

Manchester City Council  
Local Development Framework  
Core Strategy  
Sustainability Appraisal Report  
February 2011

# Non-Technical Summary

This is the non-technical summary of the Sustainability Appraisal (SA) Report, setting out the SA process for the Manchester Core Strategy Publication Development Plan Document (DPD). This document builds upon SA work previously undertaken and set out in the SA Scoping Report (prepared in September 2005 and finalised in February 2006) and SA Reports prepared for the draft Issues and Options Core Strategy document (August 2007), Refining Options Core Strategy (April 2009) and Partial Consultation (August 2010)

This SA Report has been prepared to fulfil the requirements for SA arising from the Planning and Compulsory Purchase Act 2004 and the requirements for Strategic Environmental Assessment (SEA) arising from the SEA Directive. The purpose of SA is to promote sustainable development through better integration of sustainability (economic, social and environmental) considerations in the preparation and adoption of plans. The SEA Directive requires that certain plans and programmes undergo an environmental assessment, due to the likelihood that they will have significant environmental effects once implemented.

The SA Report also incorporates the Equalities Impact Assessment (EqIA) and Health Impact Assessment (HIA) to fulfil the requirements arising from relevant Equality and Health legislation.

## The process followed

The SA process involved four main stages to date:

- **Stage A** – Setting the context and objectives, establishing the baseline and deciding on the scope of the sustainability appraisal
- **Stage B** – Developing and refining plan options and assessing effects. Preparing the Initial SA Report
- **Stage C** – Preparing the SA Report
- **Stage D** – Consultation on the plan and the SA Report

## Manchester Core Strategy

Manchester City Council (MCC) is preparing a Core Strategy DPD, which will be included within the Council's Local Development Framework and will replace the Unitary Development Plan. The Core Strategy is the strategic planning policy document for Manchester, which will perform the following functions:

- Set out the long-term spatial vision for the City (up to 2027), and the overall strategy for delivering that vision;
- Identify the overall level of different types of development (including housing, employment, retail, and leisure) that is envisaged in the City during that period, and the broad distribution of that development;
- Identify the main improvements in infrastructure that are required to support that scale and distribution of development;
- Identify priorities for open space
- Define the City's hierarchy of centres;
- Set out the strategic spatial policies for the City;
- Include a Key Diagram; and

- Identify the links with, and support the delivery of, other key strategies and plans, including the Sustainable Community Strategy.

The production of the Core Strategy DPD has been undertaken in stages, with work commencing in 2005. The Refining Options Report was published for consultation in April 2009, the Proposed Option document underwent consultation in November 2009, a partial consultation was held in August 2010 and Publication consultation is taking place in January/February 2011 (to which this report relates).

In accordance with the Core Strategy Vision, by 2027 Manchester will be:

- A successful sustainable 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;
- A City, which airport supports a successful City Region development, meeting the challenge of climate change through being at the forefront of environmental initiatives and improvements and continuing to deliver sustainable development;
- A place defined by excellence in urban design and quality;
- 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. 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 where the knowledge based economy flourishes within an entrepreneurial community, recognised internationally and characterised by a fully skilled, inclusive working population;
- A City with an increased and sustainable population and a community which both benefits from and drives the City's productivity upwards;
- A City which is supported by transport infrastructure which provides sustainable and efficient links 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 with thriving district centres, with a distinct local character providing a good range of accessible public services, retail and local facilities;
- 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 from the City Centre to the surrounding districts; and
- An international destination for tourism and culture with the Sportcity area of the Regional Centre a national attraction for leisure and recreation.

The Core Strategy Proposed Option Document contains a set of policies developed to implement its vision and objectives. The Core Strategy also identifies the strategic sites for the future growth of Manchester City.

## Sustainability Baseline and Key Issues

Manchester is at the heart of the City-Region, which is made up of the cities of Manchester and Salford together with the metropolitan districts of Bolton, Bury, Oldham, Rochdale, Stockport, Tameside, Trafford and Wigan, plus High Peak, Cheshire East and Warrington.

