

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

# Manchester City Council Local Development Framework

## Core Strategy Publication

## Sustainability Appraisal Report

### Main Report

**February 2011**

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# Contents

<b>Section</b>	<b>Page</b>
<b>List of Abbreviations</b>	<b>6</b>
<b>Non-Technical Summary</b>	<b>8</b>
Manchester Core Strategy	8
Sustainability Baseline and Key Issues	9
Sustainability Appraisal Framework	13
Core Strategy Objectives	14
Core Strategy Strategic Options	15
Strategic Sites	15
Core Strategy Policies	16
Mitigation Measures	16
Monitoring	16
Conclusions	17
<b>1. Introduction</b>	<b>19</b>
Local Development Framework	19
Manchester City Core Strategy	19
Geographical Area	21
Requirement for Sustainability Appraisal	23
Requirement for Strategic Environmental Assessment	24
The SA Process	25
Purpose of the SA Report	26
Programme and Responsibility	27
Consultation	28
Appropriate Assessment	29
Equality Impact Assessment Methodology	29
Health Impact Assessment Methodology	30
<b>2. Sustainability Appraisal Methodology</b>	<b>32</b>
Overview of Approach	32
Stage A: Setting the Context and Objectives, Establishing the Baseline and Deciding on Scope	32
Stage B: Developing and Defining Options	34
Stage C: Preparing the Sustainability Appraisal Report	38
Meeting the requirements of the SEA Directive	38
<b>3. Equality Impact Assessment Methodology</b>	<b>40</b>
Overview of Approach	40
<b>4. Health Impact Assessment Methodology</b>	<b>41</b>
Overview of Approach	41
<b>5. Other Relevant Plans and Programmes</b>	<b>42</b>
Introduction	42
<b>6. Sustainability Baseline</b>	<b>52</b>
Introduction	52
Baseline Data Collection	52
Baseline Information	52

<b>7. Key Sustainability Issues</b>	<b>75</b>
Introduction	75
<b>8. Sustainability Appraisal Framework</b>	<b>82</b>
Introduction	82
Manchester City Core Strategy SA Framework	82
SA Baseline Data and Trends	96
<b>9. Compatibility between Core Strategy Objectives and SA Objectives</b>	<b>102</b>
Introduction	102
Overview	102
Final Core Strategy Objectives	105
<b>10. Assessment of Plan Issues and Options</b>	<b>106</b>
Introduction	106
Development of Strategic Options	106
Development of Strategic Sites	112
<b>11. Assessment of Core Strategy Policies (December 2010)</b>	<b>134</b>
Assessment Results	145
Results of the Equality Impact Assessment	160
Results of the Health Impact Assessment	165
Cumulative, Synergistic and Indirect Effects	170
<b>12. Mitigation</b>	<b>176</b>
<b>13. Monitoring</b>	<b>177</b>
<b>14. Conclusions</b>	<b>195</b>
<b>References</b>	<b>197</b>
<b>List of Tables</b>	
Table 1.1 - Incorporating SA in the DPD Preparation Process	26
Table 1.2 – Key SA Tasks and Outputs	27
Table 2.1 – Key to Compatibility of Objectives	34
Table 2.2 – Scoring of Options Assessment	35
Table 2.3 - Key to Strategic Sites Assessment	35
Table 2.4 – Sustainability Effects Scoring	36
Table 2.5 – Sustainability Assessment Scoring	37
Table 2.6 - Schedule of SEA Requirements	38
Table 5.1 – Relevant Plans and Programmes	42
Table 5.2 - Population and Equality PPPs	49
Table 5.3 – Health and Health Inequality PPPs	50
Table 6.1 – Population of Manchester by Ethnic Breakdown (estimates based on experimental statistics) 2006	58
Table 6.2 – Attainment by ethnic group: Key Stage 4	59
Table 6.3 – Quality of Neighbourhoods and Community Participation (as defined by results of 2004 Quality of Life Survey)	64
Table 6.4 – Household Waste Arising and Management	69
Table 6.5 - Defra Data on GHG emissions (kT CO <sub>2</sub> ) by sector and per capita for 2005 and 2006 (published in 2008 and directly comparable)	70
Table 6.6 – Forecasts for Selected Indicators of Employment and Employment Structure	73
Table 6.7 – Employment by occupation in Manchester with regional and national comparisons	73
Table 7.1 – Key Sustainability Issues	76
Table 8.1 – SA Framework	85

Table 8.2 – SA Current and Predicted Future Baseline Data Trends	97
Table 9.1 – Compatibility Matrix between Draft Core Strategy Objectives and SA Objectives	104
Table 10.1 – Summary of Assessment of Strategic Options	110
Table 10.2 - Summary of Assessment of Manchester Airport Growth Options	112
Table 10.3 – Strategic Sites Sustainability Appraisal Framework	114
Table 10.4 - Strategic Sites Assessment Scale	119
Table 10.5 - Summary of Assessment Results: Strategic Housing Sites	125
Table 10.6- Summary of Assessment Results: Strategic Employment Sites	130
Table 11.1 – Policy Components	134
Table 11.2 – Assessment Rationale	138
Table 13.1: Proposed Monitoring Programme	178

### List of Figures

Figure 1.1 – Manchester City Council Boundaries	22
Figure 2.1 – Relationship between SA Stages and Tasks	33
Figure 6.1 – Change in Population in Manchester City Council wards, 2001-2007	54
Figure 6.2 – Environmental Designations	67

### Appendices (standalone document)

Appendix A - Baseline Data Tables
Appendix B - Consultation Responses
Appendix C - Strategic Options Assessment Tables
Appendix D - Strategic Sites Assessment Tables
Appendix E - Assessment of Core Strategy Policies (November 2009)
Appendix F – Assessment Tables for Assessment of Core Strategy Policies (November 2009)
Appendix G – Comparison of Core Strategy Policies (Nov '09, Aug '10, Dec '10)
Appendix H – Recommendations and Council's Responses

### Annex (standalone document)

Annex 1 - Sustainability Appraisal Note for Partial Consultation (August 2010)
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## List of Abbreviations

Term	Meaning/ Definition
AMR	Annual Monitoring Report
AQMA	Air Quality Management Area
CEEQUAL	Civil Engineering Environmental Quality Assessment
BAP	Biodiversity Action Plan
BREEAM	Building Research Establishment Environmental Assessment Method
CfSH	Code for Sustainable Homes
CO <sub>2</sub>	Carbon Dioxide
CS	Core Strategy
CWS	County Wildlife Site
DCLG	Department of Communities and Local Government
DPD	Development Plan Document
IMD	Index of Multiple Deprivation
LDD	Local Development Document
LDF	Local Development Framework
LNR	Local Nature Reserve
LPA	Local Planning Authority
MCC	Manchester City Council
NNR	National Nature Reserve
ODPM	Office of the Deputy Prime Minister
ONS	Office of National Statistics
PDL	Previously Developed Land
PM <sub>10</sub>	Particulate Matter up to 10 micrometers in size
PPG	Planning Policy Guidance Note
PPPs	Plans, Programmes and Policies
PPS	Planning Policy Statement
RPG	Regional Planning Guidance
SA	Sustainability Appraisal
SM	Scheduled Monument
SEA	Strategic Environmental Assessment
SHLAA	Strategic Housing Land Availability Assessment
SBI	Site of Biological Interest

Term	Meaning/ Definition
SPD	Supplementary Planning Document
SSSI	Site of Special Scientific Interest
SUDS	Sustainable Urban Drainage Systems

# 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.

# 1. Introduction

## Local Development Framework

- 1.1 Local Development Frameworks (LDFs) are to be prepared by Local Planning Authorities (LPAs). LDFs comprise a portfolio of Local Development Documents (LDDs). LDDs may be divided into three categories:
- **Development Plan Documents (DPDs)** - subject to independent examination and have the weight of development plan status. DPDs form the statutory development plan.
  - **Supplementary Planning Documents (SPDs)** - not subject to independent examination and do not have development plan status. SPDs build upon policy and the guidance specified in DPDs. SPDs cannot be used to allocate land.
  - **Statement of Community Involvement (SCI)** - outlines how the LPA will consult with key stakeholders and the community. The SCI is subject to independent examination.
- 1.2 The Manchester City LDF is a collection of LDDs and includes a Local Development Scheme (LDS) (which describes the Core Strategy and other Development Plan Documents to be prepared by the local planning authority including a timetable for their preparation) and the following LDDs:
- Statement of Community Involvement (SCI) which sets out how consultation will be undertaken and in what format;
  - The Core Strategy which sets strategic policy across the City;
  - Development Plan Documents (DPDs) which are planning policy documents setting out the Council's approach to a particular issue or area;
  - Supplementary Planning Documents (SPDs) which give more detail to policies in the Core Strategy or other DPDs.

## Manchester City Core Strategy

- 1.3 The Core Strategy will:
- 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.
- 1.4 Once the Core Strategy is adopted the 'Guide to Development in Manchester SPD and Planning Guidance' will be amended to relate to the Core Strategy rather than Unitary Development Plan policies.

- 1.5 Manchester is also developing a Site Specific Allocations Development Plan Document which will identify the key sites allocated for development to meet the requirements of the Core Strategy, including housing, employment and district centre boundaries.
- 1.6 The production of the Core Strategy DPD has been undertaken in stages as shown below, with work commencing in 2005:
- An Issues and Options Consultation was undertaken from December 2007 to February 2009.
  - A Refining Options Report was published for consultation in April 2009
  - A Proposed Option Core Strategy was published in November 2009
  - A Partial Consultation document was published in August 2010
  - A Draft Core Strategy (to which this SA relates) is out for public consultation January 2011 – February 2011.
- 1.7 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 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 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. 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
- 1.8 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, through sustainable transport networks, 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 mitigate and adapt to climate change, support biodiversity and wildlife, improve air, water and land quality, provide networks of high quality green infrastructure, 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.

1.9 The Draft Core Strategy Document contains a set of policies developed to implement the vision and objectives. The Core Strategy also identifies the strategic sites for the future growth of Manchester City. These are sites that will primarily be capable of delivering housing, employment and a mix of uses including homes, jobs, community and social facilities that will be developed over a longer period. The government describe strategic sites as those that are “central to the achievement of the strategy.”

## Geographical Area

- 1.10 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.
- 1.11 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 (Figure 1.1).
- 1.12 Located within Manchester is the majority of the Regional Centre which comprises Manchester City Centre, Ancoats, Sportcity and Central Park to the east, the Higher Education Precinct and Central Manchester Hospitals to the south. The Inner Areas surrounding the Regional Centre comprise North Manchester, East Manchester and Central Manchester regeneration areas; these areas contain a mixture of employment and residential, and have significant concentrations of deprivation. The areas to the south of the Inner Areas are more diverse residential areas and the geographical distributions of high levels of deprivation are smaller although there are still concentrations especially in Wythenshawe. The Inner Areas and the Regional Centre are the focus for the majority of development completions.
- 1.13 The City contains a hierarchy of centres consisting of the City Centre, district centres, and local centres. There are also a number of ‘out-of-centre’ retail parks.

Figure 1.1 – Manchester City Council Boundaries



## Requirement for Sustainability Appraisal

- 1.14 Under the Regulations<sup>1</sup> implementing the provisions of the Planning and Compulsory Purchase Act 2004, Sustainability Appraisal (SA) is required for all Local Development Documents (LDDs). The Town and Country Planning (Local Development) (England) (Amendment) Regulations 2008 removed the requirement for SA for Supplementary Planning Documents (SPD), although LPAs are still required to screen their SPDs in relation to both SA and SEA. The purpose of SA is to promote sustainable development through better integration of sustainability considerations in the preparation and adoption of plans. The regulations stipulate that SA of LDDs should meet the requirements of the SEA Directive.
- 1.15 Planning Policy Statement 1 (PPS1) describes Sustainability Appraisal in Paragraph 9 of Annex B:
- 'A Sustainability Appraisal is intended to assess the impact of plan policies from an environmental, economic and social perspective. It is intended to test the performance of a plan against the objectives of sustainable development and thereby provide the basis for its improvement.'*
- 1.16 SA thus helps planning authorities to fulfil the objective of contributing to the achievement of sustainable development in preparing their plans.
- 1.17 There are many definitions of sustainable development. However, the most commonly used and widely accepted is that coined by the World Commission of Environment and Development in 1987 as:
- 'Development which meets the needs of the present without compromising the ability of future generations to meet their own needs.'*
- 1.18 The UK Government's Sustainable Development Strategy 'Securing the Future', published in March 2005 outlines a set of shared UK principles which will be used to achieve the goal of sustainable development. The guiding principles have been agreed by the UK government, Scottish Executive, Welsh Assembly Government and the Northern Ireland Administration. They bring together and build on the various previously existing UK principles to set out an overarching approach. The five guiding principles will form the basis for policy in the UK. For a policy to be sustainable, it must respect all five of these principles in order to integrate and deliver simultaneously sustainable development:
- **Living within environmental limits** – respecting the limits of the planet's environment, resources and biodiversity to improve our environment and ensure that the natural resources needed for life are unimpaired and remain so for future generations;
  - **Ensuring a Strong, Healthy and Just Society** – meeting the diverse needs of all people in existing and future communities, promoting personal wellbeing, social cohesion and inclusion, and creating equal opportunity for all;
  - **Achieving a Sustainable Economy** – Building a strong, stable and sustainable economy which provides prosperity and opportunities for all, and in which environmental and social costs fall on those who impose them (polluter pays); and efficient resource use incentivised;
  - **Promoting Good Governance** – Actively promoting effective, participative systems of governance in all levels of society – engaging people's creativity, energy and diversity;

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<sup>1</sup> Town and Country Planning (Local Development) (England) Regulations 2004. The Regulations came into force on 28 September 2004.

- **Using Sound Science Responsibly** – Ensuring policy is developed and implemented on the basis of strong scientific evidence, whilst taking into account scientific uncertainty (through the precautionary principle) as well as public attitudes and values.

## Requirement for Strategic Environmental Assessment

- 1.19 The EU Directive 2001/42/EC on the assessment of effects of certain plans and programmes on the environment (the ‘SEA Directive’) came into force in the UK on 20 July 2004 through the Environmental Assessment of Plans and Programmes Regulations 2004.
- 1.20 The Directive applies to a variety of plans and programmes including those for town and country planning and land use. The Local Development Framework is prepared and adopted by an authority at the local level and is required by legislative provisions. It is prepared for the purposes of town and country planning/land use and is likely to have significant effects on the environment. It is therefore the case that the DPDs and SPDs prepared as part of the Manchester LDF are required to be subject to environmental assessment, under the SEA Directive.
- 1.21 The overarching objective of the SEA Directive is:
- “To provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans... with a view to promoting sustainable development, by ensuring that, in accordance with this Directive, an environmental assessment is carried out of certain plans... which are likely to have significant effects on the environment.” (Article 1)*
- 1.22 SEA is an iterative assessment process which plans and programmes are now required to undergo as they are being developed, to ensure that potential significant environmental effects arising from the plan/programme are identified, assessed, mitigated and communicated to plan-makers. SEA also requires the monitoring of significant effects once the plan/programme is implemented.
- 1.23 The SEA Directive and the SEA Regulations state that the SEA must consider the following topic areas:
- Biodiversity;
  - Population;
  - Human Health;
  - Flora and Fauna;
  - Soil;
  - Water;
  - Air;
  - Climatic Factors;
  - Material assets;
  - Cultural heritage, including archaeological and built heritage;
  - Landscape;
  - And the interrelationship between these factors.

## The SA Process

- 1.24 The requirements to carry out SA and SEA are thus distinct, but guidance<sup>2</sup> from the Office for the Deputy Prime Minister (ODPM) (now Department for Communities and Local Government) states that it is possible to satisfy both through a single appraisal process and provides a methodology for doing so.
- 1.25 According to the same guidance, the main stages in the SA process are as follows:
- **Stage A** – Setting the context and objectives, establishing the baseline and deciding on scope;
  - **Stage B** – Developing and refining options and assessing effects;
  - **Stage C** – Preparing the Sustainability Appraisal Report;
  - **Stage D** – Consultation on the plan and the Sustainability Appraisal Report; and
  - **Stage E** – Monitoring the significant effects of implementing the plan.
- 1.26 The ODPM guidance emphasises that SA is an iterative process which identifies and reports on the likely significant effects of the plan and the extent to which its implementation will achieve the social, environmental and economic objectives by which sustainable development can be defined. The intention is that SA is fully integrated into the plan making process from the earliest stages, both informing and being informed by it. The guidance also sets out a requirement for the preparation of the following reports:
- **Scoping Report** (documenting Stage A work) which should be used for consultation on the scope of the SA;
  - **Sustainability Appraisal Report** (documenting Stages A and B work) which should be used in the public consultation on the Preferred Options version of the draft DPD. The SA Report fully encompasses the requirement to produce an Environmental Report under the SEA Directive.
- 1.27 Table 1.1 sets out the various SA stages, tasks and relationships with the DPD preparation, as set out in the ODPM guidance.

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<sup>2</sup> Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents, ODPM, November 2005

**Table 1.1 - Incorporating SA in the DPD Preparation Process**

<b>DPD Stage 1: Pre-production – Evidence Gathering</b>
<b>SA Stages and tasks</b>
Stage A: Setting the context and objectives, establishing the baseline and deciding upon the scope A1: Identifying other relevant policies, plans and programmes, and sustainability objectives A2: Collecting baseline information A3: Identifying sustainability issues and problems A4: Developing the SA framework A5: Consulting on the scope of the SA
<b>DPD Stage 2: Production</b>
<b>SA Stages and tasks</b>
Stage B: Developing and refining options and assessing effects B1: Testing the DPD objectives against the SA framework B2: Developing the DPD options B3: Predicting the effects of the DPD B4: Evaluating the effects of the DPD B5: Considering ways of mitigating adverse effects and maximising beneficial effects B6: Proposing measures to monitor the significant effects of implementing the DPD
Stage C: Preparing the Sustainability Appraisal Report C1: Preparing the SA Report
Stage D: Consulting on the preferred options of the DPD and SA Report D1: Public participation on the preferred options of the DPD and SA Report D2 (i): Appraising significant changes
<b>DPD Stage 3: Examination</b>
<b>SA Stages and tasks</b>
D2 (ii): Appraising significant changes resulting from representations
<b>DPD Stage 4: Adoption and Monitoring</b>
<b>SA Stages and tasks</b>
D3: Making decisions and providing information
Stage E: Monitoring the significant effects of implementing the DPD E1: Finalising aims and methods for monitoring E2: Responding to adverse effects

## Purpose of the SA Report

- 1.28 The SA is needed to inform the decision making process during the preparation of the Core Strategy. This will ensure that potential sustainable development implications of the Core Strategy are identified and recognised in the choices made by the local planning authority (LPA). The SA must also test the performance of the Core Strategy in order to determine whether it appears to be appropriate for the task intended.
- 1.29 The requirement to prepare a Sustainability Appraisal Report arises directly from Article 5.1 of the SEA Directive which states that:

*‘An Environmental Report shall be prepared in which the likely significant effects on the environment of implementing the plan or programme, and reasonable alternatives taking into*

*account the objectives and the geographical scope of the plan or programme, are identified, described and evaluated.'*

- 1.30 In sustainability appraisal the Sustainability Appraisal Report replaces the Environmental Report as required under the SEA Directive.
- 1.31 This Sustainability Appraisal Report reports on the work undertaken during the initial stages of the SA process and takes the process further by reporting on the significant social, environmental and economic effects of the preferred policies, proposed mitigation measures and proposals for monitoring significant sustainability effects.

## Programme and Responsibility

- 1.32 Table 1.2 outlines the timetable and process undertaken to prepare the Sustainability Appraisal.

**Table 1.2 – Key SA Tasks and Outputs**

Task / Output	Date	Comments
Draft SA Scoping Report	September 05	The report included the objectives, sub-objectives, indicators and baseline information.
Consultation	September - November 05	A wide range of organisations, groups and individuals were given the opportunity to make comments. Feedback was received from 21 of these.
Agreed SA Scoping Report	February 06	Finalised taking into account the consultation comments received.
Draft Core Strategy Issues and Options Initial Sustainability Appraisal	August 07	Assessment of the two potential strategic options.
Consultation	December 07 - February 08	Consultation comments received were collated in a separate document available from the Council.
Core Strategy Refining Options Sustainability Appraisal	April 09	The impacts identified in the Options stage appraisal were re-considered by Planning Strategy team to assess whether any amendments were needed.
Consultation	April - May 09	Consultation comments received were collated in a separate document available from the Council.
Core Strategy Proposed Option Document SA Report	November 09	The report reviewed and updated information previously presented in the SA Scoping Report (February 2006) and included in the proposed amendments to the SA Scoping Report (May 2006); Issues and Options SA and Refining Options SA and presented the appraisal of the Core Strategy strategic sites and policy approaches.
Consultation	November 09 – January 10	Consultation comments received were collated in a separate document available from the Council.
Sustainability Appraisal Note for Partial	August 10	A Briefing Note was prepared for the partial consultation on a number of policies that

Task / Output	Date	Comments
Consultation (An annex to this report)		had been revised the Proposed Option consultation.
Consultation	August – September 10	Consultation comments received were collated in a separate document available from the Council.
Draft Core Strategy Sustainability Appraisal Report (This report)	December 10	This report reviews and updates the information that was included in previous SA reports, including combining the information from the November 09 SA report and the partial consultation.

## Consultation

- 1.33 Since May 2005 the Council has used a range of consultation methods to involve as many different groups and as diverse a mix of people as possible in the preparation of the Local Development Framework Core Strategy. This has included working with:
- The Community Network for Manchester networks including Sustainable Neighbourhoods and Environment Network
  - Manchester Women’s Design Group
  - Valuing Older People
  - Manchester Disabled People’s Access Group
  - Manchester Joint Health Unit
  - Civic Societies and Ward support
  - Children from Medlock Valley Primary School
- 1.34 In addition to the types of groups above, the Council’s LDF database of consultees includes faith groups, Black and Minority Ethnic (BME) groups and Gypsy and Traveller groups. Comments have been received from several of these organisations during consultations.
- 1.35 To increase accessibility, the Council produces Local Development Documents in large print, Braille and audio formats on request and offers a translation into seven different languages. Documents can always be accessed from the planning pages of the Council’s website and in addition hard copies are sent out on request to residents and community groups and are available for inspection at libraries and Planning Reception in the Town Hall. A translation and interpretation service has been offered at consultation events and this has been used on two occasions: a Cantonese interpreter came to a drop in event at Central Library in summer 2005 and sign language translators translated presentations at an event in Manchester Art Gallery in December 2007. When holding events the needs of as many different types of people as possible are taken on board, for example crèches have been provided, meetings have been held during the day, in the evening and at weekends, and the advice in the ‘Guidelines for Accessible Meetings and Events’ document produced by the Disabled People’s Network Steering Group has been taken into account.
- 1.36 Initially the Council included an anonymous monitoring form (also available online) for people to complete when making comments on Local Development Documents so that it could be ensured that a diverse mix of people were being reached/responding in terms of their age, ethnic origin, gender, disability, sexuality and faith. However the response was very low, therefore not providing any meaningful data.

## Appropriate Assessment

- 1.37 Under Regulation 48(1) of the Conservation (Natural Habitats, &C) (Amendment) (England and Wales) Regulations 2006 an Appropriate Assessment needs to be undertaken in respect of any plan or project which:
- Either alone or in combination with other plans or projects would be likely to have a significant effect on a European Site, and
  - Is not directly connected with the management of the site for nature conservation.
- 1.38 European sites include Special Areas of Conservation (SAC) and Special Protection Areas (SPA). There are no European designations within the MCC area but a SAC, part of the Rochdale Canal, is adjacent to the MCC boundary, in Oldham.
- 1.39 A Habitats Regulations Assessment (HRA) of all European sites in the North West has been carried out by the Greater Manchester Ecology Unit (GMEU). This Assessment has concluded that, providing mitigating plans, policies and strategies are adopted and implemented appropriately through the development management process, development within the identified areas could proceed *without* harm being caused to the special interest of the Canal. It is recognised that the implementation of such plans, policies and strategies may restrict the scale and type of development brought forward in the identified Sites. However, it is not justifiable to restrict development *per se* in these areas.

## Equality Impact Assessment Methodology

- 1.40 In order to address inequalities, meet the aspirations of the Council's Equalities Agenda and its statutory obligations under the Equality Act (2010), the Manchester Core Strategy has also been subject to an Equalities Impact Assessment (EqIA).
- 1.41 The EqIA attempts to provide an indication of the likely Core Strategy impacts on the residents and visitors to Manchester in terms of race, gender, disability, age, belief or religion and sexual orientation. The key elements of the assessment are:
- Legislative context;
  - Setting the baseline and scope of the assessment;
  - Equality issues; and
  - Assessment of impact.

### Legislative framework

- 1.42 The Equality Act streamlines the law by distilling nine pieces of legislation into a single Act. As the Act came into force, the Equal Pay Act 1970, Sex Discrimination Act 1975, Race Relations Act 1976 and Disability Discrimination Act 1995, as well as various regulations concerning sexual orientation, religion or belief and age, were repealed.
- 1.43 The Equality Impact Assessment under the Equality Act considers the impact of the measures the following equality strands:
- disability (definition changed);
  - gender reassignment (definition changed);
  - pregnancy and maternity;
  - race – this includes ethnic or national origins, colour and nationality;
  - religion or belief;
  - sex, and
  - sexual orientation.

- 1.44 A number of other groups may also be examined, dependent upon the specific demographic and socio-economic make up of the area.
- 1.45 Manchester has been one of the leading local authorities in working to ensure that all communities in Manchester have equal access to Council services and job opportunities. Manchester City Council has the following Departmental Equality Plans:
- Disability Action Plan;
  - Sexuality Action Plan;
  - Race Equality Action Plan; and
  - Gender Equality Action Plan.
- 1.46 The Manchester Corporate Equality Framework includes the revision of the existing equality schemes, the implementation of the Equality Framework for Local Government and the Equality Act. The Manchester Equality Planning and Conducting Equality Impact Assessments guidance outlines, in brief, key considerations for the development of Local Authority business plans.

## Health Impact Assessment Methodology

- 1.47 In order to ensure that potential impacts of the Core Strategy on health and health inequalities have been considered and to fulfil the requirements of health legislation, a Health Impact Assessment (HIA) has been undertaken in an integrated fashion with the SA process. The need for the HIA arises from the recognition that the Core Strategy policies may impact on the factors influencing the health of communities and individuals, including such factors as housing, employment, education, transport, services, the physical environment and poverty. The HIA can be integrated with the SA process, as the latter provides an important opportunity to address the wider determinants of health (such as transport, housing, built environment and employment) and to promote health, prevent ill health and tackle health inequalities by ensuring that they are effectively covered in the plan assessment process.
- 1.48 The key elements of the HIA as part of the SA include:
- Legislative context;
  - Setting the baseline and scope of the assessment;
  - Health and health inequalities issues; and
  - Assessment of impact.

### Legislative framework

- 1.49 Most health legislation made since 1977 has been summarised within three Acts of Parliament (one of which is specific to Wales only). They received Royal Assent on 8 November 2006 and came into effect on 1 March 2007 (subject to a few exceptions). The Acts of relevance to Manchester are:
- The National Health Service Act 2006; and
  - The National Health Service (Consequential Provisions) Act 2006.
- 1.50 These Acts include the incorporation of provision from:
- The Health Act (1999) which places a duty of partnership between the health agencies and local authorities to 'secure and advance the health and welfare of the people'.
  - The National Health Service and Community Care Act (1990), which sets out requirements for local authorities to provide accommodation and welfare services which includes community care services such as healthcare.

- 1.51 The Local Government and Public Involvement in Health Act 2007 received Royal assent on 30 October 2007. It is an Act to make provision: with respect to local government and the functions and procedures of local authorities and certain other authorities; with respect to persons with functions of inspection and audit in relation to local government; to establish the Valuation Tribunal for England; in connection with local involvement networks; to abolish Patients' Forums and the Commission for Patient and Public Involvement in Health; with respect to local consultation in connection with health services.
- 1.52 Legislation on human health also includes relevant aspects of the SEA Directive and related legislation, for example, on air and water quality.

## 2. Sustainability Appraisal Methodology

### Overview of Approach

- 2.1 The approach used in the SA of the Manchester City Core Strategy is based on the process set out in the guidance<sup>3</sup> from the Office of the Deputy Prime Minister (ODPM – now the Department for Communities and Local Government (DCLG)) on SA of Regional Spatial Strategies (RSSs) and Local Development Documents (LDDs). The SA has been conducted to also meet the requirements of the Strategic Environmental Assessment (SEA) Regulations<sup>4</sup>.
- 2.2 The methodology adopted involved the completion of SA stages A, B, C and D and associated tasks as outlined in Figure 2.1.
- 2.3 The sections below describe the methodology used for Stages A, B, C and D tasks, the results of which are documented in this report.

### Stage A: Setting the Context and Objectives, Establishing the Baseline and Deciding on Scope

- 2.4 Scoping work was undertaken in 2005 (Draft SA Scoping Report) to help ensure that the SA covered the key sustainability issues which are relevant to Manchester within the context of the Core Strategy.

