm.

8.74 The most successful agglomeration economies include top flight universities. In Central Manchester the University of Manchester complex has expanded within The Corridor (Manchester) and Manchester Metropolitan University will be developing a new Campus at Birley Fields and spin off research and development industries are expected to locate at the Techno Park and Manchester Science Park. These small and medium sized businesses will complement and provide business development to some of the largest employers in The Corridor, namely, Central Manchester NHS Trust, the universities and City Centre businesses. The Oxford Road Corridor (The Corridor: Manchester) is considered to have significant potential to attract inward investment over the short to medium term. Demand for employment space in Central Manchester is expected to be driven by healthcare and biotechnologies and creative industries and media. The vision for this area is that a step change in economic activity will occur in the period to 2020 thereby encouraging growth within Manchester and the North West region.

8.75 This area includes the southern part of the City Centre, Regional Centre and residential neighbourhoods outside of this area. It is a complex mix of employment opportunities driving the regional economy such as the universities and hospitals, and neighbourhoods where residents experience problems accessing employment due to low levels of skills and qualifications. The challenge in Central Manchester is to connect residents, particularly young people, who are missing out on employment opportunities due to low levels of skills and qualifications, with the jobs emerging in the growth sectors present in the Regional Centre. Other employment opportunities outside Central Manchester are located in relatively close proximity including Eastlands, Central Park, Trafford Park and Salford Quays and access to these could be improved via better east/west orbital transport connections between residential neighbourhoods and employment locations.

Delivery Strategy

Policy	Project/Programme	Responsible Agency	Source of Funding	Timescale
EC 8 Central Manchester	Planning Development Management	MCC, Developers	MCC, Developers	2010-2027



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Policy	Project/Programme	Responsible Agency	Source of Funding	Timescale
Delivery of 14ha of employment land	Central Manchester Strategic Regeneration Framework	Private Sector	Private Sector	

Policy	Indicator	Target
EC8	Total employment land developed in Central Manchester	14ha by 2027 1ha per annum
	Employment rate in Central Manchester	Moving towards City average

Policy EC 9

South Manchester

South Manchester is not expected to make a significant contribution to employment provision within the City. New development is expected to mainly comprise office development, although proposals for high technology industry and research will also be supported. Employment and economic development provision will be within:

1. Existing employment locations, such as
 - Business Parks, such as, Towers, Didsbury Point, Christie Fields and Parkway;
 - Christies Hospital;
 - Along Princess Parkway;
2. District Centres of Chorlton, Didsbury, Fallowfield, Levenshulme and Withington. These will be suitable for mixed use development providing local needs and services.

Development proposals and planning applications should have regard to:

- Ensuring efficient use of existing employment space;
- Improving public transport, walking and cycling connectivity between residential neighbourhoods and employment locations such as the City Centre, district centres, Trafford Park and Manchester Airport, particularly orbital connectivity.



Objective 2 Economy and City Centre 8

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8.76 The South Manchester area is popular with families and skilled workers and provides a significant workforce for the City. It is considered the only area in the City (apart from the City Centre) that currently offers the opportunity to attract and retain a significant number of higher income groups. Their presence is critical to sustaining the City's economic growth. However high levels of deprivation are still found in Chorlton Park, Old Moat, Burnage and Fallowfield.

8.77 This area is not a focus of new employment growth in the City during the Plan period, largely due to the limited space for development within South Manchester. Employment provision is focused along Princess Parkway and the existing business parks of Towers, Didsbury Point and Parkway. Other key employment locations include Christies Hospital and Christie Fields. Demand for future employment is expected to be driven by manufacturing and engineering, creative and media industries and environmental technologies. The area is expected to be a focus for entrepreneurs, micro-enterprises and other small businesses. This may include encouraging provision of improved digital connectivity which will support home-working and SMEs.

8.78 Most residents travel to work outside South Manchester to the major employment centres such as the City Centre and Manchester Airport. Accessibility to employment along radial routes is considered to be generally good. However, east/west links do not match the radial routes particularly for those using public transport. The aim will be to strengthen connectivity within the area to key employment locations and this will be further improved through the provision of a new Metrolink line connecting the City Centre to the Airport via South Manchester. The area is also traversed by a heavy rail line and bus corridors and mixed use development including employment provision will be encouraged around these interchanges and stops.

Delivery Strategy

Policy	Project/Programme	Responsible Agency	Source of Funding	Timescale
EC 9 South Manchester	Planning Development Management South Manchester Strategic Regeneration Framework	MCC, Developers Private Sector	MCC, Developers Private Sector	2010-2027

Policy	Indicator	Target
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EC9	Percentage employment development in existing employment locations and District Centres in South Manchester	At least 90% of employment development within areas identified in policy
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Policy EC 10

Wythenshawe

Wythenshawe is expected to provide 55ha of employment land within B1a offices, B1b/c research and development and light industry and B8 logistics and distribution. The majority of economic development will be focused on:

1. Manchester Airport and specifically Manchester Airport Strategic Site and Airport City Strategic Employment Location are suitable for aviation related development and a mix of economic development uses including offices, high technology industries, logistics, warehousing and airport hotels.
2. University Hospital South Manchester suitable for growth related to the healthcare and biosciences and ancillary offices.
3. Existing employment sites along:
 - West Wythenshawe Development Corridor - Oaks Business Park (B1) and Roundthorn Industrial Estate (B8);
 - East Wythenshawe Development Corridor - Sharston Industrial Estate (B8), Atlas and Concord Business Parks (B1) and Ringway Trading Estate (B8).
4. The district centres of Wythenshawe, Northenden and the proposed centre at Baguley will all be suitable for mixed use local employment provision serving their catchment area.

Development and infrastructure provision will be supported which strengthens transport connections between Roundthorn Industrial Estate, University Hospital South Manchester, Airport City and Manchester Airport. The Council will seek to maximise the opportunities to enhance this spatial cluster of key employment uses.

The existing employment role of Roundthorn Industrial Estate and Sharston will be supported, including the existing industrial and manufacturing uses.

Proposals which improve the connectivity of Roundthorn Industrial Estate to the Airport and Motorway network will be encouraged.

Development proposals and planning applications should have regard to:



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- Ensuring employment opportunities are made accessible to local communities, particularly those at Manchester Airport;
- Locations with good access to the national motorway network M56 and M60 and their suitability for logistics;
- Proposed extension to Metrolink and new stops plus improved bus routes;
- Delivery of low and zero carbon decentralised energy schemes and energy projects within Strategic Employment Locations.

8.79 Wythenshawe has a significant amount of employment located within the East and West Wythenshawe Development Corridors (a series of employment sites and opportunities), the largest employers are Manchester Airport and University Hospital South Manchester (Wythenshawe Hospital). A key objective of the area is to fully realise the economic and other benefits of proximity to the Airport for the Wythenshawe residents. There are a number of business and industrial parks including Roundthorn Industrial Estate and Sharston Industrial Estate. Wythenshawe District Centre also has a number of office buildings.

8.80 Despite the employment opportunities available the area is still one of the most deprived in England with pockets showing high levels of economic inactivity. Increasingly schools are being used as community hubs to help improve access to employment opportunities enhancing wealth and quality of life. Access to a range of employment opportunities is also important. Access to employment can also be improved by addressing transport connectivity between employment sites, particularly those of strategic employment importance, and residential areas. This includes the City Centre, Trafford Park and Stockport employment areas as well as more local employment such as Manchester Airport and UHSM. This will be assisted by the proposed extension to Metrolink and proposals to improve bus routes, plus plans to upgrade the Ringway Road. Alongside physical transport infrastructure other barriers to employment include transport access outside conventional working hours and childcare. Many jobs at Manchester Airport and UHSM operate outside of normal working hours and there is a need to increase out of hours links. A specific access issue affecting Roundthorn Industrial Estate and UHSM is sharing the same road for HGV's and hospital emergency vehicles, improving access to these areas will need to be explored as part of any proposal relating to these locations.

8.81 In addition to the existing employment opportunities in the area, three areas offer considerable potential for employment growth, namely, Manchester Airport, Airport City and UHSM. The opportunities created by the Airport, both as an employer and a catalyst for further employment, are unique to this part of Manchester and are considered in detail through policies EC11 and MA1. Airport City (EC11) in particular is a key opportunity in Wythenshawe, with potential to bring international inward investment to the City. It is also expected to increase the attractiveness of existing industrial locations nearby and act as a catalyst for the development of businesses linked to the Airport. UHSM is expected to develop further as a health facility and presents an opportunity for growth in research and development particularly related to the bio-sciences. Demand for future employment is expected to be driven by: logistics and



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distribution; environmental technologies; and healthcare and biotechnology. A challenge in the area is educational attainment and skills of young people and this is being addressed through the building schools for the future investment and the building of two new academies, one linked to healthcare providers and the other to Manchester Airport with a focus on developing vocational skills.

8.82 Existing employment provision in Roundthorn and Sharston Industrial Estates is, in places, not considered entirely suitable for modern users. Across the Wythenshawe employment areas there is a need to provide a portfolio of sites and premises to meet the needs of inward investors and indigenous businesses. As well as this, the area has a below average rate of self employment. It is important to improve the SME base as it provides significant employment for local people. This can be improved by encouraging development of micro and small businesses and identifying sites and premises for micro and small businesses in district centres and neighbourhood centres. Also improved digital infrastructure can assist businesses secure new customers.

Delivery Strategy

Policy	Project/Programme	Responsible Agency	Source of Funding	Timescale
EC 10 Wythenshawe Delivery of 55ha of employment land	Planning Development Management Wythenshawe Strategic Regeneration Framework	MCC, Developers Private Sector	MCC, Developers Private Sector	2010-2027

Policy	Indicator	
EC10	Total employment land developed in Wythenshawe	55ha in total by 2027 <ul style="list-style-type: none"> >3ha per annum
	Employment rate in Wythenshawe	Moving towards City average



Policy EC 11

Airport City Strategic Employment Location

The area to the north of Manchester Airport is a significant opportunity for employment development in Manchester. The development of this location will be promoted as the core of a wider Airport City opportunity, promoting functional and spatial links with nearby parts of Wythenshawe to maximise the catalytic potential of the airport to attract investment and increase economic activity.

The area is suitable for high technology industries, logistics, offices, warehousing and ancillary commercial facilities which will support further the business destination role at Airport City.

Any development in this area should support the vision of the Core Strategy and complement the role of the Regional Centre and other centres in Greater Manchester.

Development should also:

- maximise the employment and training opportunities and other regeneration benefits for local communities; and,
- take full advantage of the existing transport hub at Manchester Airport and proposed extension of Metrolink and the South East Manchester Multi Modal Scheme (SEMMMS) road scheme, through layout and traffic management measures, such as the quantity of parking.

Any development proposal should be set within the context of a comprehensive scheme for the Strategic Location. This will have regard to access, delivery, design and layout, flood risk through the Manchester - Salford - Trafford SFRA, energy infrastructure, the scale of uses within the area and take full account of Baguley Brook and any wildlife in this corridor, in accordance with relevant Development Plan policies.

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Figure 8.6 Airport City Strategic Employment Site



8.83 The Airport City area is able to take advantage of the economic development opportunities presented by the Airport, particularly for businesses which want quick and reliable access to the Airport. It seeks to capture economic growth which would otherwise locate to another region or country, thereby providing a significant increase in inward investment to Manchester. In the 2011 March Budget, Manchester Airport/Airport City was identified as an Enterprise Zone, benefiting from business rate discounts alongside a simplified planning framework. In this respect, the Enterprise Zone and Airport City is a unique opportunity, the development of which should support the economy of the City Region. This policy reflects the findings of the MIER, the Manchester Economy and Employment Space Study and work considering potential for inward investment across Greater Manchester. The southern part of Greater Manchester is generally more attractive to the market, whilst airports are becoming increasingly important conduits for commerce in the global economy. The unique potential of Airport City has also been recognised in the draft Greater

Manchester Spatial Framework.

8.84 Recognising this context, Airport City has broader, catalytic potential, and Wythenshawe has sites to benefit from this. These include Wythenshawe Town Centre, existing business complexes and the proposed opportunity at University Hospital South Manchester. The growth of the Airport City concept could also attract investment to these locations.

8.85 Furthermore Manchester Airport is a significant transport hub with a wide range of bus, coach and rail services and excellent transport infrastructure including a major public transport interchange. Connectivity will be further enhanced by the opening of the Metrolink extension (now under construction) and the proposed highway improvements in the vicinity (including the A6 to Manchester Airport Relief Road (SEMMMS)), helping to spread the benefits to wider communities including Wythenshawe.



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8.86 The development of this site reflects the advice within PPS4 and the government’s White Paper on local economic growth:

- This is an edge of centre location for office uses, due to its transport connections. This is an appropriate location to accommodate Manchester’s need for office development, taking account of the sequential approach with PPS4;
- It will connect economic development to deprivation. In this case, Wythenshawe is a community within which worklessness is a key issue, and from which it is challenging to access the jobs in the Regional Centre;
- It will draw on the benefits of being in close proximity to a locally available workforce (adjacent affluent areas in South Manchester and parts of Trafford, Stockport and Cheshire offer a supply of highly skilled workers);
- It will supporting an existing centre – Wythenshawe Town Centre underperforms, and the Airport City development has potential to elevate the perception of this centre to new investment.

8.87 This location currently benefits from an allocation for employment development in the Manchester UDP (policy EW8), which is partially developed as an existing business park. The Council intends to save policy EW8 until it has been replaced by a subsequent DPD.

8.88 Airport City, and in particular its wider potential, reflects the East and West Wythenshawe Economic Development Corridors identified in the Wythenshawe Strategic Regeneration Framework.

Delivery Strategy

Policy	Project/Programme	Responsible Agency	Source of Funding	Timescale
EC 11 Airport City Delivery of 30ha mixed use economic development	Planning Development Management	MCC,	Developers	2010-2017 - 17 ha
	Manchester Airport Group Developments	Manchester Airport Group Developments, transport agencies	Manchester Airport Group Developments, institutional investors	2017-2027 - 13 ha
	A subsequent DPD			

Policy	Indicator	Target
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EC 11	Total employment land developed in Airport City	30ha in total by 2027 <ul style="list-style-type: none"> • 2ha per annum
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Policy EC 12

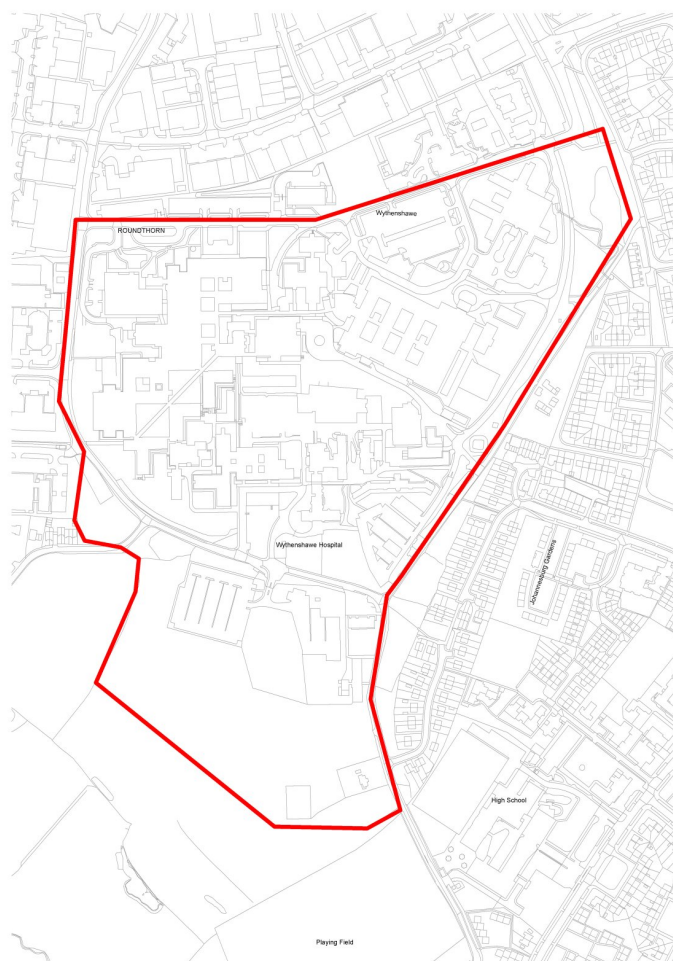
University Hospital South Manchester Strategic Employment Location

University Hospital South Manchester has plans to expand its operation, emphasising its role in key health care areas, bio-science and pharmaceuticals. Hospital expansion will include a mix of education and conference facilities, clinical trial labs, fitness/well being centre, an innovation centre, incubator units, an hotel and ancillary offices. Any development will be expected to:

- Support continued growth and development of the hospital
- Assist the continued regeneration of Wythenshawe through enabling access to the facilities and employment opportunities created
- Take advantage of the proposed extension of Metrolink and its proximity to the hospital site
- Address road access to the site and any conflict between road users.

Any development proposal would be expected to be set within the context of a comprehensive scheme for the whole site.

**Figure 8.7 University Hospital South
Manchester Strategic Employment Location**



8.89 UHSM is a world class research hospital and centre of clinical excellence, supported academically by the University of Manchester. It is fundamentally driven by three core elements: Clinical, Research and Education. An opportunity exists to build upon this well established concentration of health research, learning and clinical expertise to create a catalyst for growth within the Manchester City Region which has the ability to make a significant contribution to the UK's science and innovation agenda. UHSM will provide opportunities for complementary economic development, including uses directly ancillary to the expanded role of the hospital and research and development / manufacturing uses which can take advantage of close links with the hospital. It is also likely that this type of economic growth will create opportunities to enhance the performance of Roundthorn Industrial Estate.

8.90 The vision for UHSM is to create an internationally significant 'MediParc' which generates wealth, employment and increased productivity through activities directly linked to research-led healthcare innovation. Spatially, UHSM is in a key

growth location within the south of the Manchester City Region. The improved health facilities will be important to improve the health of the local community. Development should also ensure that employment opportunities are created which can benefit nearby residents. There is a high value to employment close to Wythenshawe because this part of Manchester is further from jobs available in the Regional Centre than other parts of the City. Although the nature of the activity associated with the health industry requires a high-skilled workforce, there will also be less-skilled opportunities which can alleviate the level of worklessness in Wythenshawe.

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Delivery Strategy

Core Strategy Policy	Project/Programme	Responsible Agencies	Source of Funding	Timescale
EC12 University Hospital South Manchester Delivery of 1.3 ha of employment land	UHSM A subsequent DPD Planning Development Management	UHSM MCC Developers Other private sector	UHSM Developers Other private sector	2012-2027

Policy	Indicator	Target
EC 12	Total employment land developed in University Hospital South Manchester	1.3ha in total by 2027

Manchester Airport

8.91 Manchester Airport is identified as making a positive contribution to the delivery of the Sustainable Community Strategy due to the continued expansion and increase in passenger numbers. Aviation is also identified as a growth sector and growth sectors are recognised in the Sustainable Community Strategy to make the greatest contribution to economic growth.

Policy MA 1

Manchester Airport Strategic Site

The growth of Manchester Airport to 2030 will be supported, and it is designated as a Strategic Site. This will involve the expansion of the developed Airport area. Areas for expansion are identified on the proposals map. The Green Belt boundary in this area has been amended so that areas needed for airport development have been excluded from the Green Belt.

Schedule of Uses 2030

Table 8.1 explains the uses which are expected across the Manchester Airport Operational Area within Manchester in 2030, just beyond the plan period.

Table 8.1

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

The Manchester Airport Strategic Site includes areas 1a, 2, 3, 4 and 5. This site will accommodate the development described in the table above, which includes the significant development required to meet operational requirements by 2030. However, within the Strategic Site, development which does not reflect the schedule of uses above but is within those listed in the reasoned justification will be acceptable, where the applicant has demonstrated:

- that it does not impede the operation of the airport and the planned growth outlined in this policy,
- that the development is a part of the phased development of the airport organisation set out in Table 8.1 above,



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- that development is needed due to the operational expansion of the Airport, and,
- that there would be no greater negative environmental effect, either alone or cumulatively, than would occur for the uses in table 8.1 (these are set out in the AXIS environmental baseline and environmental assessment reports, July 2010).

Area 1b is the southern part of the airport which includes the runway, ancillary facilities, existing and consented transport infrastructure and landscape mitigation. This land is expected to continue to operate in a similar way over the life of the plan. This land sits outside the Strategic Site, and because it is felt to contribute to some of the purposes identified in PPG2 will remain in the Green Belt.

All development proposed as part of the Airport expansion should seek to ensure that any environmental effects of development are assessed at the planning application stage to ensure any impact is acceptable. It will be necessary to mitigate or compensate any negative effects. In particular, development should:

- minimise any adverse impact on areas of international or national conservation, ecological and landscape value. In particular, development should avoid the Cotterill Clough SSSI. Where it is not possible to avoid harm, mitigation measures to compensate for any adverse impact will be necessary. Development within the expansion areas must implement the mitigation measures agreed with the Council, informed by an up to date environmental assessment,
- support the retention and preservation of heritage assets. Detailed proposals which impact upon heritage assets within or close to the site, including listed buildings, will be required to show they have met the tests within PPS5. Development which has a detrimental impact on heritage assets should be necessary to meet operational capacity requirements, taking account of the availability of preferable development options within the Airport site.
- retain or relocate the allotments.
- include surface access and car parking arrangements which encourage the use of public transport, walking and cycling, and satisfactorily manage impacts on the highway network,
- seek the maximum possible reductions in noise through compliance with the Manchester Airport Noise Action Plan and Manchester Airport Environment Plan.
- demonstrate that the number of people affected by atmospheric pollution is minimised and the extent to which any impact can be mitigated.
- improve access to training and job opportunities, particularly for people in Wythenshawe.

8.92 The Future of Air Transport White Paper 2003 considered aviation growth nationally and forecast growth at each of the airports. Manchester Airport was forecast to grow to 50 million passengers per annum by 2030 partly due to the existing runway capacity being able to cater for this figure. The forecasts for growth have been revised down to 45 million passengers per



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annum to take into account the impact of climate change policies and economic forecasts in the UK Air Passenger Demand and CO2 Forecasts January 2009. The White Paper acknowledges the importance of air travel to national and regional economic prosperity, and that not providing additional capacity where it is needed would significantly damage the economy and national prosperity. In August 2011 the Government published the UK Aviation Forecast in which Manchester Airport was forecast to grow to 35 million passenger per annum by 2030 and 55 million passengers per annum by 2040.

8.93 Within the City Region Manchester Airport is a key economic driver, adding value to the attraction of the City Region for indigenous businesses and inward investment. Businesses have cited the Airport as being important in terms of access to markets, customers or clients, and inward investors are attracted by the range of direct flights to key European and global cities. The Airport also plays a significant role in attracting inbound tourism to the region. The need to maintain the role of Manchester Airport as a key economic driver and international gateway is supported by the Regional Spatial Strategy. It is also a significant provider of employment in its own right. It is an important source of employment opportunities for residents of Wythenshawe, one of the most deprived communities in Manchester, as well as further afield. This contribution has been identified in the Regional Strategy and the MIER, as well as in national policy through the Air Transport White Paper. The Council recognises that the growth of the airport can be a significant catalyst for the economic development of the City Region.

8.94 Airport capacity is a function of passenger flow (an airport has some periods which are busier than others) and the maximum passenger/flight capacity of the facilities. An airport's capacity needs to be able to handle its busiest period rather than the average passenger throughput. The facilities which determine capacity are surface access and car parking, terminal and freight handling, apron and runway. Manchester Airport - The Need for Land, June 2010 and Manchester Airport Master Plan to 2030, November 2007 explain how the need for these uses translates into an indicative masterplan. The documents also explain how these proposals reflect the most efficient use of land and set out the Airport's sustainability principles.

8.95 The scale of the proposed expansion will require a phased approach, in the course of which it may be sensible to establish uses on a temporary basis to enable the delivery of the overall masterplan. Such proposals will be acceptable, although the Council will need to be confident that the proposals are part of the overall expansion, and may consider the use of temporary planning consents. The uses mentioned in the policy are supported based on environmental assessments which have demonstrated that these may have an acceptable environmental impact. It will be essential that any temporary development does not exceed the environmental impacts identified through the Environmental Baseline Study. At the application stage more up to date information on the effects of development may emerge and the most appropriate mitigation / compensation measures at the time should be employed. It is also important that the principles which have informed the final masterplan are maintained throughout development, including those relating to issues such as traffic management. Therefore, it will be essential that any temporary uses are justified by the operational requirement of the airport.



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8.96 In order that the environmental impacts of airport expansion are minimised, all development needs to consider its impact in terms of ecology, air quality and noise. The Air Transport White Paper seeks to ensure that maximum possible reductions in noise level are achieved alongside minimising the number of people affected. It also recognises that further work will be required to develop a package of surface access improvements at Manchester to cater for the forecast level of growth and to increase the levels of public transport use. It also states airport operators will need to work closely with local and regional partners to develop measures to limit the growth in road traffic and prevent any adverse impact on air quality. Air quality at Manchester Airport is monitored against the Air Quality Management Area and the Air Quality Action Plan seeking to prevent levels exceeding national standards. Manchester Airport is seeking to be carbon neutral in its energy use and vehicle fuel use.

8.97 Manchester Airport is located on the edge of the urban area and the extension areas fall within open countryside and undeveloped land. There is the potential for development in these areas to cause ecological harm, and this is a particular issue in areas of recognised ecological value such as the Cotteril Clough Site of Special Scientific Interest and the Sunbank Woods Site of Biological Importance. Manchester Airport Group has submitted an Environmental Appraisal by AXIS which sets out the impact of the expansion proposals. This appraisal has concluded that the environmental impact of the proposals will be acceptable alongside a range of mitigation and feasible compensation measures. At the application stage further appropriate information on the environmental impact of the proposal will be necessary, including details of mitigation measures to be agreed by the Council.

8.98 The Council will seek to protect the Cotterill Clough SSSI and the SBIs in the area, and the Need for Land document demonstrates that the SSSI and the Sunbank Woods SBI can be avoided, which will be a fundamental requirement of the Airport's expansion. There will also be a need to create a woodland buffer between the SSSI and Airport development. Sunbank Woods SBI and ancient woodland would be wholly excluded from the developable footprint. A local SBI (Ponds Near Runway) may be subject to some development and it is likely that a small area of ancient woodland in Cotteril Clough outside the SSSI may be affected. Where unavoidable, the area affected will be kept to a minimum and the impacts should be mitigated and suitable compensatory measures prepared and implemented before this development commences. Development proposals would be subject to assessment under the Conservation of Habitats and Species Regulations 2010/490. To the north of Manchester Airport there are allotments and these will be retained or replaced. If relocated this will be in accordance with legislation that protects allotments. Furthermore, any relocation site should seek to reduce the impact on existing allotment holders and consider proximity of alternative sites to reduce travel and inconvenience.

8.99 There are a number of heritage assets in and close to Manchester Airport's proposed operational area, and development must manage the relationship with these appropriately. The expansion of the Airport into Area 2 (Cloughbank Farm) is likely to impact on the Grade 2 listed farm building. The phasing of the overall Airport development should reflect the value of heritage assets and defer detrimental impacts until other options have been considered. The



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extent of the impact which will be considered acceptable will depend on the nature of the use proposed, the need for development (taking account of the Airport's overall operation) and the potential to preserve the building through an innovative design.

8.100 Appropriate development within the Airport should be necessary for the operational efficiency or amenity of the Airport. This approach is consistent with Government guidance in PPG13. Development will be limited to that necessary for the operational efficiency and amenity of the Airport, including the following uses:

1. Operational facilities and infrastructure including: runways and taxiways; aircraft apron and handling services buildings and facilities; Aircraft fuelling and storage facilities; emergency Services and control authorities facilities; control tower, air traffic control accommodation, ground and air navigational aids, airfield and approach lighting; facilities for the maintenance, repair and storage of service vehicles; airfield drainage facilities.
2. Passenger and terminal facilities including: terminal facilities including passenger handling, lounges, baggage handling, catering and retail; administrative accommodation for airlines, handling agents; tour operators, airport authority and Government agencies; public and staff car parking; public transport facilities, including rail, light rail, buses, coaches and taxis; facilities for general and business aviation (including air taxi, helicopter and private use).
3. Cargo facilities including: freight forwarding and handling facilities and bonded warehouses; associated accommodation for airline agencies, freight forwarders, integrators and Government agencies; lorry parking, fuelling and servicing facilities; in-flight catering and flight packaging facilities.
4. Airport ancillary infrastructure including: car rental, maintenance and storage facilities; hotel accommodation; training centres for airlines and airport related services; ancillary office accommodation; maintenance facilities for aircraft and avionics; petrol filling stations; utility infrastructure including sewage, waste, telecommunications, water, gas and electricity.
5. Landscaping works including: strategic planting, earth mounding and habitat creation
6. Internal highways and infrastructure, including cycleways, footways and roadways.

8.101 Infrastructure provision at Manchester Airport will be improved in order to support its expansion. This will be provided by a number of organisations, and details are provided in the Infrastructure Plan accompanying the Core Strategy.

8.102 The proposed expansion of Manchester Airport prompted a Green Belt review in line with PPG2 as part of the preparation of the Core Strategy. In the UDP the majority of the Airport Operational Area was located within the Green Belt and was designated a Major Developed Site and PPG2 applies. The RSS approved in 2008 allowed for detailed changes in the Green Belt to accommodate expansion of Manchester Airport. A review of Green Belt has been undertaken and now forms part of the evidence base. The expansion of Manchester Airport is an exceptional circumstance and therefore it is appropriate to review the extent of the Green Belt in this area.



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8.103 Despite the review identifying areas of the proposed operational area which do serve a Green Belt function, growth at Manchester Airport has exceptional circumstances. Some of these have already been referred to in the reasoned justification but others have not and include:

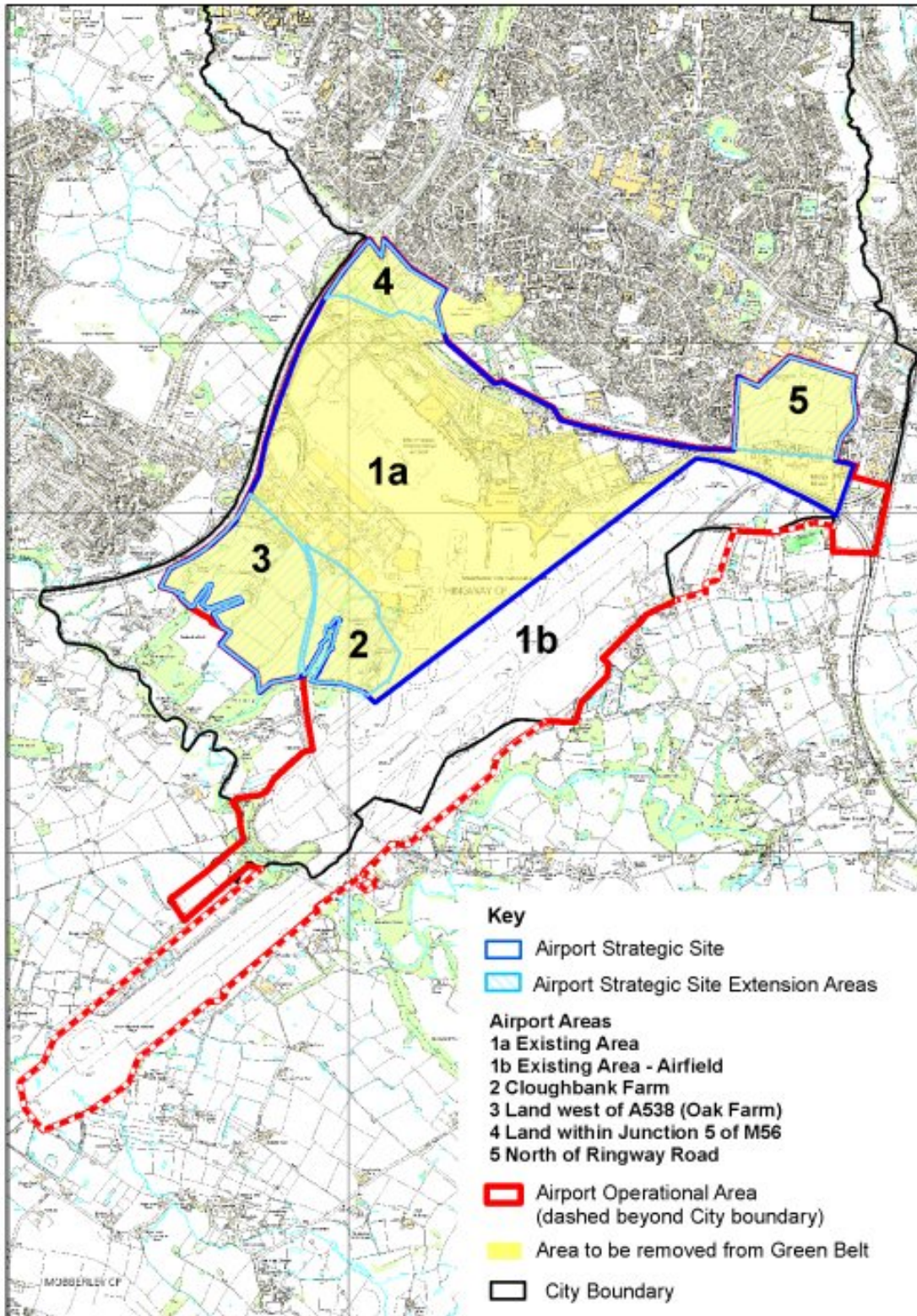
- The Airport is a unique use and expansion has nowhere else to go.
- A number of identified uses require direct runway access and cannot be located elsewhere.
- Whilst ancillary uses (eg hotels, offices and car parking) could be located outside Green Belt, these are uses which are specifically related to the Airport.
- Despite being developed, operational restrictions mean that certain areas will remain open.

8.104 The results of the assessment of the Green Belt suggest that the runways and adjacent airfield perform a significant Green Belt function and could form a permanent boundary. The existing built up area around the terminals should be removed from the Green Belt as it does not serve a Green Belt function and will continue to be a focus for development. The proposed operational area extensions should be removed because they either did not serve a Green Belt function or there were exceptional circumstances justifying an amendment to the boundary. The overall integrity of the wider Green Belt will remain unchanged and the exceptional circumstances put forward to support the amendments are unique to the Airport, they do not set a precedent, and cannot be used to support other small scale incremental changes elsewhere in Greater Manchester.