Manchester covers some 115 square kilometres, stretching from Heaton Park in the north to the Airport in the south. It is bounded by Trafford and Salford to the west; Bury to the northwest, Rochdale to the north; Oldham to the northeast; Tameside and Stockport to the east; and Cheshire East to the south.

The key sustainability issues identified for Manchester are briefly summarised below:

### **High levels of deprivation and distributional inequality of deprivation**

In the 2007 Index of Multiple Deprivation, Manchester ranked as the 4th most deprived district in England. This is a reflection, in part at least, of Manchester's industrial past and the subsequent decline of that industry. Manchester's position has improved from 3rd most deprived district in England in IMD 2004.

Performance is lagging behind national averages in worklessness, educational attainment, skills, life expectancy, crime and housing conditions. Although there has been a slight relative improvement, more than half of the neighbourhoods in Manchester were in the most deprived 10% in the country. There are varying levels of deprivation throughout the city with areas where significant levels of deprivation is a feature and which are the focus of the Council's strategic strategy for regeneration – e.g. Inner Areas surrounding the Regional Centre: North Manchester, East Manchester and Central Manchester and Wythenshawe.

### **Legacy of significant loss of population between 1950 and 1980**

Unemployment in Manchester escalated by the mid 1900s, as manufacturing industries declined. Between 1950 and 1980 the inner city lost more than half its residents. The population of Manchester dropped from 703,000 in 1951 to just 423,000 by 2001, and this scale of decline left the city with deep rooted social problems. With focus and planning Manchester has started to reverse the population trend and there has been year-on-year population increase since the beginning of the millennium. The Greater Manchester Forecasting Model predicts that Manchester's population will grow to 557,800 people by 2027.

### **Health issues and low life expectancy**

The health of Manchester's residents is amongst the worst in the country.

Life expectancy is increasing, but still lags well behind the rest of the country. Life expectancy from birth in Manchester during the period 2004-2006 was 73.4 years for males and 78.9 years for females, consistently lower than the national average – by almost 3 years for women (81.7) and by almost 4 years for men (77.5). Overall, the health of residents in Manchester is significantly lower than the national average for England based on a number of health profile indicators including:

- Death from circulatory diseases, cancer and suicide;
- Death from respiratory disease;
- Early death from heart disease and strokes;
- Child obesity;
- Rate of teenage conception; and
- Number of people with a limiting long-term illness.

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.

### **Health, deprivation, employment, and community participation barriers for Black and Minority Ethnic (BME) communities**

BME communities are more likely to experience worse health outcomes than the majority population of Manchester. Factors that impact on health are unemployment and being economically inactive, the type of work a person does, living in economically deprived areas, being a lone parent, and experiencing fuel and child poverty. BME communities tend to experience many of these variables that impact negatively on health status. Research has also demonstrated that BME communities tend to be more at risk of contracting diseases that are major killers and cause limiting long-term illnesses (LLTIs). Despite the health inequalities experienced by BME communities, they were more likely to report as 'good' in self-reported overall health statistics (Place Survey, 2008/09). Research that informed the development of the EqIA Bill shows that socio-economic disadvantage is closely related, in many cases, to individual equality strands. This includes the following correlation:

- Around 80% of people from BME backgrounds live in the 88 most deprived local authority wards in the country;
- Disabled adults are twice as likely to live in low-income households as non-disabled adults;
- Half of all lone parents are on a low income, the overwhelming majority of them being women; and
- Only 65% of Indian Muslim men have jobs, compared to 78% of White British Christian men, and 74% of Indian Hindu men.

### **High levels of crime and high levels of perceived anti-social behaviour**

There was considerable variation in the number of incidents of antisocial behaviour between wards. The City Centre experienced the greatest volume, seeing over three times as much as the Manchester average.

There is a strong relationship between wards with higher levels of deprivation, as measured by the IMD 2007, and perceived levels of antisocial behaviour in the local area. Respondents to the Place Survey (2008/09) in Miles Platting and Newton Heath, Gorton South, Rusholme and Longsight were the most likely to perceive there to be high levels of antisocial behaviour in the local area.

Overall the rates of crimes covered by the British Crime Survey (e.g. domestic burglary, criminal damage) have been reducing in Manchester. However, crime remains an issue, particularly in the City Centre and violent crime, vehicle crime and reported cases of domestic crime have seen increases.