### Other Relevant Plans and Programmes

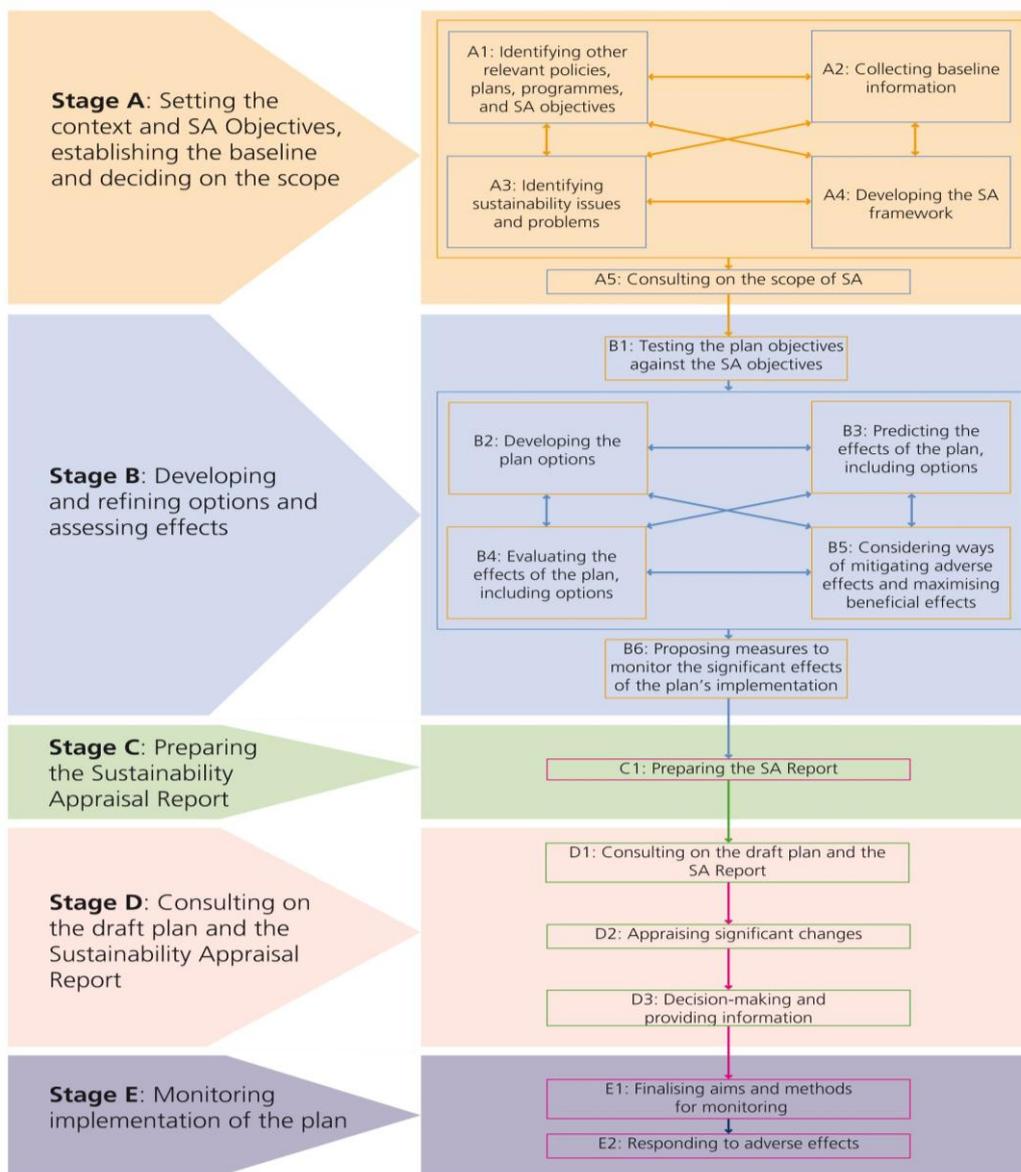
- 2.5 Both the Core Strategy and the SA Scoping Report should be set in the context of national, regional and local objectives along with strategic planning, transport, social, economic and environmental policies. This being the case, a comprehensive review of all relevant plans, policies and programmes (PPPs) was carried out as part of the SA scoping process. This ensures that the objectives in the SA Report generally adhere to, and are not in conflict with, objectives found in other PPPs and also assists in the setting of sustainability objectives for the SA. In addition to this, it can also be used to ascertain potential conflicts between objectives which may need to be addressed as part of the process.
- 2.6 In order to fully assess relevant PPPs, a list was drawn up by the Council using the ODPM SA guidance and local knowledge. For the purposes of comprehensiveness, higher tier PPPs were included in the list to show the hierarchy and relationships between the various plans, policies and programmes. The plans, policies and programmes reviewed are outlined in Section 5.

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<sup>3</sup> Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents, ODPM, November 2005.

<sup>4</sup> Environmental Assessment of Plans and Programmes Regulations July 2004, which transposed EU Directive 2001/42/EC on assessment of effects of certain plans and programmes on the environment (the 'SEA Directive') into UK law.

Figure 2.1 – Relationship between SA Stages and Tasks



Source: Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents, ODPM, November 2005.

## Baseline Data

2.7 To predict accurately how the Core Strategy proposals will affect the environment, and social and economic factors, it is first important to understand the current state of these factors and then examine their likely evolution without the implementation of the plan.

2.8 Baseline information and data are summarised in section 4. Full baseline datasets are presented in Appendix A where data are listed under social, environmental and economic groupings covering:

- General indicator;
- Quantified data within the plan area;
- Comparators and targets (if applicable);
- Trends (if identified); and
- Source of the information.

- 2.9 The datasets have been extracted from a wide range of available publications and datasets. Sources have included, among others, national government and government agency websites, census data, the Office for National Statistics and Annual Monitoring Reports produced by Manchester City Council. No primary research has been conducted.

### Sustainability Issues

- 2.10 The key sustainability issues for Manchester were derived by analysing the baseline data and contextual information from other documents and assessing what the significant issues are likely be over the longer term i.e. 10 years +.
- 2.11 These issues were set out in a table under the three sustainable development dimensions (economic, social and environmental) and covered the most relevant topics. The key sustainability issues table is presented in Section 7.

### Sustainability Appraisal Framework

- 2.12 A framework of objectives, indicators and targets, against which the proposals in the Core Strategy can be assessed, was drawn up under the three sustainable development dimensions: social, economic and environmental. These were developed using an iterative process, based on the review of relevant plans and programmes, the evolving baseline and developing analysis of key sustainability issues. A revised framework was then developed taking on board comments from the consultation on the original Scoping Report and the experience of using the framework to appraise Supplementary Planning Documents. The SA Framework is presented in Section 8.

### Consulting on the Scope of the Sustainability Appraisal

- 2.13 At this stage, the Council sought the views of the Consultation bodies and others on the scope and level of detail of the ensuing Sustainability Appraisal Report. A Scoping Report was prepared to that effect. The consultation results were taken into account in the February 2006 agreed Scoping Report and have influenced and helped shape this SA Report.

## Stage B: Developing and Defining Options

### Compatibility Assessment of Core Strategy Objectives against SA objectives

- 2.14 A compatibility matrix was developed to identify to what extent the objectives of the Core Strategy are compatible with the SA objectives as set out in the SA framework. When testing compatibility the following scale was used:

Table 2.1 – Key to Compatibility of Objectives

	Broadly Compatible
	Potential Conflict
	Dependent on Nature of Implementation Measures or Requires Further Clarification
	Not Relevant

## Assessment of Strategic Options

- 2.15 An assessment of the strategic options the Core Strategy was then conducted. The assessment used a broad-brush and qualitative approach, which is generally accepted as good practice by the SA guidance for the earlier strategic stages of the appraisal.
- 2.16 Potential sustainability effects for each of the strategic options were assessed in terms of progress towards achieving the relevant SA objective using the scoring system presented in Table 2.2. In addition to a symbol, each element of the assessment scale was also assigned a numeric value, to assist in the analysis of the assessment. To further assist in rapid visual assimilation and comparison of assessment scores numeric values were also colour coded using the following basic scheme:
- Green – positive
  - Red – negative
- 2.17 The numeric scoring system was used to attribute an average score for each strategic option based on its performance against all SA objectives. The assessment of the Core Strategy options allowed the most and least sustainable aspects of each option to be identified, with the aim of, where necessary, amending the options in order to promote their likely sustainable effects and reduce their likely unsustainable effects. This assessment also informed the selection of options or their aspects to be taken forwards as preferred options within the Core Strategy. The results of the assessment are presented in Section 10 and full details can be found in Appendix D.

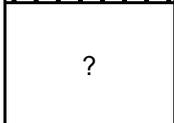
Table 2.2 – Scoring of Options Assessment

Scoring of Assessment		
3	+++	Major positive - likely to result in substantial progress towards the objective
2	++	Medium positive - likely to result in some progress towards the objective
1	+	Minor positive - likely to result in very limited progress towards the objective
0	0	Neutral outcome
-0.5	+/-	Range of possible positive and negative outcomes
0	?	Uncertain outcome
-1	-	Minor negative - likely to be to the very limited detriment of achieving the objective
-2	--	Medium negative - likely to be to the limited detriment of achieving the objective
-3	---	Major negative - likely to be substantially detrimental to achieving the objective

## Assessment of Strategic Sites

- 2.18 The proposed strategic sites were also assessed in order to identify those potential development sites with the most sustainable effects. SA criteria for the sites assessment was devised based on the SA Framework, focusing on locational criteria to ensure that the assessment of the strategic sites is fit for purpose. The assessment of the sites was undertaken using the following qualitative assessment scale:

Table 2.3 - Key to Strategic Sites Assessment

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

- 2.19 Matrices were used to record likely sustainability effects of each strategic site against each objective in the SA framework. Full details of the sites assessments can be found in Appendix

**DError! Reference source not found..** A summary of the assessment is presented in Section 10.

### Detailed Assessment of Core Strategy Policies

2.20 A detailed assessment of each of preferred Core Strategy policy components was conducted using a separate assessment sheet. The results of the policy assessments were then brought together in a single sheet summarising the assessment across all policies.

2.21 The detailed assessment comprised a systematic two-stage process, described below.

#### Prediction of Effects

2.22 Using the baseline data and supporting information, the effects of the policies have been predicted for each of the SA objectives. A six point scale was used to characterise the magnitude of predicted effects in terms of the change to the current baseline. Effects were also characterised in terms of their geographical extent, their duration (short, medium or long term), whether they are likely to be temporary or permanent, and the degree of certainty with which the prediction was made. Predictions were made using the evidence of the baseline data wherever possible. Short term, medium and long term effects were defined as those predicted to commence within the first five, five to ten and ten or more years of implementation of the Core Strategy, respectively

2.23 Table 2.4 details the scoring scales used to characterise the various features of the predicted effects.

**Table 2.4 – Sustainability Effects Scoring**

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

2.24 Magnitude of effects was defined in terms of progress towards achieving the relevant SA objective:

- *Major Positive* - likely to result in substantial progress towards the objective
- *Minor Positive* - likely to result in limited progress towards the objective
- *Major Negative* - likely to be substantially detrimental to achieving the objective
- *Minor Negative* - likely to be to the limited detriment of achieving the objective

#### Assessment of the Significance of Effects

2.25 The effects predicted for each SA objective for each policy and preferred strategic site were assessed for significance using a simple, systematic process. An assessment score was derived for each objective based on the scores for each effect characteristic (*magnitude, duration, scale, permanence* and *certainty*) for short, medium and long term effects, using the assessment scale shown in Table 2.5.

**Table 2.5 – Sustainability Assessment Scoring**

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

2.26 For the purposes of analysing the results of the assessment, significant effects are those that result in strongly or moderately negative or positive effects.

**Secondary and Cumulative Effects Assessments**

2.27 Annex I of the SEA Directive requires that the assessment of effects include secondary, cumulative and synergistic effects.

2.28 **Secondary or indirect effects** are effects that are not a direct result of the plan, but occur away from the original effect or as a result of the complex pathway e.g. a development that changes a water table and thus affects the ecology of a nearby wetland. These effects are not cumulative and have been identified and assessed primarily through the examination of the relationship between various objectives during the Assessment of Environmental Effects.

2.29 **Cumulative effects** arise where several proposals individually may or may not have a significant effect, but in-combination have a significant effect due to spatial crowding or temporal overlap between plans, proposals and actions and repeated removal or addition of resources due to proposals and actions. Cumulative effects can be:

- **Additive-** the simple sum of all the effects;
- **Neutralising-** where effects counteract each other to reduce the overall effect;
- **Synergistic-** is the effect of two or more effects acting together which is greater than the simple sum of the effects when acting alone. For instance, a wildlife habitat can become progressively fragmented with limited effects on a particular species until the last fragmentation makes the areas too small to support the species at all.

2.30 Many environmental problems result from cumulative effects. These effects are very hard to deal with on a project by project basis through Environmental Impact Assessment. It is at the SA level that they are most effectively identified and addressed.

2.31 Cumulative effects assessment is a systematic procedure for identifying and evaluating the significance of effects from multiple activities. The analysis of the causes, pathways and consequences of these effects is an essential part of the process.

2.32 Cumulative (including additive, neutralising and synergistic) effects have been considered throughout the entire SA process, as described below:

- As part of the review of relevant strategies, plans and programmes and the derivation of draft SA objectives, key receptors have been identified which may be subject to cumulative effects.
- In the process of collecting baseline information cumulative effects have been considered by identifying key receptors (e.g. specific wildlife habitats) and information on how these have changed with time, and how they are likely to change without the implementation of the Local Development Framework. Targets have been identified (where possible), that identify how close to capacity the key receptor is, which is a key determining factor in assessing the likelihood of cumulative and synergistic effects occurring, and their degree of significance.

- Through the analysis of environmental issues and problems, receptors have been identified that are particularly sensitive, in decline or near to their threshold (where such information is available).
- The development of SA objectives, indicators and targets has been influenced by cumulative effects identified through the process above.
- The likely cumulative effects of the strategic alternatives have been identified which highlighted potential cumulative effects that should be considered later in the SA process.
- Testing the consistency between the Core Strategy and SA objectives has highlighted the potential for cumulative effects against specific Core Strategy objectives.
- Cumulative effects of the policies have been predicted and assessed through the identification of key receptors and SA objectives that consider cumulative effects assessment.

### Mitigation

- 2.33 Mitigation measures have been identified during the evaluation process to reduce the scale/importance of significant negative effects and, where possible, enhance positive effects.

### Monitoring

- 2.34 SA monitoring involves measuring indicators which will enable a better understanding of the causal links between the implementation of the plan and the likely significant effects (positive or negative) being monitored. It thus helps to ensure that any adverse effects which arise during implementation, whether or not they were foreseen, can be identified and that action can be taken to address them.

## Stage C: Preparing the Sustainability Appraisal Report

- 2.35 The SA Report has been prepared to accompany the Draft Core Strategy Document on consultation.

## Meeting the requirements of the SEA Directive

- 2.36 As mentioned in Section 2 there is a fundamental difference between the SA and SEA methodologies. SEA is primarily focused on environmental effects and the methodology addresses a number of topic areas namely Biodiversity, Population, Human Health, Flora and Flora, Soil, Water, Air, Climatic Factors, Material Assets, Cultural Heritage and Landscape and the interrelationship between these topics. SA, however, widens the scope of the appraisal to assess the effects of a plan to include social and economic, as well as environmental topics.
- 2.37 This Sustainability Appraisal has been undertaken so as to meet the requirements of the SEA Directive for environmental assessment of plans. Table 2.6 sets out where the specific SEA requirements have been met in this SA Report.

Table 2.6 - Schedule of SEA Requirements

Requirements of the Directive	Where Covered in Report
Preparation of an environmental report in which the likely significant effects on the environment of implementing the plan or programme, and reasonable alternatives taking into account the objectives and geographical scope of the plan or programme, are identified, described and evaluated. The information to be given is:	
a) An outline of the contents, main objectives of the plan or programme and relationship with other relevant plans and programmes	Section 1, Section 5
b) The relevant aspects of the current state of the environment and	Sections 6, 7, and 8,

the likely evolution without implementation of the plan or programme	Appendix A
c) The environmental characteristics of areas likely to be significantly affected	Section 6, Appendix A
d) Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directive 79/409/EEC and 92/43/EEC	Sections 6 and 7, Appendix A
e) The environmental protection objectives established at international, community or national level which are relevant to the programme and the way those objectives and any environmental considerations have been taken into account during its preparation	Section 5
f) The likely significant effects on the environment, including: short, medium and long term; permanent and temporary; positive and negative; secondary, cumulative and synergistic effects on issues such as: biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors.	Section 9, 10 and 11, Appendix C,D and E
g) The measures envisaged to prevent, reduce and, as fully as possible, offset any significant adverse effects on the environment of implementing the plan or programme.	Section 12 Appendix E.
h) An outline of the reasons for selecting the alternatives dealt with and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information	Sections 2 and 10, Appendix C
i) A description of measures envisaged concerning monitoring (in accordance with regulation 17)	Section 13
j) A non-technical summary of the information provided under the above headings	Non-Technical Summary

## 3. Equality Impact Assessment Methodology

### Overview of Approach

- 3.1 The EqIA of the Core Strategy has been integrated with the SA process and the results are set out within this SA Report. The relevant legislative and policy context for addressing equality has been established in Section 1 and as part of the review of the relevant plans and programmes in Section 5. The socio-economic equality data has been collated in the baseline section, which also describes communities' profile. The key issues pertaining to equality and opportunities for the Core Strategy to address those were identified in Section 7. As a result of this analysis a specific equalities objective has been developed and incorporated into the SA set of objectives.
- 3.2 The next stage in the EqIA involved a detailed assessment of the impact of the preferred option for the Core Strategy and this is described in Section 11 of this report. The assessment conducted against the equalities-specific objective has considered how the Core Strategy may impact on the identified relevant equalities groups. A number of other SA objectives also have relevance to the equality issues, as these are underpinned by various socio-economic as well as environmental factors. These inter-linkages have also been considered in the assessment process, mainly as secondary and indirect effects.
- 3.3 Measures have then been proposed to improve the performance of the Core Strategy with respect to inequalities within the Core Strategy area.
- 3.4 Consultation with equality groups has been undertaken as part of the wider consultation on the Core Strategy as detailed in Section 1.

## 4. Health Impact Assessment Methodology

### Overview of Approach

- 4.1 Draft guidance by the Department of Health (2007)<sup>5</sup> aims to help authorities assess the health effects of their plans and programmes more effectively and is based on current good practice. The guidance recommends that the assessment of the impact of local development documents should consider the following topics:
- Community safety;
  - Housing Provision;
  - People with Low Incomes;
  - Access to Open Space and Recreational Activities;
  - Affordable Food Outlets, Allotments;
  - Local Education and Employment;
  - Walking and Cycling;
  - Development of Communities;
  - Flooding;
  - Air Quality in Urban Areas;
  - Traffic;
  - Accessibility; and
  - Inequalities and Inequities in Health and Care.
- 4.2 The approach that has been adopted to undertake the HIA ensures that all the topics listed above are considered throughout the assessment process from establishing the baseline, identifying the key issues, developing the SA Framework and assessing the Core Strategy options and policies. Specifically, it has been ensured that all the guidance topics receive an appropriate coverage in the SA Framework. The SA health related indicators have also been influenced by indicators in the Manchester Health Profile 2009, the document designed to help local government tackle health inequalities and improve people's health. The data presented in the Health Profile helped identify those areas where Manchester performs significantly worse than the country on average.
- 4.3 Inclusion of one clear health-specific objective in the SA Framework aims to distil the main effects of the Core Strategy on health and health inequalities. However, the multi-faceted nature and complex linkages of health determinants are recognised in the assessment against the other relevant SA objectives, e.g. objectives on air quality, equalities, transport and facilities.
- 4.4 The HIA identifies actions that can enhance positive effects and reduce or eliminate negative effects of the Core Strategy with respect to health and health inequalities.

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<sup>5</sup> Draft Guidance on Health in Strategic Environmental Assessment, Consultation Document, Department of Health 2007

## 5. Other Relevant Plans and Programmes

### Introduction

5.1 The SEA Directive states that the Environmental Report should provide information on:

*‘The plan’s relationship with other relevant plans and programmes’ and “the environmental protection objectives, established at international, [European] Community or national level, which are relevant to the plan... and the way those objectives and any environmental considerations have been taken into account during its preparation” (Annex 1 (a), (e)).*

5.2 A review of all relevant plans and programmes was undertaken. This review identified the relationships between the SA and plans and programmes which, in turn, enabled potential synergies to be exploited and, conversely, conflicting initiatives to be identified. Table 5.1 lists the documents reviewed as part of the Core Strategy SA process.

**Table 5.1 – Relevant Plans and Programmes**

<b>International/European context</b>
The Johannesburg Declaration on Sustainable Development – Commitments arising from summit. Sept 2002
The UN Millennium Declaration and Millennium Development Goals – Sept 2000
Kyoto Protocol and the UN Framework Convention on Climate Change – May 1992
Bern Convention on the Conservation of European Wildlife and Natural Habitats – 1979
Ramsar Convention on Wetlands of international importance especially as waterfowl habitat – 1971
Bonn Convention on the Conservation of Migratory Species of Wild Animals (1979)
A New Partnership for Cohesion – Third Report on Economic and Social Cohesion (Feb 2004)
Draft New Regulations for Renewed Structural Funds (July 2004)
Aarhus Convention (1998)
EU Sixth Environmental Action Plan (2002)
European Spatial Development Perspective (May 1999)
Renewed EU Sustainable Development Strategy (2006)
European Biodiversity Strategy (1998)
EU Thematic Strategy on Air Quality (2005)
Espoo Convention on Environmental Impact Assessment in a Transboundary Context (1991)
EU Biodiversity Strategy (1998)
OSPAR Biological Diversity and Ecosystems Strategy (2003)
UN Convention on Biological Diversity (1992)
Strategy on Climate Change: Control Measures Through Until 2020 and Beyond (2007)
The Climate action and renewable energy package (2008)
European Landscape Convention (2000)
EU Thematic Strategy for Soil Protection (2004)
The European Convention on the Protection of Archaeological Heritage (Revised) (1995)
UNESCO Convention Concerning the Protection of the World Cultural and Natural Heritage (1972)
Air Quality Framework Directive – 96/62/EC
Directive to Promote Electricity from Renewable Energy – 2001/77/EC
Directive for the Encouragement of Bio-Fuels for Transport – 2003/30/EC
Water Framework Directive – 2000/60/EC

Urban Waste Water Treatment Directive – 91/271/EEC
Water Pollution caused by Nitrates from Agricultural Sources: Nitrates Directive – 91/676/EEC
Bathing Water Quality Directive – 76/160/EEC
Drinking Water Directive – 98/83/EC
Environmental Impact Assessment (EIA) 85/337/EEC
Strategic Environmental Assessment (SEA) – 2001/42/EC
Directive 79/409/EEC on the Conservation of Wild Birds
Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora
Framework Waste Directive – 75/442/EEC, as amended
Directive 99/31/EC on the landfill of waste
Packaging and Packaging Waste Directive – 94/62/EC of 20 Dec 1994
Hazardous Waste Directive 91/689/EEC
Energy Performance in Building Directive 2002/91/EEC
EU Soil Framework Directive (Proposed) 2006
IPPC Directive 96/61/EC – Integrated Pollution Prevention and Control
Groundwater Directive (GDW) 2006/118/EC
Surface Water Abstraction Directive 75/440/EEC
A sustainable Europe for a better world (2001)
Guiding Principles for Sustainable Spatial Development of the European Continent 2000
<b>National context</b>
PPS 1 – Delivering Sustainable Development (Jan 2005)
Planning and Climate Change – Supplement to PPS 1 (Dec 2007)
Eco-towns - A supplement to Planning Policy Statement 1 (July 2009)
PPG2 – Green Belts (Jan 1995)
PPS3 – Housing (Nov 2006)
PPG4 – Industrial and Commercial Development and Small Firms (Nov 1992)
PPG5 – Simplified Planning Zones (Nov 1992)
PPS6 – Planning for Town Centres (March 2005)
PPS7 – Sustainable Development in Rural Areas (Aug 2004)
PPG8 – Telecommunications (August 2001)
PPS9 – Biodiversity and Geological Conservation (August 2005)
PPS10 – Planning for Sustainable Waste Management (July 2005)
PPS11 – Regional Spatial Strategies (Sept 2004)
PPS12 – Local Spatial Planning (June 2008)
PPG13 – Transport (March 1994)
PPG14 – Development on Unstable Land (April 1990)
PPG15 – Planning and the Historic Environment (Sept 1994)
PPG16 – Archaeology and Planning (Nov 1990)
PPG17 – Planning for Open Space, Sport and Recreation (July 2002)
PPG20 – Coastal Planning (Sept 1992)
Good Practice Guide on Planning for Tourism (May 2006)
PPS22 – Renewable Energy (Aug 2004)
PPS23 – Planning and Pollution Control (2004)
PPG24 – Planning and Noise (Sept 1994)
PPS25 - Development and Flood Risk (Dec 2006)
MPS 1: Planning and Minerals
Climate Change Act 2008
Rethinking Construction Sir John Egan (1998)

Barker Review of Housing Supply (2004)
The Egan Review: Skills for Sustainable Communities (2004)
Independent Review of public sector relocation (Sir Michael Lyons) (2004)
Barker Review of Land Use Planning (2006)
The Eddington Transport Study (2006)
The Stern Review of the Economics of Climate Change (2006)
Our Towns and Cities: The Future – Delivering an Urban Renaissance The Urban White Paper (2000),
A New Commitment to Neighbourhood Renewal (2001)
Our Energy Future - Creating a Low Carbon Economy - Energy White Paper (2003)
The Future of Air Transport White Paper (2003)
Sustainable Communities: Building for the Future (2003)
The Future of Rail White Paper (2004)
Sustainable Communities: People, Places and Prosperity (2005)
Securing the Future: The United Kingdom Sustainable Development Strategy (2005)
Air Transport White Paper Progress Report (2006)
The UK Climate Change Programme (2006)
Delivering a Sustainable Railway (2007)
Homes for the future: more affordable, more sustainable. Housing Green Paper (2007)
Planning for a Sustainable Future White Paper (2007)
Air Quality Strategy for England, Scotland, Wales and Northern Ireland (2007)
UK Waste Strategy (2007)
Water Resources Strategy for England and Wales (2009)
The Future of Air Transport - White Paper and the Civil Aviation Bill (2003 and 2005)
EcoHomes: The Environmental rating for homes
A Sustainability Checklist for Developments: A common framework for developers and local authorities
Demonstrations of Sustainability: Rethinking Construction
Building a Better Quality of Life – A Strategy for more Sustainable Construction
Sustainability Appraisal of Regional Spatial Strategies and Local Development Frameworks Consultation Paper
The Green Guide to Specification
RIBA – checklist for steps in the process of designing a built development
Social Exclusion Unit Report: Final Report on Transport and Social Exclusion (February 2003)
Choosing Health: making healthier choices easier
Living Places: Cleaner, Safer, Greener (ODPM 2002)
Living Places: Caring for Quality (ODPM 2004)
Government Response to ODPM Select Committee Report on Living Places: Cleaner, Safer, Greener (ODPM 2003)
ODPM Circular 01/97 Planning Obligations
ODPM Circular 05/2005 Planning Obligations
ODPM Circular 02/03 Compulsory Purchase Orders
ODPM Circular 06/04 Compulsory Purchase and the Crichel Down Rules
By Design, Urban design in the Planning System: Towards Better Practice (DETR/CABE, 2000)
Building in Context, New Development in Historic Areas (English Heritage/CABE, 2001)
English Heritage Strategy 2005 – 2010
The Value of Good Design (CABE, August 2002)
Planning and Access for Disabled People: A Good Practice Guide (CLGD, March 2003)

Protecting Design Quality in Planning (CABE, August 2003)
The Councillor's Guide to Urban Design (CABE, November 2003)
The Building for Life Standard (Building for Life, 2003)
Secured by Design Principles (ACPO, June 2004)
Better Neighbourhoods: Making Higher Densities Work (CABE, February 2005)
Streets for All – North West (DfT/English Heritage, March 2005)
Making Design Policy Work – How to Deliver Good Design Through Your Local Development Framework (CABE, June 2005)
Guidance on Conservation Area Appraisals (English Heritage, August 2005)
Guidance on the Management of Conservation Areas (English Heritage, August 2005)
Strategy for Sustainable Construction (June 2008)
The Code for Sustainable Homes: Setting the standard in sustainability for new homes (February 2008)
Design review: How CABE Evaluates Quality in Architecture and Urban Design (CABE, 2006)
Design and Access Statements. How to write, read and use them (CABE, 2006)
Conservation Principles: Policies and Guidance – Second Stage Consultation (English Heritage, February 2007)
Manual for Streets (DCLG/DfT, March 2007)
Guidance on Tall Buildings (English Heritage/CABE, July 2007)
A new vision for planning: Delivering sustainable communities, settlements and places – “Mediating Space – Creating Place”. Royal Town Planning Institute, 27 June 2001
The countryside in and around towns – a vision for connecting town and country in the pursuit of sustainable development’ – Countryside Agency & Groundwork, January 2005
Walking and Cycling: an action plan (DfT, June 2004).
Government ‘Social Enterprise – A Strategy for Success
<b>Regional context</b>
North West of England Plan Regional Spatial Strategy to 2021 (2008)
North West Regional Economic Strategy (2006)
North West Regional Housing Strategy (2005)
Regional Waste Strategy for the North West (2004)
North West Sustainable Energy Strategy (2006)
Rising to the Challenge: A Climate Change Action Plan for England's Northwest 2007-09
Action for Sustainability (2005) (and subsequent related publications)
Moving Forward: The Northern Way Growth Strategy (2004)
The Northern Way Action Plan Progress Report (2005)
Network Rail North West Route Utilisation Strategy (2007)
The Strategy for Tourism in England's Northwest 2003 - 2010, Revised March 2007
Implementing Action for Sustainability – An Integrated Appraisal Toolkit for the North West (2003)
Sub-Regional Economic Development Plan
<b>Sub-Regional context</b>
Manchester City Region Spatial Strategy (2006)
Greater Manchester City Strategy (2006)
Manchester City Region Development Programme (2006)
Greater Manchester Strategy – Sharing the Vision (2003)
Greater Manchester Local Transport Plan 2 (2006)
Greater Manchester Transport Innovation Fund Bid (2007)
Transport Corridor Partnerships
Greater Manchester Derelict Land Strategy (2003)