8.105 Figure 8.8 shows the proposed Airport Strategic Site alongside the Airport Operational Area, which is included for information and reflects the Manchester Airport Land Use Plan. The area of Green Belt proposed for removal will largely follow the Strategic Site boundary with the addition of Painswick Park. It will not affect those areas already outside of the Green Belt which fall within the Strategic Site boundary.



Figure 8.8 Airport Strategic Site



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Delivery Strategy

Airport Delivery

Policy	Project/Programme	Responsible Agency	Source of Funding	Timescale
MA1 Manchester Airport Strategic Site	Planning Development Management, Manchester Airport Development Group	MCC Manchester Airport Development Group	Manchester Airport Development Group	2012-2030

Policy	Indicator	Target
MA1	Passenger capacity of Airport in million passengers per annum (mppa)	Passenger capacity of Airport (mppa):- 35 by 2020 45 by 2030
	Area of SSSI	Remain unchanged (11.4ha)
	Areas of the 60 LAeq noise contour (daytime and night-time)	To remain smaller than these areas in 2001
	Percentage of passengers accessing airport by non-car mode	"40% by 2030" or "In accordance with the approved Airport Master Plan to 2030 (Ground Transport)"
	Percentage of staff accessing airport by non-car mode	"50% by 2030" or "In accordance with the approved Airport Master Plan to 2030 (Ground Transport)"



9 Objective 3 Housing

SO3. Provide for a significant increase in high quality housing provision at sustainable locations throughout the City, to both address demographic needs and to support economic growth.

Introduction

9.1 Manchester’s population is predicted to increase to 581,300 by 2027 (Greater Manchester Forecasting Model 2010). Consequently, more houses are required, including properties which will attract economically active families who will contribute to the long term economic growth of the City. In addition there is a need to renew old stock, provide homes which are affordable, particularly to first time buyers, and meet the needs of a growing elderly population as well as making provision for disabled people, people with special needs, BME communities, Gypsies and Travellers and Travelling Showpeople, young people and those on low incomes. New housing can help to revitalise communities and ensure areas become “Neighbourhoods of Choice” with the increased population supporting local services and facilities. The allocation and distribution of new housing is therefore vital as part of Manchester’s regeneration framework.

9.2 The Council wishes to diversify the housing offer in Manchester through a policy framework which supports economic growth and the outcomes expressed within the Sustainable Community Strategy, in particular the Sustainable Community Strategy target of creating a more balanced housing market by increasing levels of owner occupation from 46% to 60% by 2015. The Council is examining opportunities for lower paid and lower skilled residents to access home ownership and share in the long-term growth of the City. The Council wishes to maintain a flexible approach to the delivery of housing generally and affordable housing in particular by reflecting changes to market conditions and by taking advantage of the development of new equity based products.

Housing Provision

Policy H 1

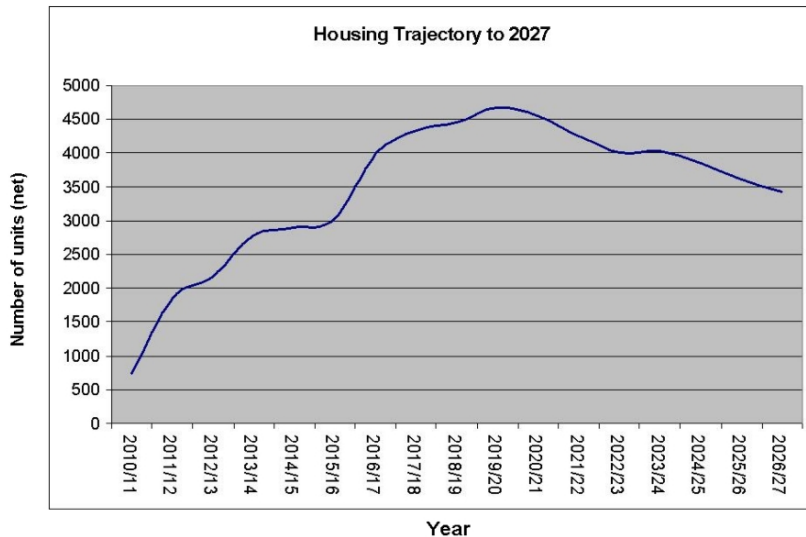
Overall Housing Provision

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

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New housing will be predominantly in the North, East, City Centre and Central Manchester, these areas falling within the Regional Centre and Inner Areas of Manchester. (The distribution of available housing sites is in accordance with the research conducted by AGMA which gives priority to residential schemes in the Regional Centre and the Inner Areas to support regeneration and the drive for regional growth.) The proportionate distribution of new housing, and the mix within each area, will depend on:



- The number of available sites identified as potential housing sites in the SHLAA;
- Land values and financial viability;
- The need to diversify housing stock in mono-tenure areas by increasing the availability of family housing, including for larger families; and the availability of other tenures to meet the identified needs of people wishing to move to or within Manchester; and preserving and improving the quality of the existing housing stock; and
- The management of areas where Houses in Multiple Occupation predominate.

High density developments (over 75 units per hectare) are appropriate in both the City Centre and parts of the Regional Centre given the accessible location. Within the City Centre there will be a presumption towards high density housing development, within mixed use schemes which contribute to regeneration initiatives or niche housing markets by providing sustainable, well designed accommodation which meets the needs of workers moving to Manchester. The City Centre is also an appropriate location for purpose built student accommodation.

Within the Inner Areas in North, East and Central Manchester densities will be lower but generally around 40 units per hectare. The type, size and tenure of the housing mix will be assessed on a site by site basis and be influenced by local housing need and economic viability. Outside the Inner Areas the emphasis will be on increasing the availability of family housing therefore lower densities may be appropriate.

90% of residential development will be on previously developed land. The re-use of vacant housing, including the renewal of areas characterised by poor quality housing, will be prioritised. New developments should take advantage of existing buildings where appropriate through refurbishment or rebuilding works. If this is not possible, development schemes should contribute to renewal of adjacent areas which contain vacant or derelict buildings.

Table 9.1 Distribution of New Housing by Regeneration Area

Location	Policy No	Approx number of dwellings (net)
City Centre	CC3	16,500
North Manchester	H3	11,840
East Manchester	H4	18,280
Central Manchester	H5	8,200
South Manchester	H6	3,240
Wythenshawe	H7	1,830
(Strategic Housing Location)	H2 (including parts of H3, H4 & H5)	(16,580)
Total	H1	60,000

Figures in tables have been subject to rounding

Proposals for new residential development (including accommodation for Gypsies and Travellers and Travelling Showpeople and purpose built student accommodation) should take account of the need to:

- Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population, including elderly people, disabled people, people with specific support requirements, BME communities, Gypsies and Travellers and Travelling Showpeople;
- Reflect the spatial distribution set out above which supports growth on previously developed sites in sustainable locations and which takes into account the availability of developable sites in these areas;
- Contribute to the design principles of Manchester's Local Development Framework, including in environmental terms. The design and density of a scheme should contribute to the character of the local area. All proposals should make provision for appropriate



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usable amenity space, including in high density development (in which this could be in the form of balconies, as well as shared open spaces such as green roofs). Schemes should make provision for parking cars and bicycles (in line with policy T2); and the need for appropriate levels of sound insulation.

- Address any existing deficiencies in physical, social or green infrastructure, or future deficiencies that would arise as a result of the development, through developer contributions or on site provision;
- Prioritise sites which are in close proximity to centres or high frequency public transport routes.
- Take account of any environmental constraints on a site's development (e.g. flood risk through the Manchester-Salford-Trafford Strategic Flood Risk Assessment, or other statutory designations).
- Be designed to give privacy to both its residents and neighbours.

9.3 The Council considers that it is necessary and realistic to plan for this level of growth in Manchester as this in line with sub-regional priorities to focus growth on the core of the Greater Manchester conurbation. A robust evidence base has been developed through the completion of the Greater Manchester Strategic Housing Market Assessment and Manchester's Strategic Housing Land Availability Assessment (SHLAA). The SHLAA was completed in 2009 and is updated annually. The 2010 SHLAA demonstrates that potential housing sites across the district could accommodate approximately 32,300 units on capacity sites. When added to units on sites with extant planning permission and under construction on 31st March 2010, and units completed between 2009-10 and including an allowance for windfall development this equates to approximately 60,150 units, once an anticipated figure for demolitions is taken off. This means that there are sites available to achieve the 60,000 provision figure in H1.

Table 9.2

	Approximate number of units
Capacity sites in SHLAA	32,300
Units on sites with extant planning permission on 31st March 2010	15,100
Units on sites under construction at 31st March 2010	5,600
Windfall allowance	6,650
Net completions between 31st March 2009 and 31st March 2010	1,500
Total	61,150



	Approximate number of units
Minus anticipated demolitions (apart from demolitions as part of estate remodelling on known sites)	1,000
Grand Total	60,150

9.4 This figure takes account of a viability assessment and makes policy-based assumptions about development density and makes provision for a balance between housing types in terms of location and quantity. When the SHLAA is updated annually, sites will be added to the SHLAA as land becomes redundant from its current use, and sites will be removed as they are developed.

9.5 The Greater Manchester Forecasting Model (2010v1 release) predicts that the number of households in Manchester will increase by 48,000 between 2009 and 2027, to a total of 257,000 households in 2027. The 60,000 figure in H1 reflects an aspiration to attract new residents to the City, and planning for an oversupply against the GMFM figure for Manchester compensates for lower provision in other Greater Manchester districts as outlined in their draft Core Strategies. This reflects the agreed approach across the Greater Manchester authorities to focus housing in the Regional Centre and Inner Areas.

9.6 The Council is committed to the development of new housing which meets and where possible exceeds the current Code for Sustainable Homes requirements; providing a range of house types and tenures to meet the needs of a diverse and growing population in locations which promote the efficient use of resources and use of sustainable transport modes, support regeneration and local services and encourage economic growth. This will assist the Council in offsetting the effects of economic growth by reducing carbon emissions from new development and transport. Additional design guidance requirements for new residential development will be provided in a Supplementary Planning Document in the future.

9.7 Climate change predictions suggest that the risk of flooding is likely to increase within parts of the City over the next century. It is vital therefore that new development is properly protected and incorporates drainage and other measures to reduce its impact upon the local ecosystem, including SUDS (Sustainable Drainage Systems) where practical.

9.8 There is a shortage of housing for elderly and disabled people. The number of elderly people is growing and there is likely to be a disproportionate increase in the number of disabled people as the population becomes older. To meet this need, additional housing is necessary, which is or can be adapted. This will include the provision of high quality small units which will encourage older households, which are currently under-occupying socially rented houses which are larger than they require, to move into smaller units in their local area. All new dwellings must be of sufficient design quality and size to allow for adaptations to meet changed housing needs and provide satisfactory levels of privacy for existing households. The Council will work

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with developers to promote a high standard of internal design and space standards in new developments by encouraging developers to adopt the standards set out in Design for Access 2.

9.9 To ensure that people can access shops and other facilities by sustainable transport modes, development should be located on sites in close proximity to centres or public transport routes. 'Close proximity' in this context can be taken to mean within 300 metres of the centre boundary or a Metrolink stop, railway station or bus stop with a high frequency of services.

Delivery Strategy

Policy	Project/Programme	Responsible Agencies	Source of Funding	Timescale
H1	Delivery of around 60,000 residential units	Developers including Registered Providers	Developers including public funding from Registered Providers	2009-2027

Breakdown over the lifetime of the Core Strategy (net units)

Time period	Average annual provision	Total provision for period
March 2011-2016	2,540	12,700
March 2016-2021	4,400	22,000
March 2021-2027	3,870	23,200

N.B. 1,496 units (net) were completed in the period 31st March 2009-31st March 2010 and it is estimated that 728 will be completed (net) between 31st March 2010 and 31st March 2011.



Policy	Indicator	Target
H1	Total net units provided since 2009	60,000 units in total by 2027 <ul style="list-style-type: none"> • 730 units in 2010/11 • 2,540 units p/a 2011-2016 • 4,400 units p/a 2016-2021 • 3,870 units p/a 2021-2027

Policy H 2

Strategic Housing Location

The key location for new residential development throughout the plan period will be within the area to the east and north of Manchester City Centre identified as a strategic location for new housing.

Land assembly will be supported in this area to encourage the creation of large development sites or clusters of sites providing the potential for significant regeneration benefits.

Developers should take advantage of these opportunities by:-

- Diversifying the housing offer with particular emphasis on providing medium density (40-50 dwellings per hectare) family housing including affordable housing. In locations which are close to the City Centre, such as the Lower Irk Valley and Holt Town, higher densities will be appropriate. However, the provision of family homes should remain an emphasis in these areas, too.
- Including environmental improvements across the area.
- Creating sustainable neighbourhoods which include complementary facilities and services.
- Considering the scope to include a residential element as part of employment-led development.

Proposals will be expected to show how they contribute to decentralised low and zero carbon energy infrastructure as set out in the energy policies (EN4 - EN7).

Housing proposals in the Strategic Housing Location, in particular in West Gorton, the Irk Valley, Holt Town and the Lower Medlock Valley, will need to take account of the flood risk issues in line with policy EN14 - Flood Risk.

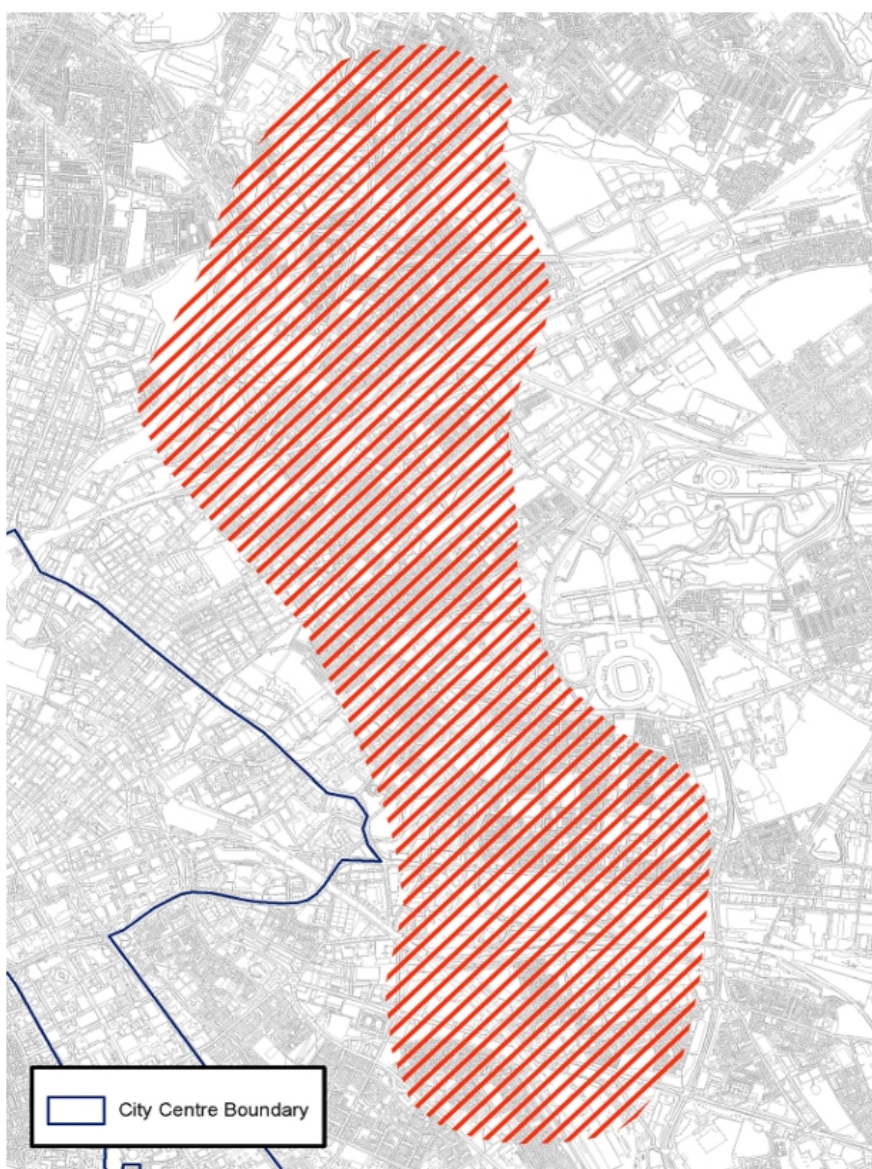
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9.10 Almost a third of Manchester's total planning pipeline and SHLAA capacity sites are within the strategic housing location shown on the Key Diagram and in Figure 9.1. This includes the following large sites:

- East of Rochdale Road
- Collyhurst
- Lower Irk Valley
- Miles Platting
- Holt Town
- Lower Medlock Valley
- Chancellor's Place
- West Gorton
- Coverdale

Figure 9.1 Strategic Housing Location



A number of sites already have planning permission and others will be taken forward through partnership work between the Council and other organisations, securing regeneration funding where possible. Development of these sites will involve demolition, remodelling and relocation, as necessary, of existing housing and other uses currently on site. This will be informed by masterplans and wider regeneration plans.

9.11 The scale of development which this area has the potential to accommodate provides an opportunity to meet regeneration objectives and create sustainable communities by delivering increased housing numbers to underpin local services and facilities, improving the housing mix and providing an opportunity to change perceptions of Manchester within the region and at a national level.



9.12 A large part of the strategic location is within the Regional Centre and the whole area has good access links to Manchester City Centre and employment opportunities to the east in Central Park. This area is currently very deprived when compared to both the rest of England and Manchester itself in terms of scores on the 2007 Index of Multiple Deprivation. Overall, approximately half of the area is within the top 1% most deprived Lower Super Output areas in England, but for income deprivation affecting children in particular the whole area except for a small part of Ardwick is within the top 5% of deprived Lower Super Output Areas, with approximately half of the area falling within the top 1%; and for the health and disability domain the majority of the area is within the top 1%. A range of regeneration projects are underway across the strategic housing location area in order to transform the character of this area and to make it more attractive to developers.

9.13 New housing provision in Manchester should reflect the housing market, and with this in mind there should be some flexibility to support developments providing they contribute to the regeneration of the City. In general, medium density housing, at densities of between 40-50 dwellings per hectare, will be appropriate in the strategic housing location. This housing must be suitable for families with children. However, higher density development will be appropriate in certain locations, including immediately adjacent to the City Centre and along the canal corridors between the City Centre and the Alan Turing Way, where higher residential densities are appropriate as part of mixed residential and commercial development, within the Lower Irk Valley area and adjacent to high frequency public transport routes and Metrolink stops. Even in areas where higher densities are appropriate, there is still a need to focus on family housing. In the main, this should manifest in a mix of housing units in which the majority are a conventional family format alongside more limited apartment provision. However, Holt Town and the Lower Irk Valley are considered opportunities to create a specific housing offer which reflects these unique locations abutting the City Centre, in which development could include higher density family housing.

9.14 This location is a strategic area for low and zero carbon decentralised energy infrastructure, as set out in Policy EN5, and proposals should take account of this.

9.15 Manchester, Salford and Trafford completed a Strategic Flood Risk Assessment in May 2010. None of the major housing sites in Manchester assessed in this study, including within the Strategic Housing Location, were considered to have prohibitive development issues in terms of flood risk; none are classed as at 'high' or 'very high' risk of flooding in the Flood Risk Balance Sheets. In the areas mentioned in the policy, however, particular consideration of uses, layout, design and mitigation measures will be necessary and will be informed by the specific Flood Risk Assessments.

Delivery Strategy

Policy	Project/Programme	Responsible Agencies	Source of Funding
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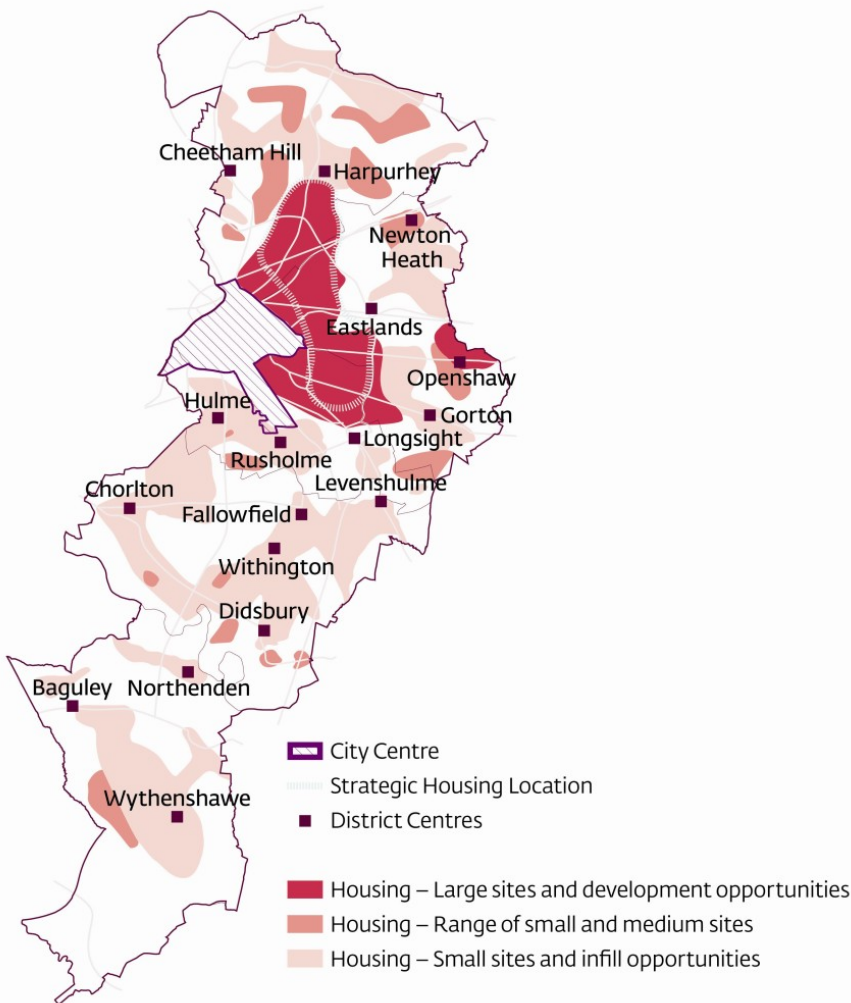
H2	Delivery of around 16,580 residential units ⁽ⁱⁱ⁾	Developers including Registered Providers	Developers
Breakdown over the lifetime of the Core Strategy within the Strategic Housing Location (gross number of units)			
Time period	Average annual provision		
March 2011-2016	590		
March 2016-2021	1,350		
March 2021-2027	1,070		
N.B. 383 units (gross) were completed in the period 31st March 2009-31st March 2010 and it is estimated that there will be 61 completions between 31st March 2010 and 31st March 2011.			
Policy	Indicator	Target	
H2	Number of gross units provided since 2009 within Strategic Housing Location	16,580 units in total by 2027 <ul style="list-style-type: none"> • 590 p/a 2011-2016 • 1,350 p/a 2016-2021 • 1,070 p/a 2021-2027 	
	Average density of new residential development	40-50 dph (excepting development with Holt Town and Lower Irk Valley)	

- ii These units are included within the indicative distribution figures for North, East and Central Manchester in the policies which follow as the Strategic Housing Location falls within these areas.

Area Policies

Figure 9.2 Indicative Housing Distribution (outside the City Centre)

9.16 New housing will be predominantly in the North, East, City Centre and Central Manchester. The following policies emphasise the priorities for each area and opportunities for new development to contribute to creating Neighbourhoods of Choice. SHLAA sites (and sites in the planning pipeline and sites assumed to come forward as windfalls) have the capacity to accommodate the house types set out below for each area. Please note - policy for housing in the City Centre is set out in the Economy chapter of the Core Strategy.



Policy H 3

North Manchester

North Manchester, over the lifetime of the Core Strategy, will accommodate around 20% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained. High density housing will be permitted within or adjacent to the parts of North Manchester that fall within the Regional Centre (Strangeways and Collyhurst area) and within Cheetham Hill and Harpurhey district centres as part of mixed-use schemes as well as along high frequency public transport routes.



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9.17 North Manchester has approximately 20% of the City’s available sites for new housing (SHLAA 2010), which are concentrated mostly in the southern part of North Manchester. This level of new development will provide significant opportunities to help change the character of the area, support the economic growth of the City Region by providing a more balanced community, and is adjacent to the City Centre, a growing source of employment opportunities.

9.18 At present, 43% of housing in North Manchester consists of 2-bedroom houses or apartments and 53% is privately rented or socially rented property (Housing Needs Assessment 2007, Fordhams). Unemployment is higher than the City average at 6% (June 2010), however this varies significantly across the area. Much of the land in North Manchester is of low value or in need of remediation. This will often only sustain higher density or low value housing. It is important therefore to ensure that housing schemes contribute to overall environmental improvements and where opportunities arise, higher value development is promoted to encourage a mixed and diverse community by retaining or attracting economically active households in Manchester.

9.19 The Housing Need and Demand Assessment 2010 (Arc4) shows there is a need for 3-4 bed family housing, a need to retain graduates and highly skilled employees currently under-represented in the City by improving the housing offer in the City Centre fringe and a need for additional affordable housing particularly shared ownership or equity.

Delivery Strategy

Policy	Project/Programme	Responsible Agencies	Source of Funding
H3	Delivery of around 11,840 residential units	Developers including Registered Providers	Developers
Breakdown over the lifetime of the Core Strategy within North Manchester (net units)			
Time period	Average annual provision		
March 2011-2016	610		
March 2016-2021	870		
March 2021-2027	710		

N.B. 149 units (net) were completed in the period 31st March 2009-31st March 2010 and it is estimated that there will be 60 net completions between 31st March 2010 and 31st March 2011.

Policy	Indicator	Target
H3	Number of net units provided since 2009 in North Manchester	11,840 in total by 2027 <ul style="list-style-type: none"> • 610 p/a 2011-2016 • 870 p/a 2016-2021 • 710 p/a 2021-2027
	Proportion of schemes where at least 65% of the units have at least 3 bedrooms	70%

Policy H 4

East Manchester

East Manchester, over the lifetime of the Core Strategy, will accommodate around 30% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained. High density housing will be permitted within the parts of East Manchester that fall within the Regional Centre which are adjacent to the City Centre. These neighbourhoods include Ancoats, New Islington, Holt Town and Chancellor's Place; to the west of Alan Turing Way, and within Eastlands, Newton Heath, Openshaw and Gorton district centres as part of mixed-use schemes.

9.20 East Manchester has approximately 30% of the City's available sites (SHLAA 2010). This level of new development will provide significant opportunities to help change the character of the area, support the economic growth of the City-region by providing a more balanced community; and is adjacent to the City Centre, a growing source of employment opportunities. East Manchester includes Central Park and Eastlands, important foci for future growth.

9.21 At present 51% of housing consists of 2-bedroom houses or apartments. 12% of properties are privately rented and 61% are social rented properties, and unemployment at 7.4% (June 2010) is almost twice the City average. However, East Manchester has a large amount of available land which can accommodate new residential development, meaning that this area provides a significant opportunity to expand the housing offer in Manchester. By diversifying

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the tenure of the housing offer in East Manchester and promoting higher value development where opportunities arise, more economically active households will be attracted to and retained in this area, which will help to underpin the forecast economic trajectory.

9.22 The Housing Need and Demand Assessment 2010 (Arc4) shows there is a need for 3-4 bedroom family housing and detached housing and a need to retain graduates and provide a housing offer accessible to the "excluded middle market" (defined as those households on low or average income who cannot acquire a mortgage for a suitable family house).

Delivery Strategy

Policy	Project/Programme	Responsible Agencies	Source of Funding	Timescale
H4	Delivery of around 18,280 residential units	Developers including Registered Providers	Developers	2009-2027

Breakdown over the lifetime of the Core Strategy within East Manchester (net units)

Time period	Average annual provision	Total provision for period
March 2011-2016	750	3,760
March 2016-2021	1,370	6,860
March 2021-2027	1,240	7,450

N.B. 210 units (net) were completed in the period 31st March 2009-31st March 2010 and it is estimated that there will be no net completions between 31st March 2010 and 31st March 2011 as demolitions will exceed completions.

Policy	Indicator	Target
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H4	Number of net units provided since 2009 in East Manchester	18,280 in total by 2027 <ul style="list-style-type: none"> • 750 p/a 2011-2016 • 1,370 p/a 2016-2021 • 1,240 p/a 2021-2027
	Proportion of schemes where at least 65% of the units have at least 3 bedrooms	55%

Policy H 5

Central Manchester

Central Manchester, over the lifetime of the Core Strategy, will accommodate around 14% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained. High density housing will be permitted within or adjacent to the Regional Centre (Hulme and the Higher Education Precinct) as well as within Hulme, Longsight and Rusholme district centres as part of mixed-use schemes.

9.23 Central Manchester has approximately 14% of the City's available sites (SHLAA 2010). This level of new development will provide significant opportunities to help change the character of the area, support the economic growth of the City-region by providing a more balanced community, and is close to the higher education precinct and City Centre, growing sources of employment opportunities.

9.24 The Housing Needs Assessment 2007 (Fordhams) stated that 50% of housing consists of 2-bedroom houses or apartments and 65% is privately rented or socially rented property. Unemployment remains high at 6.1% (June 2010). Some land in Central Manchester is of low value or in need of remediation. It is important therefore to ensure that where opportunities arise, higher value development is promoted to encourage a mixed and diverse community by retaining or attracting economically active households to Manchester.

9.25 The emphasis will be on increasing the availability of family housing and diversifying housing stock in mono-tenure areas, preserving and improving the quality of the existing housing stock and the management of areas where HMOs predominate.

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9.26 The Housing Need and Demand Assessment 2010 (Arc4) showed that there are opportunities to attract and retain graduates by providing innovative housing solutions within future housing proposals, particularly around the City Centre fringe, as well as providing additional affordable housing.

Delivery Strategy

Policy	Project/Programme	Responsible Agencies	Source of Funding	Timescale
H5	Delivery of around 8,200 residential units	Developers including Registered Providers	Developers	2009-2027

Breakdown over the lifetime of the Core Strategy within Central Manchester (net units)

Time period	Average annual provision	Total provision for period
March 2011-2016	590	2,940
March 2016-2021	570	2,850
March 2021-2027	280	1,680

N.B. 472 units (net) were completed in the period 31st March 2009-31st March 2010 and it is estimated that 261 will be completed (net) between 31st March 2010 and 31st March 2011

Policy	Indicator	Target
H5	Number of net units provided since 2009 in Central Manchester	8,200 in total by 2027 <ul style="list-style-type: none"> • 590 p/a 2011-2016 • 570 p/a 2016-2021 • 280 p/a 2021-2027



	Proportion of schemes where at least 65% of the units have at least 3 bedrooms	65%
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Policy H 6

South Manchester

South Manchester will accommodate around 5% of new residential development over the lifetime of the Core Strategy. High density development in South Manchester will generally only be appropriate within the district centres of Chorlton, Didsbury, Fallowfield, Levenshulme, and Withington, as part of mixed-use schemes. Outside the district centres priorities will be for housing which meets identified shortfalls, including family housing and provision that meets the needs of elderly people, with schemes adding to the stock of affordable housing.

9.27 The small proportion of new development reflects the lack of land available for new residential development in South Manchester (approximately 5% of sites, SHLAA 2010). There is a need for higher densities within District Centres to meet the need for affordable housing and new or specialist housing in other areas to provide alternative high quality housing for people wishing to downsize. It is important to increase housing choice by adding to the stock of larger housing units to complement new housing on higher value sites to retain or attract high income earners by releasing under-occupied property. The Council also recognises that the university-owned Fallowfield campus sites will be appropriate for further high density purpose built student accommodation. This will contribute to the vitality of the District Centre.

Delivery Strategy

Policy	Project/Programme	Responsible Agencies	Source of Funding	Timescale
H6	Delivery of around 3,240 residential units	Developers including Registered Providers	Developers	2009-2027

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Breakdown over the lifetime of the Core Strategy within South Manchester (net units)

Time period	Average annual provision	Total provision for period
March 2011-2016	260	1,320
March 2016-2021	190	950
March 2021-2027	90	510

N.B. 233 units (net) were completed in the period 31st March 2009-31st March 2010 and it is estimated that 222 will be completed (net) between 31st March 2010 and 31st March 2011.

Policy	Indicator	Target
H6	Number of net units provided since 2009 in South Manchester	3,240 in total by 2027 <ul style="list-style-type: none"> • 260 p/a 2011-2016 • 190 p/a 2016-2021 • 90 p/a 2021-2027

Policy H 7

Wythenshawe

The Council expects that Wythenshawe will accommodate only around 3% of new residential development over the lifetime of the Core Strategy. New high quality high density development will be encouraged within the district centres of Northenden, Baguley and Wythenshawe and upon small infill sites where it contributes to the stock of affordable housing and where it complements Wythenshawe's garden city character. There is also the potential for additional family housing for sale.

9.28 The Housing Needs Assessment 2007 showed that Wythenshawe has a predominance of family housing. Despite this, the Housing Need and Demand study (2010) has identified a shortage of family housing in addition to that for single people and first-time buyers. However, Wythenshawe has only a small amount of land available for development (SHLAA 2010). This is likely to permit only a limited number of new family housing units. The net shortfall will be met to some extent by making better use of the existing housing stock by providing additional 1 and 2 bedroom housing for newly forming households and elderly people, thus releasing existing housing provision for families. New residential development which addresses under-occupancy of family housing by providing more suitable accommodation for current occupants will therefore be encouraged.

Delivery Strategy

Policy	Project/Programme	Responsible Agencies	Source of Funding	Timescale
H7	Delivery of around 1,830 residential units	Developers including Registered Providers	Developers	2009-2027

Breakdown over the lifetime of the Core Strategy within Wythenshawe (net units)

Time period	Average annual provision	Total provision for period
March 2011-2016	160	810
March 2016-2021	90	440
March 2021-2027	50	290

N.B. 135 units were completed in the period 31st March 2009-31st March 2010 and it is estimated that 154 will be completed (net) between 31st March 2010 and 31st March 2011.