### **Gender inequality issues including gender pay gap and gender health gap**

The pay gap between men and women in Manchester based on their median weekly wages, shows men earned on average 22% more a week than women in 1997. There has been a positive decrease in Manchester (along with the rest of the north-west) since 1997 but a pay gap still exists and is now 12% (2008 data).

The highest gender inequality in Manchester is in health, particularly in mortality rates for cardiovascular disease and mortality due to 'suicides and injuries undetermined' with an overall increase from 2.8 to 3.7 male deaths for every female. The sharp increase in this ratio has occurred since 2005.

### **Barriers and opportunities for disabled people**

While significant progress has been made with regard to equality for disabled people, barriers still remain. Access to education, employment, housing and transport on an equal level with non-disabled people is still not a reality for many disabled people. Whilst there have been many improvements to access / services / facilities for disabled people that have been of benefit, many people are still not accessing these services and there is currently a lack of meaningful local social data and indicators to assess these barriers.

### **Legacy of poor housing stock and high levels of unfit dwellings**

The deterioration in housing became another significant issue in the 1980s, related to the loss of jobs in the City. Manchester was left with neglected terraced houses and social housing estates. With high levels of social housing and low levels of owner occupied homes, together with a growing private rented sector supporting a poor, transient population, Manchester's housing was unable to keep successful working people within the city's boundaries.

In 2008/09, 26.7% of social rented housing was deemed to be in a non-decent condition. This is higher than the regional but similar to national (England) averages.

The number of housing units completed each year has been increasing over the past 8 years, although, with the current climate in the housing and mortgage market, net completions are anticipated to remain low in the short term.

### **Affordability of housing**

Affordability is becoming an increasingly important issue in the City. This is reflected in the low home ownership rate of 46% in the City (2009).

First-time buyers are finding it harder to enter the housing market, despite the reduction of average house prices and low mortgage interest rates, because competitive, affordable mortgages for first-time buyers are only available with a substantial (minimum 20%) deposit. The effect of this has led to a significant drop in the number of house sales, particularly in the south of the city. Nearly two-thirds of the City's housing stock falls into Council Tax band A compared to a quarter nationally. According to the responses to the 2008/09 Manchester Place Survey, affordable housing was an issue in Sharston, Levenshulme, Gorton South and Rusholme. Currently however, the number of gross affordable housing completions was 244 (2008 figure), an increase on the previous year. The level of affordable housing is expected to increase in future years. A series of local housing companies now manage the City's social housing.

### **Lack of accommodation provision for gypsies and travellers**

In 2007/08, there were two private and no public authorised pitches for gypsies and travellers. This level of pitch provision is considered to be insufficient for the City.

### **Varying perceptions of neighbourhood quality, community cohesion across the City**

Only slightly more than half (47%) of Manchester residents feel they belong to their immediate local area. This perception varies from 71% in Whalley Range to 24% in Hulme. There is substantial variation across the city with many central areas having less than 40% of residents who feel they belong to their immediate neighbourhood. These are areas with a more mobile population, including areas with high numbers of students.

On average 74% of Manchester residents agree that their local area is a place where people from different backgrounds get on well together. There is a range of scores across the city with low cohesion scores (43%-62%) concentrated in three parts of the city in the north, east and in Wythenshawe. The highest levels of cohesion are in areas with low deprivation and also areas with established diverse communities.

### **High unemployment and worklessness rates**

Persistent levels of worklessness in Manchester are explained by labour market issues and industrial changes. There are approximately 60,000 people in Manchester who are in receipt of workless benefits which represents nearly one quarter of the working age population. This creates a major obstacle to continued economic growth.

### **Relatively low education, qualification attainment and difference in earnings – workplace and residents based**

Manchester has a higher proportion of residents with no formal qualifications (18.7%) than the national average (13.1%), which acts as a major barrier to accessing the jobs available. Although showing signs of improvement – particularly for lower NEET figures and for attainment of NVQ4 or above – educational attainment is still low compared to national averages.