Greater Manchester Economic Development Plan (2004/5 - 2006/7)
Greater Manchester Waste Needs Assessment (being prepared)
Greater Manchester Strategic Flood Risk Assessment (underway)
Greater Manchester Air Quality Action Plan
Greater Manchester Biodiversity Action Plan
Making Housing Count in the Manchester City Region (2007)
<b>Local context</b>
Manchester Community Strategy (2006 – 2015)
Manchester City Strategy (2006)
Manchester Community Engagement Strategy 2005-2008 (under review)
Unitary Development Plan for the City of Manchester (1995) as subsequently amended
Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (2007)
Design for Access 2 (2003)
Local Development Framework Sustainability Appraisal Scoping Report
Manchester City Centre Strategic Plan 2004 – 2007
Manchester City Centre Strategic Plan 2007 - 2012
Central Manchester Strategic Regeneration Framework (2005)
South Manchester Strategic Regeneration Framework (2007)
Wythenshawe Strategic Regeneration Framework (2004)
Wythenshawe Town Centre Masterplan Baseline Report (2006)
New East Manchester, A New Town in The City Regeneration Framework (2001)
North Manchester Strategic Regeneration Framework (2003)
Greenest City Stage 2 (draft)
Agenda 2010, 2000 - 2010
Cultural Strategy 2002 - 2012
Affordable Housing Strategy (due for completion December 07)
Manchester Housing Strategy 2004 – 2007
Housing Investment Options Programme
Homelessness Strategy (2003)
Playing Pitch Strategy (draft 2004)
Parks For All Seasons (2001)
Manchester Play Strategy (draft 2004)
Biodiversity Strategy (2005)
Manchester Energy Strategy (2005)
Draft Municipal Waste Management Strategy
Site Waste Management Plans
Waste Storage and Collection Guidance for New Developments
Manchester Waterways Strategy
Manchester Airport Masterplan and associated documents (2007)
Cycling Strategy (2005)
A Pedestrian Strategy for Manchester (2001)
Knowledge Capital Prospectus (2003)
Manchester: A Sense of Place (2007)
North West Regional Gypsy and Traveller Accommodation and Related Services Assessment (July 2007)
Greater Manchester Market Demand/Employment Sites Study (2006/07)
Manchester Housing Land Availability Assessment (2007)
Housing Needs Assessment (October 2007)
Qualitative Retail Studies (2004 and 2006)

Retail Centres Review (May 2007)
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Manchester Strategic Open Space, Sport and Recreation PPG17 Study (due for completion January 2008)
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5.3 The relevant plans and programmes identified were analysed to derive a set of key sustainability themes relevant to the national, regional and local context. These key sustainability themes provide important clues in terms of the SA objectives which are likely to require consideration in the Sustainability Appraisal Framework for the Core Strategy. The derived key sustainability themes are listed below:

#### **Climate Change and Energy**

- Reduce energy consumption and energy wastage;
- Reduce greenhouse gas (GHG) emissions, particularly carbon dioxide and methane;
- Maximise the production and use of renewable energy;
- Minimise reliance on energy-using equipment;
- Increase energy efficiency and facilitate the transition to more sustainable forms of energy;
- Minimise the use of fossil fuels;
- Make use of new and clean technologies;
- Use of Merton Rule;
- Decentralised supply of energy;

#### **Built Environment**

- Use site layout and building design principles, maximising daylight capture and passive solar energy;
- Promote zero-carbon homes;
- Adhering to Building Research Establishment Environmental Assessment Method (BREEAM) and Code for Sustainable Homes (CfSH) criteria;
- Improve the quality of the built environment through high standards of sustainable design and construction of new and existing buildings;

#### **Transport**

- Promote mixed-use development policies to reduce the need to travel;
- Improve local air quality through minimising traffic related emissions;
- Encourage walking, cycling and the use of public transport;
- Reduce traffic congestion and improve safety for all road users;

#### **Natural Resources**

- Raise awareness of resource use/depletion;
- Reuse secondary materials;
- Increase recycling rates in household and commercial;
- Consider opportunities to maximise on-site re-use of materials;
- Ensure sustainable building design and materials (recycled);
- Reclaim derelict land and buildings, optimising the use of “brownfield sites”;

### **Waste**

- Employ waste reduction methods to minimise waste;
- Utilise waste as a resource;
- Reduce the amount of residual waste to landfill;

### **Land**

- Adhere to the brownfield/Greenfield hierarchy of land use;
- Minimise and seek to reclaim derelict and contaminated land;

### **Water**

- Minimise the use of water, especially mains water that has been treated to a high standard;
- Ensure water efficiency;
- Conform to all relevant wastewater regulations;
- Improve the quality of ground and surface water;
- Improve the biological and chemical quality of rivers;
- Make use of 'Sustainable Urban Drainage Systems';
- Minimise the potential for flooding by controlling surface water management and floodplain management;

### **Biodiversity**

- Contribute to the delivery of local and national Biodiversity Action Plans;
- Protect and enhance endangered species, habitats and sites of geological importance;
- Protect and enhance existing wildlife and provide opportunities for new habitat creation
- Increase tree cover and ensure the sustainable management of existing woodland;
- Minimise the fragmentation of nature corridors and networks;
- Protect and enhance existing wildlife/landscape designations e.g. Sites of Special Scientific Interest;

### **Heritage**

- Help to conserve historic buildings through sensitive adaptation and re-use;
- Encourage understanding of the heritage and cultures of the local community;
- Improve access to buildings and landscapes of historic/cultural value;
- Use architectural design to enhance the local character and “sense of place” of development;

### **Economy**

- Attract inward and/or indigenous investment;
- Provide or contribute to the availability of a balanced portfolio of employment sites;
- Improve economic, social and environmental conditions particularly in the most deprived areas;
- Broaden and strengthen the economic base;

### Jobs and Education

- Improve physical accessibility of jobs through the location of sites and transport links close to areas of high unemployment;
- Increase educational attainment of young residents;
- Increase opportunities for adult education;

### Housing

- Improve housing conditions e.g. through upgrading, refurbishment or maintenance;
- Meet the housing needs and aspirations of the community;
- Reduce the number of vacant properties;
- Reduce the number of homeless people;
- Increase the provision of affordable housing;

### Safety

- Promote design that discourages crime e.g. by reducing hiding places or escape routes;
- Address anti social behaviour;

### Community Services and Amenities

- Provide or improve access to local health and social care services;
- Provide information and advice to the community on the services and amenities available;
- Reduce light and noise pollution;
- Minimise dust, odours, litter;
- Ensure local provision meets needs;
- Ensure the protection, creation and access to green spaces; and
- Improved public spaces.

5.4 Table 5.2 and Table 5.3 list the reviewed plans and programmes of particular relevance to the EqIA and HIA respectively.

**Table 5.2 - Population and Equality PPPs**

<b>Population and Equality relevant PPPs</b>
European Convention on Human Rights (1950)
The Equality Act (2006)
The Equality Act (Sexual Orientation) Regulations 2007
The Race Relations Act 1976 and Race Relations (Amendment) Act (RRA)(2000)
Human Rights Act (1998)
Employment Equality (Age) Regulations (2006)
The Disability Discrimination Act (Amendment) 2000
The Equal Pay Act (EPA) 1970
The Sex Discrimination Act (SDA) 1975
The Employment Equality (Religion or Belief) Regulations 2003
The Employment Equality (Sexual Orientation) Regulations 2003
Securing the Future, delivering the UK Sustainable Development Strategy (2005)
PPS1: Delivering Sustainable Development (2005), OPDM
A New Partnership for Cohesion – Third Report on Economic and Social Cohesion (Feb 2004)
Fairness and Freedom: The Final Report of the Equalities Review 2007, DCLC
Sustainable Communities: People, Places Prosperity, ODPM, 2005
Circular 01/06 (ODPM): Planning for Gypsy and Traveller Caravan Sites

Sustainable Communities: Homes for all, ODPM 2005
Health and Equality Assessment for the North West Regional Spatial Strategy
Housing Needs Assessment (October 2007)
Affordable Housing Strategy (due for completion December 07)
Manchester Housing Strategy 2004 – 2007
Homelessness Strategy (2003)
North West Regional Gypsy and Traveller Accommodation and Related Services Assessment (July 2007)
Manchester: A Sense of Place (2007)

5.5 The derived key equality-related sustainability themes are:

- Protect human rights (e.g. the right to liberty and security of person) and fundamental freedoms (e.g. a right to freedom of thought, conscience and religion, freedom of expression, etc);
- Prohibit discrimination, for example on such grounds as sex, race, colour, language and religion;
- Recognise people’s different needs, situations and goals and removes the barriers that limit what people can do and can be;
- Create sustainable communities which are active, inclusive, safe, fair, tolerant and cohesive;
- Create sustainable communities which are fair for everyone – including those in other communities, now and in the future;
- Improve economic, social and environmental conditions particularly in the most deprived areas;
- Ensure fair access to and distribution of resources across the community;
- Assess and address the impacts upon diverse communities including cultural, racial, economic, generational, social (including disabilities) and religious mixes;
- Create a sense of belonging and wellbeing for all members of the community;
- Provide physical access for people with disabilities;
- Provide affordable and efficient heating of homes to reduce fuel poverty
- Minimise isolation for vulnerable people.

5.6 The analysis of these PPP also helped identify those social groups, on which the Core Strategy policies are likely to have a differential impact:

- Women;
- Lone parents;
- Low-income groups;
- Single-headed households;
- BME;
- Gypsy and Traveller groups;
- Disabled people; and
- Older people (60 +).

Table 5.3 – Health and Health Inequality PPPs

<b>International/European context</b>
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Air Quality Framework Directive 96/62/EC and Daughter Directives
Directive 2002/49/EC relating to the assessment and management of environmental noise (the Environmental Noise Directive (END))
White Paper: Our health, our care, our say: a new direction for community services 2006
White Paper: Saving lives: Our Healthier Nation, 1999
Health is global : a UK Government strategy 2008-13
Strong and Prosperous Communities: The Local Government White Paper (2006)
White Paper: Choosing Health: Making Healthy Choices Easier (2004)
PPS3 – Housing (Nov 2006)
PPS12 – Local Spatial Planning (June 2008)
PPG13 – Transport (March 1994)
PPG17 – Planning for Open Space, Sport and Recreation (July 2002)
PPG24 – Planning and Noise (Sept 1994)
PPS25 - Development and Flood Risk (Dec 2006)
Planning and Access for Disabled People: A Good Practice Guide (CLGD, March 2003)
The Building for Life Standard (Building for Life, 2003)
Design for Access 2 (2003)
Health and Equality Assessment for the North West Regional Spatial Strategy
Manchester Community Strategy (2006 – 2015)
Public Health Annual Report 2008
The Health Inequalities Partnership Delivery Plan and Investment Programme
Design for Access 2 (2003)
Affordable Housing Strategy (due for completion December 07)
Manchester Housing Strategy 2004 – 2007
Playing Pitch Strategy (draft 2004)
Cycling Strategy (2005)
A Pedestrian Strategy for Manchester (2001)
Manchester Strategic Open Space, Sport and Recreation PPG17 Study (due for completion January 2008)

5.7 The derived key health-related sustainability themes are:

- Improve health in the UK and globally, taking account of the diverse factors influencing health, such as international trade, climate change, pollution, conflict, environmental degradation and poverty;
- Tackle poor health by improving the health of everyone, and of the worst off in particular;
- Reduce health inequalities among different groups in the community (e.g. young children, pregnant women, black and minority ethnic people; older people, people with disabilities; low income households);
- Ensure sufficient provision of health facilities;
- Support the public to make healthier and more informed choices in regards to their health;
- Address pockets of deprivation;
- Provide physical access for people with disabilities;
- Provide housing that is adaptable to different needs
- Provide or improve access to local health and social care services; and
- Promote healthy lifestyles through exercise and access to good quality, affordable food.

## 6. Sustainability Baseline

### Introduction

- 6.1 The SEA Directive says that the Environmental Report should provide information on:  
*'relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan' and the "environmental characteristics of the areas likely to be significantly affected' (Annex I (b) (c)); and*  
*'any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC' (Annex I (c))*
- 6.2 In addition to the requirements of the SEA Directive, the statutory SA process requires the collection of additional information on social and economic characteristics of the plan area.

### Baseline Data Collection

- 6.3 Baseline information provides the foundation for predicting and monitoring effects and helps to identify sustainability problems and alternative ways of dealing with them. Sufficient information about the current and likely future state of the plan area is required to allow the plan's effects to be adequately predicted.
- 6.4 Baseline data were collected about Manchester for a range of economic, social and environmental matters, looking at the City as it is today and identifying current trends. These data were summarised in the SA Scoping Report (September 2005) and its updated version (February 2006). Wherever possible, these data have been updated and relevant additional information added as part of the preparation of this SA Report. The baseline data collected to date are summarised below, with more detailed information contained in Appendix A. These data have allowed the identification of key issues for the City (see Table 7.1) and have largely determined the indicators listed in Table 8.1, together with the comments of consultees and inputs from other Stage A tasks. These indicators will be employed to measure the effects of implementation of the Core Strategy, thus forming a key part of the overall monitoring programme for the implementation of the LDF.

### Baseline Information

#### Location

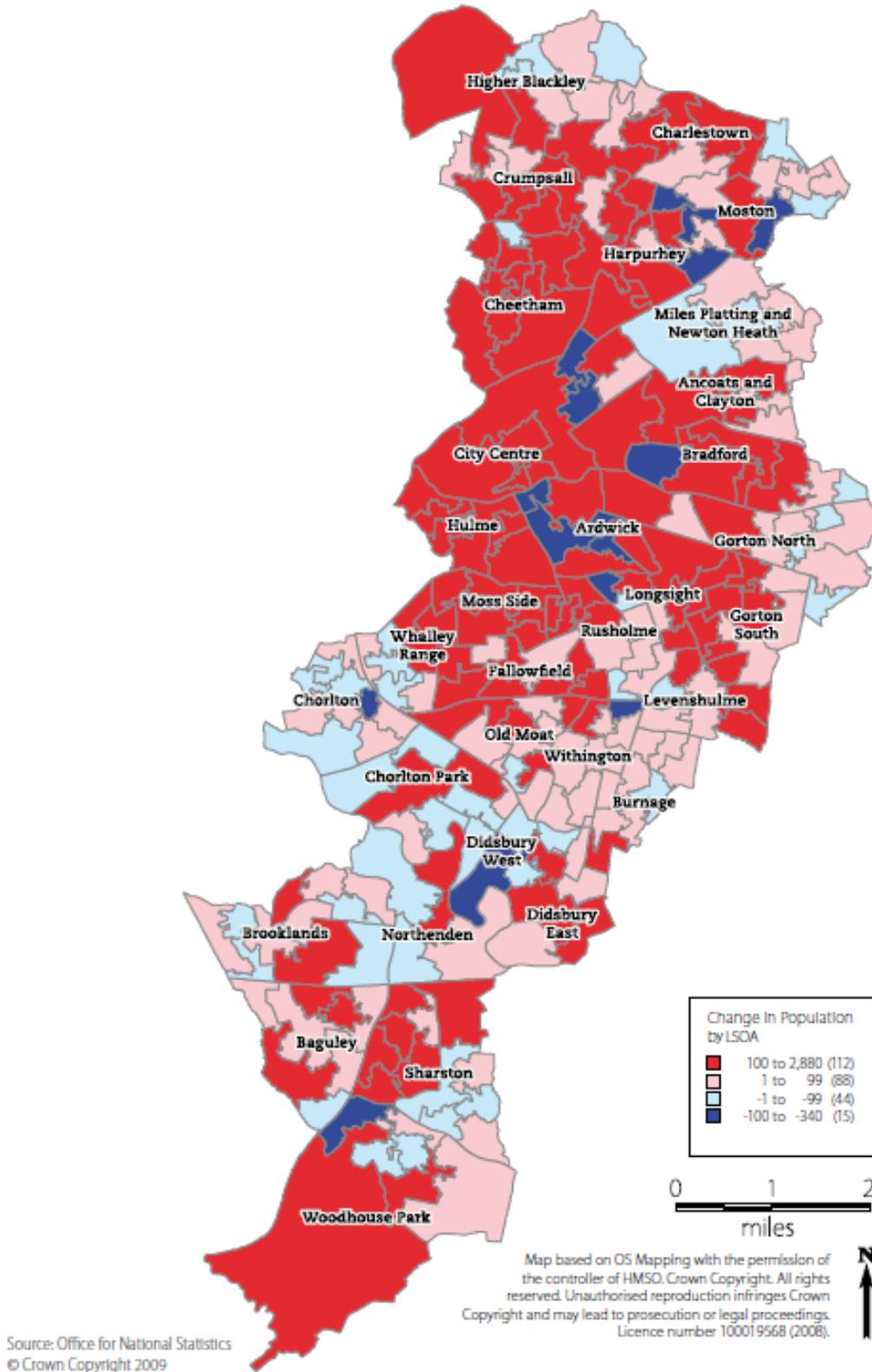
- 6.5 Manchester is at the heart of the City-Region, which is made up of the cities of Manchester and Salford together with the metropolitan districts of Bolton, Bury, Oldham, Rochdale, Stockport, Tameside, Trafford and Wigan, plus High Peak, Cheshire East, Warrington and areas of Cheshire.
- 6.6 Manchester 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. Figure 1.1 in Section 1 indicates the main areas within Manchester and its boundaries.
- 6.7 The City contains a hierarchy of centres consisting of the City Centre, district centres, and local centres. There are also a number of 'out-of-centre' retail parks. Located within Manchester is the majority of the Regional Centre which comprises Manchester City Centre, Ancoats, Sportcity and Central Park to the east, the Higher Education Precinct and Central Manchester Hospitals to the south. Manchester has established five regeneration areas that, along with the City Centre, cover the entire City. Each area has different issues, challenges and

opportunities. The Inner Areas surrounding the Regional Centre comprise North Manchester, East Manchester and Central Manchester regeneration areas; these areas contain a mixture of employment and residential, and have significant concentrations of deprivation. The areas to the south of the Inner Areas are more diverse residential areas and the geographical distributions of high levels of deprivation are smaller although there are still concentrations especially in Wythenshawe. The Inner Areas and the Regional Centre are the focus for the majority of development completions.

### **Population, Equality, Deprivation and Health**

- 6.8 Following decades of decline, the number of people living in Manchester has increased in the last few years. The rapid growth of major educational institutions in the City is reflected in the relatively high proportion of its residents with higher qualification levels.
- 6.9 The City is committed to increasing its population. Population numbers fell throughout the 1970s, 1980s and 1990s (falling to lowest level of 416,400 in over 100 years in 1999). However, between 2001 and 2007 the population of Manchester has been growing by over 1% per year. This is twice the average rate of growth in England and Wales, although this rate has slowed in recent years. The population of the City is projected to reach half a million by 2012 (based on 2006 MYE). The most up-to-date data from the Office for National Statistics (ONS) shows that in 2007 Manchester's population had reached 458,100. Of the 32 wards in Manchester, Cheetham has the largest population, while the City Centre has the smallest.

Figure 6.1 – Change in Population in Manchester City Council wards, 2001-2007



6.10 There has been a net gain of 2,700 from migration in 2007 (41,590 for inward migration and 38,890 for outward migration; this is an increase since 2001 when the net gain was 1,600 (see Figure 6.1). There were 11,230 NINo (National Insurance Number) registrations 2007/08, a slight decrease since 2006/07 and 30.2% of registrations were from adults from the eight EU Accession States.

## Deprivation

- 6.11 In the 2007 Index of Multiple Deprivation, Manchester ranked as the 4th most deprived district in England, and just over half of its neighbourhoods (i.e. Lower Super Output Areas) fell within the most deprived 10% in the country. 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.

## Health

- 6.12 The health of Manchester's residents is still 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 2005-2007 was 73.4 years for males and 78.9 years for females, consistently lower than the national average – by almost three years for women (81.7) and by over four 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.
- 6.13 Death rates from circulatory diseases, cancer and suicide are reducing, but are still considerably higher than the national average, whilst deaths from respiratory disease have actually increased in Manchester in the last decade. To a great extent these levels are a reflection of deprivation, environment and life style (diet, smoking and drinking and exercise patterns).
- 6.14 Manchester also has a higher mortality rate than average and significantly more people with a limiting long term illness than the England average.
- 6.15 In 2007, 48.2% of children in Manchester were living in families in receipt of means-tested benefits, an indicator of children in poverty. This is significantly higher than the national English average of 22.4%.
- 6.16 In 2007/08 early deaths from heart disease and strokes, the percentages of physically active children 5-16 year olds who spent at least 2 hours per week on high quality physical education and school sport, the percentage of obese children and the percentage of over 65s 'not in good health' were significantly higher than the national averages for England. At the same time, the ratio of excess winter deaths (observed winter deaths minus expected deaths based on non-winter deaths) to average non-winter deaths in the period 2004-07 increased slightly over the three years but was not significantly different from the national average for England.
- 6.17 The 2008/09 Place Survey measures respondents' self-reported levels of health. Respondents in the north and in Wythenshawe had the lowest levels of self-reported health. The City Centre, Withington, Hulme, Chorlton Park, Didsbury West, Whalley Range, Didsbury East and Chorlton score high self-assessed health ratings.
- 6.18 Manchester has a significantly higher rate of teenage conception (under 18s) at 70 rate per 1000 girls in 2007/08 when compared to the average for England which was 41.2 rate per 1000 girls.

## Age

- 6.19 The age profile for the city has changed from 2001 to 2007. There has been a reduction in the number of 5 to 14s, 50 to 54s and 60 to 79s, but all the other age groups have seen a general increase. The largest increase has been seen in the 20 to 29 age group, rising from around a fifth of the population in 2001 to just over a quarter in 2007.
- 6.20 Manchester has a higher than average proportion of the population aged under 25, largely due to the high numbers of young people studying at the Higher Education Institutions.
- 6.21 In comparison to the national age profile, Manchester has a lower proportion of residents aged over 65 (11.2% in Manchester compared to 16.1% in England and Wales) and this proportion is decreasing while nationally it is increasing. Manchester has a similar proportion of young people aged under 15 as nationally (17% in Manchester compared to 18% nationally) and

Manchester is following the national trend of a decrease in the proportion of this age group, and particularly in the 5–14 age group.

- 6.22 Just over half (51%) of Manchester residents are male and 49% are female, whereas nationally the trend is reversed. Women have a slightly older age profile than men across all age categories.

#### **Gender**

- 6.23 There is little difference in the majority of responses received from male and female respondents in the 2008/09 Manchester Place Survey, with the exception of response on safety where 44% of male respondents report feeling unsafe alone after dark in their local area, compared with 59% of female respondents.
- 6.24 There is a 12% pay gap between men and women in Manchester based on average weekly wages for 2008, a substantial reduction from the 1997 and 2007 levels level (22% and 17.1% respectively) and Manchester along with the north-west regions has seen the largest percentage decrease in gender pay gap of all the English regions in over the past 11 years.
- 6.25 Life expectancy is increasing for both men and women, but still lags well behind the England average, particularly for men, although life expectancy for men has been increasing at a faster rate for men than for women.

#### **Gender and health**

- 6.26 The highest gender inequality in mortality rates is seen in '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. While mortality rates for suicide and undisclosed injuries in men is on the decrease, it is not decreasing as fast as for women, leading to the highest gender inequality in mortality rate across the major causes of death. Death due to cardiovascular disease has the second-highest gender inequality ratio in comparison to other causes, with 130% higher mortality rates for males than females. This inequality has remained stable over the 14-year period analysed, with a very small increase from 120% in 1993.

#### **Gender and education**

- 6.27 Educational attainment reflect the national averages – girls performing better than boys in the achievement of five or more GCSE A\*–C grades. In Manchester in 2007, 57% of girls achieved five or more A\*–C grades, compared to 47.1% of boys. In 2008 this figure improved: 60.3% of girls achieved five or more A\*–C grades compared to 53.9% of boys.

#### **Education and Skills**

- 6.28 Manchester also 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. Educational attainment is low compared to the national average up to GCSE level. The percentage of pupils attaining 5 or more A\*–C GCSE grades is significantly worse than England average. However, there was a 4.2% improvement in 2006/07 and a 5.2% improvement in 2007/08 and in recent years and there has been a substantial increase in the proportion since 1999, but they are still well below national rates though the City's target for attainment of 5 or more A\*–C GCSE grades for 2008 (51%) has already been met.
- 6.29 At A-level on the other hand, the 'average point score per examination entry' is just above the England average. Manchester has halved the number of 16-18 year olds not in employment, education or training (NEET) in just four years through a multi-agency NEET programme; in February 2008 the figure was down to 10.4%.
- 6.30 The proportion of residents with higher qualification levels (NVQ4 or above) fell from 32.1% to 30.3% during 2007, but has increased by over 50% since 1999/2000, and is still well above both the regional and national averages (NW: 24.8%, GB: 27.4%); this reflects in part at least the presence of several major higher education institutions in the City.

- 6.31 Manchester is a centre of excellence for research and learning. It is home to several institutions of higher education including the University Hospital of South Manchester, the Manchester School of Music, the University of Manchester and the Manchester Metropolitan University (MMU). The University of Manchester and MMU have over 64,000 students between them and over 50,000 live in the City. This equates to 12.5% of the City's population.
- 6.32 Reflecting the presence of these major higher education institutions, Manchester has a higher proportion of its working age population qualified to NVQ4+ (HNC/HND/Degree level), 30.3% in 2007, compared to 28.6%, the Great Britain average, and a higher proportion than the national average working in professional and technical occupations.

### **Ethnicity**

- 6.33 The population of Manchester is predominantly White, with 80.9% of the City falling into this ethnic group in 2006. The BME population of Manchester is estimated to have grown by nearly 25,000 people (30.6%) from 19.1% in 2001 to 23.3% in 2006. This is higher than the national average; for England it is estimated that the rate of increase from 2001-2006 was 23%, with the BME proportion of total population reaching 15.8% by 2006. Projected figures for Manchester indicate that in 2015 the figure is likely to rise to 28.1%. All minority ethnic groups grew in number between 2001 and 2006, except White Irish, Black Caribbean and Other Black. Since 2001, the fastest growing groups have been Black African, Chinese, Other White (European, Old Commonwealth and America) and Indian, all increasing by 4,000 or more during the five-year period.
- 6.34 Over half of the BME population (51.2%) of Manchester live within seven wards of Manchester. These wards are Ardwick, Cheetham, Hulme, Longsight, Moss Side, Rusholme and Whalley Range. The following distributional trends are also apparent in the City:
- 49% of the Bangladeshi population lived in Longsight and Rusholme;
  - Non-White ethnic backgrounds including mixed backgrounds – largest populations lived in Longsight (59% of these ethnic groups), Moss Side (51%), Cheetham (51%) and Whalley Range (46%)
  - Black groups were most likely to be living in Moss Side and Hulme
  - In 2006, Asian groups tended to live largely in Longsight, Whalley Range and Cheetham.
- 6.35 The distributional and temporal breakdowns (2001 and 2006 comparison) of the main ethnic groups found within Manchester are indicated in the tables below:

**Table 6.1 – Population of Manchester by Ethnic Breakdown (estimates based on experimental statistics) 2006**

Manchester Population	2001	2006
Total population	422,900	451,900
Total BME population	80,400	105,500
White	342,100	346,600
Pakistani	24,200	26,800
Mixed	13,400	14,800
Black Caribbean	9,700	13,200
Black African	7,300	11,400
Indian	6,300	11,200
Chinese	5,500	8,800
Bangladeshi	3,900	7,000
Other	3,800	5,600
Other Asian	3,500	4,500
Black Other	2,100	2,200

Source: ONS 2007

### Ethnicity and Employment

- 6.36 BME communities are more likely to experience unemployment not just related to the current economic recession. Evidence has shown that prior to the recession, BME communities were more likely to be unemployed than White majority populations. In 2006 the proportion of the BME population not working (i.e. unemployed or economically inactive, such as retired, student, full-time carer, permanently sick or disabled) was 56.4% (26,372 people), which was equal to three-fifths of the BME population. This compared to 41.3% (85,121 people) of the White population of Manchester and, in 2004/05, lower than the north-west or national average (NW: 52%; England 59%).

### Ethnicity and Health

- 6.37 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 nationally, they were more likely to report 'good' self-reported overall health in the Manchester Place Survey of 2008/09. Black communities had the most positive response (80%), followed by White Other and Other (77%), Asians (73%). White British (72%) had the lowest level of self-reported health in the 'good' category.

### Ethnicity and the Quality of Neighbourhoods and Community Participation

- 6.38 The Manchester Place Survey of 2008/09 found that of residents who were asked if they felt they had been treated with respect and consideration by local public services most or all of the time, White Irish people expressed the most satisfaction (76%) followed by White British (71%), Mixed/Other 67%, White Other (66%), Asian (52%) and Black (48%). Those who expressed the least satisfaction were the Chinese respondents (34%).

### Ethnicity and Deprivation

- 6.39 National statistics indicate that BME communities are more likely to live in areas known to have the highest deprivation indexes, leading to poorer outcomes in life than those where the deprivation index is lower. National data indicates that alongside this, BME communities are most likely to experience fuel poverty and child poverty, and this will have a detrimental impact on their life outcomes. (Ethnicity and Child Poverty, Department for Work and Pensions, Research Report no 576, Lucinda Platt, 2009, and Joint Strategic Needs Assessment Report 2008–2013).
- 6.40 However, the findings from the Place Survey of 2008/09 in Manchester indicated that BME communities were on the whole as satisfied with their local area as a place to live as the majority White British population (72%) with the exception of the Chinese (46%). The survey found that out of the BME groups, people from the White Irish (87%) ethnic origin expressed the most satisfaction with their homes as a place to live, which was slightly above the White British (86%), with the Chinese expressing the least satisfaction out of the BME groups (66%). The survey found that Asian (57%), White Irish (51%) and Black ethnic groups (51%) were more likely to feel they belonged to their immediate neighbourhood than White British (48%), mixed/other (40%), White other (29%) and Chinese communities (12%).
- 6.41 In 2006 evidence demonstrated that the proportion of BME population not working (i.e. unemployed or economically inactive, such as retired, student, full-time carer, permanently sick or disabled) was 56.4% (26,372 people), which was equal to three-fifths of the BME population of Manchester. This compared to 41.3% (85,121 people) of the White population of Manchester. (BME Indicators and Baseline Statistics, MCC Policy Unit, March 2006) The Manchester Economic Factsheet January 2009 shows that employment levels for White groups in Manchester is 69.1%, while for ethnic minorities the employment level is 49.5% (Statistic source – ONS Annual Population Survey 2007). The Annual Population Survey (June 2008) found that the working-age employment rate for ethnic minority groups was 44.4%; for White communities this was 65.8%.