Policy	Indicator	Target
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9 Objective 3 Housing

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H7	Number of net units provided since 2009 in Wythenshawe	1,830 in total by 2027 <ul style="list-style-type: none">• 160 p/a 2011-2016• 90 p/a 2016-2021• 50 p/a 2021-2027
	Average household size in Wythenshawe	No reduction (from 2.25)

Affordable Housing

Policy H 8

Affordable Housing

The following requirements for affordable housing or an equivalent financial contribution, as set out in Providing For Housing Choice, or any future published SPD and Planning Guidance, currently apply to all residential developments on sites of 0.3 hectares and above or where 15 or more units are proposed. These thresholds will be subject to amendment over the lifetime of the Core Strategy to reflect changing economic circumstances. The targets and thresholds will form part of supporting SPD and/or Planning Guidance.

1. New development will contribute to the City-wide target for 20% of new housing provision to be affordable. Developers are expected to use the 20% target as a starting point for calculating affordable housing provision. It is envisaged that 5% of new housing provision will be social or affordable rented and 15% will be intermediate housing, delivering affordable home ownership options.
2. The proportion of affordable housing units will reflect the type and size of the development as a whole; and where appropriate provision will be made within Section 106 agreements to amend the proportion of affordable housing in light of changed economic conditions, subject to a financial viability assessment.
3. Affordable housing units will be inclusively designed to reflect the character of development on the site.
4. Either an exemption from providing affordable housing, or a lower proportion of affordable housing, a variation in the proportions of socially rented and intermediate housing, or a lower commuted sum, may be permitted where either a financial viability assessment is conducted and demonstrates that it is viable to deliver only a proportion of the affordable housing target of 20%; or where material considerations indicate that

intermediate or social rented housing would be inappropriate. In the latter case, such circumstances could include:

- There is a very high level of affordable housing in the immediate area;
 - There is either a high proportion of social rented (35%), or low house prices in the immediate area compared to average incomes;
 - Affordable housing would be prejudicial to the diversification of the existing housing mix.
 - The inclusion of affordable housing would prejudice the achievement of other important planning or regeneration objectives which are included within existing Strategic Regeneration Frameworks, planning frameworks or other Council approved programmes;
 - It would financially undermine significant development proposals critical to economic growth within the City;
 - The financial impact of the provision of affordable housing, combined with other planning obligations would affect scheme viability;
 - There is a need for additional housing provision for older people or disabled people either as affordable or market housing dependent on the results of a financial viability assessment of the scheme.
5. The Council will also consider the provision of affordable housing which is delivered by taking advantage of other equity based products in addition to those options identified in PPS 3.
 6. The definition used for affordable housing is set out in Annex B of PPS 3.

9.29 Manchester's economy grew rapidly to 2007. It stimulated housing demand, increased house values and the ratio of household income to house prices necessary to purchase a property. In addition, most financial institutions now require a substantial deposit and have increased the level of household income relative to price necessary to take out a mortgage. This is not likely to change in the short and medium term. The net result is that housing has become less affordable for people on lower incomes, as shown in Figure 9.3.

9 Objective 3 Housing

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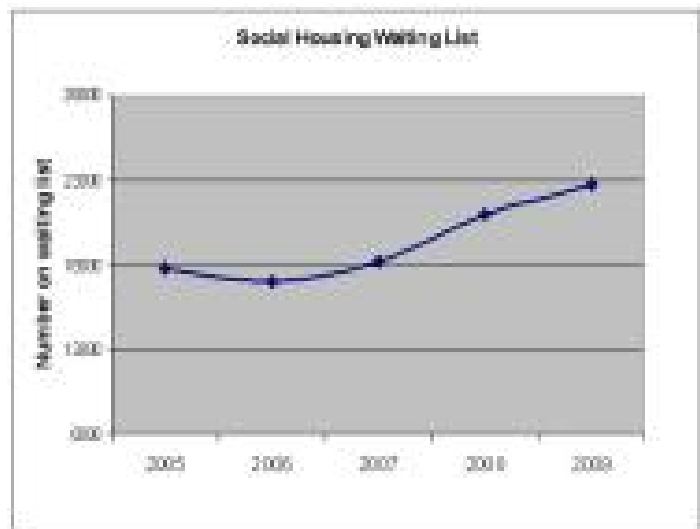
9.30 Throughout this period, the supply of social housing has also fallen sharply. In 2006, the Housing Needs Assessment identified a need for 1,375 new affordable homes annually, 716 for rent and 659 intermediate units. This figure has been recalculated as part of the 2010 Housing Need and Demand Assessment to take into account households taking up accommodation in the private rented sector. Although the underlying demand for housing below market cost has increased, when the supply of private sector rented housing is taken into consideration, there is still a need for 438 affordable units annually.

9.31 In different Strategic Regeneration Framework Areas the balance varies. There are small surpluses in North and East Manchester and Wythenshawe, and small shortfalls in Central and South Manchester suggesting that current policies aimed at achieving a better balance of supply across the City will continue to be needed. To meet the shortfall in housing need, the Council will continue to develop provision on a city-wide basis since the availability of land for new housing and demand for affordable accommodation cannot be addressed on a small geographic area basis.

Figure 9.3 Average earnings to property price 1999-2009

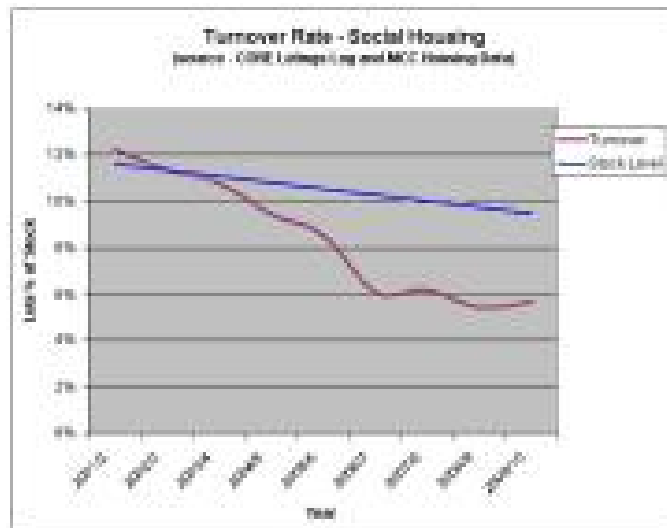


Figure 9.4 Social housing waiting lists



9.32 However, in addition to the 438 units necessary to meet housing need, almost 39% of households, whilst not qualifying for social rented housing, are unable to purchase their own house. To enable them to do so, shared equity or ownership options will be necessary to meet Manchester's target of increased home ownership. It suggests therefore that 438 is a minimum figure to address the wider problem of affordable housing and that new provision needs to exceed this to accommodate graduates, young professionals and other economically active households who might otherwise move from the City.

Figure 9.5 Social housing turnover



9.33 The Access to Affordable Housing Strategy (2007) identified the need for 20% of new housing to be affordable based upon evidence gathered as part of the Housing Needs Assessment and moderated to take account of local land prices and Manchester's housing market. Consideration was also given to local incomes and access to mortgage finance.

9.34 The Council was also mindful of the need to diversify the housing mix by type, size and tenure. To this end, Policy H8 aims to provide stepping stones towards home ownership by increasing the range of products including shared equity, joint ownership and rent to buy, enabling people to secure a stake in their own property.

9.35 A financial viability assessment was undertaken (by consultants Levvel in 2009) which confirmed the viability of the 20% affordable housing target across Manchester. Each planning application containing a housing proposal, will contribute to this target, unless to do so would prejudice the development itself or conflict with wider regeneration objectives. The purpose of the policy is to add to the number of economically active households and increase the prosperity of the City.

9.36 The need for an additional 438 housing units to meet housing need, as well as for economically active households unable to purchase accommodation in Manchester, matched against the projected supply of new housing to 2015, suggests that 20% of new housing as affordable units remains a realistic and fair target.

9.37 The Council will monitor progress on this initial affordable housing target and appraise delivery to ensure that housing needs are being addressed effectively.

9 Objective 3 Housing

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Delivery Strategy

Core Strategy Policy	Project/Programme	Responsible Agencies	Source of Funding	Timescale
H8 Affordable Housing	Planning Development Management Supplementary Planning Document	MCC Developers including Registered Providers	Developers including Registered Providers MCC Other public sector	To 2027

Policy	Indicator	Target
H8	Affordable homes as a percentage of total net new units	20% of net new units within schemes to which the policy applies

Gypsies and Travellers and Travelling Showpeople

Policy H 9

Accommodation for Gypsies and Travellers and Travelling Showpeople

Approximately 60 new pitches for Gypsies and Travellers and approximately 20 pitches for Travelling Showpeople will be provided for in Manchester between 2011 and 2016; and additional pitches equating to an additional 3% per annum from 2016.

New sites to meet the needs of Gypsies and Travellers and Travelling Showpeople will be supported where they meet the following criteria:

- Any new site must be large enough to provide for adequate parking, ancillary buildings or storage space, play and residential amenities and space for business activities and

contain suitable water, drainage, rubbish and waste disposal facilities, electricity and where appropriate other utilities.

- Any new site should be in or near to existing settlements with access to local services including shops, GP and other health services, schools, and other local facilities.
- The site should allow for safe and convenient vehicular, and pedestrian access, including for those vehicles necessary for the conduct of business activities.
- The potential impact of noise, since the site could contain a mix of residential and business uses, from the movement of vehicles to and from the site, and on-site business activities should be taken into account when identifying a location or designing the site. The impact of projected vehicle movements will be assessed on a site by site basis.

On each newly identified site, account must be taken of:

1. The need for pitches or accommodation of different tenures;
2. Market and affordable pitches or accommodation.
3. Permanent or transitory provision.

The balance of provision is to be determined by demonstrable need, public sector grant and financial viability.

The location of new sites upon flood plains or in areas at high risk of flooding will not be permitted. Sites will be designed in accordance with the latest advice from Government and any current Supplementary Planning Document.

The location and design of each site will be the subject of consultation with relevant groups of Gypsies and Travellers and Travelling Showpeople as well as the local community.

9.38 The Council is under a duty in carrying out its planning functions to have due regard to the need to eliminate unlawful discrimination in relation to Gypsies and Travellers.

9.39 Gypsies and Travellers and Travelling Showpeople, since the repeal of the Housing Act 1994 have found it increasingly difficult to find appropriate sites to live. This was confirmed by research conducted by ARC4 on behalf of the AGMA authorities, which quantified the accommodation needs of Gypsies and Travellers and Travelling Showpeople as part of Manchester's Housing Needs Assessment. The figures in the policy reflect the conclusions of this work. The policy supports the delivery of appropriate sites for Gypsies and Travellers and Travelling Showpeople and the need for allocations will be considered as part of the development of a subsequent DPD.

9.40 The Council believes that by making additional provision for permanent sites, this will provide a more stable environment in which educational attainment and access to health services can be improved and address the under provision of pitches. It also wishes to take positive action to reduce the problems associated with unauthorised encampments including antisocial



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behaviour and neighbour nuisance. There is also a need for transitory sites to enable Gypsies and Travellers to move around the country and stop in safety on a site, which is authorised, with suitable amenities and does not cause a nuisance to neighbours.

Delivery Strategy

Policy	Project/Programme	Responsible Agencies	Source of Funding	Timescale
H9	Planning Development Management	MCC Other public sector Developers Other private sector	MCC Other public sector Developers Other private sector	To 2027

Policy	Indicator	Target
H9	Number of new pitches provided for Gypsies and Travellers	60 new pitches by 2016
	Number of new pitches provided for Travelling Show People	20 new pitches by 2016

The Council will also be producing a DPD, which will identify, amongst other things, additional sites for Gypsy and Traveller and Travelling Showpeople, as required, to meet the need indicated in the AGMA study.

Housing for people with additional support needs

Policy H 10

Housing for people with additional support needs

Proposals for accommodation for people with additional support needs will be supported where:-

- There is not a high concentration of similar uses in the area already.

- Where it will contribute to the vitality and viability of the neighbourhood.
- Where there would not be a disproportionate stress on local infrastructure such as health facilities.

9.41 The Council welcomes the development of appropriately designed accommodation which enables people with additional support needs to maintain an independent lifestyle, and supports the work of housing associations and other agencies in this respect. There is, however, a need for individual communities to be able to meet most of their day to day needs locally, for example, shopping, recreation, education and health care. The Council recognises that, at least in part, the social and economic balance of a community is achieved by avoiding an over concentration of a specific type of housing in any one area. For example, changes in spending power may cause local facilities to suffer from reduced demand from certain groups. Therefore, the Council is seeking to avoid an over-concentration of people with additional support needs in any one particular area.

9.42 People with additional support needs may include homeless people, elderly people, people with mental health problems, people who have experienced domestic violence, people with a long term debilitating illness, people who suffer drug or alcohol addiction, young people with specific support needs and people with learning or sensory disabilities.

Delivery

Delivery Strategy

Policy	Project/Programme	Responsible Agencies	Source of Funding	Timescale
H10	Planning Development Management Supplementary Planning Document	MCC Other private sector Developers Other private sector	MCC Other public sector Developers Other private sector	To 2027
Policy	Indicator			Target

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Policy	Project/Programme	Responsible Agencies	Source of Funding	Timescale
H10	Number of developments to cater for people with additional support needs allowed on appeal			None

Houses in Multiple Occupation

9.43 It is recognised that the universities and their students make an important contribution to the economy of the City. In order to prevent residential disamenity and to maintain the sustainability of neighbourhoods, the Council will manage the future location of Houses in Multiple Occupation (HMOs), including student houseshares which fall within Use Class C4.

9.44 From 1st October 2010 change of use from a Class C3 dwellinghouse to a Class C4 House in Multiple Occupation (HMO) became permitted development, therefore planning permission is no longer needed. The Council made an Article 4 Direction on 7th October 2010 which means that planning permission will be needed for this type of development. The Direction was confirmed by the Council in January 2011 and came into force on 8th October 2011. The Council will use the policy below to control further changes of use from a C3 to a C4. The policy also controls change of use to HMOs which are 'sui generis'.

Policy H 11

Houses in Multiple Occupation

Change of use from a C3 dwelling house to a C4 HMO will not be permitted where there is a high concentration of residential properties within a short distance of the application site falling within one or more of the following categories:

- Exempt from paying Council tax because they are entirely occupied by full time students.
- Recorded on Private Sector Housing's database as a licensed HMO.
- Any other property which can be demonstrated to fall within the C4 or sui generis HMO use class.

In cases where the concentration of such properties is significant but less high, the Council will examine property type and resident mix in more detail when considering an application for a change of use.

In areas of high concentration, extensions to HMOs (as defined in the Housing Act 2004) would not be permitted where this could reasonably be expected to lead to an increase in the level of occupation.

In parts of Manchester which do not have a high concentration of HMO/student housing but where the lack of family housing has threatened the sustainability of the community to the extent that regeneration activity with the specific intention of increasing the amount of family housing has taken place, there will be a presumption against changes of use which would result in the loss of a dwelling which is suitable for a family. Changes to alternative uses, including C4 and HMOs with more than six occupants, will only be acceptable where it can be demonstrated that there is no reasonable demand for the existing use.

The approach above will also be used for change of use to a HMO which is classified as 'sui generis'.

Notwithstanding the policy requirements set out above, all proposals for change of use of existing properties into houses in multiple occupation, and all proposals for conversion of existing properties into flats (which might not necessarily fall within Class C4), would be permitted only where the accommodation to be provided is of a high standard and where it will not materially harm the character of the area, having particular regard to the criteria in policy DM1.

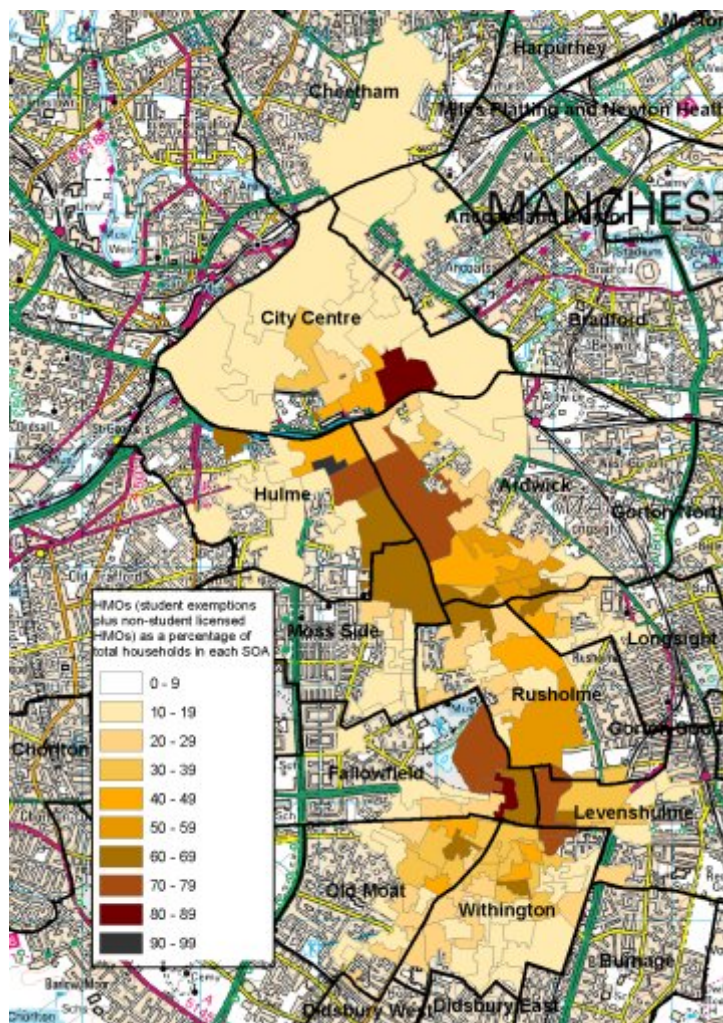
9.45 Tribal Consulting carried out a study for the Council which looked at the provision of student accommodation, including identifying areas of the City which experienced different types of impacts due to varying concentrations of students living there. The resulting student strategy was reported to Executive in May 2009 and issues raised by this are being taken forward through the Student Strategy Implementation Plan, with updates reported to Executive Committee.

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

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Figure 9.6 Areas with high concentrations of shared housing



9.47 Policy H11 will be applied throughout the City. For illustrative purposes, Figure 9.6 shows where concentrations of council tax exempt student residential properties combined with non-student licensed HMOs exceed 10% of total residential properties, based on 2010 data, mapped by super output area.

9.48 A sustainable community must provide opportunities for a mix of households. Within this mix families are particularly important because they support a range of local facilities such as schools and tend to have a greater commitment to the neighbourhood as they live there longer than other types of households. For this reason, a more restrictive approach will be applied in locations which have benefited from specific regeneration activity aimed at increasing the provision of family housing, as described in Policy H11. This could include PFI schemes, CPOs and other forms of neighbourhood renewal where an increase in family-oriented accommodation was a stated aim of the intervention included in public documents. For the purposes of the policy, housing suitable

for a family is a dwelling with 3 or more bedrooms, and no reasonable demand would be demonstrated by a period of at least six months on the market at a reasonable price or rental level or other compelling market evidence.

9.49 The policy above will prevent further loss of Class C3 dwelling houses, which generally provide accommodation for families, to Class C4 HMOs, thus preventing further harm to residential amenity. It should be noted that the data sources which will be used to determine whether a HMO is to be permitted include properties exempt from paying council tax because they are lived in entirely by full time students – this category could potentially include a limited number of non-HMO residential properties, for example a situation where a student was living alone or with only one other person in a self-contained flat would still be a C3 use. Additionally there will be HMOs not covered by the categories in the policy but as these are not recorded

by the Council they will not be counted when making a decision on permitting a C4, unless evidence can be provided to demonstrate where these are, as stated in the policy. Further information on data sources is given in the Evidence Issues section.

9.50 Small flats, which would not be capable of being used as a C4 property, would also be unlikely to provide accommodation for families. Therefore in marginal cases they will not be included in the total number of residential properties when calculating concentrations of properties that fall within the categories above. This will ensure that high numbers of purpose built flats which fall within the C3 Use Class do not skew the results by making it appear that there is a large amount of family housing already available nearby, when this is not the case. Social housing is excluded from the C4 Use Class therefore these properties would be excluded from the total number of residential properties in the same way in marginal cases.

9.51 Residential properties that would meet the C4 test from the 8th October 2011 but which existed in this format previously without being defined as such will not necessarily be known to the Council. Where planning permission is given for a change of use to a C4 HMO this will be recorded in the future to build up a clearer picture.

9.52 A change of use to a HMO which is lived in by more than six people is classified as 'sui generis', i.e. it is not classified by the Use Classes Order. This could be an extension to an existing C4 dwelling, or a change of use from C3.

9.53 The impacts of Policy H11 will be monitored to ensure that any risk of blight on properties in areas where there are high concentrations of HMOs is minimised; and the policy revised if necessary. The policy allows for change of use from C3 to C4 (in areas where HMO concentrations are low) in areas where specific regeneration initiatives to increase family housing have taken place, only where it can be demonstrated that there is no reasonable demand for the property as a C3 dwellinghouse.

9.54 Currently the amount of purpose built student accommodation in the planning pipeline exceeds the demand from both the projected growth in student numbers and latent demand from students living in the general rented sector, meaning that there is a future oversupply of bedspaces. This means that purpose built student accommodation will be able to meet any increase in overall demand for student accommodation in Manchester, whilst broadening housing choice in a way which reflects evidence of current demand. If a need for further purpose built accommodation arises the Council will encourage this where it satisfies the criteria set out in Policy Approach H12.



9 Objective 3 Housing

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Evidence Issues

9.55 The Council does not have a complete record of all HMOs in the City which would fall within the C4 definition, therefore the types of accommodation listed in the bullet points in the policy are used to try and cover as many different types of 'houseshare' accommodation as possible, and the first two types are data sources which can be easily used to display percentages of accommodation within these categories for a defined area.

9.56 Licensed HMOs are recorded on Private Sector Housing's database and include licensed HMOs (HMOs which meet specific criteria) as well as others which the Council has recorded for a specific reason, for example when it has focused on conditions in a particular area. A large number of HMOs in the City do not need to be licensed (for example because they are lower than three storeys) therefore this data source alone would not include enough types of HMO/shared housing to make a threshold policy meaningful. The Council can identify residential properties which are exempt from paying council tax because they are entirely occupied by full time students, but council tax data does not give the number of occupants. It is likely that the vast majority of these are HMOs but there are potentially a limited number which are not – for example a situation where a student was living alone in a self contained flat would be a C3 dwelling house.

9.57 It is also possible to identify residential properties where there are at least two occupants and all but one are disregarded for council tax purposes, for example students living with a non-student. However this data source was not included in the policy as it was considered that it was likely to incorporate a higher percentage of non-HMO properties.

9.58 There are no records of other HMOs, which are groups of unrelated adults sharing a house, and council tax data does not identify these.

Purpose Built Student Accommodation

Policy H 12

Purpose Built Student Accommodation

The provision of new purpose built student accommodation will be supported where the development satisfies the criteria below. Priority will be given to schemes which are part of the universities' redevelopment plans or which are being progressed in partnership with the universities, and which clearly meet Manchester City Council's regeneration priorities.

1. Sites should be in close proximity to the University campuses or to a high frequency public transport route which passes this area.
2. The Regional Centre, including the Oxford Road Corridor, is a strategic area for low and zero carbon decentralised energy infrastructure. Proposed schemes that fall within



this area will be expected to take place in the context of the energy proposals plans as required by Policy EN 5.

3. High density developments should be sited in locations where this is compatible with existing developments and initiatives, and where retail facilities are within walking distance. Proposals should not lead to an increase in on-street parking in the surrounding area.
4. Proposals that can demonstrate a positive regeneration impact in their own right will be given preference over other schemes. This can be demonstrated for example through impact assessments on district centres and the wider area. Proposals should contribute to providing a mix of uses and support district and local centres, in line with relevant Strategic Regeneration Frameworks, local plans and other masterplans as student accommodation should closely integrate with existing neighbourhoods to contribute in a positive way to their vibrancy without increasing pressure on existing neighbourhood services to the detriment of existing residents.
5. Proposals should be designed to be safe and secure for their users, and avoid causing an increase in crime in the surrounding area. Consideration needs to be given to how proposed developments could assist in improving the safety of the surrounding area in terms of increased informal surveillance or other measures to contribute to crime prevention.
6. Consideration should be given to the design and layout of the student accommodation and siting of individual uses within the overall development in relation to adjacent neighbouring uses. The aim is to ensure that there is no unacceptable effect on residential amenity in the surrounding area through increased noise, disturbance or impact on the streetscene either from the proposed development itself or when combined with existing accommodation.
7. Where appropriate proposals should contribute to the re-use of Listed Buildings and other buildings with a particular heritage value.
8. Consideration should be given to provision and management of waste disposal facilities, that will ensure that waste is disposed of in accordance with the waste hierarchy set out in Policy EN 19, within the development at an early stage.
9. Developers will be required to demonstrate that there is a need for additional student accommodation or that they have entered into a formal agreement with a University, or another provider of higher education, for the supply of all or some of the bedspaces.
10. Applicants/developers must demonstrate to the Council that their proposals for purpose built student accommodation are deliverable.

9.59 Manchester City Council's Student Strategy Implementation Plan identifies a number of key issues associated with the large student population that need to be addressed in partnership with the University of Manchester and Manchester Metropolitan University, and sets these out under four main objectives, one of which is to provide better accommodation for students in appropriate locations.



9 Objective 3 Housing

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9.60 Priority will be given to schemes which are part of the universities' own plans for additional or redeveloped accommodation (which involves surplus university-owned land and/or which are being progressed by developers with a university contracted to occupy the accommodation) and which clearly meet Manchester City Council's regeneration priorities.

9.61 The Council has received an increasing number of enquiries from developers regarding purpose built accommodation proposals recently. Recent planning applications show that there is currently a potential oversupply of student bedspaces in purpose built accommodation in the planning pipeline when matched against demand from both the projected growth in student numbers to 2014/15 and latent demand from students living in the general rented sector. The consideration of 'need' for additional student accommodation which developers should undertake should include, but not be limited to, waiting lists for existing places (both University and privately-owned stock) and an appraisal of schemes in the planning pipeline (under construction, with planning permission and current applications). Assessing proposals for new purpose built accommodation against the criteria above will ensure that schemes are progressed in appropriate locations which meet the Council's regeneration priorities; and the provision of further bedspaces in purpose built student accommodation will assist in encouraging students to choose managed accommodation over HMOs. The impacts of a large number of students living in an area can be more easily mitigated when they are living in purpose built accommodation rather than unmanaged HMOs which have significant impacts on residential amenity for non-student neighbours.

9.62 In this context "close proximity" means within 500m which is defined in Planning Policy Statement 4 as being easy walking distance in terms of access to office development.

Delivery Strategy

Housing

Policy	Project/Programme	Responsible Agencies	Source of Funding	Timescale
H11 Maintain sustainability of neighbourhoods by controlling new HMOs	Planning Development Management	MCC	MCC	Until 2027



Objective 3 Housing 9

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H12 New purpose built accommodation delivered in accordance with criteria in policy, oversupply of student bedspaces avoided	Planning Development Management Higher Education Providers Development Programmes	MCC Developers Higher Education Providers	Developers	Until 2027
Policy	Indicator			Target
H11	Number of developments for HMOs allowed on appeal			None
	Change in no. of Super Output Areas with >10% HMOs			No increase
H12	Number of developments for Student Accommodation allowed on appeal			None



10 Objective 4 Centres

Manchester City Council | Manchester Core Strategy 2012 to 2027

10 Objective 4 Centres

10.1 S04. Provide a network of distinctive, attractive and high quality centres, strengthening local identity, providing essential services close to homes and local access to healthy food.

Introduction

10.2 Manchester City Centre and its district centres are places to shop, work, eat, drink, enjoy leisure activities, access services and increasingly to live. They are also a key economic asset, with the City Centre recognised as the primary economic driver for the City Region.

10.3 Essential to delivering Manchester's community strategy vision of a successful city that attracts and retains successful people is ensuring that everyone has access to a range of shops, community facilities, services, leisure and culture opportunities that meet their needs in a sustainable way. Accessible district centres and local centres are important in creating a sense of place and focus and therefore central to creating neighbourhoods of choice.

10.4 Manchester's Climate Change Call to Action Plan recognises that for places to enable people to live lower carbon lifestyles, it is not only necessary to use less energy in the home, but by using local shops and facilities, travelling by foot, bike, bus, or tram, using public spaces and facilities, getting more involved in local activities, these centres become more attractive popular and socially inclusive places.

10.5 The Core Strategy's role is to set out a proactive strategy for its centres, focused on directing new retail development to deliver the Council's Vision of thriving accessible centres. A balanced provision of retail and local services will be provided improving existing retail facilities, addressing deficiencies in the retail hierarchy and planning for future growth. The aim is to promote the vitality and viability of the City's centres, encouraging a wide range of services which allow genuine choice in a good quality environment which is accessible to all, helping to reduce car dependency whilst also ensuring centres are a focus for community and civic activity.

Hierarchy

10.6 Manchester is served by a diverse network of City, district and local centres. Not every centre supports a broad range of uses and therefore an important policy element of the Core Strategy is to define a centre hierarchy, recognising roles that different centres play within certain areas and where some centres complement each other within their own network.



Policy C 1

Centre Hierarchy

Development of town centre uses (as defined in national planning policy) will be prioritised in the centres identified in this policy, taking account of the different roles of the City Centre, District Centres and Local Centres. In order to maintain the vitality and viability of its centres, provide services as locally as possible and minimise the need to travel by car Manchester's centre hierarchy is:-

- **Manchester City Centre**

The City Centre is the focus for comparison retail for the Manchester City Region. Its catchment exceeds the City boundaries and the capacity for future comparison development reflects this. The focus for new comparison retail is the Primary Shopping Area. The City Centre is also the regional focus for commerce, culture, leisure and tourism. The City Centre has a need for additional convenience retail to meet the needs of a growing residential population, but this role is distinct from its comparison retail function, with a different catchment (see policies CC1-10 for detailed policy guidance).

- **District Centres**

District centres have an essential role in providing key services to the City's neighbourhoods including shopping, commercial, leisure, public and community functions, ensuring that residents can access such services easily. They are also a focus for the City's residential neighbourhoods, providing an important opportunity to define local character. Manchester's 17 district centres are shown below including the newly designated district centre, Baguley (West Wythenshawe). Development in these centres should primarily respond to the needs of the catchment and recognise the need to support the vitality and viability of other centres.

- **Local Centres**

Local centres meet local needs for small scale retail and services to meet day-day needs. There are 24 identified local centres, including new local centres at Moston Lane, Collyhurst and Merseybank Avenue. Locations which are not identified in the Local Development Framework but which perform the same function in terms of scale and meeting local needs will also be considered to be local centres.



10 Objective 4 Centres

Manchester City Council | Manchester Core Strategy 2012 to 2027

Regeneration Area	District Centres	Local Centres
North	Cheetham Hill Harpurhey	Victoria Avenue/Rochdale Road (Charlestown)
		Hollinwood Ave/Greengate (Moston)
		Landsdowne Rd/Crumpsall Lane (Crumpsall)
		Worsley Ave/Kenyon Lane (Lightbourne)
		Moston Lane (Harpurhey)
		Collyhurst (as part of redevelopment)
East	Eastlands Gorton Newton Heath Openshaw	Ashton New Road/Manchester Road (Beswick and Clayton)
		Hyde Rd/Reddish Lane (Gorton North)
Central	Hulme Longsight Rusholme,	Princess Rd/Claremont Rd (Moss Side)
		Precinct Centre, Oxford Road (Ardwick/Hulme),
		Withington Rd/Yarburgh St (Whalley Range)
		Claremont Rd (Moss Side)
		Dickenson Rd/Anson Rd (Longsight/Rusholme)
South	Chorlton Didsbury	Manchester Rd/Upper Chorlton Rd (Whalley Range)

Regeneration Area	District Centres	Local Centres
	Fallowfield	Lloyd St South/Platt Lane/Hart Rd (Fallowfield)
	Levenshulme	Kingsway/Slade Lane (Levenshulme)
	Withington	Beech Rd/Stockton Rd/Chorlton Green (Chorlton)
		Barlow Moor Rd/Mauldeth Rd West (Chorlton Park)
		Merseybank Ave (Chorlton Park)
		Mauldeth Rd (Withington)
		Kingsway/Mauldeth Rd (Burnage)
		Burnage Lane (Burnage)
		Burton Road/Cavendish Road/Lapwing Lane (West Didsbury)
		Fog Lane/Lane End/Burnage Lane (Burnage)
Wythenshawe	Northenden	
	Wythenshawe	
	Baguley (West Wythenshawe)	

10.7 Manchester's centre hierarchy comprises the City Centre; 17 District Centres and 24 local centres. All district centres, whilst at the same level in the hierarchy, perform a role and function reflecting the needs of their local community. Local centres are important in providing sustainable smaller scale shopping and community facilities to local residents and their continued vitality is important. Manchester's District Centres are identified on the Key Diagram.



10 Objective 4 Centres

Manchester City Council | Manchester Core Strategy 2012 to 2027

10.8 The Core Strategy has designated a new District Centre, Baguley (West Wythenshawe). The centre is already functioning as a district centre with the focus on its large food store. The Council wishes to broaden the offer in Baguley (West Wythenshawe) by increasing local services and supporting further retail.

10.9 Three new local centres are also designated at:-

- Moston Lane as it has become a popular destination for local residents in recent years for both shopping, visiting local restaurants and accessing local services
- Collyhurst, which will be delivered through the proposed neighbourhood regeneration, and
- Merseybank as it has developed a range of shops and services to serve local residents.

10.10 Details of boundaries and Primary Shopping Areas will be addressed in a subsequent DPD.

10.11 This hierarchy has provided the basis to resist significant out-of-centre retail development whilst pro-actively supporting developments within existing centres and older existing retail parks. In general terms, the existing district and local centres will continue to be the main focus for retail development and service provision as they are in the most accessible locations and already contain a broad range of facilities.

10.12 There are five main out-of-centre retail locations in Manchester - Higher Blackley Retail Park, Manchester Fort, Central Retail Park, Kingsway Burnage and Parrswood East Didsbury. Although the retail hierarchy focuses new development in centres, opportunities will be taken through refurbishment and replacement to improve the retail environment and reduce the impact on neighbouring residents, in line with Planning Policy Statement (PPS) 4: Planning for Sustainable Economic Growth.