Residential earnings are slightly lower than those for the Greater Manchester, north-west and national averages, suggesting that many of the more highly paid jobs in the city are in the city centre and are held by commuters and not Manchester residents. The city's earnings have been decreasing by 1.5% since 2007. This raises the need to improve the skills and qualifications of residents, and also to retain and attract more highly qualified and skilled people to live as well as work within the city.

### **Potential for flood risk**

Flood risk in Manchester arises from not only rivers such as the Medlock, the Irwell, the Irk and the Mersey, but also from smaller watercourses, culverts and 'hidden watercourses', sewers, canals and surface water. In the Regional Centre and Inner Areas, the primary risk is from the Irwell, Irk, Medlock and Corn Brook; with the Bridgewater, Rochdale and Ashton Canals surface water and hidden watercourses also posing a risk. There is a significant residual risk of flooding from defences overtopping or breaching on the Lower Irwell at Lower Broughton (originating in Salford district) and in extreme flood events from the Grey Irwell. The interaction between different sources of risk is complex, especially between the River Medlock and the Bridgewater Canal. In the vicinity of the Airport, the risk of flooding is not as high as in the Regional Centre and Inner Areas, but there is some risk posed by the River Bollin, Timperley Brook and Fairywell Brook.

### **Rich built cultural heritage**

There are approximately 900 listed buildings and 35 Conservation Areas in Manchester. The number of Grade I and Grade II\* listed buildings at risk in Manchester has fallen slightly over the last few years and there are currently no registered historic parks and gardens at risk of decay. Built heritage in Manchester is generally conferred a high level of protection and Manchester City Council has recently designated a number of new Conservation Areas. It is important that this high level of protection remains or is further enhanced as new development proposals are delivered.

### **Need to improve air quality**

Air pollution in Manchester, has risen a little over the last few recorded years and is above the national average. Although air pollution is below the national average for urban areas, Manchester still had 14 days in 2007 (compared to an average 24 days nationally) when air quality reached moderate or worse levels (national target is 0% by 2010). Since the decline of the manufacturing industry the main contributor to air

pollution within the City has been transport. An Air Quality Management Area (AQMA) has been declared in Manchester. The AQMA covers the city centre, areas to the north and south of the city, and areas outside of the city where it follows the trunk road network.

### **Legacy of contaminated land**

The Manchester area has had a long history of intense industrial activity and this has had an enormous impact on the condition of much of the land. In common with all other major cities in the UK, Manchester has a large proportion of land which has been redeveloped at least once, and on which some contamination may therefore be present.

### **Slow rates of increase for recycling and stagnancy of improvements to waste management infrastructure**

Recycling in Manchester has increased rapidly since 2001/02 when only 3.3% of the City's waste was recycled. However, in recent years, the proportion recycled has increased only slightly, although the proportion composted rose by 24%. Local recycling and composting targets have been met but some work is still required to meet the national target to recover value from 45% of municipal waste and to recycle or compost 30% of household waste by 2010. The total amount of household waste collected has risen very slightly since 2006/07. As no new waste facilities became operable in 2007/8 or the previous year, the City's may not be in a position meet these targets, particularly with an increasing population.

### **Need to improve rates of cycling and walking to school and work through improvements to walking and cycling routes**

Although data on commuting patterns has been of varying quality and availability, 2005 data indicates that the quality of walking and cycling routes – including ease of use of footpaths – needs to be improved as it was below the national average in 2005. The trend is for higher than average proportions of primary school children to walk to school. However the proportion of children travelling to secondary school by car is slightly higher than the Greater Manchester average and there are low levels of cycle use in the City.

### **Low rates of installation for renewable energy technologies**

Manchester City Council sources 100% of its own building and services energy needs from renewable sources. However renewable energy generation still represents a very small percentage of the total energy capacity in Manchester overall with up to 11 installed and operational renewable energy developments by March 2008 with a cumulative total capacity of 636.7kW and only three new developments (all solar PV) in the 2007/08 period. The increase in capacity reported for 2007/08 was also smaller than that reported in 2006/07 and 2005/06.