### Ethnicity and Education / Skills

- 6.42 Key Stage 4 (GCSE) attainment results were encouraging in 2008 for many ethnic groups, with Black Caribbean, Black Other African and Bangladeshi pupils all achieving results above the Local Authority (LA) average (see Table 6.2). The Black Somali group showed a slight decrease in attainment but this was on the back of an exceptional 19.8% rise the previous year and this has substantially reduced the gap between the group's average and that of Manchester overall. Since 2008 the Government has regarded achieving 5+ A\*–C including English and Maths as the important measure at GCSE. Pakistani pupils are the biggest non-white ethnic group in Manchester and it is encouraging to see that over a number of years these pupils have regularly surpassed the LA average. In Manchester most ethnic groups perform well against this indicator, with only the Black Somali and Arabic groups performing below the LA average in 2007 and Dual heritage, Black Somali and Black Caribbean pupils performing below the average in 2008.

Table 6.2 – Attainment by ethnic group: Key Stage 4

Ethnic group	% improvement 5+A*–C GCSEs	
	2006/07	2007/08
All	4.2	5.2
White	5.0	4.5
Black Caribbean	15.3	4.4
Black Somali	19.8	-1.4
Black Other African	12.2	13.6

Ethnic group	% improvement 5+A*-C GCSEs	
Dual Heritage (White and Black Caribbean)	-1.7	-1.2
Chinese	-1.8	6.1
Indian	18.4	-8.9
Bangladeshi	-6.2	1.1
Pakistani	3.8	-3.8
Arabic	-7.1	0

Data Source: Policy & Performance, Children's Services (December 2008)

### Disabled People

- 6.43 There has been a sharp increase in the number of public buildings accessible to disabled people during between 2004 and 2008, bringing the proportion up to 70%.
- 6.44 The employment rate for those with a disability that limits their day-to-day activities and their work in Manchester was lower (21.5%) than the national average for England (34.4%) in 2004.
- 6.45 Statistics on hate crime against disabled people are poor and no data specific to Manchester are currently available. However, a recent national level study commissioned by the Equality and Human Rights Commission found that disabled people experience a heightened risk of violence and anti-social behaviour. Disabled people were reported to be four times more likely to experience sexual violence, four times more likely to have their property stolen with the threat or use of violence and twice as likely to be burgled as non-disabled people<sup>6</sup>. Crimes can take the form of opportunistic attacks or long-term victimisation; it is also estimated that disabled women are twice as likely to experience domestic violence as non-disabled women.
- 6.46 Disabled people still encounter significant barriers in accessing employment, transport, housing and qualifications. There is currently a lack of meaningful local social data and indicators to assess these barriers, however some indicators were provided in the responses to the 2008/09 Manchester Place Survey provided in
- 6.47
- 6.48
- 6.49 Table 6.3. Further, some indication of barriers to transport is provided below:
- 75% of all buses in Manchester are now low-floor accessible;
  - A user group has been established to advise GMPTE on access issues for the Metrolink extension;
  - The Greater Manchester Public Transport Executive (GMPTE) is also currently developing a project to improve access to rail services and audit the accessibility of the region's 12,500 bus stops; and
  - During 2008/09 the partnership received 11,608 referrals, an average of 967 per month. The vast majority of referrals and assessments related to older people (71%). Although children only accounted for 4.2%, their requirements are met with the provision of equipment and 38% by the installation of a minor adaptation. Only 12% required a major adaptation.

<sup>6</sup> Disabled people's experiences of targeted violence and hostility, Equality and Human Rights Commission 2009

### **Housing: Social Housing, State of the Housing Stock, Affordable Housing and Homelessness**

- 6.50 Manchester has higher than average percentages of terraced housing and apartments / flats. A high proportion of new dwellings, in recent, years have been apartments mainly due to the increase in popularity of City Centre living. This has partly been driven by investors. Nearly two-thirds of the City's housing stock falls into Council Tax band A compared to a quarter nationally. Affordability is becoming an increasingly important issue in the City. The affordability of housing for owner occupation has declined sharply in recent years. In 2002 at least 50% of homes sold in Manchester would have been affordable to households with the average income of residents in the City, however, by 2006, this proportion had fallen to 23%. In the public and private sectors, the number of vacant dwellings has fallen. The proportion of properties in Council Tax band A again fell only slightly between 2006 and 2007, and still represents nearly two-thirds of the City's housing stock, compared to a quarter nationally. The proportion of properties in bands D and above has again increased to 8.7%, but this is low compared to about a third nationally. In the private sector, 7.1% of residential properties were empty in April 2007; this represents an increase compared to 5.6 % in the previous April.
- 6.51 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.
- 6.52 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 the national (England) averages at 20% and 26.2% respectively and the figure has increased slightly since April 2005. There is some way to go therefore for Manchester to meet the national target of zero by 2010 but the local target of 48% by 2007/08 was not met.
- 6.53 In 2004/05, 7.7% of households were accepted by local authorities as homeless, lower than the regional (8.6%) and national averages (7.8%). In 2007/08, the crude rate for statutory homelessness was 2.8 people per 1,000 households at a national level compared to 5 people per 1,000 households locally.

### **Housing Provision for Gypsies and Travellers and those with Special Needs**

- 6.54 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, as the RSS Partial Review has identified the need for an additional 50 permanent and 10 transitory pitches to 2016 in Manchester. Pitch numbers will need to be increased by a further 3% annually over the period of 2016-2021.
- 6.55 The proportion of housing completions (number of units built annually) in Manchester which are appropriate for those with special needs fluctuates greatly but is commonly between 10% and 15% of all housing completions in the borough.

### **Employment**

- 6.56 The employment rate for lone parents (33.1% in 2004/05) is significantly lower than the north-west or national averages (NW: 49%; England: 50%; in 2004/05) but has been fairly stable over the last 4 years. There is a national target to halve the number of children in relative low-income households between 1998-99 and 2010-11.
- 6.57 Figures for long-term unemployment were 12.6% in February 2006 when they were lower than the national average of 13.8%. The number of Income Support (IS) claimants was 12.7% in May 2005 and over twice the national average for England in 2004 (6%). The number of IS claimants receiving Lone Parent Premium was 13,000 in May 2005. These figures were decreasing in recent years.

## Workforce Skills

- 6.58 In 2007, the proportion of the working age population qualified to NVQ4 and over was 30.3%, higher than the regional and national averages (NW: 25.4%, GB: 28.6%) increasing by over 50% from 18.9% in 1999/2000 but dropping from 32.4% in 2006. These proportions are below but approaching the local targets for 33.5% by 2008/09 and 36.3% by 2010/11.
- 6.59 The proportion of 16 to 18 year olds Not in Education, Employment or Training (NEET) was significantly higher than national average for England & Wales in 2004 and has been decreasing over the last three years. Working age residents qualified to NVQ level 3 or above was 45.2% in 2008, only just below the national average of 47%.
- 6.60 Educational attainment of 14 year olds in both Maths and English (Key Stage 3) was 74% in 2007, slightly lower than the national average (Maths: NW: 79%, England: 77% in 2007; English: NW: 81%, England: 80% in 2007) and steadily increasing for the most part over the last five years. Educational attainment of 14 year olds in science was 84% in 2007 – significantly lower than the regional and national averages (both 88%) but demonstrating a significant improvement since 2004 (46%).
- 6.61 The percentage of unskilled workers, of workers employed in Manchester, is also above the national average.

## Crime and Anti-Social Activity

- 6.62 Overall the rates of crimes covered by the British Crime Survey have been reducing in Manchester. However, crime remains an issue, particularly in the City Centre. Violent crime has increased - in 2007/08, recorded incidence of violent crime against the person (crimes crude rate) was 28.8 per 1,000 population, which is significantly higher than the national average of 17.6 per 1,000 population.
- 6.63 The levels of domestic burglary (31.1 per 1,000 people in 2007/08) and robbery (7.2 per 1,000 in 2007/08) substantially reduced by 34% and 13% respectively between 1999 and 2005 but Manchester is still in the worst quartile nationally for both crimes. The criminal damage rate was 29.44 in 2008/09, also declining steadily from a level of 28.87 in 2004.05. Vehicle crimes on the other hand are much higher than the national average (23.66 per 1,000 in Manchester) compared with 17 per 1,000 in England). Reported cases of domestic violence increased from 13,262 in 2006/07 to 15,869 in 2007/08, an increase of 7% - higher than the national increase of 4.7%. Vehicle crime is also much higher than the national average at 23.66 per 1000 in 2008/09 compared with 17 per 1000 nationally. The rate has, however, been reducing steadily over the last four years.
- 6.64 In the 2008/09 Manchester Place Survey, perceptions of antisocial behaviour were highest among respondents in:
- Miles Platting and Newton Heath (60%)
  - Gorton South (57%)
  - Rusholme (51%)
  - Harpurhey (47%)
  - Longsight (47%)
  - Cheetham (46%)
  - Ancoats and Clayton (47%)
  - Woodhouse Park (44%).

## Access to Services and Facilities

- 6.65 Manchester City Council 'Accession' mapping software<sup>7</sup> indicates that in 2007/08, 100% (5,365 units) of residential completions fall within 30 minutes walking / public transport travel time of a secondary and primary school, a medical centre / GP, an employment area and a district centre. 98.3% (5,261) of completions fall within 30 minutes walking / public transport time of a hospital. The maps show that the majority of residential completions fall within 10 minutes walking / public transport travel time of a primary school, a medical centre / GP, an employment area and a district centre. The majority of completions fall within 20 minutes of a hospital.
- 6.66 Around 82% of new office space in 2007/08 was built in centres along with around 73% of retail and leisure facilities.

## Housing Provision and Housing Development

- 6.67 Manchester currently has an owner occupation rate of only 46%, less than two thirds of the national average, yet it 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. There were 7.1% empty properties in the private sector, much lower than the comparative figures for the north-west (20.7%) and England (25.1%). In March 2005, 7.65% of unfit private sector dwelling were made fit or demolished (a slight decline over the last five years) and 322 vacant private sector dwellings were returned to occupation (steady rate). Of the remaining third, Manchester City Council is nearing the completion of its stock divestment programme having established an ALMO and a series of local housing companies that now manage the City's social housing.
- 6.68 The number of housing units completed each year has been increasing over the past 8 years, with a gross completions figure for 2007/08 of 5,412 units, including small residential conversions. Net completions for the year were 5,196 units with a number of larger schemes in and around the City Centre coming to fruition, leading to a net completions figure for the five year period 2002/03 to 2007/08 of 17,742 units. The annual average housing provision for Manchester in the recently published Regional Spatial Strategy (RSS) is 63,000 units net of clearance between 2003-2021, which equates to 3,500 per annum, an increase from 1,350, recognising the role of the Manchester / Salford regional centre and their Housing Market Renewal areas.
- 6.69 With the current climate in the housing and mortgage market, identified supply through planning permissions at March 2008 totalled 17,282 which fell short of the 5-year supply figure of 17,405. Net completions are anticipated to remain low in the short term and the number of new permissions is now falling, although levels of extant planning permissions remain high and activity is continuing on a number of sites under construction. Nonetheless, housing capacity studies have shown that the Council does have supply of deliverable sites for housing for the next five years and will be able to identify sites and locations suitable for housing development for years 6 to 15. Further, Manchester City Council has been allocated money to support additional housing growth as part of Manchester's Growth Point submission. Manchester will provide 6,300 additional homes over and above the RSS requirements between 2008 and 2017, which equates to an average of 700 extra homes per year over the period.
- 6.70 Although figures vary slightly each year, the majority of new residential development in Manchester is high density. In 2007/08, 84% of new- build housing was completed above 50 dwellings per hectare.

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<sup>7</sup> For travel times to primary and secondary schools and areas of employment the results are based on peak travel times; for GPs / health centres, hospitals and district centres results are based on off peak travel times.

## The Quality of Neighbourhoods and Community Participation

- 6.71 Social capital – community spirit and involvement – is difficult to measure, with few satisfactory indicators yet available. However, the 2004 Quality of Life survey (see
- 6.72
- 6.73
- 6.74 Table 6.3) included questions on involvement in voluntary work, on perceptions of how well people from different backgrounds mix, and the extent to which people feel they can influence local decision-making and provides the following indications of social capital.

**Table 6.3 – Quality of Neighbourhoods and Community Participation** (as defined by results of 2004 Quality of Life Survey)

Social capital element	Trend	Proportion (December 2004 Quality of Life Survey)	Updates since Manchester Place Survey December 2008
Residents feeling safe walking alone after dark in their local area	No comparison data available	32.8%	
<i>Disabled</i> residents feeling safe alone after dark in their local area	Lower than % for <i>all</i> residents	22.5%	
Residents feeling safe walking alone during daytime in their local area	No comparison data available	82%	
<i>Disabled</i> residents feeling safe walking alone during daytime in their local area	Lower than % for <i>all</i> residents	70.7%	
Residents' perceptions of anti-social behaviour	No comparison data available	49%	
Residents who have worked in a voluntary capacity over the last 12 months	No comparison data available	11%	
Residents believing that people from different backgrounds get on well together in their area	No comparison data available	55%	<b>74% - highest in Didsbury West (94%), Didsbury East (90%) and Chorlton (89%) and lowest in Charlestown (58%), Woodhouse Park (54%) and Harpurhey (43%)</b>
Residents finding it easy to access local services and amenities	No comparison data available	72%	
<i>Disabled</i> residents finding it easy to access local services and amenities	Lower than % for <i>all</i> residents	66%	
<b>Key drivers of satisfaction of a local area (across wards)</b>	<b>Crime is generally considered most important issue in all wards except Chorlton ('public</b>	<b>Crime (65%); Clean streets (53%); public transport (44%), affordable housing (40%); health services (41%)</b>	

Social capital element	Trend	Proportion (December 2004 Quality of Life Survey)	Updates since Manchester Place Survey December 2008
	transport'), Crumpsall, Gorton North, Miles Platting and Newton Health (all clean streets)		
<b>Belonging and sense of place: proportion of people who feel they belong to their immediate neighbourhood</b>	<b>Varies across wards: highest in Whalley Range (71%), lowest in Hulme (24%)</b>		<b>Range: 40% - 47%</b>
<b>Wellbeing: proportion of respondents reporting to be satisfied with life</b>	<b>Highest in Chorlton Park; lowest in Charelestown</b>		<b>Range: 63% to 87%</b>

Note: Updates from the 2008/09 Manchester Place Survey are shown in **bold**.

## Landscape and Biodiversity

- 6.75 Environmental Designations are depicted in Figure 6.2. 29% of the north-west region is designated as protected landscape compared to 23% for England overall, with 11% and 18% by area for Areas of Outstanding Natural Beauty (AONBs) and National Parks respectively. Of the nine English regions, the North West contains the largest area of land (200,000 ha) designated as Sites of Special Scientific Interest. By 2008, 90.25% of this area was in favourable or recovering condition. In Manchester, the figure is 68% (2001 survey data). The national target for 2010 is 95%.
- 6.76 Manchester has the greatest number of green flag parks in the country, at 27, (611.2 hectares) which represents 46% of all publicly available green leisure space and increased from 21 parks (520.7ha, 41.9% of eligible sites) in 2005, thus meeting the local target of 24. There are currently seven Local Nature Reserves (one new designated in 2008), 37 Sites of Biological Importance (SBIs) including areas of ancient woodland, two Sites of Special Scientific Interest (SSSIs), and the Rochdale Canal SSSI is also a Special Area of Conservation (SAC). Note that the Rochdale SSSI is only a SAC and SSSI within Oldham District Council.
- 6.77 In 2001, Manchester City Council commissioned the Lancashire Wildlife Trust to undertake a Phase One Habitat Survey of the City. From this survey it is evident that Manchester has a diversity of habitats that can support a wide range of flora and fauna. Many semi-natural habitats still remain throughout Manchester, such as semi-natural ancient broadleaved woodland in areas such as Boggart Hole Clough and Cotteril Clough. The main priority habitats in Manchester are:
- Acid grassland e.g. Bailey's Wood, Alconbury Flushes, Blackley Forest;
  - Ancient and/or species-rich hedgerows e.g. Stenner Lane near Fletcher Moss, Sunbank Lane;
  - Wet woodlands e.g. Nan Nook Wood, Stenner Woods, Blackley Forest;
  - Lowland broadleaved woodland e.g. Baileys Wood, Rosehill Wood, Heaton Park, Cotteril Clough;
  - Lowland heathland e.g. Alconbury Flushes, Moston Fairway, Boggart Hole Clough, Blackley Forest;
  - Lowland meadows e.g. Chorlton Ees;
  - Unimproved neutral grassland e.g. Chorlton Water Park, Castle Hill Farm nr Manchester Airport;

- Marshy grassland e.g. Broadhurst Clough, Moston Fairway;
- Managed greenspace - all Manchester parks;
- Reedbed e.g. Chorlton Ees, Harpurhey Reservoirs, Clayton Vale;
- Rivers e.g. River Mersey, River Medlock, River Irk;
- Canals e.g. Rochdale Canal, Ashton Canal, Bridgewater Canal; and
- Ponds & lodges e.g. near to the Manchester Airport runway and adjacent to Cotteril Clough.

6.78 Cotteril Clough lies 15km south of Manchester city centre immediately to the west of Manchester Airport. The site comprises part of a ravine, or clough, cut into the Keuper Marl by the erosion of the Cotteril Brook. The majority of the site is woodland with associated stream habitat and is the most diverse clough woodland on base rich soils in Greater Manchester. Three distinct zones exist within the woodland: birch-oak woodland; ash-wych elm woodland and Valley alder woodland.

6.79 Priority (legally protected) species which occur in Manchester and the level of protection conferred against them are as follows:

- Great crested newt – European protected species;
- Water vole – UK Protected species;
- Brown hare – Hares Protection Act (1911);
- Pipistrelle bat –European protected species;
- Skylark, linnet, reed bunting, spotted fly-catcher, tree sparrow, grey partridge, bullfinch, song thrush – general protection under Wildlife and Countryside Act 1981 (as amended);
- Floating water plantain – European protected species;
- Grass-wrack pondweed – currently not protected by any legislation; and
- Manchester Poplar.

6.80 Other UK species that are of conservation concern are listed below (Greater Manchester Biodiversity Audit (2000)). These species are only currently of conservation concern as their population loss is not as large as the species listed above. However, conservation work should also involve these species to stabilise and ultimately increase their numbers.

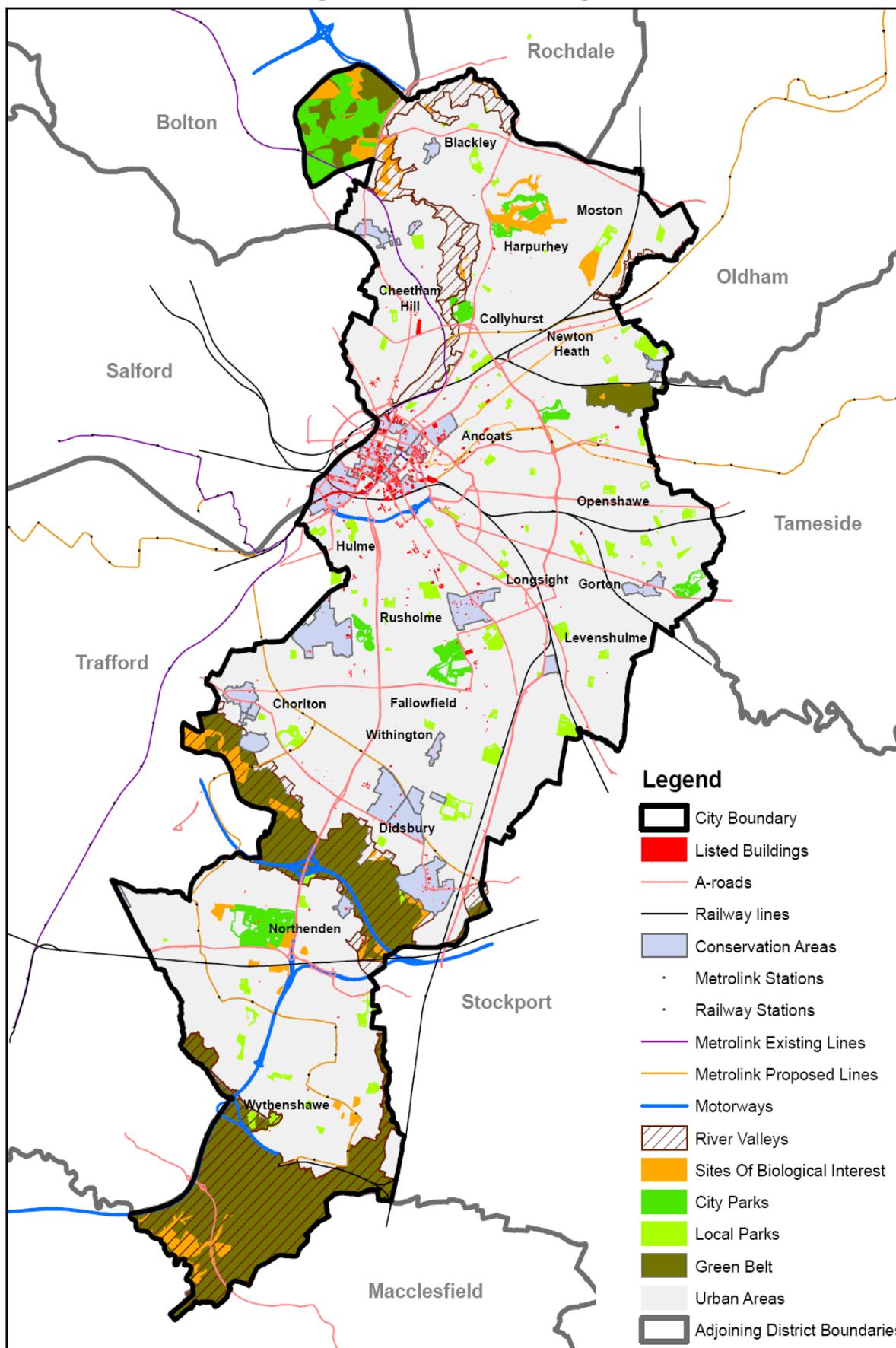
- Serotine bat, common frog, hedgehog, smooth newt, badger, slow worm, Daubenton's bat, adder, whiskered bat, Leisler's bat, bluebell, common toad, brown long-eared bat, a species of fungus (*Haploporus odorus*), a species of mud snail (*Lymnea glabra*), common shrew and a species of hoverfly (*Eumerus ornatus*).

## Historic and Archaeological Environment

6.81 Environmental Designations are depicted in Figure 6.2. There are approximately 900 listed buildings and there are 35 Conservation Areas in Manchester. Grade I and II\* listed buildings represent only 3.5% of the total listed building stock. 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 7 'at risk of decay', no change since 2008. There has been a steady reduction since 2001 in the number of Grade I and Grade II\* listed buildings that are on the 'Buildings at Risk' register. There are currently no registered historic parks and gardens at risk of decay.

6.82 Manchester City Council has recently designated a number of new Conservation Areas. 26 other areas have been identified for consideration as Conservation Areas once Conservation Area Appraisals have been completed for all existing Conservation Areas.

Figure 6.2 – Environmental Designations



## Water and Air Quality

- 6.83 In 2006, 46.6% of Manchester's rivers were deemed to be of good or fair biological quality and 80.9% were deemed to be of good or fair chemical quality.
- 6.84 Air pollution levels fluctuate. A regional approach to local air quality management has been adopted by the 10 authorities within Greater Manchester and all of the 10 authorities have declared local Air Quality Management Areas (AQMAs). The Manchester AQMA covers the city centre, and areas to the north and south of the city; outside of the city centre the AQMA follows the trunk road network. Air pollution is below the national average for urban areas, but Manchester still had 14 days in 2007 (compared to an average 24 days nationally) when air quality reached moderate or worse levels (national target and local target was 0% by 2010). This target has not been attained. Since the decline of the manufacturing industry the main contributor to air pollution within the City has been transport.

## Flooding

- 6.85 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.

In 2006/07, Manchester did not approve any developments in contrary to Environment Agency advice. This continues the standard set in 2006/07, 2005/06 and 2004/05.

## Soil Resources

- 6.86 One method of protecting soil resources is to reduce the amount of new housing development taking place on Greenfield land and focus development on previously developed land. Manchester is generally performing above the national average on indicators relating to the density of housing and number of new developments on brownfield land. Manchester's urban characteristics mean that the Government sets higher targets than for the more rural authorities. Manchester is consistently reaching or outperforming its higher targets. In 2005/06, 90% of new dwellings were built on previously developed land which is significantly higher than the Government target of 60%. The percentage of residential development completed on previously developed land has increased slightly to 94% in 2007/08. The total amount of employment floorspace on previously developed land was 100%.
- 6.87 However, coupled with Manchester's long history of intense industrial activity, particularly in East Manchester, the large proportion of land is experiencing considerable levels of contamination. The City has had an industrial use on some 26.5% (3,066 hectares) of its land at sometime in the past, with these uses being concentrated in the wards of Bradford, Ancoats & Clayton and Miles Platting & Newton Heath. Manchester therefore faces a considerable challenge in dealing with its legacy of contaminated land.

## Waste

- 6.88 The baseline data relating to waste and recycling show a positive trend for Manchester. The waste arising per head in Manchester in 2006/07 was 358 kg and has demonstrated a steady improvement from the 2005 level of 466 kg, thus meeting the local target for the year (465kg) 465kg and for the next year.

- 6.89 There were 196,776 tonnes total waste arisings in Manchester in 2007/08. The total amount of household waste collected has risen very slightly since 2006/07, probably reflecting the increase in the City's population.
- 6.90 Recycling in Manchester has increased rapidly since 2001/02 when 3.3% of the City's waste was recycled. Over the last year however, the proportion recycled only increased slightly, but the proportion composted increased by 24% in 2007/08.
- 6.91 The amount going to landfill has decreased slightly. Details on the amount and proportion of household waste arising by management type are provided in the table below:

**Table 6.4 – Household Waste Arising and Management**

Waste management type	Amount of household waste arising	Percentage of management type
Landfill	154,352 tonnes	78.44%
Recycled	32,896 tonnes	16.72%
Composted	9,528 tonnes	4.84%
Recycled / composted combined	?	?

Source: AMR 2008

- 6.92 In the past four years, no new waste facilities have become operable in Manchester. The Joint Waste Development Plan Document being prepared by the ten Greater Manchester authorities together will consider the need for new facilities - this is due to be submitted to the Secretary of State in February 2011. Recycling in Manchester has increased rapidly since 2001/02 when 3.3% of the City's waste was recycled. Since the previous year, the proportion recycled increased only slightly, but the proportion composted rose by 24%. In 2007/08 Manchester recycled or composted 21.56% of its waste. Local targets to recycle 19% by 2007/08 and to compost 7% by 2007/08 were 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.

### **Minerals and Secondary/Recycled Aggregates**

- 6.93 Manchester does not have any active mineral workings. Three construction and demolition waste processing sites are located in East Manchester.

### **Traffic and Transport**

- 6.94 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. Manchester is the centre of an extensive heavy rail network as well as Metrolink, a very successful light rail system. It is located within the M60 motorway ring linking to the M602, M61, M62, M56, M56 (airport spur) and onto the M6. The strategic highway network links to the Trans Europe Network and European markets.
- 6.95 Links into the City Centre from surrounding areas are good with Metrolink serving the North, South and West, a comprehensive train and bus network and a free city centre Metroshuttle service. The proportion of trips made to the City Centre by means other than the private car has increased over recent years, overcrowding on public transport at peak times has become an issue.
- 6.96 Transport across Manchester is a key issue to address worklessness, through greater connectivity to education and training, therefore enabling residents to access the new jobs being created.

## Commuting Patterns

- 6.97 Cycling rates are much higher than the Greater Manchester average, the highest being along the section of Oxford Road within Manchester City Centre. However, data on commuting patterns has been of varying quality and availability. The quality of walking and cycling routes needs to be improved – ease of use of footpaths, for example, was below the national average in 2005, although showing improvement from the 2002-04 period when it was known to be deteriorating. 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.
- 6.98 Trips made to regional centre by means other than the private car were 64% in 2005/06, an increase of 5% since 2005 which is in line with the local target for a 3.6% increase over the period 2005/06 to 2008/09 and the estimated distance travelled by cars per capita was half the national figure in 2003 and traffic movements on A and B roads were lower than the national average.

## Energy Consumption

- 6.99 Currently, 6% of Manchester's energy use is dedicated to local authority operational buildings (including hospitals, all civic property and university buildings). In addition, in March 2008, there was a 25.75% improvement in domestic energy efficiency, an increase from 12.1% in March 2003 increasing steadily since 2001. The average annual domestic consumption of gas and electricity (kWh) in Manchester in 2007 was 16,733 kWh for gas and 4021 kWh for electricity, lower than the regional and national averages (NW: 4226, GB: 4392 kWh). There has been an increase in electricity consumption since 2003 (from 3735 kWh) and a decrease in gas consumption (from 19,757 kWh).

## Carbon Dioxide Emissions

- 6.100 Per capita CO<sub>2</sub> emissions in Manchester in 2006 were 7.43kT, increasing from 7.27kT in 2005. The figures for Manchester are lower than, but comparable to, the regional averages for the north-west (8.68kT in 2006 and 8.77kT in 2005) and to national averages for the UK (8.78kT in 2006 and 8.84kT in 2005). The proportion of the city's CO<sub>2</sub> emissions which result from industrial and commercial operations is consistently above national figures, reflecting the industrial nature of Manchester.
- 6.101 Per capita CO<sub>2</sub> emissions in Manchester increased slightly between 2005 and 2006 from 6.7 to 6.9 tonnes, but are below the regional and national averages (based on most recent figures from DEFRA – summarised in the table below).