Manchester's District Centres

10.13 All district centres in Manchester provide essential retail facilities for residents, and larger centres also act as a location for a wide range of public service delivery and ensure that residents can access a range of facilities in one location. Manchester's larger district centres in particular generate significant employment opportunities. The distribution of both retail and public service provision across Manchester is not uniform, with some areas providing opportunities for further investment. Some centres, such as Chorlton, have a larger proportion of independent retailers and their contribution to the character, viability and vitality of the centre is recognised and supported.

10.14 Different but complementary uses, during the day and in the evening, can reinforce each other, making centres more attractive to local residents, shoppers and visitors. For example, a broad range of retailer representation is likely to increase the attractiveness of a town centre and will promote competition and consumer choice. Larger retail stores can strengthen a centre's



retail offer and perform an important anchor role, increase linked trips and pedestrian activity. Smaller shops can significantly enhance the character and vibrancy of a centre and make a valuable contribution to consumer choice.

10.15 Manchester's Retail Studies have identified a need for both food and non-food retailing in the Manchester area up to 2027 while also recognising that many of the existing centres need a programme of environmental improvements. Policy within the Core Strategy sets a framework for future retail development across the City to focus this growth within existing centres to maximise the benefits of a growing population to encourage new retail development in the right location, alongside further development of other key uses which contribute to centres' vitality and value to local people.

Policy C 2

District centres

Development will support thriving district centres, with distinct local character, providing a good range of accessible key services, including retail, health facilities, public services, leisure activities and financial and legal services. Housing will also be considered an appropriate use within District Centres, providing it supports the vitality and viability of the centre. In delivering this vision provision will be made by 2027 for approximately:

20,000 square metres net convenience retail floorspace

15,000 square metres net comparison retail floorspace

The delivery of this floorspace should respect the network of centres across the City and in neighbouring districts. Development within this overall capacity which has the potential to impact on the current or future vitality and viability of other centres in Manchester or other districts will only be acceptable if there is no prospect of the affected centres accommodating growth themselves. The Core Strategy sets a framework for the delivery of the identified capacity. The identification of specific sites, particularly those which require an extension to existing District Centre boundaries, will be addressed through a subsequent Development Plan Document.

Development in District Centres should:

- Prioritise delivery of key 'visitor' services, including retail, public and commercial services and food and drink. The Council will ensure that retail remains the principal use in Primary Shopping Areas, but also ensure that provision is made in District Centres for commercial and service uses, leisure and community facilities and other uses which make a positive contribution to vitality and viability of centres. Subject to impact on



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overall character and local amenity, the Council will support development which extends the time during which District Centres are active;

- Promote the development of employment which provides opportunities for local people;
- Promote the efficient use of land, particularly through considering options for multi-storey development. New development should positively contribute to the reuse and regeneration of land and premises, together with wider regeneration and investment strategies;
- Contribute positively to the diversity and mix of uses within centres without undermining their primary retail function. Development should also promote a range of retailers and shop formats;
- Promote choice and competition particularly where development will support the independent sector;
- Remedy deficiencies in areas with poor access to facilities.

New development should respect and enhance the character of existing centres.

New development should deliver improvements to the quality and accessibility of the centre environment. Opportunities should be taken to adopt sustainable building design and practises to assist in adapting to climate change (see also Green Infrastructure Policy EN 9).

The subsequent DPD will identify sites for new development within District Centres.

10.16 The figures for convenience floorspace in this policy, and elsewhere in the Core Strategy unless otherwise stated, are based on large format foodstores and unless otherwise stated, retail floorspace is net. Different shops have different turnover, and this will affect how available expenditure is converted into floorspace capacity. Capacity is also based on projected population increases, which depend on housing delivery. The Council will monitor this position to ensure that its plans for retail provision reflect the City's needs. The Council also recognises that national comparison retailers are more likely to favour larger centres, particularly Manchester City Centre, and that the majority of new comparison floorspace will be delivered alongside the convenience offer provided by supermarkets.

10.17 District Centres are a key focus for Manchester's communities. They are a hub for activity and thrive when they attract visitors from the surrounding neighbourhoods. The Council will therefore promote the provision of uses which serve this function. The main role of District Centres is access to retail services, and a strong retail offer can underpin other uses. This policy therefore supports the growth of District Centre retail to meet local needs, whilst also promoting a range of other services. The approach should be specific to each centre, but the guiding principle will be the need to ensure that all members of the community can access important centre functions.

10.18 District Centre development must reflect the hierarchy and should not be of a scale which would undermine the vitality of other centres in Manchester and beyond. For all district centres in Manchester development proposals will need to be proportionate to the defined role and function of that centre and meet the tests set out in national policy guidance PPS4. Whilst certain employment is considered to be a "town centre" use, this should respect the local scale of Manchester's District Centres. In particular, the Council will ensure that employment development which would attract workers from across the region will be directed to the Regional Centre and other Strategic Employment locations. In defining the characteristics of district centres, PPS 4 indicates a degree of variation in what might be reasonably expected within such centres and allows scope for additional investment, subject to the justification required in terms of need and impact when proposals come forward. The District Centre boundaries, including Primary Shopping Areas where appropriate, will be identified in a subsequent Development Plan document.

Delivery Strategy

Centre Hierarchy and District Centres

Core Strategy Policy	Project/Programme	Responsible Agency	Source of Funding	Timescale
C1 - Maintain hierarchy of centres	Planning Development Management A subsequent DPD	MCC	MCC budget	2012-2027 (A subsequent DPD 2012-2014)
C2 - Maintain vitality and viability of District Centres	Planning Development Management A subsequent DPD	MCC	MCC budget	2012-2027 (A subsequent DPD 2012-2014)
C2 Provision of new retail floorspace	Planning Development Management	MCC Developers	Developers	To 2015 - 12,500 sqm
				2015-2020 - 9,000 sqm
				2020-2027 - 13,500 sqm

District Centre Development Framework

10.19 The following section establishes a broad framework within which Manchester's District Centres will develop up to 2027. There is an emphasis on the potential for retail development, reflecting the importance of this use both to users of the centres and as a means of attracting investment. The Core Strategy highlights where it will be most important to support development which broadens the range of uses available.

10.20 These policies indicate how capacity for additional development should be distributed. This reflects capacity based on population growth and current shopping patterns, including the potential to change these if appropriate, and opportunities to accommodate new development.

North Manchester

Policy C 3

North Manchester District Centres - Cheetham Hill and Harpurhey

There is capacity for approximately 1,000 square metres convenience and 4,000 square metres comparison retail growth in North Manchester up to 2027. The focus for additional floorspace should be in Harpurhey.

There could be small increases in retail provision in Cheetham Hill, but development for other uses which promote vitality during the daytime will be supported. New development should improve connections between the centre and the existing large foodstore. Development which brings a broader range of commercial and public uses to Cheetham Hill will be supported.

Redevelopment within Harpurhey District Centre has the potential to provide increased retail floorspace alongside additional uses, including food and drink, employment and community facilities. There are opportunities to introduce some new housing into both centres with relatively small scale employment areas also identified in Harpurhey.

10.21 Cheetham Hill and Harpurhey centres mainly serve residents in the north of the city and those of Salford. Both the North Manchester Strategic Regeneration Framework (SRF) and the retail studies highlight issues around improving the shopping environment in both centres. The City Wide Retail Study (2010) has identified some further capacity for convenience retail development across the area. While there is a limited employment core within Cheetham Hill, Harpurhey has a significant presence of public service provision.



10.22 Cheetham Hill is a large elongated centre approximately 1.4 miles to the north east of Manchester City Centre, sharing part of its boundary with Salford. It has an established independent food sector, based on its local ethnic community. A recently opened large foodstore within the centre, has helped meet the need for local residents to access fresh food locally. Although the retail study does indicate some leakage to stores outside Cheetham Hill, the supermarket in Cheetham Hill is currently undertrading and therefore has latent capacity to meet this need. There are further commitments in the area which will also reduce capacity. New retail development in Cheetham Hill is therefore likely to be limited. However, a priority of any new development should be to strengthen links between the foodstore and the rest of the centre, to extend the benefits of this anchor.

10.23 Harpurhey is a large, broadly rectangular centre approximately 4 miles from the City Centre. Recent investment has significantly enhanced Harpurhey, providing a new market, shops and leisure centre. The retail study found the superstore was trading well, successfully anchoring the centre. Identified capacity for convenience provision will be directed towards Harpurhey to provide additional convenience and comparison floorspace, meeting the needs of new residents and supporting further qualitative improvements to the centre, including improvements to existing shops and services where this can contribute to the centre's health. Redevelopment in Harpurhey will also provide the opportunity to introduce new uses to diversify services within the centre. This could include a range of commercial uses, such as food and drink and employment, and community uses, complementing the Youth Zone proposals on the edge of the District Centre.

East Manchester

Policy C 4

East Manchester District Centres - Eastlands, Gorton, Newton Heath and Openshaw

There is capacity for 4,000 square metres convenience and 1,000 square metres comparison retail development in East Manchester up to 2027, with a priority being improved provision in Newton Heath.

Eastlands has a degree of capacity for additional retail development. The priorities for this centre are to promote a wider range of commercial and community uses within the centre and improve its links with surrounding communities and wider Eastlands development opportunities in order to enhance the sense of place in the area. The development of additional residential development will also be supported.

In Newton Heath there is additional capacity for a medium sized supermarket to provide a key anchor store, increasing the attractiveness of the centre. This could be delivered within the existing District Centre boundaries, ideally as part of a mixed use development which can create a more varied range of uses in the centre. New development should be of a



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high quality and inclusive design, in order to improve the character and quality of the centre and the way it functions. Newton Heath also offers significant opportunities for new housing and smaller scale employment sites.

In Gorton and Openshaw the Council will support schemes which improve the District Centre environments, particularly in terms of access and movement within the centre and in creating a more diverse range of uses. Recent development in these centres responded to local retail needs, but there is potential for other commercial and public uses.

10.24 The regeneration of East Manchester since 2000 has seen efforts to improve its District Centres, including the creation of a new centre at Eastlands and enhanced provision at Gorton and Openshaw.

10.25 The establishment of Eastlands as a new district centre has significantly enhanced the overall retail offer for East Manchester. Eastlands is a modern popular centre. It will be supported by further housing, economic and sports/cultural led development adjacent to the centre. The retail study found that the superstore is trading strongly and supports a high level of retention of expenditure within the centre. Increases in resident population will support a small extension to the existing food offer to help provide local residents with greater choice, which could be through extensions to existing provision. The proximity of this centre to the Eastlands Strategic Employment Location means that there is likely to be potential for employment development.

10.26 Newton Heath is a more traditional centre but has suffered in recent years from a lack of investment and is disjointed with a relatively high level of vacant units in the centre. However, the surrounding area has strong potential for new housing development to support population growth, which can underpin increased commercial investment. Allied with the current leakage of expenditure which the Retail Study has identified, Newton Heath has potential to accommodate a significant improvement in retail floorspace. There are opportunities for redevelopment within the District Centre, which potentially could include retail, commercial and residential uses.

10.27 Old Church Street will be a focus for physical enhancement and new retail offer to meet the needs of the community. Phasing for new foodstore provision is expected to be in the medium to long term of the Core Strategy period, coming forward to meet the needs of the anticipated increase in the local population over the same time period. The Council believes that there is potential for approximately 4,000 square metres of convenience and comparison floorspace in Newton Heath.

10.28 A new superstore in Gorton has strengthened the centre's retail offer, supporting increased linked trips to the rest of the centre and more sustainable shopping patterns across the area. The retail study identified some further capacity for some small scale retail provision. Priorities will be, building on recent investments in Gorton, to provide physical improvements to enhance the centre environment and ensure there are strong linkages between the new superstore and the traditional high street.



10.29 The retail study found that Openshaw was performing relatively poorly. However, the large mixed use retail led scheme currently being developed in Openshaw, including a supermarket opened in 2010, will strengthen the centre's offer, supporting increased linked trips and pedestrian activity and more sustainable shopping patterns across the area.

10.30 Gorton, Newton Heath and Openshaw centres need further investment and environmental improvements, including to shop frontages and creation of better pedestrian linkages, to strengthen their sense of place and give a clearer sense of definition.

Central Manchester

Policy C 5

Central Manchester District Centres - Hulme, Longsight and Rusholme

There is further capacity for approximately 3,000 square metres of convenience and 1,500 square metres comparison retail development in the area up to 2027. Additional floorspace will be delivered in Hulme and Longsight, whilst more moderate provision is expected in Rusholme.

There is capacity in the medium term in Hulme for further growth to support a moderate increase in retail provision. There is an undeveloped site adjacent to the car park which could come forward for commercial uses. New development should develop the connection between the foodstore and Hulme High Street and increase the range of uses in the centre.

Within Longsight the priority will be to direct opportunities for growth to improve the links between the existing foodstore and the rest of the centre.

Additional retail development will be supported in Rusholme, but this should complement the distinct commercial character of the District Centre. Capacity for additional retail in Rusholme can be adequately provided in other centres, including Hulme and Fallowfield.

The improvement to the quality of the environment in Rusholme and Longsight is a priority to help retain and attract shoppers and visitors.

10.31 The traditional linear centres of Longsight and Rusholme set out along key radial routes are complemented by a modern centre at Hulme. Hulme District Centre is a saved UDP development allocation which is recognised as a District Centre (with boundaries to be defined in a subsequent DPD). It is anchored by a strongly performing large foodstore. Its retail offer is complemented by an indoor market and a recently developed traditional high street. While there are no offices within the centre, a large modern office park, known as Birley Fields, is immediately adjacent. Significant regeneration activity in recent years has introduced a number of high density residential developments both within and adjacent to the centre.



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10.32 The retail study found that significant numbers of local residents are carrying out their food shopping outside Hulme. With a relatively large planned increase in the local residential population over the plan period, and the development of the Manchester Metropolitan University campus at Birley Fields, in close proximity to Hulme centre, there is further capacity towards the end of the plan period to support further food retail provision. This development would help bring further environmental improvements to the centre.

10.33 Rusholme district centre has some of the most distinctive characteristics of all the centres across Manchester and especially notable is the strong influence of Asian trade and the lively evening economy. It is a centre which attracts visitors from a wide catchment (beyond Manchester), and is a valuable aspect of the City's identity. The Core Strategy will protect this character. Although large scale main convenience retail facilities, comparison retail and public service facilities are under-represented in Rusholme, opportunities for new development are limited given the constrained nature of the District Centre. Edge of centre sites will be considered if they are well connected to the centre, but the close physical relationship of Rusholme to Hulme and Fallowfield mean that development in other centres will be preferable to proposals in and around Rusholme if these would undermine the innate character. It is also unlikely that there is sufficient capacity to warrant a significant increase in provision. Development which supports its commercial role, including environmental improvements and enhanced parking facilities, will also be supported.

10.34 Longsight centre provides a main food retail focus for the A6 Corridor linking to Levenshulme. The large foodstore is performing very strongly and supports a relatively high retention of expenditure within the centre by local residents. Identified increases in capacity will be used to deliver design improvements, through moderate scale increases in convenience and comparison floorspace, and provide improved pedestrian connections between the existing large foodstore and the rest of the centre.

10.35 The improvement to the quality of the environment in Rusholme and Longsight is a priority to help retain and attract shoppers and visitors to the centres.

South Manchester

Policy C 6

South Manchester District Centres - Chorlton, Didsbury, Fallowfield, Levenshulme and Withington

Across the area there is capacity for both further convenience and comparison retailing floorspace. In total, approximately 8,000 square metres of convenience and 4,500 square metres of comparison retail floorspace will be promoted up to 2027. Identified capacity will be directed to Chorlton centre to support more sustainable shopping patterns, with enhanced provision also promoted in Levenshulme. Redevelopment in Chorlton will provide a



substantial increase in retail, alongside improvements to other commercial and community services. New development should also make a contribution to the character of the centre, including a range of unit sizes and environmental improvements.

In other centres in South Manchester more moderate expansion of retailing and other services will be supported, appropriate in scale to the role and function of the centre. In Didsbury, redevelopment opportunities for new development within and on the edge of the centre will be supported, provided they will enhance the range and quality of retail and dining and complement the overall character of the centre.

In Fallowfield and Withington development which creates more diverse centres will be supported, in particular involving improvement to the retail offer to meet the full range of residents in surrounding neighbourhoods and promoting community uses. Development of the University of Manchester facilities adjoining Fallowfield District Centre will be supported as a means of improving the balance of uses within the centre.

Levenshulme is an appropriate location for additional convenience development to address the high level of leakage currently evident. The role of the independent retail sector in Chorlton, Didsbury and Levenshulme will be supported.

10.36 The five district centres of Chorlton, Didsbury, Fallowfield, Levenshulme and Withington provide the higher level of the South Manchester centre hierarchy with a wide range of local and community facilities. South Manchester's centres are all located in highly accessible locations, adjacent to key transport corridors. The wider area includes some of the more affluent neighbourhoods in Manchester, and this can be seen in the centres through the range of uses supported and the popularity of the independent retail sector.

10.37 Chorlton is the largest shopping centre in Manchester outside of the City Centre. Already highly accessible by public transport, the centre is further enhanced by the recent Metrolink extension. It performs well, particularly in terms of retail and commercial services, though the centre has more limited civic and community provision. Chorlton is recognised for its significant independent retailing sector, which makes a significant contribution to its character.

10.38 The Retail Study indicates that Chorlton District Centre retains a relatively high proportion of expenditure by local residents in both the large foodstore and small local shops, although it is notable that there is leakage to larger foodstores. There is an opportunity for redevelopment in Chorlton which can improve performance, providing it builds on the centre's existing strengths. Further development is expected to be accommodated through the redevelopment of the precinct, and this may be alongside an increase in capacity at existing facilities. A comprehensive scheme in the centre should provide opportunities for the continued growth of the independent sector and improved facilities for other services (including health and education).



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10.39 Didsbury, serving the south of the area, is a strong centre with a focus on leisure orientated shopping and restaurants and bars associated with the evening economy. It has a good quality environment. The centre does not provide a broad range of public service facilities and this could be improved through further development of facilities.

10.40 The retail study found that Didsbury both retains a high proportion of expenditure by local residents and is a strong destination for food shopping, with residents from other areas of Manchester visiting its independent food stores. While some capacity for small scale expansion of its food offer has been identified in the retail study, Didsbury is a compact centre with little opportunity to expand, and most new development will come through small scale redevelopment and intensification of sites in and on the edge of the centre, which will be supported.

10.41 Fallowfield and Withington are located in close proximity and have characters which reflects the fact that this area has become a focus for the Manchester's student population. Whilst this is a valuable community to the City, new development should recognise that these District Centres serve a broader local catchment and contribute to the development of a correspondingly broad offer. The on-going management of the evening economy will remain a priority for both centres.

10.42 Fallowfield performs strongly as centre on key measures including a low vacancy rate, albeit the number of units in the centre is relatively low. It is anchored by a large food store, with significant trade associated with the student population and an extensive evening economy. There is a large resident population living within the centre and immediately adjacent to the centre but currently there is limited civic and community provision. The plans to develop the University of Manchester site are an opportunity to focus student activities and encourage a wider range of uses elsewhere in the District Centre.

10.43 The retail study identified growth to support a medium scale increase in convenience retail within the Fallowfield/Rusholme area. Fallowfield is the preferred location for this development, focused on the existing foodstore and potential developments highlighted in the Fallowfield District Centre Action Plan.

10.44 Although also popular with students, Withington serves an established residential population, including people living in the Old Moat ward. Withington is a compact centre, the main role of which is for 'top up' shopping. The centre also has stronger representation of other services, including food and drink. The connections to other centres, particularly Fallowfield and Didsbury, mean that some leakage is always likely, but the Council will support further development of the convenience offer, providing it reflects the character of the District Centre.

10.45 Levenshulme is a large elongated centre. It has a high number of outlets along a linear street but both the civic and community offer is limited. Whilst it lacks a large anchor food store, it has a broad independent retail offer. The retail study has identified some small scale capacity for further food retailing. However, there is evidence of trade leakage to Longsight and Burnage, and there is potential for a medium scale supermarket to help achieve a stronger market share.



Through a subsequent DPD the District Centre boundary will be established, and this will be an opportunity to consider whether an alternative boundary could better support the District Centre in the future. The quality of the townscape in the centre is in need of some further investment and opportunities through new development will be taken to improve the centre environment.

Wythenshawe

Policy C 7

Wythenshawe District Centres - Baguley (West Wythenshawe), Northenden and Wythenshawe Town Centre

There is capacity for a substantial quantity of additional retail development within Wythenshawe, mainly at Baguley and Wythenshawe Town Centre. Across Wythenshawe centres there will be approximately 5,000 square metres of convenience and 3,000 square metres comparison retail development up to 2027, beyond current commitments in Wythenshawe Town Centre.

There is capacity for additional food retail at Baguley (West Wythenshawe) to meet local needs. The Council will support an increase in provision at the foodstore which anchors Baguley (West Wythenshawe) District Centre, but new development is also contingent upon the creation of a range of units within the centre to accommodate a wider offer of retail, commercial and public uses. Development should enhance the character of the centre, and strengthen pedestrian links around the centre and to the surrounding neighbourhoods.

Further retail and commercial development will be supported in Wythenshawe Town Centre, particularly comparison retail. Additional food retail should meet local needs and minimise leakage. The Council also supports the development of non-food retail and other commercial uses in Wythenshawe, including hotels and uses which maintain vitality beyond normal trading hours. Residential will be appropriate in Wythenshawe Town Centre as part of mixed use schemes, most likely beyond the retail and commercial core. New development should focus on creating a strong sense of place, and ensure that the redeveloped transport interchange is well-connected to new facilities and services.

In Northenden additional food retail will be supported, although this will be limited in scale, within the boundaries of the existing centre. The character of the centre will be maintained, with particular attention to its appearance and retail function. Further small retail units will be appropriate. Development of the evening economy will be carefully managed to ensure that this complements the vitality of the retail and the amenity of nearby residents.



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10.46 Across the Wythenshawe area these three centres have very different characters with Northenden offering a traditional village shopping environment and Wythenshawe a post war planned civic centre, whilst Baguley is a modern centre anchored by a large foodstore and non food retailing concentrated in the adjacent Brookway Retail Park. The focus for additional retail will be Baguley (West Wythenshawe) and Wythenshawe Town Centre.

10.47 Baguley (West Wythenshawe) has been functioning as a significant retailing destination for a number of years. Particularly in terms of food retail, it has offered the most accessible shopping location for surrounding communities. Furthermore, as part of the Council's Building Schools for the Future programme and taking advantage of the improved transport connection to Baguley provided by the proposed Metrolink extension, there is an intention to expand the range of services available in this location to include healthcare and Council services. Its designation as a district centre recognises its current role and these future plans. Future growth of the centre is appropriate to meet local needs, taking account of leakage currently identified by the Manchester Retail Study. Based on a supermarket format, it is expected that this will be in the region of 2,500 square metres of convenience floorspace, with more moderate comparison floorspace. However, this development should be an opportunity to create a centre which is better integrated in terms of the uses within the centre and the centre and its immediate surroundings, and a greater quantum of floorspace will be appropriate for a variety of retail formats.

10.48 Wythenshawe Town Centre is a large centre which offers a wide range of services, underpinned by a recently redeveloped large foodstore. While this has helped to address the significant amounts of expenditure historically leaking from the area, many of its residents are still shopping elsewhere, both in Manchester and in other surrounding centres. The Council believe that there is potential for at least 4,000 square metres of additional retail development in Wythenshawe. The nature and location of Wythenshawe, with less convenient connections to Manchester City Centre, mean that the centre is a distinct opportunity for comparison retail.

10.49 The on going regeneration of Wythenshawe will incorporate additional residential and replacement of outmoded office space, while taking opportunities to develop the leisure/night time economy including new hotels. Wythenshawe centre serves as a hub for delivery of services to its community and further opportunities will be taken to develop this role. The proposed Metrolink extension to Manchester Airport will greatly improve the accessibility and profile of Wythenshawe centre, strengthening connections to Manchester Airport.

10.50 Northenden is a traditional centre straddling Palatine Road. Its historic village character is acknowledged by its conservation area designation. Food retail is provided through a small foodstore, although opportunities for new retail development are limited. There is evidence that local residents rely on other centres to meet all their retail needs, but in order to maintain the character of Northenden a limited amount of new development is appropriate. In Northenden priorities will be to expand the main food provision, focusing on improvements to the existing foodstore and supporting more sustainable shopping patterns and including through the

consolidation of the centre boundary, focusing benefits of investment in further developing its village character. Opportunities are limited to introduce high density housing immediately adjacent to the centre but mixed use development of the appropriate size and scale will be encouraged.

Delivery Strategy

District Centres Development Framework

Core Strategy Policy	Project/Programme	Responsible Agency	Source of Funding	Timescale
C3-C7 Ensure appropriate District Centre Development	Planning Development Management	MCC Developers	Developers	2012-2027
C3 Increased retail provision in North Manchester	Planning Development Management	MCC Developers Other private sector (landowner, retailers and other local businesses)	Developers and other private	2012-2027
C4 Increased retail provision in East Manchester	Planning Development Management	MCC Private Sector - landowner and retailers	Private	2012-2027
C5 Increased provision in Central Manchester	Planning Development Management	MCC Private Sector - landowners and retailers	Private	Delivery by 2027
C6 Redevelopment in South Manchester	Planning Development Management	MCC (landowner and service delivery)	Private and public	2012-2027

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Core Strategy Policy	Project/Programme	Responsible Agency	Source of Funding	Timescale
		Developers Other private sector (landowner, retailers and other local businesses) ;		
C7 Increased provision in Wythenshawe	Planning Development Management	MCC Developers Other private sector (landowner and retailers)	Private	2012-2027

Local centres

10.51 Local Centres are one of the keys to achieving the objectives for successful neighbourhoods by providing a range of shops and services that provide for basic day to day needs. The presence of local shops, community facilities and cafes in small parades, can help define an area's character and support its residential, commercial or mixed-use function. Such uses can also have an important role to play by allowing easy access for people with young families, elderly people, people with mobility difficulties, and support community cohesion by providing a focus for the community.

Policy C 8

Local Centres

Local shopping and service provision in local centres should be retained where it remains viable and provides an important service to the local community. The provision of new small scale retail facilities will be encouraged where they would provide for local every day needs and would not be harmful to the vitality and diversity of nearby centres. Careful consideration will be given to the impacts of new commercial development on residential amenity, which is particularly an issue for food and drink uses.



Development proposals in local centres which would not reflect the local role of these centres will be assessed according to policy C9.

10.52 Local Centres perform an important role by ensuring that residents have convenient access to day-to-day shopping needs, and are especially important to those who have limited mobility. The Council will manage the range of facilities available within local centres to maintain a reasonable level of provision. Local Centres are not a focus for new commercial development, which should be directed towards District Centres. Whilst this approach helps to reinforce the vitality of District Centres, it also recognises that Local Centres are often within mainly residential areas.

10.53 New local centres have been identified at Moston Lane, Harpurhey and Beech Road, Chorlton. These are existing clusters of shops and services which are recognised as being important to local communities. The development of Moston Lane in accordance with the Moston Lane Masterplan and Retail Strategy will be supported. The former District Centre at Beswick has been reclassified as a local centre, reflecting the scale of this centre and the development of Eastlands District Centre.

10.54 As the City develops over time, the Council will consider whether it is appropriate to identify any additional Local Centres. This will be done through DPDs.

Out of centre retailing

10.55 A key priority for the Council's approach to retailing is to safeguard and enhance the City's existing centres. Where it is not possible to locate new development within or on the edge of existing centres, out of centre locations will be considered, subject to impact.

Policy C 9

Out-of-centre development

Development of town centre uses in locations which are outside a centre identified in policy C1 or a strategic location identified for such uses will be inappropriate unless it can meet the following criteria:

- There are no sequentially preferable sites, or allocated sites, within the area the development is intended to serve that are available, suitable and viable
- The proposal would not have unacceptable impacts, either individually or cumulatively with recently completed and approved schemes and having regard to any allocations for town centre uses, on the vitality and viability of the City Centre and designated



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district and local centres. An assessment of impacts will be required for retail developments of more than local significance; and,

- The proposal is appropriate in terms of its scale and function to its location.

Development that improves the environment of an existing out-of-centre facility or its relationship with surrounding uses will be supported, providing that it also meets the other criteria in this policy.

10.56 PPS4 sets out a comprehensive approach to the planning of town centre uses, which need not be rehearsed through local Core Strategies. The Council believes that the demand for additional town centre uses can be accommodated without compromising the network of centres. This policy underlines the considerations needed for out-of-centre development. The approach to impact assessments reflects Manchester's neighbourhood geography, within which there are District Centres and Local Centres in close proximity with varying characteristics and of varying sizes. Development of a scale which is of local significance only is unlikely to lead to unacceptable impacts on the City Centre, District or Local Centres. However, proposals of a scale which is likely to have a significant impact beyond the immediate locality could have implications for the vitality and viability of existing centres within the City and in neighbouring areas, and on the accessibility of communities to shopping facilities. These implications should be considered through the planning process. In Manchester's circumstances, the impacts of out-of-centre development will vary across the City and will need to be considered on a case-by-case basis, although the Council considers that development of less than 650 square metres gross will generally be of local significance only. Proposals of more than local significance should be accompanied by a statement which describes the nature and role of the proposals, evidence of the area the development is likely to serve, an assessment of the likely turnover of the development, an assessment of trade diversions from designed centres and an appraisal of the effects of the proposal on the vitality and viability of affected centres having regard to the factors set out in Policy EC16.1 of PPS4. The level of detail within impact assessments for proposals of less than 2500 square metres gross floorspace should be proportionate to the scale and nature of the development proposed and its likely effects on designated centres. For all proposals of 2,500 square metres gross floorspace and over, a full assessment addressing the impacts in Policy EC16.1 will be required.

10.57 Policy C9 also establishes a basis to support out-of-centre development provided it is intended to improve the experience of visitors or neighbours, rather than increase the role of the location. This could include enhanced pedestrian linkages within the scheme or the reorganisation of loading facilities to reduce the impact on adjacent residents.

Leisure and Evening Economy

10.58 District and local centres play a vital role, not only as places to shop but because they provide the opportunity for a wide range for leisure services to be delivered locally. The City needs to achieve a better balance of evening and night-time activities and a better distribution

throughout the City. In some areas concentrations of uses associated with the evening economy have led to problems with anti social behaviour, while other parts of the City suffer from lack of activity during the evening. It is important that the uses within centres are carefully balanced so that evening/night-time uses are complementary to neighbouring uses.

10.59 To maintain this role the Council will carefully consider all applications for change of use from A1 retail. Particular attention will be paid to situations where the application relates to units occupying a prime or prominent location within the centre, or units with substantial floorspace or frontage. These units often provide a focus to centres and their release to non-A1 uses will in many cases be inappropriate.

Policy C 10

Leisure and the Evening Economy

New development and redevelopment that supports the evening economy, contributes to the vitality of district centres and supports a balanced and socially inclusive evening/night-time economy will be permitted, subject to the following considerations:

1. Cumulative impact – in areas where there is already a concentration of bars (A4), hot food takeaways (A5) and other night-time uses which are detrimental to the character or vitality and viability of the centre, there will be a presumption against further facilities.
2. Residential amenity – the proposed use should not create an unacceptable impact on neighbouring uses in terms of noise, traffic and disturbance.
3. Balance - new uses in Manchester centres should support both the day-time and evening/night-time economies whilst not undermining the role of the primary shopping area.

When considering the impact of a proposed bar or hot food take away regard will be had to the above policy and also:

- The existing number of similar establishments in the immediate area and their proximity to each other;
- The type and characteristics of other uses, such as housing, shops and public houses;
- The existence of vacant shop units and the condition of the unit;
- The importance of the location for local shopping, and the number, function and location of shops that would remain to serve the local community;
- The character of the centre and its frontage, and the nature of the use proposed;
- The potential impacts of the proposal on the wider community; and
- Any known unresolved amenity, traffic or safety issues arising from existing uses in the area.

10 Objective 4 Centres

Manchester City Council | Manchester Core Strategy 2012 to 2027

10.60 This policy aims to encourage evening and nighttime economy uses that contribute to the vitality of the Manchester's centres and that support the creation of a safe, balanced and socially inclusive evening economy. Centres, in particular the City Centre and District Centres, have an important role as the focus for the City's evening economy. The Council recognises that a vibrant evening economy is important, both to the well-being of its residents and as a source of economic activity.

10.61 However, this needs to be balanced against the other functions of centres, and in particular the need to support daytime activity. The Council will seek to prevent concentrations of uses that would harm a centre's attractiveness to shoppers or its residential amenity, where relevant. The Council will seek to ensure that, where permission is granted, any potential harm to the area from the proposal can be controlled, for example by limiting the hours of operation or ensuring that shutters are not left down during the day. Local Centres and smaller groups of shops are often found within primarily residential areas and are therefore less commercial in character. Proposals for commercial uses which are busy in the evening in Local Centres will be carefully considered to ensure that the amenity and character of the surrounding area is protected.

Delivery Strategy

Local Centre, Out-Of-Centre Development and Leisure and the Evening Economy

Core Strategy Policy	Project/Programme	Responsible Agencies	Source of Funding	Timescale
C8, C9, C10	Planning Development Management A subsequent DPD Supplementary Planning Documents	MCC	Developers	2012-2027

Policy	Indicators	Targets
C1, C2, C8, C9	Total proportion of space for additional town centre uses development that falls within the City Centre, district centres and local centres.	90%

Policy	Indicators	Targets
C2, C10	Proportion of non-retail uses within the Primary Shopping Area (groundfloor)	<40%
C2, C10	Vacancy Rate	<15%
C2, C3, C4, C5,C6, C7	Number of different town centre uses within a District Centre	>4
C2,C3, C4, C5,C6, C7	Amount of retail floorspace development within district centres	35,000 square metres in total by 2027 <ul style="list-style-type: none"> • 12,500 square metres between 2010-2015 • 9000 square metres between 2015-2020 • 13,500 square metres between 2020-2027
C10	Percentage of A4, A5 and similar sui generis uses in centre	<15%



11 Objective 5 Transport

Manchester City Council | Manchester Core Strategy 2012 to 2027

11 Objective 5 Transport

11.1 SO5. Improve the physical connectivity of the City, through sustainable transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation.