## **Sustainability Appraisal Framework**

The Sustainability Appraisal Framework is a key tool in completing the SA as it allows the assessment of the effects arising from the Core Strategy proposals in key areas in a systematic way. An SA Framework containing objectives and associated indicators has been developed using an iterative process, based on the review of relevant plans and programmes, the evolving baseline, analysis of key sustainability issues and consideration of which of these issues can potentially be addressed by the Core Strategy. The SA Framework has been revised several times, following the consultation on the SA Scoping Report and the review of the baseline information undertaken as part of the preparation of this SA report. The SA Framework incorporates two objectives that specifically focus on EqIA and HIA considerations.

The revised Core Strategy SA objectives are shown below:

1. Reduce poverty and social exclusion
2. Attract additional population to settle in Manchester
3. Improve health of the population and reduce health inequalities (*Objective aiming to integrate HIA*)
4. Improve the qualifications and skills of the resident population
5. Provide an adequate mix of quality housing for current and future residents of the area
6. Reduce crime and perceptions of crime

7. Encourage a sense of community well-being and engagement
8. Ensure people's needs for goods, services and amenities are met
9. Ensure inclusion and equality of opportunity for all, whilst embracing differing needs, values and customs (*Objective aiming to integrate EqIA*)
10. Promote the use of sustainable transport modes and reduce motorised traffic
11. Improve air quality
12. Improve the quality of water bodies and their environment
13. Ensure efficient use of land
14. Maintain and enhance biodiversity, including habitats and species
15. Maintain and enhance the quality of landscape, townscape and built environment
16. Protect and enhance sites, features and areas of historical and archaeological value
17. Ensure the prudent use of natural resources
18. Reduce contribution to climate change
19. Reduce impact of climate change
20. Minimise the production of waste, manage waste sustainably and increase re-use, recycling and recovery rates
21. Encourage a strong and stable economy
22. Reduce economic exclusion
23. Encourage and accommodate both indigenous and inward investment
24. Maintain and enhance vitality and viability of Manchester's centres, including City Centre, District and Local Centres

## Core Strategy Objectives

It is essential that the Core Strategy provides measurable objectives designed to implement the Core Strategy vision. They set the context for spatial policies and proposals in the Local Development Framework. The Core Strategy strategic objectives are as follows:

- SO1 - Provide a framework within which the sustainable development of the City can contribute to halting climate change
- 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.
- 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.
- SO4 - Provide a network of distinctive, attractive and high quality centres providing a heart and identity to neighbourhoods and a minimum of essential services and local access to food.
- SO5 - Improve the physical connectivity of the City to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, green infrastructure, leisure and recreation.
- SO6 - Protect and enhance both the natural and built environment of the City and ensure the sustainable use of natural resources, in order to support biodiversity and wildlife, improve air, water and land quality, provide recreational opportunities, conserve the natural and built heritage of the City and ensure that the City is inclusive and attractive to residents, workers, investors and visitors.



SA/SEA guidance states that it is important that the objectives of the Core Strategy are in accordance with sustainability objectives and as such, an assessment of the compatibility of the two sets of objectives was undertaken. This assessment demonstrated that the Core Strategy objectives are generally well aligned with the SA objectives, particularly the social and economic objectives. It also highlighted those aspects which needed to be carefully considered in the development of the Core Strategy policies.

## Core Strategy Strategic Options

As part of its Issues and Options consultation MCC consulted on two potential strategic options, which can be summarised as follows:

- **Option A:** A managed approach that is undertaken within the context of national and regional policy. There are no specific local area policies, with Citywide policies applied to reinforce national and regional policy. Development will be allowed in line with national and regional policy context.
- **Option B:** A regeneration-led managed approach, consistent with national and regional policy but with more detailed local focus, including in relation to type, phasing and distribution of development.

These options were assessed against the SA Framework. This assessment identified the extent to which the proposed strategic options in the emerging Core Strategy are considered to encourage sustainability. Generally, the Option B performed better in the sustainability terms, as its more targeted approach will enable focusing attention and resources on addressing the local issues and delivering improvements in the area. Although the Council ultimately held responsibility for selecting the preferred option, the SA assessment differentiated the strategic options for each SA objective and helped identify the most sustainable option overall.