**Table 6.5 - Defra Data on GHG emissions (kT CO<sub>2</sub>) by sector and per capita for 2005 and 2006**  
(published in 2008 and directly comparable)

Sector	2005: Emissions kT CO <sub>2</sub>			2006: Emissions kT CO <sub>2</sub>		
	Manchester	North-West	UK	Manchester	North-West	UK
Industry & commercial	1,548 (48%)	27,098 (45%)	246,088 (46%)	1,611 (48%)	26,594 (45%)	245,076 (46%)
Domestic	990 (31%)	17,062 (28.5%)	151,278 (28%)	1,017 (31%)	17,289 (29%)	153,605 (29%)
Road transport	690 (21%)	15,190 (25.5%)	137,044 (26%)	674 (21%)	14,984 (25%)	135,007 (25%)
LULUCF	0	608 (1%)	2,037 (<1%)	5 (<1%)	589 (<1%)	1,953 (<1%)
Total	3,233	59,959	532,273	3,356	59,455	531,736
Per capita emission	7.27	8.77	8.84	7.43	8.68	8.78

Source: Defra

- 6.102 In 2006, Manchester was responsible for direct emissions of 3.1 million tonnes of CO<sub>2</sub> (tCO<sub>2</sub>) an average of 6.9 tonnes per capita. Across the Greater Manchester conurbation, total direct emissions in 2006 were 16.3 million tCO<sub>2</sub> and the per-capita average was 6.4 tCO<sub>2</sub>. The per-capita average among the Core Cities group of major English regional cities was 6.4 tCO<sub>2</sub>, with Manchester having among the highest per-capita footprints. These figures do not include aviation.
- 6.103 There are several reasons underlying Manchester's carbon footprint. Prominent among them are:
- Manchester's position at the economic and geographic centre of its conurbation and region, with a high density of employment and economic activity, means that it has a particularly high incidence of business-related energy use and associated emissions. Manchester's legacy of energy-intensive industries and strong recent economic growth are two key reasons why it has the highest per-capita industrial and commercial energy use of any Core City.
  - Domestic emissions are higher in Manchester than in many parts of the UK due to the relatively high proportion of housing stock being pre and inter-war and difficult to insulate using conventional means.
  - Road transport emissions are high although practical transport alternatives such as rail and tram networks and safe routes for walking and cycling are available.
- 6.104 The City Council's climate change principles identify a need to reduce Manchester's direct emissions in order to meet an interim budget constraint of a 28-32 per cent reduction in emissions en route to a cut of 60 per cent by 2050 compared with 1990 levels. Both the Stern Review for the government and the Manchester Mini-Stern Review identify significant economic costs to the business-as-usual scenario – up to £21bn in Greater Manchester over the next 12 years is identified as the cost to Manchester businesses and citizens exposed to rising costs of carbon and lost opportunities.

#### **Adaptation to Climate Change in Manchester**

- 6.105 Research led by the University of Manchester suggests that Manchester should prepare for warmer wetter winters, hotter drier summers and more periods of extreme heat and intense rainfall. The potential consequences of these changes include a deepening urban heat island effect, increasing stress on city infrastructure caused by for example, stormy weather or increased risk of flooding

#### **Renewable Energy**

- 6.106 The local authority currently obtains 100% of its electricity from renewable sources for its own buildings and services (including all street lighting and all energy used 800 operational buildings). This is a further improvement of on the figure of 97% in 2006 when the Council did not have a regular data source for private commercial and domestic energy usage.
- 6.107 However, renewable energy generation still represents a very small percentage of the total energy capacity in Manchester overall. In March 2008, there were up to 11 installed and operational renewable energy developments in Manchester with a cumulative total capacity of 636.7kW. In the 2007/08 period, there were three new developments with some renewable energy capacity (all of them solar photovoltaics) and this accounted for 12.78 KW of the total since energy capacity monitoring began in 2004/05 when capacity was only at 2.5kW for wind installations.
- 6.108 The increase in capacity reported for 2007/08 was smaller than that reported in 2006/07 and 2005/06.

## Business Formations

- 6.109 VAT registrations and de-registrations indicate the number of new businesses set up and closed down in the City and are therefore another indicator of business survival rate and the health of the economy (locally, but will also reflect national trends). Overall, survival rates appear to be increasing, though these indicators relate to VAT registered enterprises which exclude many small start ups.
- 6.110 During 2007, there was a net increase of 320 VAT-registered businesses in Manchester and have remained fairly steady with some fluctuations since 2003. In 2004, the rate of business start-ups in the city was 13% of stock, whilst the national average was 10.1%.
- 6.111 New registrations saw a higher rate than in previous years and represented 12.9% of stock. De-registrations have remained at a fairly steady rate since 2004 and during 2007 represented 10.3% of stock.
- 6.112 The VAT registration figures are lower than the regional and national averages figures: in the same period registrations in the north-west represented 10.6% of stock 10.2% of stock in the UK. The VAT de-registrations figures are higher than the regional and national figures: in the north-west in the same period. De-registrations represented 7.5% of stock and 7.3 % in the UK.

## House Prices and Housing Affordability

- 6.113 First-time buyers find it difficult enter the housing market in Manchester, 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 in the areas of Sharston, Levenshulme, Gorton South and Rusholme (according to the responses to the Manchester Place Survey of 2008/09).

## Economic Activity and Employment Rates

- 6.114 The underlying strength of the City's economy is apparent in the Gross Value Added (GVA) data. The lowest available level ("NUTS 3") for data is Greater Manchester South, which includes Manchester, Salford, Trafford, Stockport and Tameside. GVA per capita in December 2005 was 115 (index UK is 100) and £20,422 GVA per head, higher than the regional average for the north-west (£15,571) and the national average for England (£18,205). There has been an increase of 2.8% since 2004, lower than the regional and UK growth rates of 3.1% and 3.6% respectively.
- 6.115 The amount and percentages of completed retail, office and leisure development respectively in town centres in 2008 were 6,486 m<sup>2</sup> for retail (73%), 46,660 m<sup>2</sup> for office (82%) and 800 m<sup>2</sup> for leisure (81%).
- 6.116 The employment rate in December 2007 was 63.8%, significantly lower than regional / national average (North West England: 72.3%, England: 74.4% 2007) but showing a steady increase from the rate of 59.9% in 2004 with minor yearly fluctuations. The rate to be 90.5% of England rate by May 2005, and 100% by 2010 is likely to be influenced by the current economic climate.

## Employment Structure

- 6.117 The late 20th century saw the decline of the City's manufacturing industry and population but over the last ten years Manchester has modernised. The City's economy has moved from manufacturing based to knowledge based industries (see Table 6.7). In 2007 the total working age population was 315,193 (of mid-year estimate total population of 458,100). Over the past five years there has been over £2bn of private investment into the City and 45,000 new jobs have been created, predominately high skilled jobs. In January 2009, forecasts for employment were made and are provided in Table 6.6 below.

**Table 6.6 – Forecasts for Selected Indicators of Employment and Employment Structure**

	2008	2009	2010	2011	2012	2013	2014	2015
Working age population (000s)	326	330.6	334.2	337.4	341.2	345.7	349.7	353.3
Total employees (000s)	307.3	301.1	301.2	304.3	309.3	315	320.7	326.2
Self employed jobs (000s)	25	24.4	24.4	24.8	25.3	25.8	26.3	26.6
Residence employment (000s)	191.7	189.2	189.5	191.2	193.7	196.8	199.8	202.7
Unemployment level (000s)	11.2	16.3	17.9	17	15.3	13.9	13.4	13.3
Households (000s)	202	204	206	208	211	214	217	220
<b>Total GVA (£m)</b>	<b>12,564</b>	<b>12,487</b>	<b>12,677</b>	<b>13,105</b>	<b>13,613</b>	<b>14,170</b>	<b>14,739</b>	<b>15,345</b>
<b>Employees by sector (000s)</b>								
Construction	6.6	6.2	6.1	6.2	6.4	6.6	6.7	6.8
Distribution and retail	36.6	35.3	35.4	35.9	36.7	37.3	37.7	38.1
Hotels and restaurants	21.9	21.4	21.4	21.5	22.0	22.7	23.2	23.6
Transport and communications	33.3	33.3	33.6	33.8	34.0	34.5	35.0	35.5
Public administration and defence	15.8	15.9	16.0	16.0	16.0	16.1	16.2	16.2
Education	35.5	35.0	35.3	35.5	35.9	36.4	36.9	37.3
Health	35.2	35.6	36.0	36.5	37.1	37.8	38.4	39.0
Other sectors	29.5	28.6	28.5	28.6	28.8	28.8	28.8	28.8

Source: ONS Annual Population Survey 2007

**Table 6.7 – Employment by occupation in Manchester with regional and national comparisons**

% of people in employment who are	Manchester	Greater Manchester	North-West	England
Manager and Senior Officials	11.3%	14%	14.0%	15.7%
Professional	15.5%	11.7%	11.9%	13.1%
Associate Professional and Technical	17.6%	14.5%	13.8%	14.6%
Administrative and Secretarial	11.7%	12.7%	12.6%	11.8%
Skilled Trades	8.0%	10.1%	10.5%	10.7%
Personal Services	8.7%	8.2%	8.4%	7.8%
Sales and Customer Services	8.8%	8.8%	8.3%	7.5%
Process, Plant and Machine Operatives	6.0%	8.1%	8.3%	7.1%
Elementary and Other Occupations	12.4%	11.9%	12.2%	11.7

Source: ONS Annual Population Survey 2007

## Unemployment

- 6.118 Manchester has a relatively high overall rate of unemployment which has fallen steadily in recent years, but is still well above the national average. One in 8 of these have been unemployed for over 12 months. Also significant are the high rate of worklessness and the proportion of the population dependent upon Income Support (both also over twice the national average). The proportion of residents in employment who occupy unskilled manual jobs is also higher than average.
- 6.119 The unemployment rate in Manchester, a measure of residents in receipt of Jobseekers Allowance (JSA) as a proportion of the working-age population, fell to its lowest level (3.3%) in late 2007. The percentage of the working age population who are claiming JSA at February 2009 was 5.1%. The comparative figure for the north-west was 4.4% and for England was 3.9%.
- 6.120 The trend has fluctuated in the last decade, which is due to a combination of peaks and troughs in the number of residents claiming JSA and growth in resident working-age population. However, since late 2007 the rate has started to increase and currently, as at February 2009, is 5.1%. This is higher than the subregional and national rates of 4.4% and 3.9% respectively. The recent economic situation has affected unemployment rates. Ward level analysis shows greater percentage increases in Job Seekers Allowance (JSA) claimants in Brooklands, the City Centre and Moston, with Moss Side, Ardwick and Fallowfield showing the smallest increases in JSA claimants. This increase has been an impact of the economic downturn, and reflects the national pattern. The wards of Harpurhey and Woodhouse Park have seen the largest increases; however, some areas, particularly around central and east Manchester, have seen some decreases in claimants over the year.
- 6.121 Worklessness has fallen steadily over the last 5 years or so (26.4% in August 2004), but Manchester still has a relatively high rate at 19.1% of the working age population (compared to the national average of 11.6%). This in part reflects the unemployment rate (9.9% in 2008) which is still higher than the national average (6.3%) and the 10.7% of the working age population who are in receipt of Incapacity Benefit – compared with the national average of 7%<sup>8</sup>. A Manchester City Council Worklessness Task and Finish Group is currently investigating possible reasons and solutions to these issues and addressing worklessness is a key issue for transport across Manchester.

## Earnings

- 6.122 Workplace-based earnings for those who work in the city but don't necessarily reside in Manchester were £490 average full-time wage per week in February 2008, significantly higher than the corresponding figure for residential earnings (those who live in the city) at £427.7. Residential earnings are slightly lower than those for the Greater Manchester, north-west and national averages, suggesting that many of the more than highly paid jobs in the city are in the city centre and are not held by Manchester residents. The city's earnings have been decreasing by 1.5% since 2007.
- 6.123 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.

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<sup>8</sup> [www.nomisweb.co.uk](http://www.nomisweb.co.uk)

# 7. Key Sustainability Issues

## Introduction

- 7.1 The identification of the key sustainability issues most relevant to the Core Strategy has been based on the review of relevant plans and programmes documented in Section 4, the analysis of the baseline data documented in Section 5 and Appendix A, and a consideration of issues likely to be addressed in the Core Strategy.
- 7.2 Table 7.1 presents the full results of the analysis of key sustainability issues, which are briefly summarised as:
- High levels of deprivation and distributional inequality of deprivation;
  - Legacy of significant loss of population between 1950 – 1980;
  - Health issues and low life expectancy;
  - Health, deprivation, employment, and community participation barriers for BME communities;
  - High levels of crime and high levels of perceived anti-social behaviour;
  - Gender inequality issues including gender pay gap and gender health gap;
  - Barriers and opportunities for disabled people;
  - Relatively low attainment of education and qualifications, even though this has been improving;
  - Legacy of poor housing stock and high levels of unfit dwellings;
  - Affordability of housing;
  - Lack of accommodation provision for gypsies and travellers;
  - High levels of crime and perceived anti-social behaviour;
  - Varying perceptions of neighbourhood quality, community cohesion across the City;
  - High unemployment and worklessness rates;
  - Difference in earnings – workplace and residents based;
  - Need to ensure continued protection of biodiversity land, managed greenspace and important species;
  - Potential for flood risk;
  - Rich built cultural-industrial heritage;
  - Need to improve air quality;
  - Legacy of contaminated land;
  - Slow rates of increase for recycling and stagnancy of improvements to waste management infrastructure;
  - Need to improve rates of cycling and walking to school and work through improvements to walking and cycling routes; and
  - Low rates of installation for renewable energy technologies.

Table 7.1 – Key Sustainability Issues

No	Key Issues	Opportunities for the Core Strategy	SEA Topic
<b>SOCIAL ISSUES</b>			
1	<p><b>High levels of deprivation and distributional inequality of deprivation</b>                      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.</p>	<p>The Core Strategy presents an opportunity to reduce deprivation and social inequalities through the provision of land for employment opportunities located close to areas of high deprivation, to enable ease of access. Similarly the Core Strategy should seek to provide land for appropriate housing to meet identified local needs, including affordable and adaptable housing. The Core Strategy should also ensure that sufficient education and health facilities are included within proposed developments and that accessibility to these facilities is enhanced by walking, cycling and public transport modes. Amongst this provision, environmental enhancement schemes should form a key part of regeneration initiatives.</p>	<p>Population, Human Health, Material Assets</p>
2	<p><b>Significant loss of population between 1950 - 1980</b>                      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 dropped from 703,000 in 1951 to just 434,000 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.</p>	<p>The Core Strategy presents an opportunity for the development of policies which will seek to attract and retain a skilled workforce, through the provision of a high quality and attractive environment, accessible community facilities of national status, and the provision of high quality housing of different types and employment opportunities.</p>	<p>Population</p>
3	<p><b>Legacy of poor housing stock and high levels of unfit dwellings</b>                      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 April 2008, 55.2% of local authority housing was deemed to be in a non-decent condition. This is significantly higher than the regional and 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.</p>	<p>The Core Strategy should seek to ensure that housing policies seek to provide an appropriate mix of high quality housing to retain people in Manchester and create sustainable neighbourhoods. Housing quality should be based on national sustainable design standards, and include the refurbishment of the existing housing stock as a priority.</p>	<p>Material Assets, Population</p>
4	<p><b>Affordability of housing</b>                      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</p>	<p>There is opportunity for the Core Strategy to encourage the provision of affordable housing through the inclusion of a policy detailing a required proportion of new developments to be affordable. It should be ensured that this housing is not obviously distinguishable from market housing, to ensure that</p>	<p>Material Assets, Population</p>

No	Key Issues	Opportunities for the Core Strategy	SEA Topic
	<p>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.</p>	<p>social inequalities are reduced. There is a need for the Core Strategy to ensure that housing supply matches projected demand both in terms of numbers and type.</p>	
5	<p><b>Lack of accommodation provision for gypsies and travellers</b>                      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.</p>	<p>The Core Strategy should seek to provide accommodation for gypsies and travellers, in order that they have sufficient access to the services and facilities afforded to other members of the community, and to reduce potential environmental and social effects that may arise from illegal encampments.</p>	<p>Population, Material Assets</p>
6	<p><b>Health issues and low life expectancy</b>                      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:</p> <ul style="list-style-type: none"> <li>• Death from circulatory diseases, cancer and suicide;</li> <li>• Death from respiratory disease;</li> <li>• Early death from heart disease and strokes;</li> <li>• Child obesity;</li> <li>• Rate of teenage conception; and</li> <li>• Number of people with a limiting long-term illness.</li> </ul> <p>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.</p>	<p>The Core Strategy should ensure that sufficient health and recreational facilities and green spaces are included within proposed developments and that accessibility to these facilities and amenities, particularly by sustainable transport modes, is enhanced. This will help to improve health levels through an increase in physical activity through recreation and walking and cycling as modes of transport, as well as the secondary benefits of improved air quality from an increase in greenspace and potential modal shift to more sustainable modes of transport.</p> <p>The Core Strategy should seek to ensure that development is designed to ensure ease of accessibility for all, including disabled people. The Core Strategy should seek that adaptable and special needs housing is provided, responding to the current and future predicted needs. This might include adherence to design standards such as Lifetime Homes which will also contribute to future sustainability through minimise the need to specialist elderly accommodation.</p>	<p>Population, Human Health</p>
7	<p><b>Health, deprivation, employment and community participation issues for BME communities</b>                      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</p>	<p>The development of the Core Strategy should seek to ensure that the needs of the entire community are catered for, seeking to reduce inequalities that are social, economic or geographical. In addition to the policy approaches described under issues 1-6, the Core Strategy should take into consideration other factors which are considered under Equality Impact Assessment.</p>	<p>Population, Human Health</p>

No	Key Issues	Opportunities for the Core Strategy	SEA Topic
	<p>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:</p> <ul style="list-style-type: none"> <li>• Around 80% of people from BME backgrounds live in the 88 most deprived local authority wards in the country;</li> <li>• Disabled adults are twice as likely to live in low-income households as non-disabled adults;</li> <li>• Half of all lone parents are on a low income, the overwhelming majority of them being women; and</li> <li>• Only 65% of Indian Muslim men have jobs, compared to 78% of White British Christian men, and 74% of Indian Hindu men.</li> </ul>	<p>The process of developing the Core Strategy should seek to ensure that hard- to-reach groups are included as part of the consultation process.</p>	
8	<p><b>High levels of crime and perceived anti-social behaviour</b>                      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.</p>	<p>In addition to the suggested policy interventions for the Core Strategy above relating to deprivation, the Core Strategy and its subsequent SPD should seek to reduce levels of crime and the perception of crime, through policies requiring design measures which can help to alleviate these problems. This might include features such as lighting, security, and natural surveillance. This will help address inequality, in terms of enhancing safety for the targeted social groups: women and those affected by hate crimes and violent crimes.</p>	<p>Population, Human Health</p>
9	<p><b>Varying perceptions of neighbourhood quality, community cohesion across the City</b>                      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.</p>	<p>Opportunities for the Core Strategy to increase community cohesion and residents' feeling of belonging to their neighbourhoods may be through improving living environment, providing a mix of housing types, attracting more people to settle in Manchester and providing opportunities for increased social mixing and interaction. The provision of a range of community facilities within walking distance of residential areas may encourage this effect.</p>	<p>Population</p>

No	Key Issues	Opportunities for the Core Strategy	SEA Topic
10	<p><b>Gender inequality issues including gender pay gap and gender health gap</b>                      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.</p>	<p>The Core Strategy provides an opportunity to encourage women's participation in the employment market, especially in the higher paid jobs, by improving accessibility to employment, especially by public transport and other sustainable means of transport, as women are more dependent on public transport.</p>	<p>Population, Human Health, Material Assets</p>
11	<p><b>Barriers for opportunities for disabled people</b>                      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.</p>	<p>The Core Strategy provides an opportunity to enhance the equality of opportunity for disabled people through providing appropriate and adaptable to special needs housing, and planning and designing public spaces, buildings and infrastructure as well as transport systems, to be inclusive and thus accessible to disabled people.</p>	<p>Population, Human Health, Material Assets</p>
<b>ENVIRONMENTAL ISSUES</b>			
12	<p><b>Potential for flood risk</b>                      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.</p>	<p>The Core Strategy policies should seek to avoid the allocation of land, or the allowance of development, which will increase the risk of flooding to people or property. The development of sensitive uses, including residential accommodation, in flood plains should especially be avoided. Measures to reduce surface water runoff as part of development should be encouraged.</p>	<p>Population, Water</p>
13	<p><b>Low rates of installation for renewable energy technologies</b>                      All street lighting and all electricity used in Manchester City Council's 800 operational buildings is green energy (electricity produced from renewable sources outside of the City boundaries). 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.</p>	<p>The Core Strategy could seek to increase the proportion of energy generated through low and zero carbon energy sources, through the allocation of land for this purpose. Policies could also seek to require a specific proportion of energy used by buildings to be from low or zero carbon energy sources.</p>	<p>Climatic Factors, Landscape</p>
14	<p><b>Rich built cultural-industrial heritage</b>                      There are approximately 900 listed buildings and 35 Conservation Areas in</p>	<p>The Core Strategy policies should seek to ensure that development will maintain or enhance sites of heritage value</p>	<p>Cultural</p>

No	Key Issues	Opportunities for the Core Strategy	SEA Topic
	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.	within the City.	Heritage
15	<b>Legacy of contaminated land</b> 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.	Core Strategy policies should seek to improve soil quality and maximise the use of previously developed land through development proposals. This may include the allocation of previously developed sites in sustainable locations as a priority, seeking that contaminated areas are remediated.	Soils
16	<b>Need to improve air quality</b> 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 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.	The Core Strategy should seek to improve air quality, especially in the AQMA area, through the development of traffic reduction initiatives such as promoting and modal shift to more sustainable transport modes, and reducing the need to travel through the co-location of housing, employment and essential services and facilities. The Core Strategy could also seek to develop measures which will enable the sequestration of pollutants, such as the development of green infrastructure throughout the City.	Air
17	<b>Need to improve rates of cycling and walking to school and work through improvements to walking and cycling routes</b> 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.	As part of transport policy initiatives, the Core Strategy should seek to promote cycling and walking as modes of transport, through the allocation of a strategic network throughout the City, linking housing with employment areas and educational facilities.	Climatic Factors
18	<b>Slow rates of increase for recycling and stagnancy of improvements to waste management infrastructure</b> 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.	The Core Strategy could seek to encourage an increase in the movement of waste up the waste hierarchy, through the promotion of waste avoidance and minimisation, the co-location of sustainable waste management facilities, such as 'bring' sites with residential areas, etc. Sustainable design requirements may also help improve this trend.	Material Assets, Population
<b>ECONOMIC ISSUES</b>			

No	Key Issues	Opportunities for the Core Strategy	SEA Topic
19	<p><b>High worklessness and unemployment rates</b>            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.</p>	<p>The Core Strategy should seek to improve its economic viability through the allocation of sites for employment uses that reflect the skills of the local population, whilst creating an economically diverse and resilient City. Environmental improvement policies and other regeneration initiatives may help to improve economic opportunities through investment.</p>	<p>Population, Material Assets</p>
20	<p><b>Relatively low education, qualification attainment and Difference in earnings – workplace and residents based</b>            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 than highly paid jobs in the city are in the city centre and are not held by 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 attracting more highly qualified and skilled people to live as well as work within the city.</p>	<p>A key issue for the Core Strategy is to deliver greater connectivity and opportunities for education and training and therefore enable residents to access new jobs being created.</p>	<p>Population, Material Assets</p>

## 8. Sustainability Appraisal Framework

### Introduction

- 8.1 The SA Framework is a key component in completing the SA through synthesising the baseline information and sustainability issues into a systematic and easily understood tool that allows the assessment of effects arising from the implementation of the Core Strategy in key areas. Although the SEA Directive does not specifically require the use of objectives or indicators in the SEA process, they are a recognised and useful way in which social, environmental and economic effects can be evaluated and compared at key stages of the Strategy's development.
- 8.2 The SA Framework comprises a list of **objectives**. Progress toward achieving these objectives will be measured using the corresponding **indicators**. The purpose of the SA Framework is to provide a set of criteria against which the performance of the Core Strategy can be predicted and evaluated.

### Manchester City Core Strategy SA Framework

- 8.3 A SA Framework 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.
- 8.4 The SA Framework developed for the Manchester City Core Strategy includes a series of carefully selected indicators which provide a clarification of the intended interpretation of each objective.
- 8.5 The initial set of draft objectives was drawn up by Council officers, following the consideration of a number of sources, including:
- Integrated Appraisal Toolkit for the North West 2003 (from the North West Regional Assembly's Action for Sustainability framework – which has been widely used for appraisal of RSS and other regional strategies and by a number of local authorities);
  - ODPM draft guidance 'Sustainability Appraisal of Regional Spatial Strategies and Local Development Frameworks' Sept 2004 - example Sustainability Objectives and Sub-Objectives (this guidance itself drew upon: Local Quality of Life Counts (DETR July 2000); Quality of Life Counts (DETR December 1999); Audit Commission Voluntary Quality of Life Indicators (2002-2003); DTI Business Competitiveness Indicators (for local authority areas); DETR Indices of Deprivation 2000).
  - Existing indicators/targets from the Community Strategy, LSP, PSA and BV.
- 8.6 The initial set of draft objectives was also informed by discussions with officers from the Environmental Strategy and Campaigns team, the Joint Health Unit, and the Sustainable Neighbourhoods Partnership.
- 8.7 The objectives were then circulated to key officers and members within the Council, and feedback from this internal consultation was used to revise the list. The resulting set of 25 proposed objectives was approved by Planning Policy Committee in May 2005, and then went out to external consultation for six weeks. A wide range of organisations, groups and individuals had the opportunity to make comments and the received feedback was used to inform further revisions to the draft framework presented in the Scoping Report (September 2005). Following the consultation on the Scoping Report further amendments to the objectives and indicators were made (see Appendix B).
- 8.8 Preparation of this SA report involved the revisions of all the previous SA tasks, including the PPPs review and derivation of key sustainability themes, updating the baseline and the key sustainability issues. These updates necessitated further revisions to be made to the SA

Framework to ensure it properly reflects relevant sustainability themes and key issues. In addition, the SA Framework was rationalised to ensure that the objectives are worded so that they reflect one single desired direction of change for the theme concerned and do not overlap with other objectives. These revisions to the SA Framework have been made with a view of making future appraisal of the Core Strategy policies more targeted and efficient.

8.9 The key changes made to the SA objectives are as follows:

- The former objective S1 (*Reduce poverty*) has been reworded to read: '*Reduce poverty and social exclusion*', as the issues of poverty and social exclusion are interconnected.
- The former objective S2 (*Increase Manchester's population to help sustain better services and amenities to support Neighbourhoods of Choice*) has been reworded to read: 'Attract additional population to settle in Manchester'. The new wording is more concise and better reflects the issue of significant historical loss of the city's population.
- The former objective S4 (*Improve health of the population*) has been reworded to read: '*Improve health of the population and reduce health inequalities*'. The aim of reducing health inequalities was previously included in the framework as one of the former sub-objectives. However, it has been considered important to make this consideration part of the objective, as it is quite possible to improve overall health of the population but still experience the decline of the health of the worst off. This wording also ensures integration of the SA objectives with the HIA.
- The former objective S6 (*Extend quality and choice of housing opportunities*) has been reworded to read: 'Provide an adequate mix of quality housing for current and future residents of the area' to make the objective's wording more focused and better aligned with sustainability principles.
- The former objectives S10 (*Improve provision and use of efficient, inclusive and affordable transport systems*) and En 1 (*Reduce the effect of road traffic on the environment*) were combined to form one objective worded as: 'Promote the use of sustainable transport modes and reduce motorised traffic', as the goals of these two objectives were similar: promote sustainable transport modes and reduce the effects of motorised traffic.
- The former objective En4 (*Maintain and enhance the quality of the environment*) has reworded, as its wording was very broad and too encompassing, whilst the majority of its sub-objectives and indicators were focused on the issue of efficient land use. Therefore, the adopted new wording for the objective is the following: '*Ensure efficient use of land*'. A number of indicators under the former objective have been moved to other objectives where they fit better.
- A landscape element from the former objective En5 (*Maintain and enhance landscapes and biodiversity, including habitats and species*) has been removed to form a new objective on landscape and townscape: '*Maintain and enhance the quality of landscape, townscape and built environment*'. A revised wording of the biodiversity objective is the following: '*Maintain and enhance biodiversity, including habitats and species*'.
- The former objectives Ec1 (*Encourage a strong and stable economy*) and Ec2 (*Encourage a growing economy*) were found to be in conflict (i.e. one encourages growth and one supports stable economy) and not fully aligned with the sustainable development thinking (i.e. possibility for increasing prosperity without economic growth in terms of increasing material throughputs). Therefore, Ec2 has been removed.
- The former objectives Ec4 (*Encourage socially and environmentally responsible business in the private, public and voluntary sectors*) and Ec5 (*Enable businesses and communities to benefit from the opportunities offered by ICT*) were deemed to be beyond the sphere of influence of the Core Strategy and consequently removed.
- A new economic objective '*Maintain and enhance vitality and viability of Manchester's centres, including City Centre, District and Local Centres*' has been added to the SA

objectives for a better coverage of the economic aspects of the future development in the area.