11.2 The existence of an efficient, comprehensive and sustainable transport system is an essential element in supporting the City and in particular the Regional Centre as the key economic driver for the north of England.

11.3 Excellent transport services, facilities and connections are also vital for the City to:

- attract a growing, stable population
- support existing and new businesses within the City, and thereby, to help contribute to sustainable economic growth
- ensure good access to employment, education, leisure, retail, cultural opportunities and facilities
- foster community cohesion and a sense of well-being and equality
- improve residents' health
- develop tourism
- address the issue of climate change

11.4 Manchester already has a well-established local network of train, bus and tram services that, whilst still requiring additional capacity and reliability improvement, do provide good access to major facilities, services and areas of employment. The City also has good connections to other areas of the country and beyond; with Manchester Airport, the most important in the UK outside of southeast England, providing global connectivity. The Airport is also itself a major public transport interchange and a key hub in the Region's transport networks.

11.5 The Greater Manchester Authorities work together with the Transport for Greater Manchester Committee (TFGMC) to develop transport policies and Programmes for the Greater Manchester area. This includes the Greater Manchester Transport Plan (LTP), the Greater Manchester Integrated Transport Plan and input into the Regional Spatial Strategy. The Core Strategy will provide a spatial planning context for these documents.

11.6 Greater Manchester's Third Local Transport Plan (LTP3) is based on five goals which are:

- Supporting economic growth
- Tackle Climate Change
- Promote equality of opportunity
- Contribute to better safety, security and health
- Improve quality of life

11.7 The Council has been working with the Highways Agency to consider the impact of the Strategic Locations on the Strategic Road Network (SRN). Phase 1 of the Greater Manchester LDF Transport Modelling work provides a summary of the potential impacts on transport networks of the LDF Core Strategies for each of the districts in Greater Manchester.

11.8 The outputs of this study have been analysed and a number of ‘concerns to be addressed’ outlined by the Highways Agency. From the analysis, the Highways Agency states that the majority of sites in Manchester can be described as having excellent accessibility. However, the planned growth would lead to increased pressure on the Strategic Road Network, in particular the M60 which provides an orbital link around the City.

11.9 The 10 Greater Manchester Authorities have agreed a “concordat” with the Highways Agency, detailing a “sound approach” to addressing the transport impacts of future development in Greater Manchester. Further LDF Transport Modelling work will now look in more detail at the mitigation measures necessary to offset these identified concerns on the transport networks through a subsequent DPD.

11.10 The Council will continue to work with the Highways Agency and Transport for Greater Manchester (TFGM) to identify and prioritise the required highway and public transport infrastructure provision and any necessary mitigation measures to support the sustainable delivery of the Strategic Locations. The outcomes of this work will inform the transport evidence base to support a subsequent DPD.

Policy T 1

Sustainable Transport

To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport, the Council will support proposals that: -

- Improve choice by developing alternatives to the car.
- Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car.
- Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life.
- Improve pedestrian routes and the pedestrian environment.
- Improve and develop further Manchester’s cycle network (for example the Manchester Cycleway and the Trans Pennine Trail).



11 Objective 5 Transport

Manchester City Council | Manchester Core Strategy 2012 to 2027

- Contribute to improvements to the extent and reliability of the public transport network through safe and attractive waiting and interchange facilities, better priority, improved services and information provision.
- Improve and develop appropriate road, rail and water freight transport routes and associated intermodal freight transport facilities in order to assist in the sustainable and efficient movement of goods.
- Facilitate modes of transport that reduce carbon emissions e.g by incorporating charging points for electric vehicles, subject to their appropriate design and location.
- Would reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties.
- Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority:
 1. pedestrians and disabled people
 2. cyclists, public transport,
 3. commercial access,
 4. general off peak traffic,
 5. general peak time traffic.

11.11 Congestion levels are expected to increase in the longer term with traffic growth as the sub-region's economy develops and prospers. If the economic aspirations of the City Region are to be achieved the issue of congestion, particularly at peak times must be addressed.

11.12 Whilst a cycling and walking culture is gradually developing, with an ever greater number of people choosing to travel into the regional centre by sustainable and active modes, the modal share remains relatively low and cycling and walking as a commuter and healthy lifestyle choice needs to be encouraged.

11.13 An effective freight network is essential for delivering sustainable economic growth. However roads through residential areas would not be considered appropriate.

11.14 As highlighted in Manchester's Air Quality Action Plan, transport is a major source of pollution particularly in the form of emissions into the air. Encouraging a modal shift away from private cars will contribute to halting climate change and reduce the negative impact on health. Similarly encouraging modes of transport that are carbon free or that produce significantly lower carbon emissions will help in halting climate change and improving air quality.

11.15 The road user hierarchy will support moves towards more sustainable modes of transport and help to promote walking and cycling. It should influence all development proposals and highway improvement schemes and will ensure disabled people as pedestrians, public transport users and motorists will be taken into account in designing public transport infrastructure and

public space. However, in implementing the hierarchy it will be necessary to take into account the function of different highways, for example the need to protect the primary traffic-related role of the Strategic Route Network and Abnormal Route Network.

Policy T 2

Accessible areas of opportunity and need

The Council will actively manage the pattern of development to ensure that new development: -

- Is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections
- Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents access to strategic employment sites including:-
 - Links between North Manchester residents and key employment locations, including the City Centre, Central Park, Salford Quays and Chadderton Industrial Estate and Trafford Park.
 - Links within East Manchester to employment locations, Central Park and Eastlands in particular.
 - Links within Central Area between residents and employment, the Corridor in particular and east/west connectivity for residents in Central Area to employment areas in Trafford and East Manchester.
 - Maintaining strong links between residential areas in the South and the Regional Centre and improving connectivity with the Airport.
 - Ensuring good links between Wythenshawe residents and the Airport and further employment opportunities in Stockport, Trafford and the Regional Centre.
- Within the City Centre, provides a level of car parking which reflects the highly accessible nature of the location, as well as the realistic requirements of the users of the development. Elsewhere, all new development should provide appropriate car parking facilities, taking account of the guidance in appendix B, which reflects policy in the Regional Strategy (RS). In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line with appendix B. If the RS is revoked the Council will continue to use these standards when applying this policy. Standards are set for two different area types:



11 Objective 5 Transport

Manchester City Council | Manchester Core Strategy 2012 to 2027

- District Centres
- Areas not within the City Centre or District Centres

The car parking standards are maximums and the cycle and disabled car parking standards are minimums. However the Council will take the circumstances of each proposal into account to establish what level of parking is appropriate.

- Includes proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.

11.16 Providing good access to jobs and training opportunities is essential in enabling residents to reach their full potential in education and employment, a core driver of success in Manchester's Sustainable Community Strategy. Employment and education establishments should be accessible by public transport and wherever possible also by walking and cycling.

11.17 The Council recognises that parking is an essential facility for many developments, but will ensure that the level of parking complements its commitment to sustainable transport, through reducing emissions and congestion. The car parking standards in appendix B are maximums and the cycle and disabled car parking are minimums however the Council will consider whether there are any circumstances, related either to the site or the operation of the development, which warrant an alternative level of parking. This assessment should consider issues including the accessibility of the location and the potential for nearby uses to share facilities. The guidance on parking standards does not apply to the City Centre. This is the most accessible location in Greater Manchester, but it is also one which accommodates a complex variety of development. Whilst the appropriate level of parking is always likely to be lower than in other parts of the City, the range of circumstances across City Centre sites means that each case may be different and standards specific to the City Centre are not appropriate.

Policy T 3

Strategic Integration

The Council will support proposals that contribute to an economically and environmentally sustainable transport network including the following strategic transport initiatives:-

- Metrolink extensions to Rochdale, Oldham, Ashton, South Manchester and the Airport. The Council also supports future aspirations to extend the network to Trafford Park and Stockport.
- A second Metrolink crossing in the City Centre.
- A Metrolink extension to Marple on the current heavy rail network.

- Improvements to the heavy rail infrastructure.
- The Cross City Bus Package comprising new connections through the City Centre to Parrs Wood, Middleton and Salford.

Any proposals which would prejudice the implementation of the strategic integration of projects will be refused.

11.18 The City must continue to improve its sustainable transport network which underpins the economic success of the City and its attractiveness as a place to live, work and visit. Improvements to the Metrolink network, heavy rail through the city and improved bus connections across the City are all vital to increasing capacity of sustainable transport in the City.

Delivery Strategy

Core Strategy Policy	Project/Programme	Responsible Agencies	Source of Funding	Timescale
T1: Sustainable Transport	Local Transport Plan (LTP)	TFGMC MCC	TFGMC MCC	Ongoing throughout Plan period.
	Planning Development Management	HA	HA Developers	
T2: Accessible areas of opportunity and need	Metrolink Phase 1: Abraham Moss and Queens Road Stations	TFGMC	GM Transport Fund (GMTF) and Department of Transport	Up to 2015
	Metrolink Phase 3a	TFGMC	LTP Capital Expenditure	Up to 2015
T3: Strategic Integration	Metrolink: Chorlton to East Didsbury	TFGMC	GMTF	Up to 2015
	Metrolink: Airport (Phase 3B) and Second City Crossing	TFGMC	TFGMC	Up to 2016

11 Objective 5 Transport

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Core Strategy Policy	Project/Programme	Responsible Agencies	Source of Funding	Timescale
	Wythenshawe Bus Station / Metrolink Interchange	MCC TFGMC		Up to 2015
	Northern Hub	Network Rail	Network Rail	
	M56 Widening and Improvements	HA MCC Trafford MBC Manchester Airport Group (MAG)	MAG through S278 agreement	2010 - 2030 associated with Terminal 2 and Runway 2 planning permissions

Policy	Indicator	Target
T1 - T3	Trips made to Regional Centre by means other than car	To continue increasing from 69.4% in 2009/10
	Trips made to City Centre by means other than car	To increase share of non-car modes
	Children travelling by car to LEA primary school	To continue to decrease from 30.9% in 2009/10
	Children travelling by car to LEA secondary school	To continue to decrease from 19.7% in 2009/10 towards current LTP target
	Congestion: Journey time per passenger per mile	To reduce journey times
	Public transport use	To increase modal share
	Trips made to Regional Centre by cycle	To increase modal share

12 Objective 6 Environment

12.1 SO6. Protect and enhance both the natural and built environment of the City and ensure the sustainable use of natural resources, in order to mitigate and adapt to climate change, support biodiversity and wildlife, improve air, water and land quality, recreational opportunities and provide networks of high quality green infrastructure, ensuring that the City is inclusive and attractive to residents, workers, investors and visitors.

12.2 A high quality environment is at the core of everything the Council hopes to achieve up to 2027. The economic growth of the City depends upon attracting and retaining the best businesses and workers, and it is increasingly apparent that decisions on where to live and work hinge on the quality of environment available. Manchester has opportunities to bring forward significant development over the next 15 years, but this development will define the City for many years beyond this period. The future success of the City depends not on the level of development it fosters but on the quality of place that emerges as a result.

12.3 There is also a growing understanding of the threat of climate change and the City's responsibility to face this challenge effectively, which has added a further dimension to the concept of environmental quality. A successful city will be one which has minimised its detrimental impact on the local and global environment. Not only is this the right thing for Manchester to do, it is also an important issue for people and businesses. Their choices over where to live and work will reflect areas' commitment to environmental responsibility.

12.4 These issues are already recognised by the Council, in its Sustainable Community Strategy, its Strategic Regeneration Frameworks and the Climate Change Action Plan (Manchester: A Certain Future). The Local Development Framework has an important role in complementing the Council's broader priorities.

12.5 Consequently, the Core Strategy includes a range of policies which promote the enhancement of the built and natural environment, and incorporate local and global environmental protection in all planning activity.

Place Making and Sustainable Design

Place Making and Design

12.6 In accordance with PPS1 and its companion guide, 'By Design - Urban Design in the Planning System: Towards Better Practice', development in Manchester will be expected to follow the seven design principles set out below:

- Character: a place with its own identity
- Continuity and enclosure: a place where public and private places are clearly distinguished
- Quality of the public realm: a place with attractive, and successful outdoor areas
- Ease of movement: a place that is easy to get to and move through



12 Objective 6 Environment

Manchester City Council | Manchester Core Strategy 2012 to 2027

- Legibility: a place that has a clear image and is easy to understand
- Adaptability: a place that can change easily
- Diversity: a place with variety and choice

12.7 The protection and enhancement of local environmental quality, however, involves understanding and respecting the character and distinctiveness of place and landscape. A Character Study was prepared which considered Manchester's historical development and topography and identified eleven strategic character areas. These are described in Policy EN1 below and are shown on figure 12.1. New development in Manchester will be expected to take into consideration its location within the specific character areas and reinforce the sense of place and local distinctiveness of the City. This is considered an important element in increasing the sense of local ownership of and respect for a neighbourhood.

Policy EN 1

Design Principles and Strategic Character Areas

All development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and listed above and have regard to the strategic character area in which the development is located. Opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial and orbital road and rail routes. Design and Access Statements submitted with proposals for new development must clearly detail how the proposed development addresses the design principles, reinforces and enhances the local character of that part of the City and supports the achievement of the Core Strategy Strategic Objectives.

1. City Centre Character Area

The City Centre contains a rich legacy which reflects its urban evolution to the current day and includes listed buildings, conservation areas, archaeological remains and an historic street pattern. Its core area presents a particularly dense environment that accommodates a wide and closely integrated range of uses including commercial, civic and residential activities. Relative to the amount of development there is limited open space and this includes a range of civic and less formal green spaces and waterways. Outside the core and associated with the Inner Relief Route there are less active and less densely developed areas with significant elements of cleared land. The City Centre is the focus of the City's transport routes.

- Developers will be expected to consider the City's heritage and continue the rich pattern of activity in the core area.



- While there will be opportunities to create landmark buildings, developments should also contribute positively to the experience of all at street level.
- Wherever possible the opportunity should be realised to enhance existing and provide new areas of meaningful open space, and the maintenance and improvement of the City's permeability should be considered in all proposals.

2. The Corridor (Higher Education Precinct (HEP)) Character Area

This area contains major educational and medical institutions located alongside a linear route in a variety of large scale buildings. Underlying this are remnants of the historic past such as the grid iron street pattern dating principally from the 19th Century. The area contains a network of open spaces often resulting from more recent developments and is busy especially with public transport and pedestrian movement through much of the 24 hour day with patterns of movement linking areas to both sides of Oxford Road. The Corridor represents the only area where the levels of activity, range of uses and scale of built form associated with the City Centre extend beyond the Mancunian Way.

- New development needs to reflect the significant scale and form expected from major City institutions and opportunities will exist for more innovative and contemporary built forms, which have regard to the historic context.
- A balance between built form and open space which allows for easy movement through and across the area will be required.

3. Heaton Park Character Area

Heaton Park is a large, historic, Grade II listed municipal park, containing a number of historic structures dating from its original use as a country estate. It is used for a mix of formal and informal recreational opportunities in a primarily informal landscape. It is the highest point in the City.

- A continuation of its historic landscape character as parkland with informal groups of trees, to enable the accommodation of the existing range of leisure activities, is expected.

4. Northern Character Area

The character of this area is significantly affected by the topography, with a marked increase in height moving northwards, cut by the River Irk and its tributaries. There is a finer grained, predominantly residential mix of development, broken up by open spaces and significant tree cover also linked to the local topography.

- Developers should respond to the underlying topography and varied townscape created by the balance between built form and the tree-covered landscape.



12 Objective 6 Environment

Manchester City Council | Manchester Core Strategy 2012 to 2027

5. Irk Valley Character Area

A tree-filled river valley, steeply cut in parts, used as informal open space. This river valley is bounded by and still contains many areas of low density residential and industrial activity with occasional formal open spaces. Its green character stops abruptly at Dantzic Street/Dalton Street where its character becomes more like that of the City Centre.

- Development within or alongside the valley sides should also seek to enhance the valley's semi-natural appearance and function.
- Views into, out of and along the valley are to be considered.

6. Central Arc Character Area

The character of the area we have today is predominantly one of 1960's social housing estates and zoned industrial areas bisected by the transport network and largely resulting from the comprehensive redevelopment of the past. Significant areas of employment are found where this area overlaps with the fringe of the City Centre such as at Strangeways which is a large, distinctive, entirely industrial area suitable for further employment growth. Much of the Central Arc is experiencing regeneration with some contemporary urban solutions, for example in Hulme, now complete, and some still to be progressed.

- The opportunity exists for development on a large scale using innovative urban design solutions. These should use District Centres and key nodes of public transport as focal points and involve existing communities.
- The opportunity should also be taken to use the canals to create a distinctive urban environment and enhance access through the City.

7. Medlock Valley(outside the City Centre) Character Area

This is divided into three sub groups, with a wider semi-natural area lying to the east of Bankbridge Road, a more managed landscape with an increase in urban form around Eastlands and Philips Park and a narrower river valley confined by built development to the west of Eastlands.

- Development will need to respond to the particular attributes of the valley's changing character.
- Development adjacent to the valley sides must not diminish the degree of openness or accessibility in any particular sub area.

8. Southern Character Area

There is a notable presence of older development (1750-early 1900) at key junctions and along historic radial routes such as Oxford Road/Wilmslow Road, often but not exclusively associated with District Centres. The largely flat terrain has enabled the subsequent infilling



of land between these routes with a more regular layout of predominantly residential development up to the 1960s. Much of this subsequent development was associated with the purpose built radial parkways, serving the City Centre. Princess Parkway now forms the principal road link between the City Centre and the Airport. The area contains pockets of formal open space including some significant historic parks.

- New development needs to retain the identity and focus of activity associated with the historic District Centres.
- Where appropriate development along the radial routes such as Princess Parkway should be commensurate in scale with the prominence of its location.

9. Mersey Valley Character Area

This is a wide, flat valley with heavily managed open space and tree cover largely found on the valley perimeter where there are localised significant changes in level. The Mersey Valley acts as an important visual break between the South Area and Wythenshawe Environs. Extensive long range views exist from the valley sides and the major road network which bisects and runs along the valley.

- Developers will need to ensure that any development within or to the periphery of the valley maintains the sense of openness and accessibility.

10. Wider Wythenshawe Character Area

Wythenshawe was developed along the principles of the 'garden city' movement. The wider area represents a phased series of predominantly social housing dating from the 1920s to the 1960s, with some later infill developments and industrial zones. There is a predominance of low rise, low density semi-detached houses, short terraces and low rise blocks of flats and maisonettes, all set within private gardens, incidental open space, public amenity spaces and pockets of semi-natural and woodland areas. The key focal points for activity are the transport corridors, hospital and District Centres.

- The principal features to be retained in any new development is the sense of the existing low rise suburban character set within soft landscape.

11. Airport & urban fringe Character Area

Much of this area is open in character including a significant area of agricultural land. Built development is mainly associated with the Airport and associated uses, often large scale but height limited by flight path requirements. Other built development is small scale and takes the form of individual or small clusters of houses.

- Development in this area needs to accommodate the future operational needs of the Airport, whilst retaining the area's open character as far as is possible.

Figure 12.1 Strategic Character Areas



12.8 The eleven areas set out in policy EN1 give a broad indication of Manchester's character. Each of these areas can be further sub-divided at the local level and further detailed guidance may be given where required in a Supplementary Planning Document. Any development brought forward must also take into account site specific issues, and issues relating to listed buildings and conservation areas where appropriate. It is recognised that the City's main radial and orbital roads and rail network cut through the strategic character areas. Prominent development along these routes has a significant role to play in shaping the overall impression of Manchester as an attractive place to visit or in which to live or work, as well as by providing identifiable landmarks. The quality of such development is, therefore, considered to be of particular importance.

12.9 The character areas, although similar in places, do not coincide exactly with the boundaries of the Regeneration Areas, which

were drawn up with reference to social and economic factors as well. Any development proposals must be prepared in the context of both the locality's regeneration aspirations and its physical character as set out above. This wider context will also need to be recognised in shaping proposals.



Policy EN 2

Tall Buildings

Tall buildings are defined as buildings which are substantially taller than their neighbourhoods and/or which significantly change the skyline.

Proposals for tall buildings will be supported where it can be demonstrated that they

- Are of excellent design quality,
- Are appropriately located,
- Contribute positively to sustainability,
- Contribute positively to place making, for example as a landmark, by terminating a view, or by signposting a facility of significance, and
- Will bring significant regeneration benefits.

A fundamental design objective will be to ensure that tall buildings complement the City's key existing building assets and make a positive contribution to the evolution of a unique, attractive and distinctive Manchester, including to its skyline and approach views.

Suitable locations will include sites within and immediately adjacent to the City Centre with particular encouragement given to non-conservation areas and sites which can easily be served by public transport nodes.

Elsewhere within Manchester tall building development will only be supported where, in addition to the requirements listed above, it can be shown to play a positive role in a coordinated place-making approach to a wider area. Suitable locations are likely to relate to existing district centres. The height of tall buildings in such locations should relate more to the local, rather than the City Centre, urban context.

By their very size tall buildings can have a significant impact on the local environment and its micro-climate. It is therefore expected that this impact be modelled and that submissions for tall buildings also include appropriate measures to create an attractive, pedestrian friendly local environment.

It will be necessary for the applicant/developer to demonstrate that proposals for tall buildings are viable and deliverable.



12 Objective 6 Environment

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12.10 Tall Buildings can provide a sense of place and distinctiveness, however as high development can have a substantial impact on an area careful consideration should be given to each proposal.

12.11 PPS1 requires local authorities to have regard to best practice in design, such as "By Design - Urban Design in the Planning System: Towards better practice" and "By Design - Better places to live". Policies are not to be overly prescriptive but, amongst other things, should concentrate on guiding height in relation to neighbouring buildings and the local area in general. Innovation should not be stifled but local distinctiveness should be reinforced. PPS4 directs planning authorities to set flexible policies for their centres which can respond to changing economic circumstances and encourage where appropriate high density development accessible by public transport, walking and cycling.

12.12 In the context of ensuring sustainable development, the City Centre is clearly a location that requires the prudent use of scarce land resources. It is generally well served by public transport and one where a high density of development is consistent with its distinctive character. The City Centre is, in general, considered an appropriate area for tall buildings. The growth of the City Centre is still evolving, particularly in relation to the development of fringe sites, and proposals need to be considered having regard to the character of the places in which they are proposed. Therefore, whilst some parts of the City Centre are more or less likely to be suitable for tall buildings, the Council does not consider a site specific policy that identifies detailed locations for a tall building to be appropriate. The Council is aware that over the 15 year plan period there is a need to be flexible and to be able to respond to changing economic conditions. The above criteria based policy is therefore set out, which will together with other design policies, form the policy context against which all proposals for tall buildings will be considered.

12.13 Elsewhere across the City, District Centres may be appropriate locations for "tall" buildings. Being generally accessible to the local population and well served by public transport, they are natural foci for developments that attract a larger number of people. The definition of tall as being in relation to neighbouring buildings should be noted, however, as the scale of development acceptable within a District Centre is unlikely ever to match that within the City Centre.

12.14 Tall buildings by their very nature can dominate the street scene and be highly visible over long distances. They can also have an impact on the local micro-climatic conditions, for example, by creating wind tunnels. It is for these reasons that it is considered particularly important that they are designed to the highest quality, both in terms of appearance and their impact on the functioning of surrounding space.

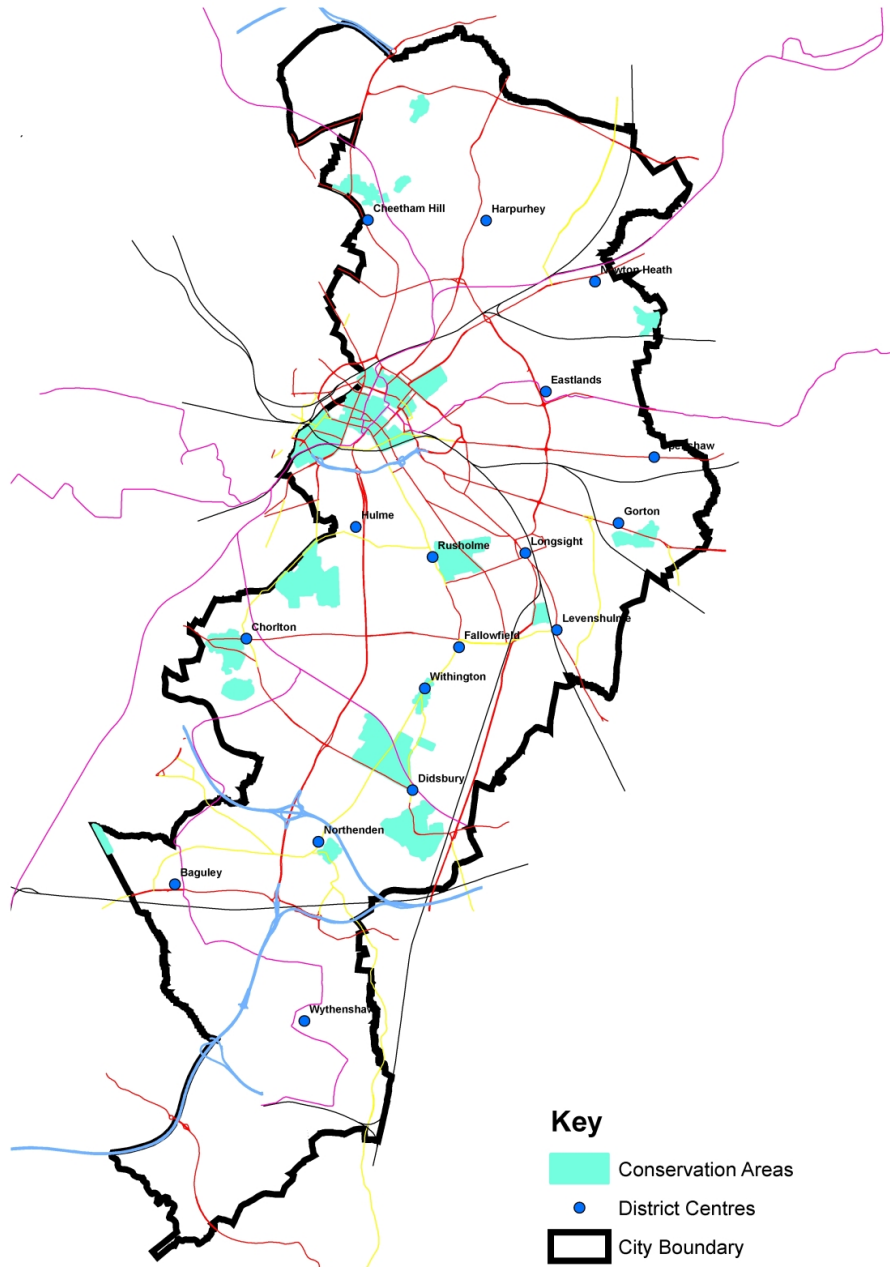
12.15 It is crucial that the viability and deliverability of a proposed tall building be proven. Unimplemented planning permissions for tall buildings can have a significant impact on land value and can distort the market in an unacceptable manner. This can hinder the development of the site for other uses and can have an adverse impact on the developability of other sites. This can have a significantly negative impact on the regeneration of an area.

Heritage

12.16 Manchester is the original industrial city and much of its character is derived from the physical legacy of Victorian innovation. While the City is once again at the forefront of innovation it is important that areas of special architectural or historic interest are preserved and enhanced to create a modern and distinctive City based on its proud heritage.

12.17 As a hub of the regional transport network, Manchester grew to be an important centre in the Roman period with a fort erected in C78 AD on raised ground overlooking the confluence of the Rivers Medlock and Irwell in Castlefield. Manchester had become a town of regional importance by the medieval period, centred around the Cathedral. It continued as a regional centre for the spinning and weaving of wool, linen and flax in the late 16th and through the 17th century. As cotton rose in importance, Manchester grew rapidly until in the 18th century the first industrial city was born. The population increased seven-fold as a result of immigration supplying the growing weaving and fustian trades. The Bridgewater Canal (1765) linked Manchester to Liverpool and, therefore, to world trade. The first steam powered cotton

Figure 12.2 Conservation Areas





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spinning mill was built in 1781-82 on Shudehill and began a boom in mill construction along the Irk and Medlock valleys. Between 1782 and 1816 the number of steam powered mills rose from 1 to 86 and were built on a huge scale employing hundreds of people.

12.18 Textile mills continued to evolve and industrial sites expanded throughout the 19th and into the 20th century. By the end of the 19th century commercial warehouses became the principal character type of Manchester's commercial core. These prestigious buildings of iron and steel faced with stone, tile and glass inspired by the medieval merchant houses of Florence and Venice became the showrooms of textile merchants. The 19th century also brought the railways with stations, warehouses, sidings and viaducts dominating the city fringe. As well as improving communication for trade they enabled the commuting from the outskirts with urban cores developing at Gorton, Harpurhey, Chorlton, Withington and Didsbury.

12.19 The early 20th century saw shrinking world markets, economic depression and the decline of the North West's textile industry. Despite this there was substantial house building particularly in south Manchester. Between 1919 and 1939, 30,000 corporation supported houses were built in the city. The planned estates of Withington, Burnage, Wythenshawe, Woodhouse Park and Sharston are examples. By the middle of the 20th century it was decided that the inner city housing was obsolete and living conditions unacceptable so 'slum' clearance led to the creation of new inner city housing at Beswick, Miles Platting, Moss Side and Hulme. Late 20th century and early 21st century programmes have sought to redevelop these inner estates suffering from social as well as physical decline in the latter 20th century.

12.20 The historic environment is central to our cultural heritage. It contributes to the identity of Manchester through its aesthetic value and the memories of events. The original Victorian City helps create a sense of place and enhances the quality of our daily lives. Furthermore it can provide a catalyst for regeneration.

Policy EN 3

Heritage

Throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre.

New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains.

Proposals which enable the re-use of heritage assets will be encouraged where they are considered consistent with the significance of the heritage asset.

12.21 Historic sites and areas of particular heritage value should be both safeguarded for the future and, where possible, enhanced both for their own heritage merits and as part of wider heritage regeneration proposals. Conservation areas (see Figure 12.2) and buildings that are statutorily listed are protected under national legislation guidance. The Council maintains information on the City's heritage assets. It is expected that developers will carry out an appropriate appraisal of issues relating to heritage assets. Re-use of empty listed buildings will be encouraged subject to consideration of the building's special interest and significance.

12.22 To ensure the special architectural and historic interest is preserved and enhanced the Council maintains a schedule of listed buildings at risk and will produce documentation that identifies the important characteristics of existing conservation areas including the identification of those areas to be preserved and those in need of enhancement.

12.23 The above work will inform the implementation of Core Strategy policy.

Delivery Strategy

Core Strategy Policy	Project/Programme	Responsible Agency	Source of Funding	Timescale
EN1	Supplementary Planning Documents	MCC (Planning)	MCC	2012
	Planning Development Management	MCC, Developers	Developers	Ongoing
EN2	Planning Development Management	MCC, Developers	Developers	Ongoing
EN3	Victoria Baths Restoration Phase 1 Plus works	MCC	MCC	2010-2015
	Conservation Area Appraisal Programme	MCC	MCC	Ongoing

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Policy	Indicator	
EN1 - EN3	No of planning permissions compliant with EN1	100%
	No of planning permissions compliant with EN2	100%
	% of appeals based on EN2 dismissed	100%
	Buildings of Grade 1 and 2* at risk of decay	To reduce from 8% to national average (3.1% in 2010)
	Buildings of Grade 2 at risk of decay	National average
	Review of Conservation Areas (to be developed)	All reviewed by 2016 (5-year programme starting in 2011)

Design to reduce carbon emissions

12.24 Climate Change and its impact on the environment both urban and natural is recognised as one of the most significant challenges facing Manchester. It is essential that the way in which Manchester develops over the plan period and beyond is set within the context of mitigating the impacts of climate change and adapting to its affects on the local environment. This affects all areas of the City and references to climate change are found throughout the document. This section however sets out specific policies aimed at increasing local decentralised energy and reducing carbon emissions and the impacts of climate change. The Green Infrastructure and Environmental Protection section includes managing increased localised flood risk, enabling urban environments to deal with increased summer temperatures and other policy areas where an element of protection is required to ensure that a high standard of environment is created and maintained.

Policy EN 4

Reducing CO₂ Emissions by Enabling Low and Zero Carbon Development

The Council will seek to reduce fuel poverty and decouple growth in the economy, growth in CO₂ emissions, and rising fossil fuel prices, through the following actions:

- All development must follow the principle of the Energy Hierarchy, being designed:

- to reduce the need for energy through design features that provide passive heating, natural lighting and cooling
- to reduce the need for energy through energy efficient features such as improved insulation and glazing
- to meet residual energy requirements through the use of low or zero carbon energy generating technologies
- Wherever possible new development and retrofit projects, including energy generation plant, must be located and designed in a manner that allows advantage to be taken of opportunities for low and zero carbon energy supplies.
- Where possible new development and retrofit projects will be used as a mechanism to help improve energy efficiency and provide low and zero carbon energy supplies to existing buildings.
- Where appropriate new development and retrofit projects will be required to connect to and/or make contributions to low or zero carbon energy schemes and/or to incorporate provision to enable future connection to any existing / potential decentralised energy schemes.
- The use of building materials with low embodied carbon in new development and refurbishment schemes.

12.25 Reduction in CO₂ emissions is seen as a major component in mitigating climate change. In this regard, areas of Government policy give rise to the following three national and regional targets:

- A national reduction in CO₂ emissions by 34% in 2020 and by 80% in 2050, (from a 1990 baseline) to which buildings will need to make a proportionately higher contribution, as set out in the Climate Change Act 2008.
- 'Zero' carbon targets for all new housing by 2016 and for all new non-residential development by 2019, for which preparation will be required (See table 12.3).
- A national increase in renewable energy capacity by 15% by 2020 as set out in the UK Renewable Energy Strategy, which will require an uplift in current levels.

12.26 The vision for the City to be a growing economy in the front rank of European and world cities will inevitably mean increased development and an increasing population. In this context there are three main challenges for the Council in seeking to reduce CO₂ emissions:

- To achieve growth in the economy in a sustainable manner which reduces CO₂ emissions from energy and transport in line with national targets;
- To protect the future competitiveness of the economy by taking measures to insulate it from further fossil fuel price rises and increase energy security;
- To position the City as a low carbon investment location, in line with Manchester City Region's designation as a Low Carbon Economic Area.