In addition to the assessment of the strategic options for the city growth, an assessment was conducted for Manchester Airport's three growth options. Option 1 reflected current policy whereby Manchester Airport is itself greenbelt land and would allow further expansion of the airport through consideration of individual planning applications for expansion as they arose. Option 2 would allow further expansion through the preparation of a separate Area Action Plan (AAP) at a later stage and Option 3 would involve allocating enough land for further expansion as part of the Submission Core Strategy DPD. The assessment results showed that all three options were likely to result in a mix of both positive and negative effects against the SA Objectives, with Option 1 having the lowest score. Options 2 and 3 performed better overall, as they had potential for the development of planning policy guidance (to be included within either the Core Strategy or an AAP).

## Strategic Sites

The Core Strategy Proposed Option (November 2009) identified eight strategic employment sites and fourteen strategic housing sites. These sites were subject to an assessment in order to determine their performance in sustainability terms, with reference to social, environmental and economic factors.

The results of the assessment identified that a range of positive (sustainable) and negative (less sustainable) factors affect each proposed site. The most commonly observed sustainable aspects of the sites are their accessibility in relation to essential services and facilities, their potential to promote the use of sustainable transport modes and provide regeneration opportunities in areas of most need, provision of employment, and their suitability for the provision of affordable housing. The most frequently observed less sustainable aspects of the proposed sites are their location within the AQMA, which may exacerbate the existing air quality problems, and the likely loss of open space and potential for an increase in noise pollution. However, the assessment results highlighted that adherence to the relevant Core Strategy policies and implementation of the recommendations proposed as part of the Core Strategy policies' (pertaining to the strategic sites) assessment should mitigate potential negative effects associated with the sites' development.

## Core Strategy Policies

The Core Strategy policies seek to implement the Core Strategy vision and objectives. The Publication version (December 2010) of the Core Strategy policies has been subject to the SA to predict and evaluate the nature (positive, negative or neutral), scale (significant or non-significant) and timeframe (short-term, medium-term or long-term) of the social, environmental and economic effects.

The assessment indicated that the Core Strategy performs with mixed results against the SA framework, but on the whole achieves a balance of positive significant effects. The assessment highlighted significant beneficial effects against all of the SA objectives in the framework for most of the policies with the exception of policies which directly promote new development, in particular with regards to environmental objectives.

From an economic perspective, implementation of the Core Strategy has the potential to significantly improve the image of the city and create regionally and nationally significant employment opportunities. The planned development at Manchester Airport will act as a catalyst for growth. Different employment generation development will assist in strengthening the economy through diversification.

Key significant social benefits include the potential ability of the Core Strategy to reduce social exclusion through enabling the provision of local retail services as well as other services and facilities in local and district centres. The strategic areas for energy development coincide with areas of social deprivation and, as such, are likely to improve regeneration in these areas and instil a sense of community pride. A range of policies seek enhancement to education provision within the city.

Positive effects against the environmental objectives are expected due to the Core Strategy's promotion of the efficient use of land through releases of the areas currently under-occupied and re-development of previously developed land and buildings; also the Core Strategy promotes sitting new development in way that minimises the need to travel and promotes the use of sustainable transport modes.

However, significant negative effects may be expected against the SA objectives concerned with air quality, biodiversity, natural resources and climate change. This is due to the fact that transport emissions are predicted to increase with an increase in population and development despite the promotion of sustainable transport; the proposed scale of the development is likely to result in a significant increase in the use of primary resources and waste generation; increased tourist activities and potential expansion of the airport may affect local ecological and heritage assets; increased contributions to climate change are expected due to higher levels of air and road traffic.

In addition, the airport policies are likely to result in significant negative effects on efficient use of land due to construction on Greenfield Land and Grade 3 agricultural land and significant negative effects on heritage and archaeology because of the possible loss of a listed building.

Recommendations in terms of broadening aspects covered by particular policies or strengthening their requirements have been provided to mitigate potential negative effects identified and enhance positive ones.

## Mitigation Measures

Although the Core Strategy will have a positive significant effect in sustainability terms overall, certain policies may have the potential for negative significant effects as outlined above.