8.10 The updated SA Framework includes 24 objectives as shown in Table 8.1 below.

Table 8.1 – SA Framework

**Key to Data Availability for Indicators:**

**Bold = Data currently available or information source is known**

Not bold = Data currently unknown

No	SA Objective	Indicator	SEA Topics
<b>Social</b>			
1.	Reduce poverty and social exclusion	<b>Ranking of Index of Multiple Deprivation (IMD) 2004 (% of people in Manchester living in 20% most deprived areas of England)</b>	Population, Human Health
		<b>IMD: Income domain</b>	
		<b>% of population of working age who are claiming key benefits</b>	
		<b>Children in poverty: % of children living in families receiving means-tested benefits</b> (Manchester Health Profile indicator)	
		<b>Tackling fuel poverty – people receiving income based benefits living in homes with a low energy efficiency rating (NI 187)</b>	
2.	Attract additional population to settle in Manchester	<b>Mid Year Estimate</b>	Population
		<b>Working age population qualified to NVQ4 and over</b>	
3.	Improve health of the population and reduce health inequalities  (Objective aiming to integrate HIA)	<b>Obesity amongst children</b> (Manchester Health Profile indicator)	Population, Human Health
		<b>Participation in sport and active recreation</b> (National Indicator 8)	
		<b>Physically active children: % 5-16 year olds who spent at least 2 hours per week on high quality PE and school sport</b> (Manchester Health Profile indicator)	
		Proportion of journeys to work on foot or by cycle	
		Change in existing provision of outdoor playing space (youth and adult space)	

		Change in existing provision of children's play space	
		<b>Amount of new residential development within 30 minutes public transport time of a GP, hospital and a major health centre</b>	
		% disabled people with good access to health, sport and recreation facilities	
		Proportion of residents within easy reach of a food shop	
		<b>IMD: Health domain</b>	
		<b>Female life expectancy</b>	
		<b>Male life expectancy</b>	
		<b>Over 65s 'not in good health'</b> (Manchester Health Profile indicator)	
		<b>% of people who describe their health as good</b>	
		% disabled people with good health	
		<b>Incapacity benefits for mental illness (rate per 1,000 working age population)</b> (Manchester Health Profile indicator)	
		Excess winter deaths index	
		% of households without central heating	
4.	Improve the qualifications and skills of the resident population	<b>IMD: Education domain</b>	Population
		<b>% of 16 to 18 year olds not in education, employment or training</b>	
		<b>GCSE results</b>	
		<b>Working age residents qualified to NVQ level 3 or above</b>	
5.	Provide an adequate mix of quality	<b>IMD: Barriers to housing domain</b>	Population, Material assets

	<p>housing for current and future residents of the area</p>	<p><b>Annual average number of net additional dwellings needed to meet overall housing requirements</b></p> <p><b>Households accepted by local housing authorities as homeless</b></p> <p>Proportion of all new dwellings that are either accessible or adaptable</p> <p>Proportion of all new affordable dwellings that are either accessible or adaptable</p> <p><b>Local authority housing in non-decent condition (ONS)</b></p> <p>RSL completions</p> <p>% of affordable homes as proportion of total new dwelling completions</p> <p>Affordability ratio: Comparison between property price and average annual earnings</p> <p>Distribution of housing by type</p> <p>% of special needs housing provided as a proportion of total new dwelling completions</p> <p><b>Net additional pitches (Gypsy and Traveller)</b></p> <p><b>Empty properties in the private sector (AMR 2008)</b></p> <p>Unfit private sector dwellings made fit or demolished</p> <p>Vacant private sector dwellings returned to occupation</p>	
<p>6.</p>	<p>Reduce crime and perceptions of crime</p>	<p>IMD: Crime domain</p> <p><b>Recorded violence against the person crimes crude rate per 1,000 population (Manchester Health Profile indicator)</b></p> <p><b>Residents feeling safe alone after dark in their local area</b></p> <p>Disabled residents feeling safe alone after dark in their local area</p> <p><b>Residents feeling safe walking alone during daytime in their local area</b></p>	<p>Population, Human Health</p>

		Disabled residents feeling safe walking alone during daytime in their local area	
		<b>Residents' perceptions of anti-social behaviour</b> (NI 17)	
7.	Encourage a sense of community well-being and engagement	<b>Residents believing they can influence decision making</b> (NI 4)	Population
		<b>% of people who feel that they belong to their neighbourhood</b> (NI 2)	
		<b>Overall/general satisfaction with local area</b> (NI 5)	
		<b>Residents believing that people from different backgrounds get on well together in their area</b> (NI 1)	
		<b>Migrants English language skills and knowledge</b> (NI 13)	
		<b>Use of public libraries</b> (NI 9)	
		<b>Visits to museums and galleries</b> (NI 10)	
		<b>Percentage of adults who have either attended an arts event or participated in an arts activity at least three times in the past 12 months</b> (NI 11 Engagement in the arts)	
		<b>Young people participation in positive activities</b> (NI 110)	
8.	Ensure people's needs for goods, services and amenities are met	Residents finding it easy to access local services and amenities	
		Disabled residents finding it easy to access local services and amenities	
		<b>Proportion of residents within 20 minutes walk/public transport travelling time of a district centre</b>	
		<b>IMD: Living environment domain</b>	
		Community facilities and mixed use land availability	
		Community facilities and mixed use permissions and allocations	
		Areas of deficiency in terms of natural green space	
		Area of land allocated for allotments	

		% crossings for disabled people	
		<b>% of public buildings accessible for disabled people</b>	
		<b>Number of Green Flag open spaces</b>	
		Dwellings within 2 km of natural green space at least 20 ha in size (Accessible Natural Greenspace Standards - Promoting the Natural Green structure of Towns and Cities, English Nature)	
9.	Ensure inclusion and equality of opportunity for all, whilst embracing differing needs, values and customs  <i>(Objective aiming to integrate EqIA)</i>	<b>ONS population estimates (age, gender and ethnicity)</b>	Population, Human Health
		<b>Residents believing that people from different backgrounds get on well together in their area (NI 1)</b>	
		<b>Ranking of Index of Multiple Deprivation (IMD) 2004 (% of people in Manchester living in 20% most deprived areas of England)</b>	
		<b>Children in poverty: % of children living in families receiving means-tested benefits</b>	
		<b>% of population of working age who are claiming key benefits</b>	
		<b>Economic Activity – Males</b>	
		<b>Economic Activity – Females</b>	
		Employment rate for those with a disability that limits their day-to-day activities and their work	
		Employment rate, lone parents	
		Employment rate, BME	
		Residents finding it easy to access local services and amenities	
		<b>Working age people with access to employment by public transport, walking and cycling (NI 176)</b>	
		Disabled residents finding it easy to access local services and amenities	

		<p><b>Independent living: % of vulnerable people achieving independent living (NI 141)</b></p> <p>% crossings for disabled people</p> <p><b>% of public buildings accessible for disabled people</b></p> <p>Proportion of all new dwellings that are either accessible or adaptable</p> <p>% of affordable homes as proportion of total new dwelling completions</p> <p>% of special needs housing provided as a proportion of total new dwelling completions</p> <p>New housing schemes achieving a 'silver' and 'gold' standard on the Building for Life criteria</p> <p><b>Tackling fuel poverty – people receiving income based benefits living in homes with a low energy efficiency rating (NI 187)</b></p>	
<b>Environmental</b>			
10.	Promote the use of sustainable transport modes and reduce motorised traffic	<p><b>Estimated distance travelled by cars per capita</b></p> <p>Traffic movements on A &amp; B roads</p> <p><b>Nitrogen dioxide emissions</b></p> <p><b>Emissions of particulates</b></p> <p><b>Congestion – average journey time per mile during the morning peak (NI 167)</b></p> <p>Satisfaction with safe places to cross the road in local neighbourhood</p> <p>Disabled people satisfied with safe places to cross the road in local neighbourhood</p> <p><b>Trips made to Regional Centre by means other than private car</b></p> <p><b>Access to services and facilities by public transport, walking and cycling (NI 175)</b></p> <p><b>Children walking, cycling or using public transport to secondary school</b></p>	Air Quality, Population, Human Health

		New or improved cycle lanes and footpaths	
		<b>Use of public transport (passenger journeys by bus per year</b> (millions of journeys)	
		Satisfaction with local bus services	
		Satisfaction with local bus services amongst disabled people	
		No. of residents within 500m of a bus stop, train station or Metrolink stop	
		<b>Children walking or cycling to primary school</b>	
11.	Improve air quality	<b>Days per year on which air pollution reaches moderate levels or higher (for NO<sub>2</sub>, PM10, SO<sub>2</sub>, CO)</b>	Air, Human Health
		<b>Number and area of Air Quality Management Areas</b>	
12.	Improve the quality of water bodies and their environment	<b>Rivers of good or fair biological quality</b>	Water
		<b>Rivers of good or fair chemical quality</b>	
		Kilometres of river bank/canal brought back into active management	
13.	Ensure efficient use of land	<b>Area of derelict land and buildings (in hectares)</b> (AMR 2008)	Soil
		<b>Homes built at density of less than 30 dwellings per hectare; between 30 and 50 dwellings per hectare; and above 50 dwellings per hectare</b>	
		<b>Percentage of new and converted dwellings built on previously developed land</b>	
		<b>Total amount of employment floorspace on previously developed land</b>	
		Hectares of contaminated land (remediated)	
14.	Maintain and enhance biodiversity, including habitats and species	<b>Sites designated for nature conservation (SBIs, LNRs, SSSIs, cSACs)</b>	Biodiversity, Flora, Fauna
		Area of land designated as SBI/LNR/SSSI/cSAC per 1,000 population	
		Hectares of open space with a biodiversity emphasis	

		<b>% area of SSSIs in favourable/recovering condition</b>	
		New developments with a biodiversity emphasis	
		Percentage increase in BAP priority habitats and species	
		Species population indices	
		Cases of wildlife crime reported	
15.	Maintain and enhance the quality of landscape, townscape and built environment	Developments accompanied by a satisfactory design statement (as defined in Manchester's Guide to Development 2)	Landscape
		% of premises meeting BREEAM "Very Good" standard or higher and % of dwelling meeting Code for Sustainable Homes level 3-6	
		New housing schemes achieving a 'silver' and 'gold' standard on the Building for Life criteria	
		% of new development that incorporates improvements to public realm	
		Number of planning applications refused for reasons due to poor design	
16.	Protect and enhance sites, features and areas of historical and archaeological value	<b>Number of Buildings of Grade I and II* at risk of decay</b>	Heritage
		Scheduled Monuments at risk	
		% of Conservation Areas with up-to-date character appraisal	
		<b>No. of registered historic parks and gardens at risk</b>	
		% of planning applications with archaeological site appraisals completed	
17.	Ensure the prudent use of natural resources	Percentage of buildings adhering to the Code for Sustainable Homes standards (all new dwellings meeting Code level 3 by 2010, Code level 4 by 2013 and Code level 6 by 2016)	Water, Material Assets
		<b>Average annual domestic consumption of gas and electricity (kwh)</b>	
		<b>Energy use of local authority operational buildings</b>	

		% of non-residential buildings adhering to BREEAM 'Very Good/'Excellent' standards	
		Capacity of on-site renewable energy generation in the City (cumulative total of figure for AMR)	
		<b>Renewable energy generation: installed generating capacity (AMR 2008)</b>	
		Energy used by the local authority generated from a renewable source	
		Daily domestic water use (per capita consumption)	
18.	Reduce contribution to climate change	<b>Change in CO<sub>2</sub> emissions from domestic use</b>	Climatic Factors
		<b>GHG emissions by sector and per capita emissions - proportion and absolute quantity in tonnes per year (Defra Statistics on CO<sub>2</sub> emissions for local authority areas)</b>	
		Aviation and shipping emissions	
		Net increase in tree cover	
19.	Reduce impact of climate change	New developments incorporating Sustainable Urban Drainage Systems	Climatic Factors, Human Health
		<b>New developments in Flood Zone 3</b>	
		<b>Flood Risk – Planning applications granted contrary to Environment Agency advice</b>	
		Incidence of fluvial flooding (properties affected)	
		<b>Adapting to climate change (NI 188)</b>	
20.	Minimise the production of waste, manage waste sustainably and increase re-use, recycling and recovery rates	<b>% of waste being recycled/composted/landfilled</b>	Waste
		<b>Waste arising per head</b>	
<b>Economic</b>			
21.	Encourage a strong and stable economy	<b>Net change in VAT registered enterprises</b>	Material Assets
		<b>Survival rates of VAT registered businesses</b>	

		<b>Business start-ups (number of new VAT registered enterprises) and closures</b>	
		<b>GVA per capita</b>	
		Take-up of employment floorspace (completions)	
		<b>Number and percentage of businesses by industry type in key sectors</b>	
		<b>Impact of local authority regulatory services on the fair trading environment (NI 183)</b>	
		Tourist spend and overnight visitor to the city numbers	
22.	Reduce economic exclusion	<b>Employment rate</b>	Population, Material Assets
		<b>Worklessness</b>	
		Employment rate for those with a disability that limits their day-to-day activities and their work	
		Employment rate, lone parents	
		Employment rate, BME	
		Proportion of those employed as unskilled workers	
		<b>IMD: Employment domain</b>	
		<b>Economically active (percentage of working age population): Total; In employment; Employees; Self-employed; Unemployed</b>	
		<b>Long term unemployment</b>	
		<b>Income Support claimants</b>	
		<b>Economic Activity – Males</b>	
		<b>Economic Activity – Females</b>	
		<b>Earnings – workplace based</b>	

		<b>Earnings – residents based</b>	
		<b>Working age people with access to employment by public transport, walking and cycling</b> (NI 176)	
23.	Encourage and accommodate both indigenous and inward investment	Number of enquiries to business advice services from within area	Material Assets
		Number of enquiries to business advice services from outside of area	
		<b>Satisfaction of businesses with local authority regulation services</b> (NI 182)	
		<b>Employment land availability</b>	
		<b>Total amount of employment floorspace by type</b>	
		<b>Employment permissions and allocations</b>	
24.	Maintain and enhance vitality and viability of Manchester’s centres, including City Centre, District and Local Centres	Percentage of town centre units with A1 uses	Material Assets
		<b>Total amount of floorspace for ‘town centre uses’</b>	
		<b>Amount and percentages of completed retail, office and leisure development respectively in town centres</b>	
		% Vacant units in town centres	
		Pedestrian Flows	

## SA Baseline Data and Trends

- 8.11 The SA Framework is the key tool used in the assessment of effects. The prediction of effects, in terms of their magnitude, frequency, duration, and spatial extent, is conducted via detailed analysis of the baseline data. It is thus important to ensure that critical aspects of the baseline can be directly related to the objectives and indicators of the SA framework. Determining the significance of predicted effects is perhaps the most critical task in the SA. The picture that the baseline presents in terms of the SA framework is the starting point for this.
- 8.12 Table 8.2 presents a summary of the current trends observed in the baseline data (improving, stable or declining) against the updated SA objectives.

### Future Baseline

- 8.13 The SEA Directive requires the consideration of the likely evolution of the state of the environment without the implementation of the plan being assessed. Within the next 20 years it is predicted that there will be a number of external influences that will affect the state of Manchester's social, natural, built and economic environment, without the implementation of the Manchester City Core Strategy.
- 8.14 Such influences and future trends are also set out in Table 8.2. These baseline trends without the implementation of the Core Strategy have been used in the assessment of the Core Strategy policies and strategic sites set out in Sections 10 and 11 below.

Table 8.2 – SA Current and Predicted Future Baseline Data Trends

SA Objective		Baseline Condition	Future Trends	Limitations of Data	Commentary
1	Reduce poverty and social exclusion	Poor	Stable	None noted	The ranking of Manchester in the Index of Multiple Deprivation has marginally improved since 2004. Those experiencing social exclusion are less likely to be able to adapt to local economic change and decline. Decreasing levels of exclusion may occur as employment levels rise but this is not likely to be a significant improvement in the short to medium term in light of the challenges imposed by the recent economic downturn and the lack of affordable housing in the short-term may slow improvements.
2	Attract additional population to settle in Manchester	Poor	Improving	None noted	Population numbers fell throughout the 1970s, 1980s and 1990s but has been growing at a rate of 1% per year since 2001. Manchester's population is predicted to grow to 557,800 people by 2027 according to the Greater Manchester Forecasting Model.
3	Improve health of the population and reduce health inequalities	Poor	Declining	None noted	The health of Manchester residents across a number of indicators is poor in comparison to other English regions and although life expectancy and some other health indicators show positive trends, they still perform poorly in comparison to the national average. Furthermore, many health indicators are not yet showing any signs of improvement and in some cases are showing a worsening trend. Therefore, without local intervention in the future, it is expected that general standards of health will continue to decline.
4	<i>Improve the qualifications and skills of the resident population</i>	Poor	Improving	None noted	Overall, the level of skills and educational attainment in Manchester across most indicators is below the regional and national averages but is showing improvement for a number of important indicators. Opportunities to develop skills and receive training are likely to be advanced as the economic performance of the City improved but unless this is met by an equal increase in employment opportunities, the improvements are likely to be marginal and the skills of the potential workforce are not likely to be met by incentives and opportunities in the job market.
5	Provide an adequate mix of quality housing for current and future residents of the area	Poor	Declining	Data may not reflect the current economic climate	The affordability of housing for owner occupation has declined sharply in recent years and the proportion of local authority housing in a 'non-decent' condition increased slightly in recent years (2004 to 2008). The local housing market is weak in terms of providing housing in places where people want to live and for an affordable cost, leading to increased spatial polarisation, i.e. some areas are becoming increasingly remote from mainstream housing markets while others are becoming more transient and lacking a stable sense of community.
6	Reduce crime and perceptions of crime	Poor	Improving	Collection of data for crime is driven by national policy	Overall, crime rates have been reducing in Manchester but are still higher than national and regional averages. The rates are expected to continue improving due to legislation and policy at a national level.
7	Encourage a sense of community well-being and engagement	Moderate	Stable	Parameters for 2004 Quality of Life Survey differed to that of 2008/09 Manchester Place Survey making	There has been a steady increase in overall residents' satisfaction with neighbourhood as a place to live but the levels of self-reported satisfaction across a number of quality of life and community cohesion indicators varies quite considerably and also varies considerably across the City area. This situation is expected to continue without intervention at a local level.

				comparisons difficult.	
8	Ensure people's needs for goods, services and amenities are met	Moderate	Stable	None noted	The proportion of public buildings accessible to disable people continues to increase. There are local disparities with regards to accessibility to the key services and facilities, particularly in the areas with high deprivation levels. The situation looks more favourably with regards to new residential completions – 100% of these for 2007/08 fall within 30 minutes walking/public transport travel time of a secondary and primary school, a medical centre / GP, an employment area and a district centre, showing consistently stable trends over the last four years.
9	Ensure inclusion and equality of opportunity for all, whilst embracing differing needs, values and customs	Moderate	Stable?	Lack of meaningful indicators to describe barriers experience by disabled people	Equality of inclusion is improving for some indicators (e.g. education and skills for BME groups), declining for others (e.g. employment for BME groups, gender health gap), and remains unclear for others (e.g. disabled people and access to employment / housing / transport / educational opportunities). The Equality Act (2010) is likely to offer some stability to the situation in the short to medium term and is likely to improve the situation in the long-term.
10	Promote the use of sustainable transport modes and reduce motorised traffic	Moderate	Declining	Lack of reliable local data	Trips made to the regional centre by means other than the private car show an improving trend. However, an increasing proportion of people using public transport is likely to be offset by a likely overall increase in traffic levels due to the expected rise in population and prevailing lifestyle choices affecting car choices and car usage.
11	Improve air quality	Moderate	Declining	None noted	Figures for air quality have been fluctuating in recent years and there is no clear trend in overall air pollution in recent years. Car ownership is expected to increase nationally in the future unless there is considerable intervention by providing substantial improvements in public transport infrastructure and implementing fiscal incentives aiming to reduce vehicle use. Increased levels of traffic will affect local air quality. Further negative effects on the local air quality are associated with the proposed expansion of the airport.
12	Improve the quality of water bodies and their environment	Moderate	Improving	None noted	The biological quality of waterbodies has decreased slightly in recent years but chemical water quality has been increasing slightly. The biological and chemical quality of UK rivers in general is expected to improve over the next few years due to the Water Framework Directive and the Fresh Water Fish Directive.
13	Ensure efficient use of land	Good	Stable	Trends for floorspace development by business development type are variable and no trend information is available for loss of floorspace	The total of new dwellings built on previously developed land is high but there was a slight decrease in from 2004/05 to 2005/06 in new dwellings built on previously developed land However, the total amount of employment floorspace on previously developed land is currently 100%.
14	Maintain and enhance biodiversity, including habitats and species	Moderate	Stable	Date of ecological survey for Manchester not established	The percentage area of SSSIs in favourable or recovering condition has been improving till 2006 but has not demonstrated any significant change since then and the level of protection is expected to remain stable, particularly as Rochdale Canal has recently achieved SAC status.

15	Maintain and enhance the quality of landscape, townscape and built environment	Good	Improving	None noted	The number of Green Flag open spaces has been increasing in recent years and there are no registered historic parks and gardens at risk of decay. For many years the City 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 and, with the improvements to the economic performance of the City and with continued inward investment, this is expected to improve in the long-term.
16	Protect and enhance sites, features and areas of historical and archaeological value	Good	Improving	None noted	There has been a dramatic reduction in the number of Grade I and Grade II Listed Buildings at risk of decay since 2007. Due to the historical importance of Manchester as "the archetype city of the Industrial Revolution", the City's built heritage is conferred a high level of protection and this is expected to improve in the long-term if local policy continues to attach importance to its cultural heritage legacy.
17	Ensure the prudent use of natural resources	Moderate	Stable	Secondary aggregate reuse and reserves data for 2005 cannot be broken down below the regional level and has not been used.	No baseline data or information on trends for mineral consumption is available at a local level. Trends for energy consumption are generally stable, and the trend for water consumption is not available.
18	Reduce contribution to climate change	Moderate	Declining	None noted	Domestic consumption of gas has been decreasing although consumption of electricity has been increasing and there has been a 2% improvement in the energy use of local authority operational buildings. Carbon dioxide emissions from industry and commercial, domestic and transport sectors continue growing in absolute terms, although the percentage break down of contributions from these sectors remained stable over 2005-2006. An increase in GHG emissions is expected as a result of a growing level of air travel. Energy efficiency should improve in line with national legislation, particularly for new housing, and improvements in materials and technologies, particularly if the Council is to achieve the 30% improvement in energy efficiency for houses by 2010 under the Home Energy Conservation Act. The Council has made significant steps to sourcing its energy requirements from renewable energy sources (RES) and now sources 100% of energy from these sources. However, renewable energy generation still represents a very small percentage of the total energy capacity in Manchester overall. Installation of renewable energy technologies is likely to increase due to national set targets and local requirements but it is still not likely to offset the predicted growth in GHG emissions.
19	Reduce impact of climate change	Moderate	Declining	None noted	The outlook for Manchester reflects the national prediction for warmer, wetter winters, hotter drier summers and more periods of extreme heat and intense rainfall. The potential consequences of these changes include a deepening urban heat island effect, increasing stress on city infrastructure caused by or example, stormy weather or increased risk of flooding. Manchester has not recently approved any developments contrary to EA advice.

20	Minimise the production of waste, manage waste sustainably and increase re-use, recycling and recovery rates	Moderate	Stable	None noted	Recycling in Manchester has increased rapidly since 2001/02. However, in recent years, the proportion recycled has increased only slightly, although the proportion composted has risen. 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. Waste arisings per head have been improving in recent years although the total amount of household waste collected has risen slightly since 2006/07, probably due to the increase in the City's population. 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. Owing to restrictions implemented by the Landfill Directive, it is expected that the volume of waste reaching landfill will continue to decrease.
21	Encourage a strong and stable economy	Moderate	Improving	Data may not reflect the current economic climate	Business start-up rate has been fluctuating in recent years but there has been a net improvement in VAT registered enterprises (data up to 2008) which indicated that the Manchester economy is in a strong position. However, owing to the legacy of low population, high unemployment, deprivation, low educational and skills attainment and health inequalities, a number of challenges remain to be addressed to ensure a long-term economic stability. The situation is likely to improve if the Council continues to tackle specific Regeneration Areas within the City.
22	Reduce economic exclusion	Poor	Stable	Data may not reflect the current economic climate	The percentage of unskilled workers as % of those employed has been fairly constant in recent years, however the proportion of unemployed workers within the employed population has remained fairly steady, but most indicators for economic exclusion remain above regional and national averages. Further, earnings for those who live in the City has been increasing whilst the comparative rate for those who work in the City has been decreasing. Some other indicators of economic exclusion have also been either steady (e.g. employment rate for lone parents), fluctuating (e.g. employment rate for those with a limiting disability), or decreasing (long-term unemployment). Collectively therefore, the situation is expected to remain relatively stable in the short to medium term.
23	Encourage and accommodate both indigenous and inward investment	Good	Improving	Data may not reflect the current economic climate	GVA per capita has been growing steadily – and above regional and national averages – and survival rates and VAT registrations / de-registrations showed a net increase to 2007. Continued investment in the City appears to be the precedent and geographical inequalities in investment are likely to be improved if the Council continues to tackle specific Regeneration Areas within the City. This situation should continue to improve unless a change in policy at a national level diverts investment to other areas of the economy.
24	Maintain and enhance vitality and viability of Manchester's centres, including City Centre, District and Local Centres	Good	Improving	Data may not reflect the current economic climate	Tourist overnight stays in the City have been demonstrating a positive trend, which indicates that the City is distinctive and attractive to tourists, but no trend information is available on the amount and percentages of completed retail, office and leisure development respectively in town centres.

<b>Key:</b>	<b>Current Conditions - good/moderate/poor</b>	<b>Future Trends – improving/stable/declining</b>
	Good	Impr
	Mod	Stable
	Poor	Decl

## 9. Compatibility between Core Strategy Objectives and SA Objectives

### Introduction

- 9.1 In order to ascertain the overall sustainability of the approach proposed for the Core Strategy, the draft Core Strategy Objectives, initially identified in the Draft Manchester Core Strategy Proposed Option, were tested against the SA Objectives to gauge their compatibility.

### Overview

- 9.2 Table 9.1 shows the results of the broad compatibility assessment of the Core Strategy objectives with the SA Objectives. The description of the findings of this analysis is presented below for each Core Strategy objective.

#### **SO1: Provide a framework within which the sustainable development of the City can contribute to halting climate change**

- 9.3 The objective is largely compatible with the majority of the SA objectives, except for several cases where the relationship between this Core Strategy objective and four SA objectives (5 – housing; 6 – crime; 9 – equality; 22 - economic exclusion) is dependent on nature of implementation measures. Potential compatibility with SA objective 5 (housing) will depend on how housing is provided within the framework in terms of quantity, types and distribution. Potential compatibility with SA objective 6 (crime) will depend upon implementation measures. For example, the framework will guide the scale and distribution of housing and employment. The design of housing will determine whether it contributes positively or negatively towards this SA objective. Further, if the economic framework creates more employment, this could contribute to reduced crime levels.
- 9.4 Compatibility with SA objective 9 (equality) will depend upon the provision of ‘other service’ investment, and whether or not this includes facilities that may contribute to increased social inclusion. The provision of housing and employment may or may not meet the needs of all sectors of the population, including the equality target groups, under this objective. This is a similar potential effect to that of SA objective 22 (economic exclusion).

#### **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.**

- 9.5 The objective has been found to be compatible with most of the SA objectives. Potential compatibility of six SA objectives with the Core Strategy objectives will be dependent on their implementation through the Core Strategy policies. This includes SA objectives 5 (housing), 14 (biodiversity), 16 (historical and archaeological assets); 17 (natural resources); 19 (climate change adaptation), 9 (equality) and 20 (waste). The objective may enable the implementation of environmental enhancement schemes and provision of affordable housing for key workers as part of economic initiatives, although this is not clear.
- 9.6 The objective promotes the growth of Manchester Airport, which is likely to have negative effects against SA objective 3 (health) by increasing the level of noise and air pollution for those people living in the airport vicinity, despite the aim of the objective to reduce environmental disparities. The airport expansion is also likely to have negative effects against SA objective 18 (contribution to climate change). These identified areas of potential conflict should be carefully addressed through the wording of Core Strategy policies. Conversely, the airport expansion has the potential to benefit SA objective 9 (equality) if new job opportunities

associated with it reach the disadvantaged communities; however this will be dependent on the implementation measures.

**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.**

9.7 The objective is likely to be compatible with all of the SA objectives.

**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.**

9.8 The compatibility of the objective with SA objectives 3 (health), 4 (qualifications and skills), 5 (housing), 6 (crime), 7 (community), 8 (services and amenities), 9 (equality) and 20 (waste) will be dependent on the definition of 'essential' services to be provided in centres. Core Strategy policies should ensure that this includes the provision of facilities for health, education, young people, cultural expression and sustainable waste management (such as 'bring' sites). Specific types of housing opportunities may also be included in this, such as sheltered housing.

9.9 The objective is likely to be compatible with the rest of the SA objectives.

**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.**

9.10 Compatibility with SA objective 3 (health) will depend upon whether 'services' includes health facilities. This could be clarified through the Core Strategy policies.

9.11 It should be ensured that improved physical connectivity prioritises sustainable modes of transport. This can be done through the policies in the Core Strategy which seek to promote the implementation of the transport hierarchy. This will ensure the synergy of this Core Strategy objective with SA objectives 9 (equality), 10 (sustainable transport), 11 (air quality) and 18 (contribution to climate change).

9.12 The objective is likely to be compatible with the rest of the SA objectives.

**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.**

9.13 The objective is likely to be compatible with all of the SA objectives.

**Table 9.1 – Compatibility Matrix between Draft Core Strategy Objectives and SA Objectives**

Core Strategy Objectives		SA Objectives																							
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
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.	✓	✓	X	✓	?	✓	✓	✓	?	✓	✓	✓	✓	?	✓	?	?	X	?	?	✓	✓	✓	✓
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.	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

 Broadly compatible    
  Potential Conflict  
 Not relevant    
  Dependent on nature of implementation measures or requires further clarification at this stage

**SA Objectives**

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

## Final Core Strategy Objectives

9.14 The final Core Strategy Objectives as included in the December 2010 version of the Core Strategy are as follows:

- Provide a framework within which the sustainable development of the City can contribute to halting climate change.
- 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.
- 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.
- 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.
- 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.
- 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, provide networks of high quality green infrastructure, 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.

# 10. Assessment of Plan Issues and Options

## Introduction

- 10.1 Stage B of the SA/SEA process seeks to develop and refine options for the Core Strategy. These options included Strategic Options and Strategic Sites for the Core Strategy DPD.
- 10.2 The SEA Directive requires that the Environmental Report should consider 'reasonable alternatives taking into account the objectives and the geographical scope of the plan or programme' and give 'an outline of the reasons for selecting the alternatives dealt with' (Article 5.1 and Annex I).