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12.27 Current projections suggest that without further concerted action the City will not be able to achieve CO₂ reductions in line with the overarching national target by 2020. There is therefore a strong justification for strong planning policies.

12.28 In December 2009 Manchester City Council formally adopted the stakeholder climate change action plan 'Manchester - A Certain Future'. The action plan commits Manchester City Council, through its own operations and by influencing partners, to lower CO₂ emissions by 41% by 2020 from 2005 levels. This equates to a CO₂ emissions reduction from 3.2 million tonnes per annum (2005) to less than two million.

12.29 In order to achieve these demanding targets new development and activities in Manchester will need to be located where they are easily accessible and well connected to the rest of the city by walking, cycling and public transport (See Spatial Principles and Transport). It will also be essential that as a minimum new development reduces CO₂ emissions in line with the Government programme for achieving zero carbon levels for new development. Where opportunities exist, however, measures will be taken to achieve greater reductions, with regard to the energy hierarchy, Policy EN6 and supplementary guidance to be published by the City.

12.30 It is recognised that much of the City's CO₂ emissions do, however, arise from the existing commercial and residential building stock. It is essential therefore that wherever the opportunity exists new development be used as a catalyst to enable the retrofitting of energy efficiency improvements and low or zero carbon infrastructure to the existing building stock. Similarly where existing buildings are to be improved any proposed works should also follow the principles of the energy hierarchy. It is beginning to be recognised that carbon is embedded within all activities and goods. It is important that the total carbon footprint of new and refurbished buildings is considered, and that where possible renewable materials and/or those with low embodied carbon are used.

12.31 Fuel poverty is an issue in Manchester and the opportunities to increase energy efficiency and reduce carbon emissions will also have a significant effect on reducing the cost of heating to individual households.

Policy EN 5

Strategic Areas for low and zero carbon decentralised energy infrastructure

Within Manchester it is considered that the following strategic areas, indicated on the key diagram, will have a major role to play in achieving an increase in the level of decentralised, low and zero carbon energy supplies available:

- The Regional Centre, which also includes the Oxford Road Corridor and Eastlands
- District Centres and associated major development sites
- Airport Strategic Site

- Strategic housing location
- Strategic employment locations

Within these areas new development, regeneration and retrofit projects, will be expected to take place in the context of more detailed proposals for decentralised low and zero carbon energy infrastructure in the form of energy proposals plans. The Council will work with all relevant stakeholders, which may include developers, landowners, residents, community groups, private sector partners, utilities companies, neighbouring authorities and other public sector bodies, as appropriate, to bring forward such plans.

Where investment or development is being undertaken into or adjacent to a public building/asset or district heating network, full consideration shall be given to the potential role that these can have in providing an anchor load within a decentralised energy network or in creating opportunities for CO₂ reduction funded by contributions.

12.32 The ten local authorities which make up AGMA jointly commissioned a study into the resources available to promote decentralised and renewable energy within the Manchester City Region. This study called the 'AGMA Decentralised and Zero Carbon Energy Planning Study' was finalised in January 2010 and provides the evidence base for the spatial approach to energy planning proposed by Manchester.

12.33 The AGMA study identified the potential for achieving higher levels of CO₂ reduction by identifying lower cost technology opportunities associated with different 'character areas of change', as well as the use of local energy assets and resources and the linking together of new and existing buildings. This potential was demonstrated through thirteen detailed case studies undertaken across the range of character areas and involving different types of development. Using this evidence base, the areas listed in policy EN5 above have been identified as having a strategic role to play in reducing carbon emissions for three main reasons:

- They are the anticipated focus for new development and population growth over the Core Strategy plan period and are therefore the locations where new low and zero carbon technology can be included at the earliest design stages.
- They will contain the highest density of development and therefore are more likely to offer opportunities for the introduction of heat networks.
- They are areas where the mix of development types proposed will again provide greater opportunities for the development of heat networks.

12.34 In line with the recommendations of the AGMA study, the City intends to bring forward energy proposals plans and associated business plans for investment in appropriate low or zero carbon infrastructure in the areas listed in Policy Approach EN5. These will facilitate the cost effective achievement of the CO₂ target framework set out in Policy Approach EN6 and contribute to the City's overall low and zero carbon technology mix, thereby supporting Policy EN4. An example of this approach is contained within the West Gorton Energy Proposal Plan



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Study which was commissioned by New East Manchester and the Council, in partnership with the Carbon Trust. This investigated the most viable energy opportunities available for a proposed development masterplan, the associated reductions in carbon emissions that could be achieved and also set out a business case to demonstrate how this could be achieved in a cost effective manner.

12.35 A set of 'allowable solutions' will also be specified for each energy proposals plan that developers will be able to, or in some cases be required to, make contributions to in order to obtain CO₂ credits. If it can be shown that further CO₂ reductions can be made at no extra cost by using an 'allowable solution' developers will be required to use this solution or provide an equivalent reduction in CO₂ emissions.

12.36 Another key outcome of the AGMA study has been to demonstrate that it may not be possible to achieve the greatest sub-regional reduction of CO₂ emissions unless work is undertaken jointly on projects with other Districts. The Council will, therefore, work together with other local authorities to promote a co-ordinated approach to planning energy infrastructure across the City Region with the aim of achieving greater CO₂ reductions than would be possible through Manchester acting unilaterally.

12.37 The Council will also work to ensure that strategic investment decisions by the public and private sector are based around and aligned to the need to strengthen the business case of energy investments and therefore to attract long-term investment in the low and zero carbon energy infrastructure required.

Policy EN 6

Target Framework for CO₂ reductions from low or zero carbon energy supplies

Applications for residential development of 10 or more units and all other development over 1,000 sq m will be expected as a minimum to meet the target shown in Tables 12.1 or 12.2, unless this can be shown not to be viable. This should be demonstrated through an energy statement, submitted as part of the Design and Access Statement. Such a statement will be expected to set out the projected regulated energy demand and associated CO₂ emissions for all phases of the development.

Developments smaller than the above threshold, but involving the erection of a building or substantial improvement to an existing building will also be expected to meet the minimum target, where viable, but will not be expected to submit an energy statement.

The target framework relates to three broad development locations and their potential for low and zero carbon, decentralised energy. The areas are defined as follows

- Target 1 Network development areas: Locations where the proximity of new and existing buildings, the mix of uses and density of development provide the right conditions to support district heating (and cooling).
- Target 2 Electricity intense areas: Locations where the predominant building type has an all electric fit-out such as retail units and leisure complexes.
- Target 3 Micro-generation areas: Locations where lower densities and a fragmented mix of uses tend to mean that only building scale solutions are practical.

Domestic CO₂ emissions reduction targets

Table 12.1

Target	% Minimum requirement
Target 1: Network development area	CHP/district heating anchor or connection or where not feasible a 15% increase on Part L 2010
Target 2: Electricity intense buildings	+15% increase on Part L 2010
Target 3: Micro generation area	+15% increase on Part L 2010

Non-domestic CO₂ emissions reduction targets

Table 12.2

Target	% Minimum requirement
Target 1: Network development area	CHP/district heating anchor or connection or where not feasible, a 15% increase on Part L 2010
Target 2: Electricity intense buildings (Applies to commercial uses with a high proportion of emissions from electricity use (>45 kg CO ₂ /m ²)	+10% increase on Part L 2010
Target 3: Micro generation area	+15% increase on Part L 2010



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Where the CO₂ emissions reduction required under any future revision to Part L of the building regulations becomes greater than the '% Minimum requirement', the reduction required under building regulations would apply.

Where the Council identifies an 'allowable solution', for example within an energy proposals plan, that would produce higher carbon reductions at no extra cost than that of achieving the '% Minimum requirement' (or required under building regulations if greater) the higher percentage reduction will be required. The cost comparison is based on the cost of incorporating the 'allowable solution' at design stage.

The energy statement will be required to be submitted at the outset of any proposed development (outline application or before). Developers will be permitted to use green infrastructure elements such as green roofs, green walls, street trees and waterways to contribute to compliance with CO₂ mitigation, subject to the energy statement incorporating evidence such as modelling to demonstrate compliance.

Guidance on what the energy statement should contain and how to decide which target applies to a development proposal is given in Appendix A.

12.38 National policy guidance and the Planning and Energy Act (2008) advise that Local Planning Authorities may set higher targets where the local potential and circumstances warrant this. Any local targets, however, are to be framed with reference to existing national targets such as the Code for Sustainable Homes or Building Regulations. (See Table 12.3)

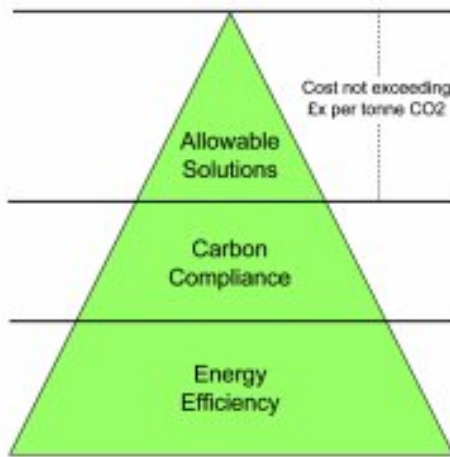
12.39 The AGMA Study demonstrated through the detailed case studies that where opportunities to plan for low/zero carbon infrastructure exist, greater carbon emissions reductions can be achieved at a lower cost and that it is therefore possible to justify higher targets than the current national and regional minimums. The case studies were undertaken in the context of achieving the carbon reductions required by the phased increase in building regulations over Part L 2010. The costs used included the increase that the rising building regulations requirements would involve.

12.40 Through the case studies the three target areas set out in Policy EN6 above were identified as being appropriate to the types of development coming forward across the City Region. Each target reflects the location of the development and the nature of the potential for decentralised or zero carbon energy.

12.41 The proposed target framework in EN6 is expressed in terms of CO₂ reduction rather than a requirement for renewable energy, providing flexibility to the developer in terms of how the target is met. The target is framed with reference to building regulations so compliance is easy to measure using the Standard Assessment Procedure (SAP) and the National Calculation Methodology.

12.42 Using the evidence from the AGMA Study and based on the carbon reductions achievable from the least cost on-site technology, the minimum CO₂ emissions reduction target has been set at between 10-15% over and above Part L Building Regulations 2010, which is between Levels 3 and 4 of the Code for Sustainable Homes. The range reflects the varying potential that different uses and areas have for carbon reductions. An increase from the minimum target will only be required if solutions are identified at no greater cost than the minimum target.

Figure 12.3 The Government's preferred energy hierarchy



12.43 In line with the draft definition of zero carbon an energy hierarchy has been created (see Figure 12.3 below). Under Policy EN4 developers will initially be expected to secure high levels of energy efficiency and low energy demand. This is followed by the incorporation of on site measures where these exist, such as zero carbon energy technologies and directly connected heat (not necessarily on-site). However, in order to achieve the highest level of carbon reductions for the least cost

it is intended that developers will be able to contribute to or co-ordinate investment in near or off-site infrastructure. This could include, for example, the connection of existing buildings to district heating networks and investment in low or zero carbon technologies on buildings owned by the City or by public and community institutions. Further guidance on these 'allowable solutions', possibly in the form of a Supplementary Planning Document (SPD), will be given following further national guidance on this matter expected from the Government.

Provisional timetable for Building Regulation CO₂ reduction targets over 2006 compliant building

Table 12.3

Year	CO ₂ reduction target over 2006 compliant building			
	Residential (subsidised)	Residential (private)	Non-domestic (subsidised)	Non-domestic (private)

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2006	25% (3)*	0%	0%	0%
2010	44% (4)*	25% (3)*	25%	25%
2013	Zero carbon(5)*	44% (4)*	44%	44%
2016		Zero carbon (5)*	100%	100%
2018			Zero carbon	100%
2019				Zero carbon

*Figures in brackets demonstrate the Code for Sustainable Homes Level that equates with this level of carbon reduction. In order to gain Code accreditation, however, a development would also need to have fulfilled other sustainable criteria as required by the code.

Policy EN 7

Energy Infrastructure opportunities

There will be a general presumption in favour of low and zero carbon decentralised energy schemes, subject to the following considerations:

- That any new generating plant capable of producing heat and cooling as well as electricity should be located in a way that facilitates future connection to a local distributed energy system.
- That any energy centre, including generating plant, standby/boiler plant and substations, shall be located and designed to a high quality so as to integrate with and contribute to the townscape.
- Biofuels should be obtained from sustainable sources and processes and in a way that minimises transport impacts, following a sequential approach in order to minimise CO₂ emissions – firstly prioritising local and regional sources, followed by national, European and international.
- Consideration should be given to biofuel delivery by rail and waterways where possible. Where large-scale fuel or feedstock delivery is required by road the energy centre must be located in or adjacent to light industrial, industrial or leisure uses with any impact on local residential amenity minimised.
- The cumulative impact of energy schemes will be taken into account when considering applications, to include modelled impacts on air quality and landscape character, with reference to Policy EN16.
- Flood risk, through the Manchester-Salford-Trafford Strategic Flood Risk Assessment.

In determining proposals for development, consideration will be given to the need to safeguard strategic energy sites and network routes, both proposed or existing, where these have been identified as having strategic significance for the delivery of low or zero carbon energy infrastructure or, would be required in order to achieve the successful regeneration of an area in line with targets for reducing carbon emissions.

12.44 The AGMA Energy Study suggests that there is less scope for standalone energy schemes within Manchester than other Districts, with the greatest capacity for low and zero carbon decentralised energy capacity likely but not exclusively to come from a combination of:

- Biomass and gas fired Combined Heat and Power supplying district heating,
- Biogas (from waste) powered Combined Heat and Power supplying district heating,
- Biomass heat-only boilers supplying district heating and individual buildings,
- Deep, shallow and mine water geothermal technology,
- Single large turbine wind sites,
- Micro-generation technology (e.g. solar hot water, photovoltaics, ground source heat pumps).

12.45 It is intended that opportunities to develop this capacity will be supported through the preparation of energy proposals plans as described by Policy EN5. The City still needs, however, to be able to consider potential schemes involving new technology. Any proposal will therefore also be expected to follow national guidance currently set out in PPS 22 and any future national guidance that emerges. The Council is also considering the use of Local Development Orders to facilitate the development of district heating within Manchester.

12.46 In addition the AGMA study highlighted specific environmental issues in relation to biofuel supply chains and wind turbine siting. It is important, for example, that the benefits of using biofuels to generate power are not outweighed by the emissions created by transporting or producing the biofuels, taking full account of full life-cycle emissions. It is intended that Policy EN16 will address issues relating to air quality. Where necessary the City will seek to work with other Districts to further develop the sub-regional evidence base and planning criteria for these, and other energy schemes.

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Delivery Strategy

Core Strategy Policy	Project/ Programme	Responsible Agencies	Source of Funding	Timescale
EN4, EN5, EN6, EN7	Manchester: A Certain Future Manchester City Council Delivery Plan	MCC	MCC other public sector private sector	2010-2020
EN4, EN5	City Centre Heat Network	MCC other public sector private sector	MCC	Approx 2016 - 2021
	Smart Grid pilot – improvements to electricity distribution network.	Electricity North West MCC other public sector private sector	Ofgem Low Carbon Networks Fund ENW	Approx 2016 - 2021
EN4, EN5, EN6	Development of energy proposals plans in priority areas including pilot	MCC, developers, private sector	MCC, developers	Up to approx 2021
EN4, EN5, EN6, EN7	Planning Development Management	Developers	Developers	Ongoing
EN4	Domestic retrofit projects	MCC	MCC	Up to 2016
		Registered Providers	Community Energy Saving Programme	



Core Strategy Policy	Project/ Programme	Responsible Agencies	Source of Funding	Timescale
			Registered Providers, ERDF, Warm Homes, Energy Suppliers, Green Deal, Evergreen	

Policy	Indicator	Target
EN4 - EN7	Reduction in CO ₂ emissions	41% reduction from 2005 levels by 2020 (this is a City-wide target that the Council supports and which will be kept under review)
	Days on which air pollution reaches moderate or higher levels	Zero days

Adaptation to Climate Change

Policy EN 8

Adaptation to Climate Change

All new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces. In achieving developments which are adaptable to climate change developers should have regard to the following, although this is not an exhaustive list:

- Minimisation of flood risk by appropriate siting, drainage, and treatment of surface areas to ensure rain water permeability
- Reduction in urban heat island effect through the use of Green Infrastructure such as green roofs, green walls, increased tree cover and waterways
- The need to control overheating of buildings through passive design
- The opportunity to provide linked and diverse green space to enhance natural habitats which will assist species adaptation



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Developers will be permitted to use green infrastructure elements such as green roofs, green walls, street trees and waterways to contribute to compliance with CO₂ mitigation under Policy EN6, subject to sufficient evidence to quantify their contribution to compliance.

12.47 According to the UK Climate Projections (UKCP09) climate change will have an impact on both the temperature and expected rainfall experienced within the North West. Under the medium emissions scenario the Government funded projection suggests that the North West will experience warmer drier summers and warmer wetter winters. The existing high density of buildings within Manchester and the anticipated growth in the number of housing units will potentially increase water run-off and also increase the temperatures experienced by those living and working in Manchester. This increase in temperature is known as the urban heat island effect. Much can be done in terms of the design of an individual building, the layout of a site and the use of green infrastructure to create developments that are climate proofed.

12.48 The Council is keen to see all measures taken to reduce the negative impacts of climate change and ensure that the building stock is fully future proofed and capable of adapting to the changes in climate expected over the plan period and beyond. Further guidance on climate change adaptation measures, including guidance on passive urban design and building design, will be provided in an SPD.

Delivery Strategy

Core Strategy Policy	Project/Programme	Responsible Agency	Source of Funding	Timescale
EN8*	Manchester: A Certain Future Manchester City Council Delivery Plan	MCC	MCC other public sector private sector,	2010-2020

*See also delivery of Green Infrastructure and Protection Section

Policy	Indicator	Target
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EN8	Number of planning permissions granted contrary to the advice of the Environment Agency on either flood defence grounds or water	0
	New developments incorporating Sustainable Urban Drainage systems	Year-on-year increase

Green Infrastructure and Environmental Protection

Green Infrastructure

12.49 The green infrastructure of Greater Manchester is part of the City Region’s life support system. The network of multi-functional open spaces and corridors together with the links between them provide multiple benefits for residents, workers, investors and visitors to the City.

12.50 A Green Infrastructure Framework is currently being prepared by AGMA for Greater Manchester. The following definition draws largely on this work:

- **Open spaces** - parks, woodlands, informal open spaces (including amenity grass areas, allotments), nature reserves, lakes and reservoirs, historic sites and natural elements of built conservation areas, civic spaces and accessible countryside, outdoor sports facilities (with natural surfaces)
- **Linkages** - river valleys and canals, pathways, cycle routes, tram routes and railway lines – both used and disused
- **Networks of “urban green”** - the collective resource of private gardens, pocket parks, street trees, verges, green roofs and green walls

12.51 The City’s green infrastructure is critical for sustainable economic prosperity by contributing to the conditions for growth and economic security. The attractiveness of the environment is in part what determines where firms choose to locate, and where the workforce choose to live; workers with access to green infrastructure also tend to be healthier and more productive. Green infrastructure provides accessible areas for relaxation, recreation, exercise and sport and alternative sustainable transport routes. It reduces air pollution, improving the health and well-being of our local communities in general.

12.52 Green infrastructure is defined by its multi-functionality. It helps to mitigate the effects of climate change and reduce flood risk by, for example, reducing the urban heat island effect and providing areas of natural drainage. The green infrastructure corridors provide connections between important wildlife sites within and beyond the City, thus enriching the City and the City Region’s biodiversity. It can enhance an area’s appearance and character, often through its



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intrinsic historic landscape value, for example in Heaton Park and the green spaces within conservation areas. By making areas more attractive, green infrastructure is vital to tourism, a key Northwest employment sector. In some instances green infrastructure can also allow for local food production.

12.53 Guided by the Green Infrastructure Framework for Greater Manchester, the Council is planning to develop a district level green infrastructure strategy. Planning for green infrastructure requires a strategic approach to ensure that an area's environmental assets are recognised as an integral part of an area's overall infrastructure. This enables the growth and development of an area to be managed within the context of infrastructure planning in its widest sense, ensuring the most efficient and appropriate use of limited resources. It also enables the management of the City's green infrastructure assets in a way which complements and addresses their multi-functionality.

Policy EN 9

Green Infrastructure

New development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. Where the opportunity arises and in accordance with current Green Infrastructure Strategies the Council will encourage developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure. Where the benefits of a proposed development are considered to outweigh the loss of an existing element of green infrastructure, the developer will be required to demonstrate how this loss will be mitigated in terms of quantity, quality, function and future management.

Key features of Manchester's green infrastructure will include:

- The continued development of a network of green spaces, water bodies, canals, paths and cycleways, with priority given to those parts of the City where there is an identified existing lack of open space. The Council will seek to protect existing street trees and promote new planting, particularly where this can enhance green links in the urban area.
- The continued maintenance and management of the Rivers Mersey and Irwell and their tributaries, for example the River Irk, River Medlock, Chorlton Platt Gore, Gatley Brook, Moston Brook and adjoining land, with regard to their multiple functions including recreation, flood management, and biodiversity.
- The provision of new, and improvements to the quality and accessibility of existing green infrastructure assets, to mitigate for any loss of green infrastructure as a result of development such as the Metrolink extension programme.



- The encouragement of green roofs, green walls, tree planting and other forms of green infrastructure to allow for the adaptation to climate change in heavily urbanised areas.

New green infrastructure provision should be an exemplar of best practice and innovation in terms of both its design and management.

12.54 Green infrastructure forms part of Manchester's landscape character. Existing strategic green infrastructure assets include the Mersey Valley, River Irwell, Medlock Valley, Chorlton Water Park, the Ashton, Rochdale and Bridgewater canal corridors, Alexandra Park, Heaton Park, Phillips Park and Wythenshawe Park. The multi-functionality of these key open spaces and linkages, including biodiversity, recreation and walking/cycling routes, will be supported and enhanced and connections between them reinforced.

12.55 The Citywide Open Space, Sport and Recreation Study audited and mapped the City's accessible open spaces. However, in Manchester, it is the more finely grained urban green infrastructure that helps give areas and neighbourhoods their distinctive character and also provides many of the linkages in the Green Infrastructure network. There can be significant variations across Manchester, with some areas such as Wythenshawe recognised for their 'garden feel' with private gardens, prominent grass verges and street tree planting, whilst other parts, for example Moss Side and Rusholme, are characterised as having much more limited access to private gardens and a far less green street environment.

12.56 The City Centre in particular has lower levels of open space and tree cover than other parts of the City, but here canals, towpaths and walkways provide an invaluable network of green/blue corridors. This network ensures that residents are able to access open spaces outside of the City Centre through the use of these linkages. It is recognised that the provision of new green infrastructure in the form of open space will be challenging in some parts of the City Centre. In all parts of the City which have a more heavily urbanised environment, a key priority will be to deliver new urban features such as green roofs and living walls and other innovative solutions, together with more street trees, to increase and enhance green infrastructure, encouraging urban cooling, mitigating and adapting to climate change.

12.57 The Council, working with local communities, developers and partners will develop and enhance Manchester's green infrastructure, to create an integrated network of high quality and multi functional green infrastructure within the urban environment of Manchester, linking to neighbouring authorities' green infrastructure networks.

12 Objective 6 Environment

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Delivery Strategy

Core Strategy Policy	Project/Programme	Responsible Agency	Source of Funding	Timescale
EN9	Planning Development Management	MCC Developers	Developers	To 2027
	The development of a Green Infrastructure Strategy for Manchester	MCC with partners (EA, UU, Natural England, Red Rose Forest)	MCC	2010-2015

	Indicator	Target
EN9	Increased levels of Green Infrastructure	In line with emerging Greater Manchester Green Infrastructure Strategy

Open Space

12.58 A key element of green infrastructure, open spaces provide Manchester with one of its most valuable assets. From the river valleys of the Irk, Irwell, Mersey and Medlock and their biodiverse rich natural and semi natural landscapes to the City's award winning parks, open spaces reinforce local identity and enhance the physical character and attractiveness of an area, creating a sense of place and contributing to 'neighbourhoods of choice' and sustainable communities, supporting community cohesion, healthy lifestyles, and biodiversity.

12.59 Manchester completed its Strategic Open Space, Sport and Recreation Study in July 2009, in line with the Government advice in PPG17 and the Companion Guide. This found that open spaces are highly valued by Manchester residents, enriching both their lives and those of visitors to the City, and it reinforced the importance of retaining, managing, enhancing and adapting existing sites, complemented by the creation of new areas of open space.

12.60 The study set local standards for all types of open space, sport and recreation provision. The application of these standards across the City allows an understanding of where there are critical issues relating to both existing provision and the need for new provision. The agreed standards for quantity and accessibility are as follows:

Table 12.4

Open space type	Quantity	Accessibility
City Parks	0.2 ha per 1000 population	15 minute Public Transport Time City Centre – 15 minute drive time (Public Transport)
Local Parks	0.49 ha per 1000 population	10 minute walk time (480m)
Natural and Semi Natural Open Space	1.86 ha per 1000 population	15 min walk (720m) City Centre – 15 minute drive time (Public Transport)
Amenity Green Space	0.40 ha per 1000 population	10 minute walk time (480m)
Provision for Children	0.0265 ha per 1000 population	10 minute walk time (480m)
Provision for Young People	0.035 ha per 1000 population	15 minute walk time (720m)
Outdoor Sports	0.98 ha per 1000 population	15 minute walk time – grass pitches, tennis courts and bowling greens 20 minute drive time for athletics facilities and Synthetic Turf Pitches. Golf Courses – 30 minutes drive time.
Allotments	0.13 ha per 1000 population	15 minute walk time
Indoor Sports	Quality standards only - see below	Quality standards only - see below

12.61 The quality standards are more complex and are set out in the report of the Strategic Open Space, Sport and Recreation Study. It is the application of all these standards that will underpin future decisions around existing and proposed new open spaces, sport and recreation facilities across the City. Indoor facilities were also covered by the Study. The provision of new indoor facilities will be dealt with through the Council's emerging Sports Policy and, where a local need is identified, on a site by site basis through planning obligations. (See Policy PA1)

Policy EN 10

Safeguarding Open Space, Sport and Recreation Facilities

The Council will seek to retain and improve existing open spaces, sport and recreation facilities to the standards set out above and provide a network of diverse, multi-functional open spaces. Proposals will be supported that:

- improve the quality and quantity of accessible open space, sport and recreation in the local area
- provide innovative solutions to improving the network of existing open spaces, increase accessibility to green corridors, and enhance biodiversity
- improve access to open space for disabled people

Proposals on existing open spaces and sport and recreation facilities will only be permitted where:

- Equivalent or better replacement open space, sport or recreation facilities will be provided in the local area;

or

- The site has been demonstrated to be surplus for its current open space, sport or recreation function and the City wide standards set out above are maintained, and
 - it could not fulfil other unsatisfied open space, sport or recreation needs, and
 - a proposed replacement will remedy a deficiency in another type of open space, sport or recreation facility in the local area;

or

- The development will be ancillary to the open space, sport or recreation facility and complement the use or character.

12.62 The Council will seek to develop consistency of provision across the City, meeting shortfalls in densely populated areas or developing innovative approaches to redress the balance, including enhancing links to existing green corridors and networks. In many areas of the City there will be a strong focus on improving the quality of existing open space in particular where there are higher levels of existing provision.



Policy EN 11

Quantity of Open Space, Sport and Recreation

As opportunities arise, new open space, sport and recreation facilities will be created across Manchester. The Council will seek the provision of new open space, sport and recreation facilities, in particular where:

- a quantitative shortage of a particular use per head of population, including any expected increase of population created by the new development, based on the findings of the Open Space, Sport and Recreation study and Playing Pitch Strategy, is identified in the local area;
- where significant levels of development are proposed including within the Strategic Housing Location.

New open spaces should also be interconnected, to allow for better links for disabled people, pedestrians and cyclists both across and between sites and to enhance the biodiversity of the City.

12.63 Local residents place a strong importance on being able to access their local parks and enjoy a high quality, safe environment. In recent years significant improvements to the quality of Manchester's parks have been carried out. There are currently 33 Green Flag parks across the City. Many areas of open space previously used for heavy industry, for example in North and East Manchester, are now areas of natural and semi natural open space. Some have been restored to become high quality open spaces but many, in the North of the City in particular, are of poorer quality.

12.64 The City's amenity spaces vary from large grass verges adjacent to residential properties to areas of managed grassland. They perform an important role in providing the local resident population with areas of informal accessible open space that are close to their homes.

12.65 Interest in allotments has risen significantly in recent years. Allotments provide multiple benefits, as a source of sustainable food provision helping to reduce food miles, contributing towards healthy lifestyles through both exercise and as a source of fresh local food, and by supporting community cohesion. Allotment provision varies across the City in terms of both quality and quantity. Also, some areas where there is greater provision, such as Chorlton, also experience high levels of demand.

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Policy EN 12

Area priorities for Open Space, Sport and Recreation

The priorities for open space, sport and recreation in the City set out in Manchester's Strategic Open Space, Sport and Recreation Study and within the regeneration areas include the following:-

- North area: ensure that new development will deliver improvements to the quality of existing provision.
- East Manchester: enhance existing facilities and provide new spaces and facilities in accessible locations.
- City Centre: enhance quality of existing areas and integrate new facilities within the character of the area.
- Central area: improve accessibility to nearby open space and facilities as well as address deficiencies where possible.
- South area: enhance the quality of existing provision and using opportunities to address deficiencies.
- Wythenshawe: improve existing facilities and sites.

12.66 Local provision of accessible high quality open spaces, sport and recreation facilities are particularly important to both local residents and families looking to move into new areas of the City. Some parts of the City have identified shortages of some types of open space provision, for example parts of Moss Side and Rusholme. It is recognised that opportunities for creating new spaces will be limited in some areas, especially the most densely developed neighbourhoods where the priority will be to improve quality and access to existing sites and those in adjoining areas.

Delivery Strategy

Core Strategy Policy	Project/Programme	Responsible Agency	Source of Funding	Timescale
EN10 EN11	Outdoor Leisure Capital and Asset Management Programmes	MCC	MCC	To 2027

Core Strategy Policy	Project/Programme	Responsible Agency	Source of Funding	Timescale
EN12	Playing Pitch Strategy (being updated 2011)	MCC	MCC Developers	To 2027
	Park for all Seasons	MCC	MCC Capital Programme/Developers	To 2027
	Planning Development Management	MCC	Developers	To 2027

Policy	Indicator	Target
EN10 - EN12	No. of open spaces managed to Green Flag award status	Increase (35 by 2013)
	No. of planning permissions compliant with EN10	100%
	Current provision per head for each open space typology	Under-provided typology averages moving towards City averages
	Quality of open space provision	Improvement, against criteria in Open Space, Sport and Recreation Study

Green Belt

Policy EN 13

Green Belt

The extent of Green Belt in Manchester will be amended in the vicinity of Manchester Airport, in accordance with policy MA1. Otherwise, there are no amendments to the Green Belt boundary to be effected through the Core Strategy. This does not preclude further consideration of sites currently within the Green Belt through subsequent Development Plan Documents.

12.67 There are limited tracts of Manchester which are within the Green Belt. The most significant component of Manchester’s Green Belt includes Manchester Airport and land around it. The Core Strategy’s approach to the growth of Manchester Airport amends the Green Belt boundary to accommodate this growth. Beyond this issue, the Council believes that the delivery of its vision and objectives can be achieved without further amendment to the Green Belt. However, the Core Strategy considers development in a broad sense. This framework, along with other national policy, should inform subsequent policies within the Local Development Framework and decisions on planning applications, but it should not be taken that developments not specifically mentioned are inappropriate.

Delivery Strategy

Core Strategy Policy	Project/Programme	Responsible Agency	Source of Funding	Timescale
EN13	Planning Development Management	MCC	MCC	To 2027

Policy	Indicator	Target
EN13	Changes to Green Belt boundary	No further change

Flood Risk

12.68 Flood risk has become a key issue at the national policy level, as the number and severity of recent floods seems to be on the increase. Flooding can lead to serious problems in social, economic and environmental terms, depending on the location of the flood. Some land uses are more vulnerable than others, but flood risk must be considered in all cases. PPS25 (Development and Flood Risk) sets out the approach Local Authorities and Developers should follow in considering flood risk, including a hierarchy of flood risk assessment documents. PPS25 requires local authorities to identify flood risk in their area through an appropriately-detailed Strategic Flood Risk Assessment (SFRA) which covers all sources of flood-risk; for Manchester this is flooding from rivers (fluvial), canals and reservoirs, groundwater, surface-water and sewers, and the implications of climate change. The Council (working with the neighbouring authorities of Salford and Trafford in recognition of the cross-boundary nature of flood risk) has produced an SFRA to inform future development which consists of a Level 1 and a Level 2 report and a mapping volume. The SFRA informs policies in the Core Strategy and provides a context for developers' site-specific Flood Risk Assessments (FRA).

Policy EN 14

Flood Risk

- In line with the risk-based sequential approach contained within PPS25, development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding; this should take account of all sources of flooding identified in the Manchester-Salford-Trafford Strategic Flood Risk Assessment (SFRA).
- In addition to the requirements for site-specific Flood Risk Assessments (FRAs) set out in PPS25, an appropriate FRA will also be required for all development proposals, including changes of use, on sites greater than 0.5ha within Critical Drainage Areas (CDAs) and Canal Hazard Zones identified in the SFRA.
- All new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of Green Infrastructure. Developers should have regard to the surface water run-off rates in the SFRA User Guide. In CDAs, evidence to justify the surface water run-off approach / rates will be required.
- The City of Manchester contains many sections of rivers which are culverted or 'hidden'; where these are indicated in the SFRA beneath the proposed development site, further investigation will be required and the development proposal should take this into account; where feasible and appropriate development should seek to open up culverted/hidden rivers to reduce the associated flood risk and danger of collapse, taking advantage of opportunities to enhance biodiversity and Green Infrastructure.