The SA Report recommends a number of mitigation measures aimed at preventing, reducing or offsetting significant adverse effects that have been identified. These fall into two categories – the first category concerns common elements of the policy implementation (e.g. construction works and practices) and will apply during the plan implementation process. The second category considers mitigation measures that are relevant to specific policies and relate mainly to strengthening their wording by removing ambiguity and improving clarity, covering more sustainability aspects and including more stringent requirements.

## Monitoring

Monitoring the significant sustainability effects of implementing the Core Strategy will be an important ongoing element of the SA process. SA monitoring covers significant social, economic and environmental effects and it involves measuring indicators which will enable a better understanding of the causal links

between the implementation of the plan and the likely significant sustainability effects (both beneficial or adverse) being monitored. This will allow the identification of any unforeseen adverse effects and enable appropriate remedial action to be taken.

A monitoring programme has been prepared for the Core Strategy.

## Conclusions

The Core Strategy Policies within the Manchester Core Strategy Publication document (December 2010 version) meet the range of sustainability objectives identified in the SA Framework to a large extent. The Core Strategy Policies are considered to offer potentially significant positive effects on many of the environmental, social and economic objectives.

The extent of the significance of both positive and negative effects and subsequent mitigation will be assessed in greater detail in the appraisal of subsequent specific DPDs and SPDs. Consequently, careful wording of more specific policies could minimise or enhance these potential significant effects identified in the assessment of the Core Strategy policies as well as ensuring that there is adequate provision for the protection of the environment.

With respect to the EqIA and HIA, the Core Strategy Policies promote greater social cohesion and aim to reduce social exclusion and health issues and health inequalities. Most negative effects identified can be minimised to a satisfactory degree through the effective implementation of other Core Policies and through identified mitigation measures.

Following the latest assessment, a number of recommendations were made for the December 2010 Core Strategy policies. Manchester City Council took on board most of these recommendations and has updated policies in the January 2011 consultation version. Additions and changes that have been included can be summarised as below:

- Policy SP 1 now includes:
  - reference to the need for good access to education
  - reference to the need for development to have regard to the regeneration areas' strategies
  - a definition of what is meant by "*all members of the community*".
- Policy CC 4 (Tourism, Culture and Leisure) now includes a reference for improving facilities for all visitors "*...including Manchester residents*" and also to improve the appearance, use and accessibility of facilities "*...for all*".
- Policy CC 10 has been updated to include reference to Sustainable Transport.
- Policy EC 5 has been updated to ensure that major employment opportunities are connected via non- car modes to residential neighbourhoods.
- Policy EC 11 now includes reference that development should increase "*training*" opportunities. The policy's supporting text has been updated to state that the location will draw on the benefits of being in close proximity to a locally available workforce.
- Policy T 1's supporting text now states that the needs of disabled people as pedestrians, public transport users and motorists will be taken into account in designing public transport infrastructure and public space.
- The supporting text for the transport policies now includes reference to transport's role in reducing emissions having a positive effect on Climate Change and Health, and reference to Manchester's Air Quality Action Plan
- Policy T 2 now includes "*Open Space*" in the list of destinations that should be widely accessible.
- Policy EN 3 on Heritage now includes reference to new development improving the accessibility of areas and buildings of acknowledged importance.

- Policy EN 4 now sets requirements for retrofit projects as well as new developments.
- Policy EN 6's supporting Appendix has been updated to provide clarity to the reader with accompanying text being structured in line with the flow chart.
- Policies EN 10 and EN 11 have been updated to include consideration of the needs of disabled people.
- Policy EN 16 has been updated to include requirement that Air Quality (including cumulative effects) will be a consideration when assessing appropriateness of location of new development.
- Policy EN 18 has been updated to include reference to the need for a Health Risk Assessment.
- Policy PA 1 has been updated to include reference to Provision of Green Infrastructure.
- Policy DM 1 has been updated to include:
  - reference to the requirement for developers to demonstrate that sustainability best practice including Code for Sustainable Homes for residential and BREEAM for non-residential,
  - requirement for provision of Green Infrastructure,
  - reference that Developers should consider the use of 'Building for Life'.
- Additionally, the policies in the Retail and Centres component have been updated to specify other types of uses within the district centres.

These additions and changes result in further enhancement of the sustainability performance of the Core Strategy.