## Development of Strategic Options

- 10.3 As part of its Issues and Options consultation in December 2007 to February 2008, 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.
- 10.4 The limited numbers of strategic options for the future development in Manchester is explained by the fact that the Regional Spatial Strategy (RSS) (adopted 2008 but now revoked) specifies the growth figures for housing and sets out Manchester City Region Priorities for development in different parts of the city, leaving limited scope for designing strategic alternatives. The RSS directed most of the future development to the Regional Centre or the Inner Areas. Further restrictions to the consideration of alternative development locations are imposed by limited open space in Manchester.
- 10.5 The initial Sustainability Appraisal of the Core Strategy Options (draft options, Aug 2007) was undertaken on 14<sup>th</sup> August 2007. Following changes to the Options, a full re-appraisal was carried out on 26<sup>th</sup> November 2007. Subsequently, on 11<sup>th</sup> February 2009, at the Refining Options stage, the impacts identified in the Options stage appraisal were re-considered by Planning Strategy to assess whether any amendments were needed. As no major material differences in impacts were identified, no significant amendments were made.
- 10.6 This section shows the results of the updated appraisal of the options against the revised SA Framework presented in Table 8.1 above.
- 10.7 This section represents a revised assessment of the strategic options. The revision was undertaken to ensure the options are assessed against the revised set of the SA objectives and to align the assessment scale with SA best practice to allow for better differentiation between the options. Potential sustainability effects for the options were assessed in terms of progress towards achieving the relevant SA objective using the assessment scale presented in Table 2.2 in the methodology.
- 10.8 Table 10.1 presents a summary in numerical form of the results of the assessment of strategic options, while a brief analysis of the results set out against each SA objective is presented below. The full assessment table is presented in Appendix C.

- SA O1. Reduce poverty and social exclusion - Option B, with its more targeted approach, is able to focus attention and resources on the more deprived areas of the City where social exclusion is an issue in line with the Council's approach to Regeneration Areas. In addition, Option B performs slightly better than Option A in terms of housing provision, extending housing choice and the range of housing types, affordable housing, tenure and density, and in terms of reducing the reliance on a private car, which should contribute towards the reduction of poverty and social exclusion.
- SA O2. Attract additional population to settle in Manchester - Both Core Strategy options will support the economic and housing growth aspirations of the RSS and will therefore lead to an increase in Manchester's population. Option B will be more capable than option A of providing the locally targeted infrastructure and service improvements that will continue to attract people to settle in the City and allow for the needs of the increased population being met.
- SA O3. Improve health of the population and reduce health inequalities - Both options should help improve the health of Manchester residents through the cluster of health facilities in centres and good access to leisure, open space and the promotion of walking and cycling. However, Option B is deemed to be more beneficial, as its more targeted approach will enable focusing attention and resources on the more deprived areas of the City, where social exclusion and health inequalities are an issue, in line with the Council's approach to Regeneration Areas.
- SA O4. Improve the qualifications and skills of the resident population - The Refining Options paper states that both options will contain a suite of City wide policies promoting good access to education facilities and increase training opportunities. The ability of Option B to implement national and regional policies on learning and skills with targeted local improvements to infrastructure helps support the accessibility that people require to reach these educational opportunities
- SA O5. Provide an adequate mix of quality housing for current and future residents of the area - Both Options contribute to this objective but Option B provides more detailed local approach to scale, type, tenure, density and affordable housing.
- SA O6. Reduce crime and perceptions of crime - Both Options have a positive effects on this objective setting out policy approaches based on CABE design principles and promoting a safer environment. However, as Option B is led by local management, it is able to take cognisance of the geographic distribution of crime and perception of crime across the City and thereby target resource more effectively to these areas, leading to overall City-wide improvements, particularly with regards to the City's perception of its own crime rates.
- SA O7. Encourage a sense of community well-being and engagement – Although both Options have a positive effect on this objective as the Core Strategy consultation process encourages all stakeholders to take part in the decision making for the City, Option B also allows for a more managed approach according to the particular characteristics of areas within the city.
- SA O8. Ensure people's needs for goods, services and amenities are met - both Options have a positive effect on this objective promoting the cluster of facilities and services in centres. Option B also promotes the improvement of accessibility to key services for disabled people.
- SA O9. Ensure inclusion and equality of opportunity for all, whilst embracing differing needs, values and customs - Option A is able to provide stronger drivers for equality through the Equality Bill and national building standards and policies (including special needs housing, affordable housing, energy efficiency and fuel poverty). Option B is in a position to provide more local improvements that would be of benefit to reducing social exclusion (see objective 1) and reducing economic exclusion (see

objective 22) and to deliver the improvements in accessibility to goods and services required to meet these objectives. Option B is also in a stronger position to deliver community safety measures and targeted improvements to the public realm which can help improve access to public and green spaces for target equality groups.

- SA O10. Promote the use of sustainable transport modes and reduce motorised traffic - Both options will likely to lead to an overall increase in motorised traffic through economic growth and attracting people to the City either permanently through inward migration, or temporarily, to access goods and services. This may be offset to some extent by ability of Option B to co-locate different uses thereby reducing the need to travel and to match economic growth with the quality provisions in public transport and the promotion of sustainable modes at a local level.
- SA O11. Improve air quality - Both Options are likely to have negative effects against this objective as increases in motorised traffic will lead to an overall increase in air-borne pollutants.
- SA O12. Improve the quality of water bodies and their environment - The growth in the number and frequency of developments and construction sites brought about by economic growth, increased population and demand for housing could lead to the cumulative effects on the water quality (e.g. through an increased area of impermeable surfaces, accelerated rates of polluted run-off, disturbance of contaminated land / groundwater) if not managed properly. However, Option B should be in the best position to deliver successful remediation of contaminated sites prior to development to avoid this potential outcome.
- SA O13. Ensure efficient use of land - Option B supports this objective, as it is underpinned by local management, e.g. availability of brownfield land over greenfield land, the reuse of existing buildings, the need for contaminated land remediation, the potential for mixed use development.
- SA O14. Maintain and enhance biodiversity, including habitats and species – The growth in the number and frequency of developments and construction sites brought about by economic growth, increased population and demand for housing could lead to adverse effects on areas of ecological value, depending on the level of protection conferred to these sites, the quality of their assessment and mitigation proposals at project level. Good management and strategic phasing / siting / distribution of developments will be key to avoiding this outcome and Option B is in the best position to deliver this, particularly through support for the Local Biodiversity Action Plan.
- SA O15. Maintain and enhance the quality of landscape, townscape and built environment – both Options provide support for this objective. However, Option B is likely to deliver higher level of beneficial effects, as it is underpinned by local management and can be informed by local resource availability, the quality and attractiveness of the public realm, sense of place and character, and the amount of derelict, degraded or unused land
- SA O16. Protect and enhance sites, features and areas of historical and archaeological value – Option A should grant the protection of historical assets designated at the international, national or regional level. Option B is in a stronger position to ensure that development is sympathetic and enhances local character and minimises impacts on designated and non-designated sites and features of historical and archaeological value and potential.
- SA O17. Ensure the prudent use of natural resources - Both options support this objective equally. Option A because there are strong drivers from existing and emerging national policy for natural resource management e.g. BREEAM, Building for Life or Lifetime Homes criteria). Option B because its locally led management can secure the realisation of measures aimed at securing prudent use of natural resources e.g.

efficient use of land (see objective 13) sustainable waste management (see Objective 20).

- SA O18. Reduce contribution to climate change - The growth in population, economic development and motorised traffic is likely to lead to an overall increase in GHG emissions for both options. However, Option B performs marginally better as it is in a better position to ensure the co-location of uses within particular areas, reducing transport related GHG emissions.
- SA O19. Reduce impact of climate change – Both options support this objective but Option B is deemed to being able to deliver higher level of positive effects by avoiding development within areas of high flood risk or by not permitting inappropriate development with the potential to cause high rates of run-off to areas of flood risk.
- SA O20. Minimise the production of waste, manage waste sustainably and increase re-use, recycling and recovery rates – Both options are predicted to deliver a mix of positive and negative effects. Economic growth coupled with an increasing population may lead to increased waste generation via both Options. Whilst Option B is in a better position to provide sustainable waste management facilities closer to homes e.g. 'bring' sites, Option A is in a better position to ensure adherence to CfSH, BREEAM standards and construction waste standards.
- SA O21. Encourage a strong and stable economy - Both options will provide opportunities for businesses to flourish, through policies that support the RSS, Regional Economic Strategy, and the City Region Development Programme. Option B provides support for targeting development to particular areas of the city where attractiveness could be improved. It also supports reduced economic exclusion (see Objective 22). Option A performs slightly better than Option B in terms of support and encouragement for a range of employment sectors in the local economy through national and regional economic drivers (particularly those at a regional level) which helps establish resilience.
- SA O22. Reduce economic exclusion - Both Options support inward investment that will provide increased employment opportunities, although Option B is able to support this investment in disadvantaged areas and can provide a more targeted approach to reach people in these areas, where the issues of deprivation and worklessness persist. Option B can also better support improvements in accessibility to these areas.
- SA O23. Encourage and accommodate both indigenous and inward investment - Both options will provide opportunities for businesses to flourish, supporting the aims of this objective, through policies that support the RSS, Regional Economic Strategy, and the City Region Development Programme. Option B allows for a more managed approach according to the particular characteristics of areas within the city.
- SA O24. Maintain and enhance vitality and viability of Manchester's centres, including City Centre, District and Local Centres - Option B performs better than Option A, as it could be informed by locally available factors and data such as the number of vacant units within centres and the extent to which it can encourage a greater mix of uses including offices, retail and leisure, in the city's centres.

10.9 Overall, Option B is a more sustainable option than Option A, as indicated by the higher score in Table 10.1.

Table 10.1 – Summary of Assessment of Strategic Options

SA Objective	Option A	Option B
1 Reduce poverty and social exclusion	1	2
2 Attract additional population to settle in Manchester	-0.5	2
3 Improve health of the population and reduce health inequalities ( <i>Objective aiming to integrate HIA</i> )	1	1
4 Improve the qualifications and skills of the resident population	1	2
5 Provide an adequate mix of quality housing for current and future residents of the area	1	2
6 Reduce crime and perceptions of crime	1	2
7 Encourage a sense of community well-being and engagement	1	2
8 Ensure people's needs for goods, services and amenities are met	1	2
9 Ensure inclusion and equality of opportunity for all, whilst embracing differing needs, values and customs ( <i>Objective aiming to integrate EqIA</i> )	0.5	0.5
10 Promote the use of sustainable transport modes and reduce motorised traffic	-1	-0.5
11 Improve air quality	-2	-2
12 Improve the quality of water bodies and their environment	-1	-0.5
13 Ensure efficient use of land	0	1
14 Maintain and enhance biodiversity, including habitats and species	-0.5	-0.5
15 Maintain and enhance the quality of landscape, townscape and built environment	0	1
16 Protect and enhance sites, features and areas of historical and archaeological value	1	1
17 Ensure the prudent use of natural resources	1	1
18 Reduce contribution to climate change	-2	-1.5
19 Reduce impact of climate change	1	-1.5
20 Minimise the production of waste, manage waste sustainably and increase re-use, recycling and recovery rates	-0.5	-0.5
21 Encourage a strong and stable economy	1	2
22 Reduce economic exclusion	1	2
23 Encourage and accommodate both indigenous and inward investment	1	2
24 Maintain and enhance vitality and viability of Manchester's centres, including City Centre, District and Local Centres	1	3
<b>Average</b>	<b>0.29</b>	<b>0.90</b>

## Airport Growth Options

- 10.10 In addition to the assessment of the strategic options for the city growth presented above, an assessment was conducted for the three Manchester Airport growth options presented in the draft Manchester Core Strategy Proposed Option document as Policy Approach MA 2 Manchester Airport Growth Options (see also Table 11.1) .
- 10.11 This assessment was undertaken in addition to the assessment undertaken at the Refining Options stage to allow for an appropriate consideration of potential development options for the airport and effects associated with them. The proposed airport growth options were as follows:
- Option 1: Retain the existing areas of Manchester Airport within the Green Belt and the existing Major Developed Site boundary and managing expansion to accommodate the growth outlined in the Future of Air Transport White Paper as proposals come forward.
  - Option 2: Review the green belt boundary in the current operational area against the tests in PPG2 to determine which areas meet Green Belt purposes. Remove any areas which no longer serve a green belt function. Prepare an Area Action Plan to consider proposals for further expansion to meet the capacity targets of the Future of Air Transport White Paper. An Area Action Plan would be required to demonstrate:
    - The need for and proposed use of specific areas of land
    - There was no adverse impact on the highways network and surface access improvements were proposed to accommodate growth in passenger numbers
    - Maximum possible reductions in noise

- Any adverse impact on areas of international or national conservation, ecological and landscape importance is avoided and where this is not possible appropriate mitigation measures are put in place to compensate for any adverse impact.
- A further review of the green belt in areas identified for expansion and removal of the Green Belt only where it can be justified in terms of the tests in PPG2.
- Option 3: Removal of built up current operational area and proposed extensions from the Green Belt to provide the land necessary for growth to meet the capacity targets of the Aviation White Paper.

- 10.12 In summary, 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 at a later stage and Option 3 would involve allocating enough land for further expansion as part of the Submission Core Strategy DPD.
- 10.13 Table 10.2 presents a summary in numerical form of the results of the assessment of strategic options. The full assessment table is presented in Appendix C.
- 10.14 The assessment results show that all three options are likely to result in a mix of both positive and negative effects against the SA Objectives, with Option 1 having the lowest score.
- 10.15 Although the proposals do not seek runway expansion, the development of ancillary buildings to support increased capacity on existing runways may lead to some construction and operational effects under all options. These are likely to affect the local biodiversity and sites of potential archaeological interests through the loss of Greenfield land, put more pressure on air and water quality, resulting in higher levels of air traffic and consequently GHG emissions and lead to an increase in noise and air pollution through a likely higher frequency of aircraft movement. Whilst it will be difficult to mitigate some of these effects, such as contributions to climate change, Options 2 and 3 present an opportunity to potentially minimise predicted effects against objectives relating to air, water, biodiversity, landscape and visual amenity and historical and archaeological resources.
- 10.16 Option 1 presents a more 'ad hoc' approach to the expansion of the Airport allowing for fewer opportunities for the planning process to maximise the opportunities presented by the expansion of the Airport and to ensure that any potentially negative environmental or social effects are mitigated.
- 10.17 All three options are likely to bring about comparable social and economic benefits, in terms of attracting higher levels of investment and generating more training and job opportunities.
- 10.18 Of the three options, Options 2 and 3 perform better overall, as they have potential for the development of planning policy guidance (to be included within either the CS or an AAP).
- 10.19 Section 11 provides recommendations relating to the approach to Airport expansion as proposed in MA3 Manchester Airport Policy within the Core Strategy (November '09 version).  
It is not the role of the SA to determine which of the options should be chosen as the basis for the preferred option. The SA should, however, help identify the most sustainable option overall, or different options that promote the different dimensions of sustainability (social, environment, and economic).

**Table 10.2 - Summary of Assessment of Manchester Airport Growth Options**

SA Objective	Option 1	Option 2	Option 3
1 Reduce poverty and social exclusion	0.75	1.5	1.5
2 Attract additional population to settle in Manchester	1	2	2
3 Improve health of the population and reduce health inequalities (Objective aiming to integrate HIA)	-2	-1	-1
4 Improve the qualifications and skills of the resident population	0.75	1.5	1.5
5 Provide an adequate mix of quality housing for current and future residents of the area	0	0	0
6 Reduce crime and perceptions of crime	0	0.75	0.75
7 Encourage a sense of community well-being and engagement	-0.5	-0.5	-0.5
8 Ensure people's needs for goods, services and amenities are met	-0.5	0.75	0.75
9 Ensure inclusion and equality of opportunity for all, whilst embracing differing needs, values and customs (Objective aiming to integrate EqIA)	0	0	0
10 Promote the use of sustainable transport modes and reduce motorised traffic	-2	-1	-1
11 Improve air quality	-3	-2	-2
12 Improve the quality of water bodies and their environment	-2	-1	-1
13 Ensure efficient use of land	-0.5	0.75	0.75
14 Maintain and enhance biodiversity, including habitats and species	-2	-1	-1
15 Maintain and enhance the quality of landscape, townscape and built environment	-2	-1	-1
16 Protect and enhance sites, features and areas of historical and archaeological value	-2	-1	-1
17 Ensure the prudent use of natural resources	-2	-1	-1
18 Reduce contribution to climate change	-3	-3	-3
19 Reduce impact of climate change	-2	-1	-1
20 Minimise the production of waste, manage waste sustainably and increase re-use, recycling and recovery rates	-1	-1	-1
21 Encourage a strong and stable economy	3	3	3
22 Reduce economic exclusion	0.75	1.5	1.5
23 Encourage and accommodate both indigenous and inward investment	2	3	3
24 Maintain and enhance vitality and viability of Manchester's centres, including City Centre, District and Local Centres	2	2	2
<b>Average</b>	<b>-0.71</b>	<b>0.11</b>	<b>0.11</b>

## Development of Strategic Sites

- 10.20 The Manchester Core Strategy Proposed Option (Nov '09) identified eight employment and fourteen strategic sites to accommodate the proposed development. 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 rationale used for the sites assessment, its results and a discussion of the relative merits and disadvantages of the strategic sites options are set out below.
- 10.21 Existing SA guidance recognises that the most familiar form of SA prediction and evaluation is generally broad-brush and qualitative. It is recognised that quantitative predictions are not always practicable and broad-based and qualitative predictions can be equally valid and appropriate. Examples of the prediction and evaluation techniques for assessing significance of effects are expert judgement, dialogue with stakeholders and public participation, geographical

information systems, reference to legislation and regulations and environmental capacity. Many of these techniques have been employed in this assessment.

### **Assessment Methodology**

10.22 For the assessment of the sites there was a need to devise location specific SA criteria to cover, for example, accessibility to schools, healthcare facilities and other community services, accessibility to public transport, identify specific environmental constraints and facilities and establish the proposed site uses. Table 10.3 below presents the SA Framework adopted for the assessment of the strategic sites. Three SA objectives were excluded from the strategic sites sustainability appraisal framework, as the indicators developed to measure the progress in achieving them, were deemed to be beyond the sphere of influence of the strategic site allocation process. These objectives are as follows:

- Objective 6: Reduce crime and perceptions of crime;
- Objective 7: Encourage a sense of community well-being and engagement; and
- Objective 20: Minimise the production of waste, manage waste sustainably and increase re-use, recycling and recovery rates.

Table 10.3 – Strategic Sites Sustainability Appraisal Framework

SA Objective		Decision Making Criteria	Indicator
<b>Social</b>			
1	Reduce poverty and social inclusion	Will it reduce poverty and social exclusion in those areas most affected?	Will the site be located near or within deprived areas?
2	Attract additional population to settle in Manchester	Will the site provide a range of high quality employment, housing, education and services and facilities suitable to attract the target population?	Will the site include the provision of a range of high quality housing opportunities in sustainable locations, suitable to attract the target population?
			Will the site include the provision of employment opportunities, in particular in growth sectors (Aviation and Manchester Airport Creative/ Digital/ New Media, Financial and Professional Services, ICT Digital/ Communications, Life Science Industries, Manufacturing)?
			Will the site encourage public realm improvements, connectivity to external areas and provision of regionally important facilities and services?
3	Improve health of the population and reduce health inequalities	Is there adequate access to health facilities?	Is it within 30 mins of a GP, dentist and hospital by public transport?
		Will it encourage healthy lifestyles?	Will it lead to a direct loss of public open space or open access land?
		Will it increase noise pollution?	Will it improve accessibility by Public Rights of Way? Will the site allocation contribute to noise pollution through the allocation of noisy uses next to noise-sensitive uses or allocating noise-sensitive uses close to significant noise sources (e.g. major roads)?
4	Improve the qualifications and skills of the resident population	Will it improve qualifications and skills of the resident population?	Is it within 30 mins of a school by public transport? Note: Indirect positive effects through an opportunity to improve education levels are expected for housing sites with a good access to schools.
			Is it within walkable/cyclable distances (800m and 2-5km)?
			Will the site allocation help retain and enhance local skills and qualifications? Employment sites are deemed to have positive effects against this indicator.

SA Objective		Decision Making Criteria	Indicator
5	Provide an adequate mix of quality housing for current and future residents of the area	Will it increase the range and affordability of housing for all social groups?	Is the site proposal over the relevant thresholds for the application of affordable housing policy? Core Strategy Policy Approach H5 defines that, for Manchester, for sites of 0.3ha and above, or 15 dwellings or more, 20% shall be affordable and that developers are expected to use the 20% target as a starting point. The proportion of affordable housing units will reflect the type and size of the development as a whole.
8	Ensure people's needs for goods, services and amenities are met	Will it improve accessibility to key local services?	Is it within 30 min of the Manchester City Centre or District Centre . by public transport?  Is it within walkable/cyclable distances (800m and 2-5km) to key services? (local services include convenience store; post office; pub; bank; supermarket/ shopping centre)
		Will it improve accessibility to shopping facilities?	Is it within 30 mins of a supermarket/ shopping centre by public transport?
		Will it increase access to natural green space?	Is the site proposed in a location with accessible natural green space?
9	Ensure inclusion and equality of opportunity for all, whilst embracing differing needs, values and customs	Will it reduce the unemployment overall?	Is the site proposed for employment?
		Will it reduce poverty and social exclusion in those areas most affected?	Will the site be located near or within deprived areas?
		Will it improve accessibility to key local services?	Is it within 30 min of the Manchester City Centre or District Centre . by public transport?
			Is it within walkable/cyclable distances (800m and 2-5km) to key services? (community uses)
Will it increase the range and affordability of housing for all social groups?	Is the site proposal over the relevant thresholds for the application of affordable housing policy? Core Strategy Policy Approach H5 defines that, for Manchester, for sites of 0.3ha and above, or 15 dwellings or more, 20% shall be affordable and that developers are expected to use the 20% target as a starting point. The proportion of affordable housing units will reflect the type and size of the development as a whole.		
<b>Environmental</b>			

SA Objective		Decision Making Criteria	Indicator
10	Promote the use of sustainable transport modes and reduce motorised traffic	Will it improve accessibility to key local services?	Does the site have good accessibility to local facilities?
		Will it improve accessibility to district centres by public transport, walking and cycling?	Is the site proposed in a proximity to a public transport route or in a walkable/cyclable distance?
11	Improve air quality	Will it improve air quality?	Is the site proposed within an AQMA?
12	Improve the quality of water bodies and their environment	Will it avoid development in areas protected for water quality reasons?	Is the site proposed within a groundwater source protection zone?
			Is the site adjacent to a watercourse or within an area of poor ground or surface water quality? (Water Framework Directive)
13	Ensure efficient use of land	Will it minimise the loss of Greenfield land to development?	Is the site proposed on Greenfield land?
		Will it minimise the loss of the best and most versatile agricultural land to development?	Would it lead to the loss of best and most versatile agricultural land (Grade 1, 2 and 3a)?
		Will it maintain and enhance soil quality?	Will it lead to remediation of contaminated land?
14	Maintain and enhance biodiversity, including habitats and species	Will it maintain and enhance sites designated for their nature conservation interest?	Is the site in proximity to a Special Protection Area (SPA), Special Area of Conservation (SAC) or Site of Special Scientific Interest (SSSI)? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 2km of a SPA, SAC or SSSI.
			Is the site in proximity to a Site of Biological Interest or Local Nature Reserve? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 500m of a site.
		Will it avoid disturbance or damage to protected species and their habitats?	Are BAP habitats known to be on the site?
15	Maintain and enhance the quality of landscape, townscape and built environment	Will it improve the landscape or townscape?	Is the site in or adjacent to a Green Corridor? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 40m of a Green Corridor.
16	Protect and enhance sites, features and areas of historical and archaeological value	Will it protect and enhance sites, features and areas of historical and cultural value?	Are there any listed buildings on or adjacent to the site? Note: For the purposes of this assessment, proximity will be taken to mean that a listed building is located within the site or within its 40 m radius.

SA Objective		Decision Making Criteria	Indicator
			Is the site in or adjacent to a Conservation Area? Note: the site will be marked as adjacent if it is located within 40 m of a Conservation Area.
			Is the site in or adjacent to a Historic Park and Garden? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 40m of a Historic Park and Garden.
			Is the site in or adjacent to a Scheduled Ancient Monument (SAM)? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 40m of a SAM.
17	Ensure the prudent use of natural resources	Will it increase the proportion of premises meeting good standards?	Is there a clear commitment to meet Code Level 3 or above of the Government's Code for Sustainable Homes for housing development; or BREEAM "Excellent/Very Good" for non-residential buildings?
18	Reduce contribution to climate change	Will it increase the proportion of energy needs being met by renewable sources?	Will the site proposal promote the incorporation of small-scale renewable in developments?
		Will it reduce emissions of greenhouse gases by reducing energy consumption?	See assessment under objective 17.
19	Reduce impact of climate change	Will it minimise the risk of flooding to people and property from rivers and watercourses?	Does the site lie within the flood risk zones (3a, 3b) identified in the SFRA and have a proposed 'non-compatible' use or is located within 9m of a river? For the purpose of this assessment here we can also differentiate between housing and employment. Housing is 'More Vulnerable' development as classified in PPS25 – it can be permitted in zones 1 and 2 and exception test is required for zone 3a. Employment is 'Less Vulnerable' development and can be sited in zones 1,2, 3a.
<b>Economic</b>			
21	Encourage a strong and stable economy	Will it improve business development and enhance competitiveness?	Is the site proposed for mixed-use development or employment and/or encourage the diversification of employment in Manchester?
		Will it improve accessibility to work by public transport, walking and cycling?	Will the site increase accessibility by sustainable modes between residential and employment areas?
22	Reduce economic exclusion	Will it increase the range of employment opportunities available?	Is the site proposed for appropriate employment development adjacent to or within areas of deprivation?

SA Objective		Decision Making Criteria	Indicator
23	Encourage and accommodate both indigenous and inward investment	Will it make land available for business development?	Will it increase employment land availability?
			Will the site increase the attractiveness of the area to potential investors?
24	Maintain and enhance vitality and viability of Manchester' centres, including City Centres, District and Local Centres	Will it increase the range of employment opportunities, shops and services available in Manchester' centres?	Is the site proposed for employment in Manchester' centres?

10.23 The assessment of the sites was undertaken using the following qualitative assessment scale:

**Table 10.4 - Strategic Sites Assessment Scale**

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

### Assessment Results

10.24 Table 10.5 and Table 10.6 show the summary results of the SA interpretation of the Manchester Preferred Strategic Sites. Appendix D contains the individual assessment proforma for each strategic site and the map showing the location of the sites. The summarised assessment results are presented below separately for housing and employment sites.

#### Strategic Housing Sites

- North Manchester
  - 1. Collyhurst
  - 2. East of Rochdale Road
  - 3. Moston /Harpurhey
  - 4. Lower Irk Valley
  - 5. Booth Hall Hospital
  - 6. Blackley Village
- East Manchester
  - 7. Holt Town
  - 8. Chancellor's Place
  - 9. Lower Medlock Valley
  - 10. Miles Platting
  - 11. Newton Heath .
  - 12. West Gorton
- Central Manchester
  - 13. Brunswick
  - 14. Coverdale

10.25 Overall, the results predicted a number of positive as well as negative effects against the SA objectives if the housing sites were to be developed.

#### Conformity with the SA Criteria

10.26 For the majority of sites, conformity with the spatial criteria associated with following SA objectives is predicted:

- SA Objective 1: Reduce poverty and social inclusion;
- SA Objective 2: Attract additional population to settle in Manchester;
- SA Objective 4: Improve the qualifications and skills of the resident population;

- SA Objective 5: Provide an adequate mix of quality housing for current and future residents of the area;
- SA Objective 8: Ensure people's needs for goods, services and amenities are met;
- SA Objective 9: Ensure inclusion and equality of opportunity for all, whilst embracing differing needs, values and customs;
- SA Objective 10: Promote the use of sustainable transport modes and reduce motorised traffic;
- SA Objective 13: Ensure the efficient use of land;
- SA Objective 14: Maintain and enhance biodiversity, including habitats and species;
- SA Objective 15: Maintain and enhance the quality of landscape, townscape and built environment;
- SA Objective 16: Protect and enhance sites, features and areas of historical and archaeological value;
- SA Objective 17: Ensure the prudent use of natural resources;
- SA Objective 18: Reduce contribution to climate change;
- SA Objective 19: Reduce impact of climate change;
- SA Objective 21: Encourage a strong and stable economy;
- SA Objective 22: Reduce economic exclusion;
- SA Objective 23: Encourage and accommodate both indigenous and inward investment; and
- SA Objective 24: Maintain and enhance vitality and viability of Manchester' centres, including City Centres, District and Local Centres.

#### Potential Conflicts with the SA Criteria

- 10.27 Potential conflicts predicted to arise for the majority of the sites against the criteria associated with the following SA Objectives:
- SA Objective 3: Improve health of the population and reduce health inequalities;
  - SA Objective 11: Improve Air Quality; and
  - SA Objective 12: Improve the quality of water bodies and their environment.
- 10.28 More specifically, although a large number of positive effects were predicted against SA Objective 3 (health), in terms of access to health facilities, negative effects were predicted where development may lead to an increase in noise pollution and a loss in public open space as a result of development.
- 10.29 All of the housing sites are within the Manchester AQMA. Intensification of development in this area is therefore likely to increase emissions and lead to further air pollution.
- 10.30 In relation to water quality, the majority of the sites are within areas which have poor ground and surface water quality. Again, the intensification of development is likely to place additional pressure on water resources in terms of consumption as well as potential pollution to sources.
- 10.31 The benefits against SA Objectives 13 (land use) and 17 (natural resources), however, may provide mitigation against these predicted negative effects in practice. Development of all the sites will involve remediation of contaminated land, improving soil and water quality through the reduction in polluted run-off. Adherence to the CfSH may help mitigate the potential effects of the development of sites on health, air and water quality. Mandatory requirements under the CfSH relate to waste, materials, surface water run-off, energy/CO<sub>2</sub> emissions and water. There is no Health and Wellbeing minimum standard, however it is a category in the CfSH. In this

context it will, however, only relate to the building itself (natural daylighting, health effects in terms of noise pollution, etc). Air pollution is not a category in the CfSH, but a reduction in energy use and CO<sub>2</sub> emissions may provide benefits.