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12.69 Manchester, along with Salford and Trafford, effectively drains much of Greater Manchester via the River Irwell and River Mersey, both of which flow into the Manchester Ship Canal. Flood risk in Manchester is a significant and complex issue, arising from this and a number of other potential sources which often span local authority boundaries and can interact with each other, particularly during extreme weather events. Flood risk is combination of both the probability of an event occurring, and its likely consequences, and a precautionary approach should be followed which takes both into account.

12.70 Whilst development should be planned following the sequential approach and the risk/vulnerability matrix set out in PPS25, in Manchester, the scale and focus of development within the Regional Centre and Inner Areas in particular means that it will not always be possible to direct development to sites with the lowest probability of flooding. PPS25 does note that flood risk should be considered not in isolation but alongside other spatial planning issues. Where flood risk needs to be addressed, including that likely to arise from climate change, development should seek firstly to minimise the risk to the site, then to make the development resistant to any residual risk, and lastly to make the development flood-resilient; provision for emergency access and escape must also be included.

12.71 PPS25 sets out when FRAs are required in terms of fluvial flood risk, and with reference to the SFRA, a similar approach has been developed for canal and surface water flooding. Critical Drainage Areas are identified in the SFRA, which designates them as High Flood Risk Areas. Canal Hazard Zones, also identified in the SFRA, are areas at risk from potential breaches or overtopping of canals. Where an FRA is required, it should accord with PPS25, and the level of detail should be commensurate with the scale and type of development proposed, and the degree of risk that exists. With reference to the SFRA and the PPS25 Practice Guide, some developments may only require a Level 1 Screening FRA or a Level 2 Scoping FRA, while others will require a Level 3 Detailed FRA. Discussions with the Local Planning Authority can help inform what will be required.

12.72 New development should minimise the risk of flooding to people, property and the environment within the site, without increasing risk elsewhere; where possible it should also seek to reduce flood risk elsewhere. Development can help to mitigate and manage flood risk by creating storage areas and reducing surface water run-off, and developments should be designed in a way that can contribute to these objectives, incorporating SUDS and GI where possible. Minimising surface water run-off rates from new developments, including through the use of SUDS, is an important part of managing the risk from surface water flooding both in the vicinity of the development site and over a wider area. The cumulative effect of a number of developments could be significant in managing flood risk, particularly in Critical Drainage Areas where this is a more significant issue. There may be opportunities to deliver SUDS through integrated solutions for collections of strategic sites. Developers should consider how their site could support wider flood risk management, including through partnership working with local authorities as Lead Local Flood Authorities (LLFAs), the Environment Agency, United Utilities and other stakeholders.

Delivery Strategy

Core Strategy Policy	Project/ Programme	Responsible Agencies	Source of Funding	Timescale
EN14	Planning Development Management	MCC Developers	Developers	Up to 2027
	Surface Water Management Plan	MCC + partners (EA, UU and others)	Central Government	Up to 2027
	Preliminary Flood Risk Assessment (PFRA) report and associated works under 2010 Flood and Water Management Act	MCC and partners	Central Government MCC + partners (EA, UU and others)	Up to 2027
	Environment Agency (EA) Capital Investment Works (Flood Defence Programme)	EA	EA	Up to 2027
	United Utilities (UU) Investment in assets	UU	UU	Up to 2027

Policy	Indicator	Target
EN14	No. of new dwellings in high probability flood areas	<5% over plan period
	E1: Number of planning permissions granted contrary to the advice of the Environment Agency on flood defence grounds	0

Biodiversity and Geodiversity

12.73 Manchester as a City recognises the importance placed on biodiversity and its role in delivering urban renaissance. The conservation and enhancement of our natural resources is a key factor in the building and delivery of safe and sustainable communities. Manchester seeks to protect, enhance and manage existing identified biodiversity resources. PPS9 and the accompanying Good Practice Guide set out national policy in relation to planning for Biodiversity and Geodiversity.

Policy EN 15

Biodiversity and Geological Conservation

The Council will seek to maintain or enhance sites of biodiversity and geological value throughout the City. Particular consideration will be given to:

- sites with international or national designations for their biodiversity value. Manchester contains one Site of Special Scientific Interest (SSSI) (Cotteril Clough); there is a Special Area of Conservation (SAC) and an SSSI just over the border in Oldham (both on the Rochdale Canal within Oldham);
- other sites of biodiversity value, including Sites of Biological Importance (SBIs) and Local Nature Reserves (LNRs); Manchester currently has 35 SBIs (including the Rochdale and Ashton Canals) and 7 LNRs; priority habitats found within Manchester, as listed in the Manchester Biodiversity Strategy and included in the Greater Manchester Biodiversity Action Plan (GM BAP);
- protected and priority species, as listed in the Manchester Biodiversity Strategy and included in the Greater Manchester Biodiversity Action Plan (GM BAP);
- sites that are recognised for their geological importance;
- the Council's objective to protect and conserve the City's existing trees and woodlands and the aim for a net increase in trees across the City.

Developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on-site or adjacent to the site, contributing to linkages between valuable or potentially valuable habitat areas where appropriate, with reference to:

- the Manchester Biodiversity Strategy, which provides further details of priority habitats within Manchester and opportunities for biodiversity enhancement including corridors such as the Mersey, Medlock and Irk river valleys, the canals and disused railway lines and areas of managed greenspace particularly in parks;
- the Green Infrastructure Framework for Greater Manchester, which encompasses an ecological framework that seeks to guide and inform habitat creation and repair,

including identifying large 'biodiversity opportunity areas' including the Moston Brook Corridor and Nutsford Vale;

- the Open Space, Sport & Recreation Study, which identifies areas where there is a deficit of natural and semi-natural greenspace, opportunities for green corridors and other linkages;
- Manchester's Climate Change Action Plan;
- the Strategic Flood Risk Assessment (SFRA) for Manchester;
- the Habitats Regulations Assessment (HRA) for Manchester, which gives detailed consideration to Special Areas of Conservation (SACs), including the Rochdale Canal SAC just outside the district boundary;
- the River Basin Management Plan for the North West;
- the Manchester Tree Strategy.

Any adverse impacts on biodiversity will need to be justified against the wider benefits of the proposal, assessed against other LDF policies. Where adverse impacts are unavoidable, developers will be required to provide appropriate mitigation and/or compensation.

Development should wherever possible seek to maintain, enhance or restore existing geology.

12.74 Developers will need to demonstrate how they have assessed and taken full account of the potential effect of their proposed development on biodiversity or geodiversity. When considering the potential impact of a development, the construction phase should be included in this consideration. It is important to recognise that brownfield sites often contain diverse and valuable biodiversity.

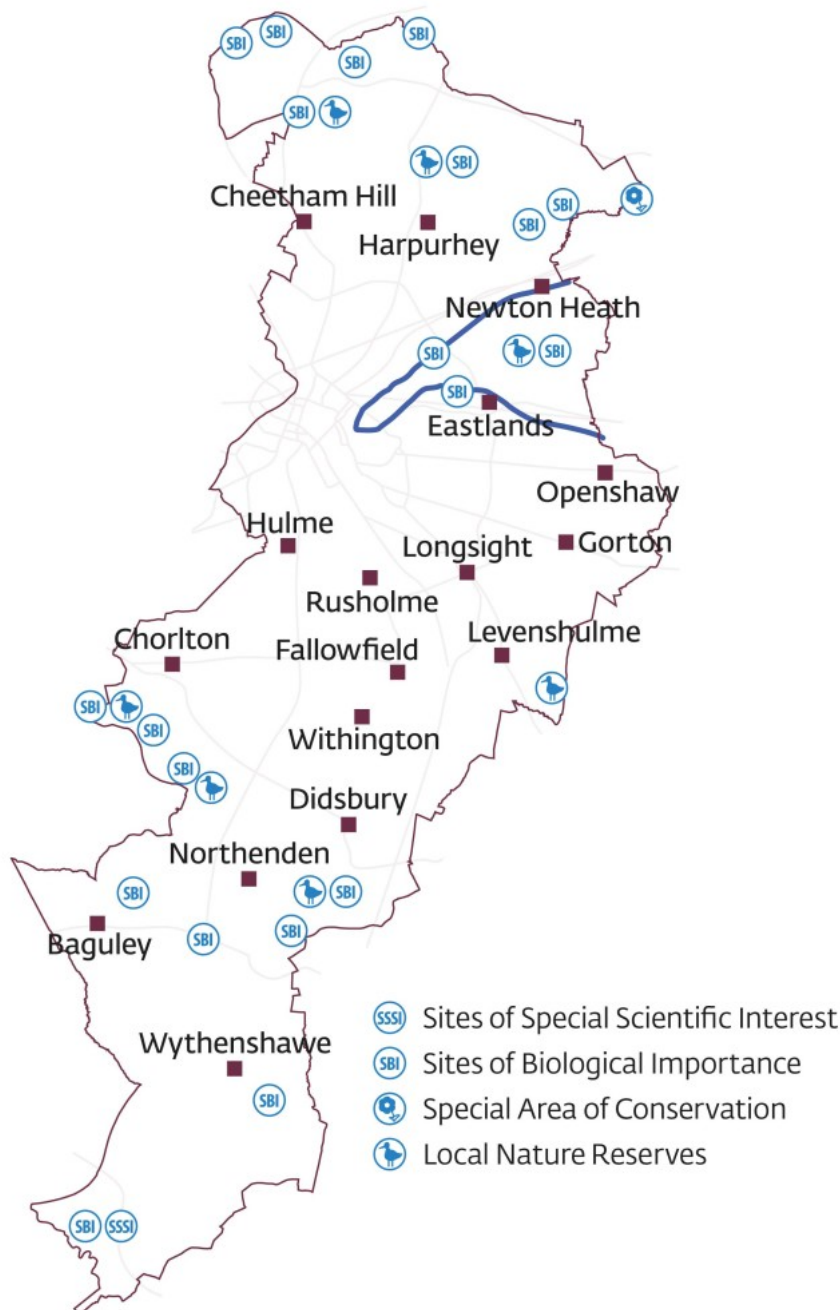
12.75 Priority habitats found within Manchester, as listed in the Manchester Biodiversity Strategy and included in the Greater Manchester Biodiversity Action Plan (GM BAP), include various types of grassland, ancient/species-rich hedgerows, woodlands, lowland heath, managed greenspace, reedbeds, rivers, canals and ponds.

12.76 In addition to the priority species protected through European or national legislation, local priority species are identified by the Greater Manchester Biodiversity Action Plan (GM BAP); the Manchester Biodiversity Strategy lists those that occur in the City of Manchester, including the great crested newt, water vole, brown hare, pipistrelle bats, 8 protected bird species, floating water plantain, grass-wrack pondweed, and the black poplar.

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Figure 12.4 Designated sites of biological value



12.77 Cotteril Clough Site of Special Scientific Interest (SSSI) consists of 10.5 ha of lowland broadleaved, mixed and yew woodland, with associated stream habitat and neutral grassland on an embankment within the site; it supports a diverse bird and invertebrate fauna. The site, which is in the south of the City, near the airport, is divided by a busy road; the smallest section (3.4 ha) to the east of the road is in an 'unfavourable condition' due to forestry and poor woodland management; the larger section (7.1 ha) to the west is in a favourable condition. The Rochdale Canal SAC and SSSI are just over the border in Oldham (Manchester's section of the Rochdale Canal is an SBI); the Rochdale Canal supports a significant and unusually dense population of floating water-plantain (*Luronium natans*); the conservation objective for the SAC is to maintain in favourable condition the habitats for the population of this plant. These designations, together with Manchester's 35 SBIs and 7 LNRs, are shown on Figure 12.4 (map indicates approximate location of SBIs; some symbols represent more than one site).

12.78 Sites of biodiversity value, and linkages between them, also form part of the multi-functional Green Infrastructure network. In Manchester, the river valleys and canal corridors form an important element of the 'ecological framework' within the emerging Green Infrastructure Framework, and contain both sites and linkages. They also present opportunities for further landscape and habitat enhancement and creation including the restoration of sections of channelised river, the opening up of culverted sections and 'hidden rivers', and the creation of new fish passes at existing large weirs. The main river valleys are the Mersey, the Medlock, and the Irk; the canals which run through Manchester are the Bridgewater, the Rochdale and the Ashton canals. Informal open space such as country parks and commons (such as Ashenhurst, Tweedle, Blackley and Nutbank commons in North Manchester), and managed green space in parks, present further significant opportunities for enhancement of their biodiversity value; there are an increasing number of parks in Manchester (33 in 2010) that have been awarded Green Flag status due to a management regime which takes account of best ecological practice. Other identified biodiversity opportunity areas include the Moston Brook Corridor and Harpurhey Reservoirs in North Manchester, and Nutsford Vale in East Manchester.

12.79 Schemes to enhance biodiversity should take into account climate change, flood risk and the need for flood storage; habitats such as flood meadow reedbed and marsh/fen should be considered along appropriate stretches of river. All new, enhanced and restored biodiversity provision should seek to be an exemplar of best practice and innovation in its design and on-going management. The Council will also promote consideration of potential tensions between biodiversity enhancement and recreational access, to ensure that appropriate regard is given to these objectives.

Delivery Strategy

Core Strategy Policy	Project/Programme	Responsible Agencies	Source of Funding	Timescale
EN15	Manchester Biodiversity Strategy	MCC and partners (EA, UU, Natural England, Red Rose Forest)	MCC	2010-2015
	Manchester Biodiversity Action Plan			
	Planning Development Management	MCC Developers	Developers	To 2027

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Policy	Indicator	Targets
EN15	SBIs in active conservation management 'Improved Local Biodiversity'	Increase of 1-5% per annum
	Total area of Local Nature Reserves	460 ha total by 2014
	BAP priority habitats and species	Increase
	Changes in designated areas of biodiversity importance (SBIs)	<5% decrease in area
	Changes in the condition of SSSIs	No deterioration

Air Quality

Policy EN 16

Air Quality

The Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself, including from Combined Heat and Power and biomass plant.

When assessing the appropriateness of locations for new development the Council will consider the impacts on air quality, alongside other plan objectives. This includes cumulative impacts, particularly in Air Quality Management Areas.

12.80 Each Local Authority is required to conduct regular reviews of pollution levels and designate an Air Quality Management Area (AQMA) for the areas that are at risk of not meeting Government standards. The current Air Quality Management Area for Manchester was designated in 2005, and an Air Quality Action Plan was produced, detailing actions the Council intend to take to meet the standards. In terms of Lead, Particulate Matter, Sulphur Dioxide, 1,3 Butadiene, Benzene and Carbon Monoxide, Manchester meets both current and future air quality targets. In Manchester, therefore, the AQMA is for NO₂ only, which is primarily the result of transport.



It is at its worst close to motorways and main roads, in and around the City Centre (where most main roads terminate) and around Manchester Airport and this is the area covered by the AQMA. Progress on actions to reduce emissions is reviewed regularly and information on this can be found in the Manchester Appendix to the Greater Manchester Local Transport Plan 2.

12.81 The AQAP has identified a range of actions which can help to reduce emissions and mitigate their impact on those who live locally. Whilst emissions from any individual development may be small the cumulative effect of developments within an area can have a significant impact on the local air quality. Core Strategy Policy EN16 will seek to reduce emissions where possible and mitigate the impact of emissions on local air quality. Whilst this policy seeks to improve air quality within Manchester's AQMA it also applies across the District in order to assist air quality across Manchester remaining at acceptable levels. It should be noted that other policies within the Core Strategy will guide the location of development in order to reduce the need for private transport and encourage the use of decentralised and renewable energy and green infrastructure to reduce both emissions and their impact still further.

Water Quality

Policy EN 17

Water Quality

With reference to the Manchester-Salford-Trafford SFRA and other relevant documents:

- Development should avoid any adverse impact on water quality, including during the construction phase, and wherever possible should seek to enhance water quality, both chemical and ecological;
- Development should minimise surface water run-off from development and associated roads, and maximise the use of appropriate sustainable drainage systems, to minimise groundwater contamination, and to avoid pollutants reaching watercourses;
- Development close to a watercourse should also ensure that waste or litter cannot enter the watercourse from the site;
- Development should, where feasible and appropriate, seek to open up any culverted or hidden watercourse beneath the site to improve the ecological status of that watercourse.

12.82 The EU Water Framework Directive (WFD) requires that further deterioration in the ecological status of inland waters is prevented, and that all surface water bodies must reach at least 'good' ecological status or 'good' ecological potential (the latter recognises the constraints on achieving good ecological status in heavily urbanised areas like Manchester) by 2027 in the



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North West. The Environment Agency is responsible for its implementation, working with relevant partners including United Utilities and Local Authorities. The EA have identified significant water management issues in the North West including:

- Diffuse pollution from roads and urban areas
- Pollution caused by discharges from industry
- Pollution caused by discharges from sewerage systems
- Physical modifications of rivers and other water bodies

12.83 The continued growth and regeneration of Greater Manchester should not be allowed to exacerbate the water quality problems currently experienced, particularly pollution from surface water run-off, discharges from industry and discharges from sewerage systems. Water quality impacts on wildlife in and around water, public health, and the appearance and amenity of watercourses.

12.84 The main ways in which Local Authorities can influence water quality are by:

- encouraging the use of sustainable drainage systems (SUDS) as a way to reduce water run-off:
 - not all types of SUDS are appropriate for all urban areas; in some parts of Manchester there are brownfield sites which have issues of contamination where the use of some types of SUDS would be problematic, causing transfer of contaminants to receptor sites (the Strategic Flood Risk Assessment provides further guidance on this);
 - where appropriate, above-ground SUDS such as retention ponds, ponds and swales are preferred to underground options because they have greater landscape and biodiversity value;
 - in densely built-up urban areas such as Manchester where there is limited open space, there is also a role for innovative SUDS solutions including green roofs and green walls;
- ensuring that development adjacent to water resources, including the storage and disposal of waste, transport, commercial and residential (in the context of a growing population) is carefully controlled to prevent water pollution from wastewater, land contaminants, industrial and construction processes and litter / fly tipping; the discharge of effluent or leachates may pose a threat to surface or underground water resources directly or indirectly through surrounding soils.
- consulting and working together with all agencies concerned including United Utilities and the Environment Agency to reduce surface water run-off rates and remove surface water from public combined sewers whenever possible.
- ensuring that the physical modification of water bodies including rivers does not cause deterioration in the ecological and chemical status of those water bodies, unless this is unavoidable and the benefits to human health, human safety and/or sustainable development over-ride this, such as may be the case for a flood defence/alleviation scheme.

12.85 The opening up and rehabilitation of existing degraded watercourse systems will help to ensure that the requirements of the Water Framework Directive are met by 2027, whilst also providing additional green infrastructure that contributes to flood risk alleviation, climate change adaptation, open space and biodiversity.

Contaminated Land and Ground Stability

Policy EN 18

Contaminated Land and Ground Stability

The Council will give priority for the remediation of contaminated land to strategic locations as identified within this document. Any proposal for development of contaminated land must be accompanied by a health risk assessment

All new development within former mining areas shall undertake an assessment of any associated risk to the proposed development and, if necessary, incorporate appropriate mitigation measures to address them.

12.86 The City's industrial past has left a significant amount of land, particularly in East Manchester, experiencing considerable levels of contamination. The City 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 the wards of Bradford, Ancoats & Clayton and Miles Platting & Newton Heath. The pollutants – chemicals, oils, heavy metals etc., left from the former industrial processes, remain in the ground unless remediated or unless they are washed into water resources. The type and intensity of any contamination can influence the remediation costs and potential re-use of the land. Most of the northern part of Manchester is located within a coalfield and has previously experienced coal mining activities. This legacy has the potential to lead to public safety hazards unless any risks have been fully considered and appropriate treatment/mitigation measures have been incorporated within new developments in line with government guidance contained in PPG14.

12.87 Much has been done to bring derelict and contaminated land back into use to ensure that the Government's targets for the re-use of previously developed land are met in line with National Policy aspirations, which refer to the efficient use of land with priority going to the re-use of previously developed land. (PPS1, PPS3).

12.88 The Council's target is for 90% of new development to be on previously developed land. This is in line with historical trends across Manchester and will ensure a sustainable approach is taken with regard to the use of land as a limited resource. The Council has taken account of costs that might be associated with remediating sites in preparing its Strategic

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Housing Land Availability Assessment, where this might have an impact on the viability of a site potentially coming forward for housing. This, together with other costs associated with infrastructure will be considered within the infrastructure delivery plan.

12.89 Successful remediation of contaminated land is crucial to improving the image of Manchester as a place in which to live and work. In terms of achieving successful remediation, much is done through Part IIA of the Environmental Protection Act 1990 which introduced the contaminated land regime in 2000. The Council keeps a contaminated land register and sites are brought forward for remediation on a priority basis. The Council also works with landowners and developers to ensure that land is improved, greatly benefitting the local community. It is aware that the costs of bringing contaminated land up to developable standards can be significant and may impinge on the capital available for the development itself. It is important to ensure that this does not result in the compromise of design quality including environmental standards.

12.90 The Council will be seeking to ensure that where resources are limited priority for land remediation is given to strategic sites which are key in terms of delivering the economic, housing and regeneration objectives for the City.

Delivery Strategy

Policy	Project/Programme	Responsible Agencies	Source of Funding	Timescale
EN16, 17 and 18	Planning Development Management	Developers MCC	Developers	To 2027
EN16	LTP2	Transport for Greater Manchester Committee	TFGMC MCC Private sector	To 2027
	Local Authority Air Quality Management	MCC	MCC Private sector	To 2027
EN17	NW River Basin Management Plan	Environment Agency (EA)	EA	To 2027

Policy	Project/Programme	Responsible Agencies	Source of Funding	Timescale
	Upper Mersey Catchment Flood Management Plan	EA	EA	To 2027
	Irwell Catchment Flood Management Plan	EA	EA	To 2027
	EU Water Framework Directive	EA	EA	To 2027
EN18	MCC Contaminated Land Strategy	MCC	Government grant	To 2027

Policy	Indicator	Target
EN16-EN18	Days/annum on which air pollution reaches moderate or higher levels	Zero days
	Surface water bodies reaching 'good' ecological status or 'good' ecological potential	100% at least 'good' by 2027
	Percentage of land remediated on Contaminated Land Register	Monitor and increase

Waste

Policy EN 19

Waste

The Council will

- Work with other Districts through the Greater Manchester Joint Waste Development Plan Document (GMJWDPD) to safeguard existing sites for waste management and identify and safeguard new sites in existing areas of employment where appropriate.
- Require all developers, including those of new waste management facilities within the District, to demonstrate the proposal's consistency with the principles of the waste



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hierarchy (prevention, reduction, re-use, recycling/composting, energy recovery, final disposal)

- Require all developers of new waste management facilities within the District to plan for and, where appropriate, use sustainable modes for waste transport, including use of modes such as rail and the Manchester Ship Canal.
- Require all developers to submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled on site wherever possible and how the sustainable waste management needs of the end user will be met.
- Have full regard to the economic and environmental benefits that well designed and run, waste management facilities can bring to the District, subject to any conditions required to protect the amenity of existing adjacent users.
- Promote the development of innovation and technological advancement within the sustainable waste management industry, aiming to achieve a closed-loop waste management system.
- Require waste management practices to have full regard to the environmental, social and economic impacts of such development and encourage long-term benefits in improving the environment, the regeneration of areas in need of investment and co-location with other employment uses where appropriate.
- Encourage communities to take responsibility for the waste they create through the provision of accessible facilities.

12.91 In a district such as Manchester with a significant existing population and a vision for a growing economy and population a key issue is that of ensuring that this does not automatically lead to a proportionate increase in waste arisings. National planning guidance (PPS10) requires each community to take responsibility for their own waste and to adopt the principles of the waste hierarchy – prevent, reduce, reuse, recycle. Given that Manchester does not have any landfill capacity it is even more important that priority is given to preventing, reducing, reusing and recycling waste within the District to limit the volume of waste needing to be transported elsewhere for treatment. Manchester will require a sufficient number of waste treatment centres to cater for its needs. Where this involves newer methods of waste treatment, this can often take place in completely enclosed, controlled environments and does not produce the same level of neighbour nuisance as older facilities. Existing waste treatment facilities, however, have often been located in older industrial areas. As these areas are regenerated the existing uses may not be considered compatible with the new. In this context and in order to ensure Manchester's waste treatment needs are met, existing waste treatment facilities will either need to be improved where necessary and safeguarded or if truly considered to be unacceptable need to be relocated.



12.92 Manchester recognises the importance of sustainable waste management both locally and in co-operation with other districts in Greater Manchester to ensure that all the waste management needs of the conurbation are met. Manchester will encourage the development of closed-loop waste management systems where the waste or by-product of one process becomes used in the production of another.

12.93 A Joint Waste Development Plan Document has been prepared for the whole of Greater Manchester, which sets out the overall strategy for waste and provides some of the detail of site identification for waste facilities, development of waste technologies, the need for safeguarding areas for waste management development, and generic development control policies. The Joint Waste Development Plan Document has been found to be sound by a Planning Inspector following an examination in public, and was adopted by all ten Greater Manchester districts on 1st April 2012.

Minerals

Policy EN 20

Minerals

The Council will:

- Work with other Districts through a Greater Manchester Joint Minerals Development Plan Document to provide a co-ordinated sub-regional approach to minerals planning, ensure that mineral resources are safeguarded (including through the definition of mineral safeguarding areas) and to maintain an adequate landbank of aggregates to contribute towards the maintenance of Greater Manchester's share of the regional production of aggregates and to support the planned levels of growth in Manchester.
- Encourage the efficient use of minerals and promote the use of secondary/recycled aggregates, wherever possible as an alternative to primary extraction and identify and safeguard sites for its storage, processing and transfer. (See also Waste Policy EN19)
- Encourage and safeguard the sustainable transport of minerals, including by use of rail, wherever possible.
- Ensure that any adverse environmental impacts of storage, processing and transfer on neighbouring uses are minimised.

12.94 Minerals are an important national resource, providing the raw materials for energy, manufacturing and development. Manchester does not have any active mineral workings; there are, however, mineral resources within parts of the city. In particular, there are Sand and Gravel resources at locations in the far northwest and the far south of the City, as well as at a number of locations within the Mersey Valley. Surface coal resources exist to the northeast of the City Centre and on the northern fringe of the City. A Joint Minerals Development Plan Document

12 Objective 6 Environment

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(JMDPD) has been prepared for the whole of Greater Manchester, which contains mineral safeguarding areas (MSAs) to ensure that proven mineral resources are not needlessly sterilised by non-mineral development. Within Manchester a number of Sand and Gravel MSAs are proposed within the JMDPD, together with an Area of Search (AoS) for Gravel in the far west of the Mersey Valley and a railhead in East Manchester. The JMDPD has now been submitted to the Secretary of State, and hearings took place in February 2012. The scale of growth planned for Manchester until 2027 will require the adequate and steady supply of raw materials. The Council accepts that it will need to work closely with other districts to ensure that sufficient capacity exists for Greater Manchester to meet its sub-regional aggregate provision as identified by the North West Aggregate Working Party using the National and Regional Guidelines for Aggregates Provision in England and provide for the maintenance of land banks.

12.95 Within this context it will be particularly relevant to encourage the use of secondary/recycled aggregates wherever possible as an alternative to primary extraction and to identify and safeguard sites for their storage, processing and transfer. Manchester currently has three construction and demolition waste processing sites all located in East Manchester.

12.96 Whilst Manchester City does not contain a peat extraction site, the reduction in the use of peat and support for non-peat based products within Manchester will contribute towards the reduction of carbon emissions and promotion of biodiversity within the region.

Delivery Strategy

Core Strategy Policy	Project/Programme	Responsible Agency	Source of Funding	Timescale
EN19	Greater Manchester Joint Waste Development Plan Document	The 10 Greater Manchester Authorities	The 10 Greater Manchester Authorities	April 2012
	Waste Collection Services (New Service Standard)	Neighbourhood Services, MCC	DEFRA/MCC	Ongoing
	New municipal waste management facilities	Greater Manchester Waste Disposal Authority	Private Finance Initiative	To 2027

Core Strategy Policy	Project/Programme	Responsible Agency	Source of Funding	Timescale
EN20	Greater Manchester Joint Minerals Development Plan Document	The 10 Greater Manchester Authorities	The 10 Greater Manchester Authorities	March 2013

Policy	Indicator	Targets
EN19 - EN20	Residual waste per household	Reduction each year
	Percentage of household waste recycled or composted	50% by 2015
	Percentage of municipal waste sent to landfill	Meeting target in Municipal Waste Management Strategy
	Production of primary land aggregates won	In accordance with GM Minerals DPD
	Production of secondary/recycled aggregates	In accordance with GM Minerals DPD



13 Development Management and Planning Obligations

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13 Development Management and Planning Obligations

Developer Contributions

13.1 Following guidance in Circular 5/2005, planning obligations under Section 106 of the Town and Country Planning Act 1990 are currently used to mitigate harm that may be caused by a development and are negotiated as part of the planning application process, either as Unilateral Undertakings or as Agreements. The Act allows for Local Planning Authorities and developers to negotiate a range of obligations, which can be linked to financial contributions, be restrictive in nature or require specific works or actions to take place. Planning obligations can do much to mitigate harm that new developments might otherwise bring and provide benefit through integration with the surrounding area.

13.2 The Planning Act 2008 contains enabling clauses for a Community Infrastructure Levy (CIL), which empowers local planning authorities to make standard charges on most types of new development in their area, to help fund needed infrastructure identified in their plans. These regulations came into force on 6th April 2010.

13.3 Manchester City Council intends to continue to use S106 Planning Obligations during a transitional period when consideration will be given to the introduction of a standard tariff or Community Infrastructure Levy system.

13.4 In drawing up planning obligations Manchester City Council gives a high priority to the regeneration objectives set out in the Regeneration Frameworks for each area of the City.

Policy PA 1

Developer Contributions

Where needs arise as a result of development, the Council will seek to secure planning obligations in line with Circular 5/2005, Community Infrastructure Levy regulations or successor regulations/guidance. Through such obligations, the Council may seek contributions for the following with priority assessed on a site by site basis:

- Affordable housing
- Education
- Health and wellbeing facilities
- Community facilities
- Provision of Green Infrastructure including open space
- Public realm improvements
- Protection or enhancement of cultural heritage
- Protection or enhancement of environmental value



Development Management and Planning Obligations 13

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- Safety and security improvements
- Training and employment initiatives
- Highway improvements, traffic management, sustainable transport and disabled people's access
- Climate change mitigation / adaptation

Where development has a significant impact on the Strategic Road Network developer contributions would be sought through section 278 agreements.

The nature and scale of any planning obligations sought will be related to the form of development and its potential impact upon the surrounding area. Where appropriate, any such provision will be required to be provided on site. Where this is not possible, a commuted sum payment is likely to be sought. In determining the nature and scale of any planning obligation, specific site conditions and other material considerations including viability, redevelopment of previously developed land or mitigation of contamination may be taken into account. The timing of provision of infrastructure and facilities will be carefully considered in order to ensure that appropriate provision is in place before development is occupied.

These issues will be addressed in accordance with guidance in Strategic Regeneration Frameworks and local circumstances.

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

13 Development Management and Planning Obligations

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Delivery Strategy

Policy	Project/Programme	Responsible Agency	Source of Funding	Timescale
PA1	Section 106/CIL or successor regs Infrastructure Plan	MCC	Developer	Up to 2027

Policy	Indicator
PA1	Total contributions per annum

Development Management

13.6 All new developments should follow the ‘Development Principles’ and accord with the design guidance set out in the Supplementary Planning Documents

Policy DM 1

Development Management

All development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:-

- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.
- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.



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- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Green Infrastructure including open space, both public and private.
- The use of alternatives to peat-based products in landscaping/gardens within development schemes.
- Flood risk and drainage.
- Existing or proposed hazardous installations.
- Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques as follows (In terms of energy targets this policy should be read alongside policy EN6 and the higher target will apply):-

a) For new residential development meet as a minimum the following Code for Sustainable Homes standards. This will apply until a higher national standard is required:

Year 2010 – Code Level 3;
Year 2013 - Code Level 4;
Year 2016 - Code Level 6; and

(b) For new commercial developments to demonstrate best practice which will include the application of the BREEAM (Building Research Establishment Environmental Assessment Method) standards. By 2019 provisions similar to the Code for Sustainable Homes will also apply to all new non-domestic buildings.

13.7 The Council's approach to Development Management is intended to ensure that new developments contribute to the overall aims of the Core Strategy. The issues which should be considered are those which will ensure that the detailed aspects of new development complement the Council's broad regeneration priorities, in particular by contributing to Neighbourhoods of Choice. This includes protection of amenity and local character, environmental standards and practical matters such as access and safety. These issues will be considered in more detail through the Supplementary Planning Document, the Guide to Development in Manchester.

13.8 Developers should consider the use of 'Building for Life', the national standard for well designed homes and neighbourhoods as a means of demonstrating that a scheme embodies good design and function.

13.9 Design for Access 2 (DFA2) is the Council's adopted design guidance on creating accessible environments and buildings, in particular meeting the needs of disabled people. DFA2 demonstrates the Council's approach and should be used by developers as a best practice guide.



13 Development Management and Planning Obligations

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Manchester Airport Development Management

13.10 The presence of Manchester Airport within the City means that there are specific development issues which cannot be addressed by a generic development management approach.

Policy DM 2

Aerodrome Safeguarding

Development that would affect the operational integrity or safety of Manchester Airport or Manchester Radar will not be permitted.

13.11 The Safeguarding Zones around Manchester Airport are defined on a safeguarding map issued by the Civil Aviation Authority. They define certain types of development which by reason of their height, attraction to birds or inclusion of or effect upon aviation activity require prior consultation with the Airport Operator or National Air Traffic Services Ltd (NATS). Government advice in ODPM Circular 01/2003 sets out the detailed guidance on how safe and efficient operations can be secured.

13.12 The safeguarding zone for Manchester Airport covers a considerable proportion of the City. The main implications for the types of development that will require consultation are:

- Any proposal likely to attract birds, such as proposals involving mineral extraction or quarrying, waste disposal sites and management facilities, significant areas of landscaping, reservoirs or other significant areas of water, land restoration schemes, sewage works, nature reserves, or bird sanctuaries in any part of the City;
- Applications connected with an aviation use in any part of the City;
- All wind-turbine applications;
- Development over a certain height in different areas of the City as specified on the safeguarding map.

13.13 The safeguarding zones relating to building height are divided into areas where development is required to be assessed by the Airport Operator: all development; development over 15 metres in height (above ordnance datum); development over 45 metres aod; and development over 90 metres aod. These zones extend over much of the City.

13.14 On a precautionary basis, consultations should also be made in relation to telecommunications development within 3km of the Airport perimeter and to significant lighting or advertising schemes on or near the flight approach path that may cause distraction to pilots.



Policy DM 3

Public Safety Zones

Within the Public Safety Zones as defined by the Civil Aviation Authority, development or changes of use will not be permitted, except where that development conforms to that set out in Paragraphs 11 & 12 of DfT Circular 01/2010 or any replacement guidance.

13.15 Public safety zones are defined by Government in DfT Circular 01/2010 . They are based on a 1 in 100,000 risk contour and extend in a triangular shape from the end on the runways. The basic objective of these zones is to prevent the further increase in the number of people, living, working or congregating in these areas, so a general presumption against new or replacement development or changes of use of existing buildings exists.

Delivery Strategy

Policy	Project/Programme	Responsible Agency	Source of Funding	Timescale
DM1-3	Planning application process	MCC Developer	Developer	2012 - 2027

Policy	Indicators	Target
DM1-3	Number of planning permissions compliant with DM1-3	100%
	Number of developments allowed on appeal	0

14 Appendix A Energy Target Explanation

Policy Approach EN6 Explanatory Notes

These explanatory notes serve as a guide to assist in completing an energy statement and identifying which of the targets would apply to a specific development proposal.

The developer is required to complete an energy statement (sometimes also known as a carbon budget statement) in order to demonstrate the total regulated energy that their final completed development would use (based on the development being Part L Building Regulations 2010 compliant) and the equivalent carbon emissions that this would generate. Against this baseline a developer is asked to consider renewable and decentralised energy technologies which will reduce the predicted carbon emissions in line with the relevant carbon reduction target.

Policy Approach EN6 requires an energy statement to be submitted at the outset of any proposed development (outline application or before), where the development is bigger than 10 residential units or 1,000sq m of floorspace. The level of detail required within this document is commensurate with the scale and nature of the development proposed. The following sets out the steps that should be undertaken in the preparation of an energy statement and the information that the Council will expect to see included.

Energy Statement Methodology

A. Set out the baseline information

The baseline information should include the following:

- Proposed mix of uses
- Schedule of floorspace for each use
- Proposed phasing and anticipated timescale for the completed development
- The proposed servicing strategy for the development, by block, site or phase

B. Calculate the total energy demand of the completed development

Using the above baseline information, set out the projected future energy demand of the development, assuming the development is compliant with Part L of the Building Regulations 2010, and including the following:

- Regulated emissions under Part L i.e. those associated with 'fixed' M&E plant such as space heating, ventilation, hot water and fixed lighting, and



C. Calculate the equivalent annual carbon emissions from the completed development

The carbon emissions should be calculated based on regulated energy use weighted to reflect the emissions factors for different fuels and energy sources.

D. Apply the appropriate carbon emissions reduction target

Use the guidance below, headed 'Which Target applies to my Development?' to identify the appropriate carbon emissions reduction target for your development. Using this calculate the extent of carbon savings that need to be made.

E. Apply the energy hierarchy

The energy hierarchy should be applied in order to identify opportunities for carbon emissions reductions through design and specification of the development. Set out the carbon savings achieved by each measure.

This should include consideration of how to minimise or even design-out electricity use associated with heating, ventilation and cooling, and how to influence energy used by future occupiers e.g. through the installation of Building Energy Management systems or smart metering.

F. Consider all appropriate low carbon, renewable and/or decentralised energy technologies

In order to achieve the overall carbon savings required, consider the range and/or mix of low carbon renewable and/or decentralised technologies that are available and appropriate for the type and location of the development. Set out the carbon savings achieved by each technology or mix of technologies and the associated cost of installing that technology.

Technologies that may be considered appropriate are listed below. This list is not exhaustive and other technologies may be identified by the developer and given consideration. Any proposed technology will need to be appropriate to the site location and surrounding uses.

- CHP/district heating - If the development falls into the category of Target 1 a CHP/district heating feasibility study, encompassing buildings that could be connected in the surrounding area will be expected as part of the consideration of potential low carbon technologies
- Solar Hot Water (SHW)
- Photovoltaics (PV)
- Wind
- Ground Source Heat Pumps (GSHP)
- Air Source Heat Pumps (ASHP)
- Biomass heating



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- Gas Combined Heat and Power (Gas CHP)
- Biomass Combined Heat and Power (Biomass CHP)
- Energy from Waste (EfW)
- Deep Bore Geothermal
- Fuel Cell technologies

F. Assessment of least cost technology option

Following on from the above assessment, the identified target should be met using the technology mix which demonstrates the required carbon reductions at the least cost. Where there are no suitable local resources or opportunities, and a district heating network is not deemed viable, solutions to a shortfall in carbon reductions over and above that required to achieve 'carbon compliance' under Government proposals may be met through the use of off-site allowable solutions. (See below)

Which Target applies to My Development?

Target Area 1 will apply if a development has at least three of the following - commercial offices, hotel, residential, apartments, public building, supermarket, or it is adjacent to an existing district heat network. If connection to an existing heat network, or installation of a new heat network is not considered feasible or viable then a development would be expected to follow Target Area 3.

Target Area 2 will apply where the predominant building type within a development will have an all-electric fit-out and will typically consist of retail or leisure units.

Target Area 3 will apply where the lower density or fragmented mix of uses means that building scale solutions tend to be the only viable options.

What are allowable solutions?

Allowable solutions have been proposed by the Government as a means of meeting the national zero carbon standard at a lower cost than would be the case if all carbon reduction had to be achieved through investment into renewable energy on site, i.e within the site edged red. The exact form of these solutions will depend on Government guidance, currently still awaited. Lower cost options for regulatory compliance could include:

- Local shared micro-generation investments: Contributions by a developer to larger and more economic micro-generation installation in a local area;
- Local district heating network connections: Connections made between the proposed development to existing building with large heat loads via district heating;



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- District or City Region district heating network connections: Using waste heat from existing and proposed power stations;
- District or City Region shared investments in large-scale renewables: Investing in off-site renewable energy resources within each district or across the City Region.

The AGMA Decentralised Energy Study demonstrated a possible set of scaleable allowable solutions through the use of case studies. In each case the allowable solution was cheaper than further on-site investment:

- Within network expansion areas the cost of carbon reduction was £30-£150/tonne CO₂. An allowable solution in this instance could take the form of a contribution to finance the connection of existing public and private buildings to district heating networks;
- Within regeneration and suburban areas the cost of carbon reduction was £50-£250/tonne CO₂: An allowable solution in this instance could take the form of contributions used to subsidise lower cost micro-generation installations on adjacent public buildings, social housing or where economies of scale can be identified;
- In electricity intense developments the cost of carbon reduction was £30-£60/tonne CO₂): An allowable solution in this instance could take the form of contributions used to underwrite investment in major infrastructure projects such as wind clusters (4-5 large turbines) using developer contributions as equity.

How will these targets affect the viability of my development?

The overarching aim of policy EN6 is to achieve the maximum reductions in CO₂ for the minimum cost.

It is expected that new buildings apply the energy hierarchy as a first step, with an emphasis on opportunities to design-out or reduce unnecessary energy use and, where possible, adhere to passive design principles, thereby reducing the total energy demand of any development. The residual emissions reduction should be achieved based on the concept of 'carbon compliance' and 'allowable solutions' related to near or off-site solutions.

It is expected that strategic investment decisions by the public and private sector are based around the need to strengthen the business case of energy investments and therefore attract long-term investment in the infrastructure required.

It is worth remembering that in October 2010 the Code for Sustainable Homes level 3 became mandatory requiring a further 25% reduction in regulated carbon emissions over a 2006 compliant building. This will also apply to non-domestic buildings. In future years the national requirements are set to increase still further. The onus will be on the Council working with developers and partners within the City Region as a whole, to bring forward lower cost 'allowable solutions' in order to deliver affordable higher carbon reductions. Where an energy proposals plan has been produced that demonstrates the ability to achieve greater reductions in carbon emissions but



14 Appendix A Energy Target Explanation

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at the equivalent cost of applying the minimum target shown in Tables 12.1 and 12.2 then that higher carbon emissions reduction target will be applied. Associated tariffs or contributions towards technologies may be the subject of an SPD.

Where lower cost allowable solutions have not been identified or brought forward by the developer or the Council and its partners, then the developer would not be expected to go beyond the minimum CO₂ reductions targets as set out in the policy.



15 Appendix B Parking Standards

All development must provide the appropriate parking standards as highlighted below. Standards for disabled people, cycle and motorcycle parking are minimums. Standards for car parking are maximums and may be subject to a further reduction when consideration is given to accessibility of the particular site.

Maximum standards for car parking do not apply to the City Centre as each development in the City Centre will be considered on a case by case basis. The standards for the rest of the City are given for two different areas:-

- District Centres
- Areas not within the City Centre or District Centres

15 Appendix B Parking Standards

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Table 15.1

Land Use	Maximum number of car parking spaces		Minimum number of spaces required for:-		
	District Centres	Areas not within the City Centre or District Centres	Disabled people's parking as percentage of total (Citywide)		Cycles (Citywide)
			Up to 200 in total	Over 200 in total	
A1: Shops					
Food Retail	1 space per 16sqm	1 space per 14sqm	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 space per 140sqm minimum of 2 spaces
Non-food Retail	1 space per 22sqm	1 space per 20sqm	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 space per 200sqm minimum of 2 spaces
A3: Restaurants and Cafes					
Restaurant	1 space per 7sqm of public floor area	1 space per 5sqm of public floor area	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 space per 50sqm minimum 2 spaces
A5: Hot Food Takeaways					
Fast Food and Drive through	1 space per 8.5sqm of gross floor area	1 space per 7.5sqm of gross floor area	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 space per 50sqm minimum 2 spaces

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Land Use	Maximum number of car parking spaces		Minimum number of spaces required for:-		
	District Centres	Areas not within the City Centre or District Centres	Disabled people's parking as percentage of total (Citywide)		Cycles (Citywide)
			Up to 200 in total	Over 200 in total	
B1: Business					
Stand alone offices	1 space per 35sqm	1 space per 30sqm	Individual bays for each disabled employee plus 2 bays or 5% of total capacity whichever is greater	6 bays plus 2% of total capacity	1 space per 200sqm minimum of 2 spaces
Business Parks	1 space per 40sqm	1 space per 35sqm	Individual bays for each disabled employee plus 2 bays or 5% of total capacity whichever is greater	6 bays plus 2% of total capacity	1 space per 200sqm minimum of 2 spaces
B2: General Industry					
General Industry	1 space per 60sqm	1 space per 45sqm	Individual bays for each disabled employee plus 2	6 bays plus 2% of total capacity	1 space per 450sqm minimum of 2 spaces

15 Appendix B Parking Standards

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Land Use	Maximum number of car parking spaces		Minimum number of spaces required for:-	
	District Centres	Areas not within the City Centre or District Centres	Disabled people's parking as percentage of total (Citywide)	Cycles (Citywide)
			Up to 200 in total	Over 200 in total
			bays or 5% of total capacity whichever is greater	
B8 Storage and Distribution				
Storage and Distribution	1 space per 100sqm		Individual bays for each disabled employee plus 2 bays or 5% of total capacity whichever is greater	6 bays plus 2% of total capacity
				1 space per 850sqm minimum of 2 spaces
C1: Hotels				
Hotels	1 space per bedroom including staff		3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity
				1 space per 10 guest rooms minimum of 2 spaces
D1: Non-Residential Institutions				

Land Use	Maximum number of car parking spaces		Minimum number of spaces required for:-		
	District Centres	Areas not within the City Centre or District Centres	Disabled people's parking as percentage of total (Citywide)		Cycles (Citywide)
			Up to 200 in total	Over 200 in total	
Medical and Health facilities	1 space per 2 staff plus 3 per consulting room	1 space per 2 staff plus 4 per consulting room	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	2 spaces per consulting room
Higher and Further Education	1 space per 2 staff (includes parking for students)		Case by case basis	Case by case basis	1 space per 5 staff plus 1 space per 3 students
D2: Assembly and Leisure					
Cinemas, Theatres and Conference Facilities	1 space per 8 seats	1 space per 5 seats	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 per 20 seats minimum of 2 spaces
Other Leisure Facilities	1 space per 25sqm	1 space per 22sqm	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 per 140 sqm minimum of 2 spaces
Miscellaneous					



15 Appendix B Parking Standards

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Land Use	Maximum number of car parking spaces		Minimum number of spaces required for:-		
	District Centres	Areas not within the City Centre or District Centres	Disabled people's parking as percentage of total (Citywide)		Cycles (Citywide)
			Up to 200 in total	Over 200 in total	
Stadia	N/a	1 space per 15 seats	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 per 20 seats minimum of 2 spaces

16 Appendix C Superseded UDP Policies

Table 16.1

UDP Policy	Superseded By
Part 1 Housing	
H1.2	H1-H8, CC3, DM1
H1.3	H11, H12
H1.4	DM1
H1.5	H10
H2.1	SP1, EN1, DM1
H2.2	SP1, H1, DM1
H2.3	DM1
H2.4	SP1, EN9, EN11, DM1
H2.5	H11, DM1
H2.6	DM1
H2.7	EN1, DM1
Part 1 Employment and Economic Development	
I1.1	EC1-EC12, CC1
I1.2	EC6, EC8, EC10, EC11, CC1
I1.3	EC1
I1.4	EC3, CC1
I1.5	EC1-EC12

UDP Policy	Superseded By
I1.6	EC1-EC12
I1.7	EC2
I1.8	CC4, EC7
I1.9	CC4, EC7, C7, MA1, DM1
I1.10	CC4
I1.11	Infrastructure Delivery Plan
I1.12	EC1-EC12, EN4-EN7
I2.1	EC1, T1-T3
I3.1	DM1
I3.2	DM1
I3.3	DM1
I3.4	T3
Part 1 Transport	
T1.1	T1-T3
T1.2	T1-T3
T1.3	T1
T1.4	DM1
T1.5	T1-T3
T1.6	T3
T1.7	T1-T3
T2.1	T1

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UDP Policy	Superseded By
T2.2	DM1
T2.3	T3
T2.4	T2
T2.5	T1-T3
T2.6	DM1
T3.1	T1
T3.2	SP1, DM1
T3.3	CC2, CC5
T3.4	SP1, DM1
T3.5	SP1, CC10, DM1
T3.6	T1
T3.7	T1, DM1
T3.8	T1
T3.9	T1
T4.1	MA1
T4.2	MA1, Infrastructure Delivery Plan
Part 1 Environmental Improvement and Protection	
E1.1	SP1, T1-T3
E1.2	EN19, DM1
E1.3	EN17
E1.4	DM1

UDP Policy	Superseded By
E1.5	SP1, T1-T3, EN4-EN7
E1.6	DM1
E2.1	EN13
E2.2	EN15
E2.3	EN15
E2.4	EN15
E2.5	EN1
E2.6	EN9
E2.7	EN3
E2.8	EN3
E3.1	EN18
E3.2	SP1, EC1, H1
E3.5	SP1, DM1
E3.6	CC5, CC8, CC9, CC10
E3.7	SP1, DM1
E3.8	EN3
Part 1 Major Urban Renewal Areas	
R1.1	SP1, EC1-EC12, CC1-CC10, H1-H7, C1-C8
Part 1 Shopping	

Appendix C Superseded UDP Policies 16

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UDP Policy	Superseded By
S1.1	CC2, CC4, CC6-CC10
S1.3	C2
S2.1	C2, C8
S2.2	C9
S2.3	C9
S2.4	DM1
S2.5	DM1
S2.6	DM1
Part 1 Leisure and Recreation	
L1.1	EN10
L1.2	EN10
L1.3	EN10 and EN11
L1.4	EN10 and EN11
L1.5	EN10 and EN11
L1.6	EN10 and EN11
L1.7	CC4
L1.8	SP1, CC4, and EN11
L1.9	C2
Part 2 Blackley, Charlestown and Moston	
BM1	SP1, EC4, H3, C3, EN1
BM11	C3

UDP Policy	Superseded By
Part 2 Cheetham and Crumpsall	
CC1	SP1, EC4, H3, C3, EN1
CC17	C3
Part 2 Harpurhey, Lightbowne and Collyhurst	
HC1	SP1, EC4, H3, C3, EN1
HC12	C3
HC13	C3
Part 2 East Manchester	
EM1-EM4	SP1, CC1
EM6-EM7	EC4, H3, C3
EM9-EM10	EN1, DM1
EM12	SP1, EN13
EM13	SP1, EC4, H3
EM14	SP1, EN10
EM15-EM16	SP1, EC4, H3
Part 2 City Centre	
RC1	CC1-CC10
RC2	CC1

16 Appendix C Superseded UDP Policies

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UDP Policy	Superseded By
RC3	CC7
RC4	CC9, EN1-EN3
RC5	EN9
RC6	CC4
RC7	CC9, EN1, EN2
RC8	CC1
RC9	CC1
RC10	CC2
RC12	CC5
RC13	CC5
RC14	CC5
RC15	T2
RC17	T2
RC18	T1
Part 2 Hulme	
HU1	SP1, CC1, EC6, H5, C5, EN1
HU2	EN1, DM1
HU3	EN1
HU12	C2
HU18	C5, DM1
HU20	SP1, DM1

UDP Policy	Superseded By
Part 2 Moss Side	
MS1	SP1, EC6, H5, C5, EN1
Part 2 Ardwick, Brunswick and West Gorton	
AB1	SP1, EC5, H4, C4, EN1
Part 2 North and South Gorton	
GO1	SP1, EC5, H4, C4, EN1
GO2	C4
GO9	C4
Part 2 Whalley Range	
WR1	SP1, EC9, H6, C6, EN1
WR5	C6
Part 2 Rusholme and Fallowfield	
RF1	SP1, EC8, EC9, H5, H6, C5, C6, EN1
RF5	H11
Part 2 Longsight and Levenshulme	

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UDP Policy	Superseded By
LL1	SP1, EC8, EC9, H5, H6, C5, C6, EN1
LL6	C5, C6
Part 2 Chorlton and Barlow Moor	
CB1	SP1, EC9, H6, C6, EN1
CB3	T3 and EN15
Part 2 Withington and Burnage	
WB1	SP1, EN9, H6, C6, EN1
WB4	C6
Part 2 Didsbury	
DB1	SP1, EN9, H6, C6, EN1
DB8	C6
Part 2 West Wythenshawe	
WW1	SP1, EC10, H7, C7, EN1
Part 2 East Wythenshawe	
EW1	SP1, EC10, H7, C7, EN1

UDP Policy	Superseded By
EW14	C7
EW15	C7
EW20	MA1
EW21	MA1
EW23	MA1, DM1
EW24	MA1, EN9, DM1
EW25	MA1, DM1
EW26	MA1
EW27	EN10
EW28	EN10
EW29	T3
EW30	EN9, DM1
EW31	EN10, MA1
EW32	EN19, EN15, DM1
EW33	EN15
EW34	EN15, MA1
EW35	EN3, MA1
Part 2 City Wide Development Control Policies	
DC3.1, 3.2, 3.3	H11
DC8.1, 8.2, 8.3, 8.4	DM1
DC9.1	SP1, DM1
DC11.1, 11.2, 11.3, 11.4, 11.5, 11.6	C2



16 Appendix C Superseded UDP Policies

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UDP Policy	Superseded By
DC13.1	C2
DC16.1, 16.2	EN9
DC21.1	EN14
DC23.4	DM1
DC24.1, 24.2, 24.3, 24.4	DM1
DC25.1, 25.2	DM1



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Adoption - this is the final stage in producing a Local Development Document. When a Local Development Document has been adopted by the Council it comes into force. Development Plan Documents are subject to an independent examination before being adopted.

Active frontage - A ground floor frontage which generates passing trade and provides a 'shop-type' window display with interest at street level.

Affordable Housing - Includes housing for social and affordable rent and also intermediate housing (e.g. shared ownership). Households eligible for affordable housing are those who cannot afford open market housing.

Affordable Rent - a rent set at 80% of the market rent in the local area.

AGMA - Association of Greater Manchester Authorities

Annual Monitoring Report – a yearly report measuring the implementation of the Local Development Scheme and the extent to which policies in Local Development Documents are being successfully implemented.

Area Action Plan – a type of Development Plan Document which can be used to provide a planning framework for areas of significant change or areas of conservation.

AQMA / AQMP - Air Quality Management Area / Air Quality Management Plan

Brownfield site (also called a previously developed land or site) – land which has been developed in the past. Brownfield sites are the priority for development over greenfield sites and Manchester City Council is required to build at least 90% of new houses on brownfield sites.

Building Schools for the Future (BSF) - Building Schools for the Future Programme

Community uses - Includes health care facilities (e.g. Hospitals, clinics, dental practices), drop-in centres, facilities for emergency services, fire, ambulance and police, children's centres, libraries, creches, day nurseries, children's indoor play centres, youth centres, community meeting halls, places of worship, places of religious instruction and church halls. Excludes education facilities.

Comparison Shopping - Comparison retailing is the provision of items not obtained on a frequent basis. These include clothing, footwear, household and recreational goods.

Convenience Shopping - Convenience retailing is the provision of everyday essential items, including food, drinks, newspapers/magazines and confectionery.

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Core Strategy – the key Development Plan Document, which sets out the long term spatial vision for Manchester as well as objectives and the strategic policies to deliver that vision. Development proposals (planning applications) will be assessed against the policies in the Core Strategy.

Deprivation - Deprivation can cover a range of economic, social and housing matters, and this is measured in relative terms using a number of indicators

Development Brief – sets out planning requirements for the development of a Manchester City Council owned site, for example design and access requirements.

Development Plan – Manchester’s development plan will consist of Development Plan Documents prepared by the Council and the Regional Spatial Strategy for the North West. Planning applications are assessed against policies in the development plan and if they are in accordance with the development plan there would be a presumption to approve unless material considerations indicate otherwise.

Development Plan Documents (DPDs) – these are planning documents which are subject to independent examination and are part of the Development Plan. They can include:-

- Core Strategy
- Area Action Plans (if there is a need)
- Site Specific Allocations (if there is a need)
- Proposals Map

District Centre – a retail and service centre, often containing at least one supermarket and a range of non-retail services such as banks, building societies and restaurants as well as local public facilities for example libraries and doctor’s surgeries.

Dwelling - A self-contained building or part of a building used as a residential accommodation, and usually housing a single household. A dwelling may be a house, bungalow, flat, maisonette or converted building.

Economic Development – covers a range of uses which are employment generators, or which attract other employers into the locality. Examples include retail, leisure and office development.

Economic Growth – an increase in the capacity of the economy to produce goods and services. Improvements to people’s quality of life in an area can often result from economic growth. Economic growth is a key theme which runs through Manchester’s Core Strategy, in line with



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regional, sub-regional and other Council strategies and policies. 'Gross Value Added', the number of new jobs in the City and a corresponding decrease in worklessness can all be used as measures of economic growth.

Economically inactive - Those people who are not in work, but who do not satisfy all the criteria for unemployment, that is, wanting a job, seeking in the last four weeks and available to start in the next two.

Education facilities - Includes schools, colleges, life long learning and Special Education Needs facilities. Excludes libraries, which are considered under the category of community uses.

Employment Land - Land for the development of light industry and business premises (use class B1), general industry (use class B2) and warehouses (use class B8).

Evidence Base The information and data that have informed the development of policies.

Examination - a meeting held in public where an Inspector from the Government's Planning Inspectorate examines the soundness of Development Plan Documents. People who have made a representation on a Development Plan Document have the right to be heard at this meeting if they want to.

Front-loading – this is the idea that a strong emphasis needs to be placed upon work at the early stages of the plan making process, such as evidence gathering and consultation. This is to try and make later stages run more smoothly by ensuring that contentious issues are considered early on.

Green Belt – an area of open land around a built up area where any proposals for new building have to satisfy certain requirements to prevent urban sprawl. Within Manchester the Mersey Valley, the airport and surrounding land, Clayton Vale and Heaton Park are designated as green belt areas. Green belt land is designated for protection in the development plan, in accordance with Government guidance and is not equivalent to the more general term 'greenfield'.

Green Infrastructure - 'Green Infrastructure' is a network of multi-functional greenspace. It includes open space, waterways, woodlands, green corridors, green roofs and trees.

Greenfield Land or Site - Land (or a defined site) that is not currently or has not previously been developed.

Gypsies and Travellers - Persons of nomadic habit of life whatever their race or origin.

Greater Manchester Strategy – document endorsed by the Association of Greater Manchester Authorities in 2009 which sets out strategic priorities for the Manchester City-Region up to 2020.

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Gross Value Added – Gross Value Added (GVA) is a measure of economic output, i.e. how successful an area is at producing goods and services. It is measured at a sub-regional level, with Manchester falling into a 'Greater Manchester South' sub-region, this area is made up of Manchester, Salford, Stockport, Tameside and Trafford.

HMO - House in Multiple Occupation

Housing Associations - Common term for the independent, not-for-profit organisations registered with and regulated by the Housing Corporation. See also: Registered Providers.

Housing Need - The quantity of housing required for households who are unable to access suitable housing without financial assistance.

Index of Multiple Deprivation (IMD) - The IMD is a combination of a number of indicators, chosen to cover a range of economic, social and housing issues, into a single deprivation score for each small area in England. This allows each area to be ranked relative to one another according to their level of deprivation.

Industrial Development - Refers to general industry (use class B2) and warehouses (use class B8).

Intermediate housing - Housing at prices and rents above those of social rent but below market price or rents (e.g. shared ownership).

JMDPD - (Greater Manchester) Joint Minerals Development Plan Document

JWDPD - (Greater Manchester) Joint Waste Development Plan Document

LAA - Local Area Agreement

LDD - Local Development Document

LDF - Local Development Framework

LDS - Local Development Scheme

Lifetime Homes - A standard that has been developed to help house builders produce flexible, adaptable and accessible homes that can respond to changes in individual circumstances, e.g. caring for young children, temporary injuries, declining mobility with age.

LNR - Local Nature Reserve

Local Centre - Local Centres are smaller centres than District Centres, They mainly provide small scale convenience shopping and non-A1 retail uses for people living or working nearby.



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Local distinctiveness -The positive features of a place and its communities which contribute to its special character and sense of place.

Local Area Agreement – a three year agreement which Manchester has with Central Government containing targets for improving the City, which reflect the priorities of the Sustainable Community Strategy. The Local Development Framework plays a role in achieving the targets.

Local Development Documents – the documents making up the Local Development Framework, comprising:

- Development Plan Documents as set out in earlier definition
- Statement of Community Involvement
- Supplementary Planning Documents.

Local Development Framework (LDF) – folder of Local Development Documents for Manchester setting out the Council’s aspirations for the future development of Manchester. As well as the Local Development Documents listed above the Local Development Framework includes the Annual Monitoring Report and the Local Development Scheme.

Local Development Scheme – sets out the timetable for preparing Development Plan Documents. The Local Development Scheme explains each document and gives dates for when certain milestones will be reached, including consultation periods, the Examination and Adoption.

Local Strategic Partnership – the Manchester Partnership (Manchester’s Local Strategic Partnership) brings together key sectors, organisations and community representatives to tackle the problems residents say area affect their lives.

LSP - Local Strategic Partnership

Material Consideration - policies and guidance in documents outside the Local Development Framework do not have as much weight as the statutory plan when determining planning applications, but can still be taken on board. The information with less weight is known as a material consideration.

MIER - Manchester Independent Economic Review

NHS - National Health Service

National Policy – policies in Manchester’s development plan have to be in accordance with national policy in order to be found ‘sound’ at Examination. This includes Planning Policy Statements and Guidance Notes, Circulars and White Papers.

ODPM - Office of the Deputy Prime Minister

Office Development - Refers to office and business development (use class B1)

ONS - Office for National Statistics

PCT - Primary Care Trust

Plan Period - The time period over which a specific document will remain valid.

Planning Applications – process where people apply to Manchester City Council for:

- permission to build a new structure or extension
- some types of change of use of buildings or structures
- consent to alter or demolish a Listed Building
- consent for demolition of a building in a Conservation Area
- some types of alteration to buildings in a Conservation Area

The decision reached by the Council will take into account the policies in the Local Development Framework and saved policies in Manchester's Unitary Development Plan.

Planning Inspectorate – a government body which carries out examination of Development Plan Documents to assess their soundness.

Planning Obligation - A private agreement, usually negotiated in the context of a planning application, between a local authority and persons with an interest in the land (e.g. owner, developer).

Planning Policy Statements – the Government issues Planning Policy Statements (formerly called Planning Policy Guidance Notes) which set out the approach Local Authorities should take to dealing with various planning issues when writing planning policies and determining planning applications.

PPG - Planning Policy Guidance note

PPS - Planning Policy Statement

Previously Developed Land - Previously-developed land is that which is or was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure.

The definition includes defence buildings, but excludes:



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- Land that is or has been occupied by agricultural or forestry buildings.
- Land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures.
- Land in built-up areas such as parks, recreation grounds and allotments, which, although it may feature paths, pavilions and other buildings, has not been previously developed.
- Land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time (to the extent that it can reasonably be considered as part of the natural surroundings).

Primary Frontage - Defined in PPS4 as 'One likely to include a high proportion of retail uses.'

Proposals Map – illustrates the policies and proposals in the Development Plan Documents on an Ordnance Survey map base.

Publication stage – the final consultation period on a Development Plan Document, which must be at least 6 weeks long. This is the final draft of the Development Plan Document so stakeholders must make representations at this point if they wish to have the right to put their comments to the Planning Inspector at the Examination.

Regional Spatial Strategy for the North West – sets out policies for the development and use of land in the North West. It is prepared by the Regional Planning Body – 4NW. Policies in Manchester's Local Development Framework have to be in conformity with the Regional Spatial Strategy.

Registered Providers - Technical name for a body registered with the Housing Corporation. Most Housing Associations are Registered Providers. They own or manage housing for both social and affordable rent and intermediate affordable housing. See also: Housing Associations.

RES -Regional Economic Strategy

RSS - Regional Spatial Strategy for the North West

SA - Sustainability Appraisal

Saved policies - Current policies that are up-to-date and relevant and so can be continued into the new system.

SBI - Sites of Biological Importance

SCI - Statement of Community Involvement

SEA - Strategic Environmental Assessment

Secondary Frontage - Defined in PPS4 as providing 'greater opportunities for a diversity of uses'

SEMMMS - South East Manchester Multi Model Strategy

SFRA - Strategic Flood Risk Assessment

SHLAA - Strategic Housing Land Availability Assessment

SHMA - Strategic Housing Market Assessment

Site Specific Allocations Development Plan Document – a Development Plan Document identifying sites for specific types of land use and any requirements related to these. It is not compulsory to prepare a Site Specific Allocations Development Plan Document as strategic sites can be allocated in the Core Strategy.

SLA - Service Level Agreement

Social Rented Housing - Rented housing owned and managed by local authorities and registered providers.

Soundness (of plan) – Independent examination of Development Plan Documents will assess whether policies and proposals are 'sound'. To be 'sound' a Development Plan Document has to be:

- “Justified” – i.e. founded on a robust and credible evidence base; and the most appropriate strategy when considered against reasonable alternatives.
- “Effective” – it must be deliverable, flexible and able to be monitored.
- Consistent with national policy.

Spatial Options - The realistic strategic options available for future development.

Spatial Planning – 'spatial' in planning terms means that a range of Council departments and external agencies are involved in preparing and implementing the development plan; and policies make links to issues beyond land use.

Spatial Portrait - A description of the character and state of the borough.

Spatial Vision - Aspirations for the future development of the borough.

SPD - Supplementary Planning Document

SPG - Supplementary Planning Guidance



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SRB - Single Regeneration Budget

SSSI - Sites of Special Scientific Importance

Stakeholder – anyone with an interest in Manchester’s development. This includes professionals and the community.

Statement of Community Involvement – this is a Local Development Document which sets out how the council will involve stakeholders in preparing the Local Development Framework and in making decisions on planning applications. It is compulsory for local authorities to prepare one.

Strategic policy – a high level policy that deals with more than one local area. For example a strategic policy regarding housing would set out figures for the provision of new houses in Manchester as a whole.

Strategic Site – an area protected for a specific development, which is key to the delivery of the Core Strategy.

Submission – following the consultation at Publication stage, a Development Plan Document is submitted to the Secretary of State for independent examination by the Planning Inspectorate.

Sub-Regional – an area under consideration which would be at least as large as Greater Manchester but smaller than the North West Region. For example the ‘Manchester City Region’ includes parts of the local authorities of High Peak, Cheshire East and Warrington.

Supplementary Planning Documents – Local Development Documents which provide supplementary information about the policies in Development Plan Documents. They do not form part of the development plan and are not subject to independent examination.

Sustainability Appraisal – the Council is required to carry out an appraisal of the social, environmental and economic effects of policies and proposals in Development Plan Documents, and to produce a report based on the findings and outcomes of this appraisal. Sustainability Appraisal is intended to provide a systematic process through which the performance of a plan can be tested against the objectives of sustainable development, while the plan is still being produced.

Sustainable Community Strategy – strategy produced by the Council which sets out the long term vision for Manchester and provides the framework for regeneration and service improvement. All Council policies and strategies must comply with the Sustainable Community Strategy.

Sustainable Development - Development which meets the needs of the present generation without harming the ability of future generations to meet their needs; to do this, such development limits damage to the environment, and keeps the consumption of natural resources to levels manageable in the long term.

Travelling Showpeople - Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such).

UDP - Unitary Development Plan

Unitary Development Plan (UDP) – adopted in 1995, Manchester's UDP set out the Council's aspirations for the development of the city. Saved policies which are not superseded by the Core Strategy will remain part of the development plan until they are replaced by another Development Plan Document.

Use Class - Similar categories of land are grouped into 'Use Classes'. There are sixteen use classes as determined by the Town and Country Planning (Use Classes) Order 1987, as amended.

Windfall Site - A site not specifically identified for development in a plan, but which becomes available for development or is granted planning permission during the lifetime of the plan.

World Heritage Site - An area designated as having "outstanding universal value" under the United Nations Convention Concerning the Protection of the World Cultural and Natural Heritage.

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0161 234 4579 پر فون کریں یا ای میل: planning@manchester.gov.uk کے ذریعے ہمارے ساتھ رابطہ کریں۔

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