- 10.32 Further to this, the benefits against SA objectives 3, 4, 8, 9, 10, 17 and 21 may help minimise effects on air quality from the intensification of development, even though sites are located in the AQMA. This may be achieved due to a reduction in the need to travel and an encouragement of a modal shift to more sustainable modes of transport. This may also help mitigate potential effects on water quality.
- 10.33 Core Strategy policies relating to Transport (T 1, T 2 and T 3); Green Infrastructure (En 9<sup>9</sup>); Open Space (En 10, En 11, En 12); Air Quality (En 14) and Water Quality (En 15) will also help mitigate any potentially negative effects which may result cumulatively from the intensification of development in the City.
- 10.34 In terms of potential effects of flood risk, this will be mitigated in conjunction with EA advice and the Core Strategy policy En 6.
- 10.35 Taking the above into consideration, the sites considered to be most sustainable in terms of their predicted effects against the sustainability criteria used in this SA are:
- HS 2: East of Rochdale Road;
  - HS 4: Lower Irk Valley;
  - HS 8: Chancellor's Place;
  - HS 12: West Gorton; and
  - HS 14: Coverdale.
- 10.36 The least sustainable sites are considered to be:
- HS 5: Booth Hall Hospital; and
  - HS 11: Newton Heath.
- 10.37 The reason that the above two sites were considered to be the least sustainable relates primarily to their potential for conflicts against SA Objective 14 (biodiversity), in addition to the issues common for the majority of the sites as discussed above. Adherence to the CfSH may help mitigate potential negative effects on the local biodiversity but this potential is not certain, as ecology is a non-mandatory category of the scoring requirements. However, adherence to the Core Strategy policy En 13 should help ensure that any negative effects are minimised.

#### Data Gaps

- 10.38 It should be noted that there was an information gap in relation to a number of the sites (HS 4, HS 6, HS 9, HS 10, HS 12 and HS 14) pertaining to the potential of sites to encourage public realm improvements, connectivity to external areas and the provision of regionally important facilities and services (SA Objective 2: Attract additional population to settle in Manchester). It is suggested that this is a consideration in the development of sites, alongside the need for reducing poverty and social exclusion for existing residents in the area.

#### Strategic Employment Sites

1. Strangeways;
2. Central Park;
3. Sportcity<sup>10</sup>;

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<sup>9</sup> Note that these policy references relate to the November 2009 version of the Core Strategy.

<sup>10</sup> Note that in the December 2010 version of the Core Strategy, Sportcity has been renamed Eastlands.

4. Victoria Station;
5. Eastern Gateway;
6. Oxford Road Corridor/ Piccadilly Basin; and
7. Roundthorn.

10.39 Overall, the results predict a number of positive as well negative effects on the SA Objectives if the employment sites were to be developed.

#### **Conformity with the SA Criteria**

10.40 For the majority of sites, conformity with the spatial criteria associated with following SA objectives was predicted:

- SA Objective 1: Reduce poverty and social inclusion;
- SA Objective 2: Attract additional population to settle in Manchester;
- SA Objective 4: Improve the qualifications and skills of the resident population;
- SA Objective 8: Ensure people's needs for goods, services and amenities are met;
- SA Objective 9: Ensure inclusion and equality of opportunity for all, whilst embracing differing needs, values and customs;
- SA Objective 10: Promote the use of sustainable transport modes and reduce motorised traffic;
- SA Objective 13: Ensure the efficient use of land;
- SA Objective 14: Maintain and enhance biodiversity, including habitats and species;
- SA Objective 15: Maintain and enhance the quality of landscape, townscape and built environment;
- SA Objective 17: Ensure the prudent use of natural resources;
- SA Objective 18: Reduce contribution to climate change;
- SA Objective 19: Reduce impact of climate change;
- SA Objective 21: Encourage a strong and stable economy;
- SA Objective 22: Reduce economic exclusion;
- SA Objective 23: Encourage and accommodate both indigenous and inward investment; and
- SA Objective 24: Maintain and enhance vitality and viability of Manchester' centres, including City Centres, District and Local Centres.

#### **Potential Conflicts with the SA Criteria**

10.41 Potential conflicts predicted to arise for a half or more of the sites against at least two of the criteria associated with the following SA Objectives:

- SA Objective 3: Improve health of the population and reduce health inequalities;
- SA Objective 11: Improve air quality;
- SA Objective 12: Improve the quality of water bodies and their environment; and
- SA Objective 16: Protect and enhance sites, features and areas of historical and archaeological value.

10.42 Similar to the potential conflicts identified for the strategic site allocations for housing provision, the conflicts predicted against SA Objective 3 (health) related to the direct loss of open space

and the potential for an increase in noise pollution. Positive effects were predicted for accessibility in relation to health facilities and accessibility by Public Rights of Way.

- 10.43 All of the employment sites were entirely or partially within the Manchester AQMA. Further development for employment uses, which will require an increase in people travelling to work on a daily basis, is likely to lead to an increase in road-based transport and associated emissions.
- 10.44 Most of the development sites, for both housing as seen previously, as well as employment development are within areas of poor ground and surface water quality. The intensification of development is likely to place additional pressure on water resources in terms of consumption as well as potential pollution to sources.
- 10.45 Potential sustainability conflicts predicted for the employment sites also relate to SA Objective 16, specifically in relation to listed buildings, conservation areas, Historic Parks and Gardens, and Scheduled Ancient Monuments.
- 10.46 Through the implementation of both the adopted Guide to Development in Manchester SPD and the forthcoming Core Strategy, benefits against SA Objective 17 (natural resources) may lead to the mitigation of potential conflicts with the above cited SA Objectives (3, 11, 12) through the implementation of BREEAM requirements. Although there are more mandatory credits under BREEAM compared with CfSH, Health and Wellbeing does not require noise impacts on health within this. However, this may be included in non-mandatory credit achievements. Further, the loss of open space through the development of land will not be mitigated through BREEAM, although may be minimised through provision elsewhere through Core Strategy policies En 10, En 11 and En 12<sup>11</sup>.
- 10.47 Air and water quality may be improved through BREEAM requirements, especially relating to groundwater resources and the need for reduced water consumption. These issues are covered under mandatory credits. Additionally, sustainable transport and pollution requirements are also included under BREEAM, which focuses more on locational issues compared with CfSH, and may help reduce pollution to air and water. However, these elements are not mandatory. The Core strategy policies En 14 and En 15 may also ensure mitigation. Core Strategy policies relating to Transport (T 1, T 2 and T 3) and Green Infrastructure (En 9) will also help mitigate any potentially negative effects which may result cumulatively from the intensification of development in the City.
- 10.48 Further to this, the benefits against SA objectives 3, 4, 8, 9, 10, 17 and 21 may help minimise effects on air quality from the intensification of development, even though sites are located in the AQMA. This may be achieved due to a reduction in the need to travel and an encouragement of a modal shift to more sustainable modes of transport. This may also help mitigate potential effects on water quality.
- 10.49 Core Strategy policies En 17, En 18 and En 19, the adopted Guide to Development in Manchester SPD, along with achievements against SA objectives 17 (BREEAM), may help improve the quality of design in areas and mitigate potential conflicts of employment development with Listed Buildings, Conservation Areas, Historic Parks and Gardens or Scheduled Ancient Monuments and their settings.
- 10.50 Taking the above into consideration, the sites that were considered to be most sustainable in terms of their predicted effects against the sustainability criteria used in this SA are:
- ES 1: Strangeways;
  - ES 3: Sportcity<sup>12</sup>; and
  - ES 5: Eastern Gateway.

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<sup>11</sup> Note that these policy numbers correspond to the Nov 09 version of the Core Strategy.

<sup>12</sup> Note that in the December 2010 version of the Core Strategy, Sportcity has been renamed Eastlands

- 10.51 The least sustainable sites were considered to be:
- ES 2: Central Park;
  - ES 7: Roundthorn; and
  - ES 8: Manchester Airport.
- 10.52 The above three sites were considered to be the least sustainable, because of the potential for conflicts against SA Objective 14 (biodiversity): both ES 2 and ES 8 are in proximity to nationally or internationally protected sites for biodiversity. All three sites are in proximity to local biodiversity designations. Although BREEAM and Core Strategy policy En 13 may help minimise effects, in terms of this level of designation, a precautionary approach to conservation should be taken: “Where there are threats of serious or irreversible damage, lack of full scientific certainty shall not be used as a reason for postponing cost-effective measures to prevent environmental degradation.”
- 10.53 Both ES 7 and ES 8 are in green corridor locations, which could negatively affect a number of sustainability objectives, such as air and water quality, biodiversity, human health and landscape and townscape quality if the green linkages are lost.
- 10.54 ES 8 was considered to be the least sustainable of the three sites, as in addition to the potential issues outlined above, its development would lead to a loss of Grade 3 agricultural land.

Table 10.5 - Summary of Assessment Results: Strategic Housing Sites

SA Objec	Indicator	HS 1	HS 2	HS 3	HS 4	HS 5	HS 6	HS 7	HS 8	HS 9	HS 10	HS 11	HS 12	HS 13	HS 14
<b>Social</b>															
1	Will the site be located near or within deprived areas?														
2	Will the site include the provision of a range of high quality housing opportunities in sustainable locations, suitable to attract the target population?														
	Will the site include the provision of employment opportunities, in particular in growth sectors (Aviation and Manchester Airport Creative/ Digital/ New Media, Financial and Professional Services, ICT Digital/ Communications, Life Science Industries, Manufacturing)?														
	Will the site encourage public realm improvements, connectivity to external areas and provision of regionally important facilities and services?						?			?	?		?		?
3	Is it within 30 mins of a GP, dentist and hospital by public transport?														
	Will it lead to a direct loss of public open space or open access land?														
	Will it improve accessibility by Public Rights of Way?														
	Will the site contribute to noise pollution through the allocation of noisy uses next to noise-sensitive uses or allocating noise-sensitive uses close to significant noise sources (e.g. major roads)?														
4	Is it within 30 mins of a school by public transport?														
	Is it within walkable/cyclable distances (800m and 2-5km)?														
5	Is the site proposal over the relevant thresholds for the application of affordable housing policy? CS Policy Approach H5 defines that, for Manchester, for sites of 0.3ha and above, or 15 dwellings or more, 20% shall be affordable and that developers are expected to use the 20% target as a starting point. The proportion of affordable housing units will reflect the type and size of the development as a whole.														

SA Objective	Indicator	HS 1 Collyhurst	HS 2 East of Rochdale Road	HS 3 Moston Harpurhey	HS 4 Lower Irk Valley	HS 5 Booth Hall Hospital	HS 6 Blackley Village	HS 7 Holt Town	HS 8 Chancellor's Place	HS 9 Lower Medlock Valley	HS 10 Miles Platting	HS 11 Newton Heath	HS 12 West Gorton	HS 13 Brunswick	HS 14 Coverdale
8	Is it within 30 min of the Manchester City Centre, District Centre or Local Centre by public transport?														
	Is it within walkable/cyclable distances (800m and 2-5km) to key services? (local services include convenience store; post office; pub; bank; supermarket/ shopping centre)														
	Is it within 30 mins of a supermarket/ shopping centre by public transport?														
	Is the site proposed in a location with accessible natural green space?														
9	Is the site proposed for employment?														
	Will the site be located near or within deprived areas?														
	Is it within 30 min of the Manchester City Centre, District Centre or Local Centre by public transport?														
	Is it within walkable/cyclable distances (800m and 2-5km) to key services? (community uses)														
	Is the site proposal over the relevant thresholds for the application of affordable housing policy? CS Policy Approach H5 defines that, for Manchester, for sites of 0.3ha and above, or 15 dwellings or more, 20% shall be affordable and that developers are expected to use the 20% target as a starting point. The proportion of affordable housing units will reflect the type and size of the development as a whole.														

SA Objec	Indicator	HS 1	HS 2	HS 3	HS 4	HS 5	HS 6	HS 7	HS 8	HS 9	HS 10	HS 11	HS 12	HS 13	HS 14
<b>Environmental</b>															
10	Does the site have good accessibility to local facilities?														
	Is the site proposed in a proximity to a public transport route or in a walkable/cyclable distance?														
11	Is the site proposed within an Air Quality Management Area (AQMA)?														
12	Is the site proposed within a groundwater source protection zone?														
	Is the site adjacent to a watercourse or within an area of poor ground or surface water quality? (WFD)														
13	Is the site proposed on Greenfield land?														
	Would it lead to the loss of best and most versatile agricultural land (Grade 1, 2 and 3a)?														
	Will it lead to remediation of contaminated land?		?							?					?
14	Is the site in proximity to a Special Protection Area (SPA), Special Area of Conservation (SAC) or Site of Special Scientific Interest (SSSI)? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 2km of a SPA, SAC or SSSI.														
	Is the site in proximity to a Site of Biological Interest or Local Nature Reserve? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 500m of a site.														
	Are BAP habitats known to be on the site?														

SA Objective	Indicator	HS 1 Collyhurst	HS 2 East of Rochdale Road	HS 3 Moston Harpurhey	HS 4 Lower Irk Valley	HS 5 Booth Hall Hospital	HS 6 Blackley Village	HS 7 Holt Town	HS 8 Chancellor's Place	HS 9 Lower Medlock Valley	HS 10 Miles Platting	HS 11 Newton Heath	HS 12 West Gorton	HS 13 Brunswick	HS 14 Coverdale
15	Is the site in or adjacent to a Green Corridor? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 40m of a Green Corridor.														
16	Are there any listed buildings on or adjacent to the site?														
	Is the site in or adjacent to a Conservation Area?														
	Is the site in or adjacent to a Historic Park and Garden? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 40m of a Historic Park and Garden.														
	Is the site in or adjacent to a Scheduled Ancient Monument (SAM)? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 40m of a SAM.														
17	Is there a clear commitment to meet Code Level 3 or above of the Government's Code for Sustainable Homes for housing development; or BREEAM "Excellent/Very Good" for non-residential buildings?														
18	Will the site proposal promote the incorporation of small-scale renewable in developments?														
19	Does the site lie within the flood risk zones (2, 3a, 3b) identified in the SFRA and have a proposed 'non-compatible' use or is located within 9m of a river?														

SA Objective	Indicator	HS 1 Collyhurst	HS 2 East of Rochdale Road	HS 3 Moston Harpurhey	HS 4 Lower Irk Valley	HS 5 Booth Hall Hospital	HS 6 Blackley Village	HS 7 Holt Town	HS 8 Chancellor's Place	HS 9 Lower Medlock Valley	HS 10 Miles Platting	HS 11 Newton Heath	HS 12 West Gorton	HS 13 Brunswick	HS 14 Coverdale
<b>Economic</b>															
21	Is the site proposed for mixed-use development or employment and/or encourage the diversification of employment in Manchester?														
	Will the site increase accessibility by sustainable modes between residential and employment areas?														
22	is the site proposed for appropriate employment development adjacent to or within areas of deprivation?														
23	Will it increase employment land availability?														
	Will the site increase the attractiveness of the area to potential investors?				?										
24	Is the site proposed for mixed-use development or employment in Manchester' centres?														

Table 10.6- Summary of Assessment Results: Strategic Employment Sites

SA Objective	Indicator	ES 1 Strangeways	ES 2 Central Park	ES 3 Sportcity	ES 4 Victoria Station	ES 5 Eastern Gateway	ES 6 Oxford Rd - Piccadilly Basin	ES 7 Roundthorn	ES 8 Manchester Airport
<b>Social</b>									
1	Will the site be located near or within deprived areas?	Green	Green	Green	Green	Green	Green	Green	Green
2	Will the site include the provision of a range of high quality housing opportunities in sustainable locations, suitable to attract the target population?	Grey	Grey	Grey	Grey	Grey	Grey	Grey	Grey
	Will the site include the provision of employment opportunities, in particular in growth sectors (Aviation and Manchester Airport Creative/ Digital/ New Media, Financial and Professional Services, ICT Digital/ Communications, Life Science Industries, Manufacturing)?	Green	Green	Green	Green	Green	Green	Green	Green
	Will the site encourage public realm improvements, connectivity to external areas and provision of regionally important facilities and services?	Green	Green	Green	Green	Green	Green	Green	Green
3	Is it within 30 mins of a GP, dentist and hospital by public transport?	Green	Green	Green	Green	Green	Green	Green	Green
	Will it lead to a direct loss of public open space or open access land?	Red	Red	Green	Red	Green	Red	Green	Green
	Will it improve accessibility by Public Rights of Way?	Green	Green	Green	Green	Green	Green	Green	Green
	Will the site contribute to noise pollution through the allocation of noisy uses next to noise-sensitive uses or allocating noise-sensitive uses close to significant noise sources (e.g. major roads)?	Green	Green	Green	Green	Green	Yellow	Green	Red
4	Is it within 30 mins of a school by public transport?	Green	Green	Green	Green	Green	Green	Green	Green
	Is it within walkable/cyclable distances (800m and 2-5km)?	Green	Green	Green	Green	Green	Green	Green	Yellow
5	Is the site proposal over the relevant thresholds for the application of affordable housing policy? CS Policy Approach H5 defines that, for Manchester, for sites of 0.3ha and above, or 15 dwellings or more, 20% shall be affordable and that developers are expected to use the 20% target as a starting point. The proportion of affordable housing units will reflect the type and size of the development as a whole.	Grey	Grey	Grey	Grey	Grey	Grey	Grey	Grey

SA Objective	Indicator	ES 1 Strangeways	ES 2 Central Park	ES 3 Sportcity	ES 4 Victoria Station	ES 5 Eastern Gateway	ES 6 Oxford Rd - Piccadilly Basin	ES 7 Roundthorn	ES 8 Manchester Airport
8	Is it within 30 min of the Manchester City Centre, District Centre or Local Centre by public transport?								
	Is it within walkable/cyclable distances (800m and 2-5km) to key services? (local services include convenience store; post office; pub; bank; supermarket/ shopping centre)								
	Is it within 30 mins of a supermarket/ shopping centre by public transport?								
	Is the site proposed in a location with accessible natural green space?								
9	Is the site proposed for employment?								
	Will the site be located near or within deprived areas?								
	Is it within 30 min of the Manchester City Centre, District Centre or Local Centre by public transport?								
	Is it within walkable/cyclable distances (800m and 2-5km) to key services? (community uses)								
	Is the site proposal over the relevant thresholds for the application of affordable housing policy? CS Policy Approach H5 defines that, for Manchester, for sites of 0.3ha and above, or 15 dwellings or more, 20% shall be affordable and that developers are expected to use the 20% target as a starting point. The proportion of affordable housing units will reflect the type and size of the development as a whole.								
<b>Environmental</b>									
10	Does the site have good accessibility to local facilities?								
	Is the site proposed in a proximity to a public transport route or in a walkable/cyclable distance?								
11	Is the site proposed within an Air Quality Management Area (AQMA)?								
12	Is the site proposed within a groundwater source protection zone?								
	Is the site adjacent to a watercourse or within an area of poor ground or surface water quality? (WFD)								

SA Objective	Indicator	ES 1 Strangeways	ES 2 Central Park	ES 3 Sportcity	ES 4 Victoria Station	ES 5 Eastern Gateway	ES 6 Oxford Rd - Piccadilly Basin	ES 7 Roundthorn	ES 8 Manchester Airport
13	Is the site proposed on Greenfield land?								
	Would it lead to the loss of best and most versatile agricultural land (Grade 1, 2 and 3a)?								
	Will it lead to remediation of contaminated land?	?	?	?	?	?	?	?	?
14	Is the site in proximity to a Special Protection Area (SPA), Special Area of Conservation (SAC) or Site of Special Scientific Interest (SSSI)? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 2km of a SPA, SAC or SSSI.								
	Is the site in proximity to a Site of Biological Interest or Local Nature Reserve? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 500m of a site.								
	Are BAP habitats known to be on the site?								
15	Is the site in or adjacent to a Green Corridor? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 40m of a Green Corridor.								
16	Are there any listed buildings on or adjacent to the site?								
	Is the site in or adjacent to a Conservation Area?								
	Is the site in or adjacent to a Historic Park and Garden? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 40m of a Historic Park and Garden.								
	Is the site in or adjacent to a Scheduled Ancient Monument (SAM)? Note: For the purposes of this assessment, proximity will be taken to mean that the site is within 40m of a SAM.								

SA Objective	Indicator	ES 1 Strangeways	ES 2 Central Park	ES 3 Sportcity	ES 4 Victoria Station	ES 5 Eastern Gateway	ES 6 Oxford Rd - Piccadilly Basin	ES 7 Roundthorn	ES 8 Manchester Airport
17	Is there a clear commitment to meet Code Level 3 or above of the Government's Code for Sustainable Homes for housing development; or BREEAM "Excellent/Very Good" for non-residential buildings?								
18	Will the site proposal promote the incorporation of small-scale renewable in developments?								
19	Does the site lie within the flood risk zones (2, 3a, 3b) identified in the SFRA and have a proposed 'non-compatible' use or is located within 9m of a river?								
<b>Economic</b>									
21	Is the site proposed for mixed-use development or employment and/or encourage the diversification of employment in Manchester?								
	Will the site increase accessibility by sustainable modes between residential and employment areas?								
22	is the site proposed for appropriate employment development adjacent to or within areas of deprivation?								
23	Will it increase employment land availability?								
	Will the site increase the attractiveness of the area to potential investors?								
24	Is the site proposed for mixed-use development or employment in Manchester' centres?								

# 11. Assessment of Core Strategy Policies (December 2010)

- 11.1 A Core Strategy Proposed Option Document was consulted on between November 2009 and January 2010; that version of the Core Strategy was subject to an assessment. The assessment can be found in Appendix E and the full assessment tables can be found in Appendix F. In August 2010, a Pre-publication partial consultation was held on the following revised policy areas:
- Strategic Employment and Housing Locations
  - Student Accommodation and Houses in Multiple Occupation
  - Retail
  - Manchester Airport
  - Energy
- 11.2 The Pre-publication partial Core Strategy (August 10) was subject to the SA process and underwent assessment. The results of this were published in a separate report – *Sustainability Appraisal Note for Partial Consultation* – which is included as Annex 1 to this report.
- 11.3 The December 2010 version of the Core Strategy (to which this assessment relates) includes updated policies from both the November 2009 version of the Core Strategy and the August 2010 Partial Consultation. The policies in the latest version have been subject to SA, through consideration of changes to policies and updating the original assessments text where required. No detailed assessment tables have been prepared for this latest assessment stage. For ease of reference, in order to see changes in polices between the versions of the Core Strategies please refer to Appendix G.
- 11.4 The Draft Core Strategy (December 2010) sets out seventy three policies. To enable the SA process, these policies were grouped by theme, based in similar aims and objectives, into 12 components for assessment. Although the policies were assessed simultaneously, key features and recommendations have been made for individual policies where necessary. The components used for the assessment are shown in Table 11.1.

**Table 11.1 – Policy Components**

Components	Policy Reference and Title (Consultation Document, December 2010)
Spatial Principles	SP 1: Spatial Principles
	PA 1: Developer Contributions
	DM 1: Development Management
Economy and Employment	EC 1: Employment and Economic Growth in Manchester
	EC 2: Existing Employment Space
	EC 4: North Manchester
	EC 5: East Manchester
	EC 3: The Regional Centre
	EC 8: Central Manchester

	EC 9: South Manchester
	EC 10: Wythenshawe
	EC 12: University Hospital South Manchester Strategic Employment Location
	EC 7: Eastlands Strategic Employment Location
	CC 7: Mixed Use Development
	CC 8: Change and Renewal
	CC 1: Primary Economic Development Focus : City Centre and Fringe
	EC 11: Airport City Strategic Employment Location
	EC6: Central Park Strategic Employment Location
Tourism	CC 10: A Place for Everyone
	CC 4: Visitors - Tourism, Culture and Leisure
	C 10: Leisure and the Evening Economy
Housing	CC 3: Housing
	H 1: Overall Housing Provision
	H 3: North Manchester
	H 4: East Manchester
	H 5: Central Manchester
	H 6: South Manchester
	H 7: Wythenshawe
	H 8: Affordable Housing
	H 12: Purpose Built Student Accommodation
	H 9: Accommodation for Gypsies and Travellers and Travelling Showpeople
	H 10: Special Needs and Supported Housing
	H 11: Houses in Multiple Occupation
	H 2: Strategic Housing Location
Retail and Centres	C 1: Centre Hierarchy
	C 2: District Centres
	C 3: North Manchester District Centres - Cheetham Hill and Harpurhey
	C 4: East Manchester District Centres - Eastlands, Gorton, Newton Heath and Openshaw
	C 5: Central Manchester District Centres - Hulme, Longsight and Rusholme
	C 6: South Manchester District Centres - Chorlton, Didsbury, Fallowfield, Levenshulme and Withington
	C 7: Wythenshawe District Centres - Baguley (West Wythenshawe), Northenden and Wythenshawe Town Centre

	C 8: Local Centres
	C 9: Out-of-centre development
	CC 2: Retail
Transport	CC 5: Transport
	T 2: Accessible areas of opportunity and need
	T 1: Sustainable Transport
	T 3: Strategic Integration
Airport	MA 1: Manchester Airport Strategic Site
	DM 2: Aerodrome Safeguarding
	DM 3: Public Safety Zones
Energy & Climate Change	EN 4: Reducing CO <sub>2</sub> Emissions by Enabling Low and Zero Carbon Development
	EN 5: Strategic Areas for low and zero carbon decentralised energy infrastructure
	EN 6: Target Framework for CO <sub>2</sub> reductions from low or zero carbon energy supplies
	EN 7: Energy Infrastructure opportunities
	EN 8: Adaptation to Climate Change
	EN 14: Flood Risk
Natural Resources	EN 19: Waste
	EN 20: Minerals
Green Infrastructure	EN 9: Green Infrastructure
	EN 10: Safeguarding Open Space, Sport and Recreation Facilities
	EN 11: Quantity of Open Space, Sport and Recreation
	EN 12: Area priorities for Open Space, Sport and Recreation
	EN 13: Green Belt
	EN 15: Biodiversity and Geological Conservation
Environmental Quality	EN 16: Air Quality
	EN 17: Water Quality
	EN 18: Contaminated Land and Ground Stability
Built environment	CC 6: City Centre High Density Development
	CC 9: Design and Heritage
	EN 1: Strategic Character Areas
	EN 2: Tall Buildings
	EN 3: Heritage

11.5 The policies were assessed against the SA Framework in Table 8.1. The components were assessed on the effect they would have against the objective using the following symbols:

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

11.6 For the purposes of analysing the results of the assessment, significant effects are those which result in strongly positive or negative effects. See section 2 for further details on appraisal methodology).

11.7 The Assessment Rationale used is shown in Table 11.2.

Table 11.2 – Assessment Rationale

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

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

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

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

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

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

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

## Assessment Results

11.8 A summary of the Assessment Results is shown below in Table 11.3. This assessment is a summary assessment of combining the results of a number of assessments that have previously been undertaken:

- Components 1, 3, 6, 9, 10, 11 and 12 comprise the assessment results of the November '09 assessment that have been checked and updated where there have been changes to the policies in the December '10 version of the Core Strategy.
- Components 5 and 8 comprise the assessment results of the Partial Consultation August '10 assessment and have been checked and updated where there have been changes to the policies in the December '10 version of the Core Strategy.
- Components 2 and 7 comprise the assessment results of the November '09 assessment and also include the relevant site assessment results of the Partial Consultation August '10. These results have been checked and updated where there have been changes to the policies in the December '10 version of the Core Strategy.
- Component 4 comprises the assessment result of the Partial Consultation August '10 assessment and also incorporates the site assessment results from the Partial Consultation assessment. These results have been checked and updated where there have been changes to the policies in the December '10 version of the Core Strategy.

11.9 In summary, all assessment results combine both policy and site assessment results for each component and have been updated for the latest version of the Core Strategy (December 2010).

**Table 11.3 – Summary of Significance of Direct Effects of the Preferred Policies**

SA Objective	Component											
	1: General Development Principles	2: Economy and Employment	3: Tourism	4: Housing	5: Retail and Centres	6: Transport	7: Airport	8: Energy and Climate Change	9: Natural Resources	10: Green Infrastructure	11: Environmental Quality	12: Built Environment
1 Reduce poverty and social exclusion	++	+++	+	++	+++	+++	+/-	+++	0	++	0	+
2 Attract additional population to settle in Manchester	++	+++	+	++	++	++	+++	++	+	+	0	++
3 Improve health of the population and reduce health inequalities	++	++	+	+	+++	+++	-	++	-	++	++	+
4 Improve the qualifications and skills of the resident population	++	+++	0	++	++	+	++	+	0	0	0	0
5 Provide an adequate mix of quality housing for current and future residents of the area	++	++	0	++	++	0	0	++	+	0	0	+/-
6 Reduce crime and perceptions of crime	+	++	+	++	++	+/-	+	0	0	++	0	+/-
7 Encourage a sense of community well-being and engagement	++	++	+	++	+++	++	+/-	+++	+	++	0	+++
8 Ensure people's needs for goods, services and amenities are met	+++	++	+	++	+++	++	+/-	+	+	+++	+	+
9 Ensure inclusion and equality of opportunity for all, whilst embracing differing needs, values and customs	+++	++	+	++	++	+	-	+++	+	++	+	+++
10 Promote the use of sustainable transport modes and reduce motorised traffic	++	++	+	++	+++	+++	-	+/-	++	++	+	+/-
11 Improve air quality	+	--	+	-	++	++	-	++	+/-	+++	+	+/-
12 Improve the quality of water bodies and their environment	++	-	-	+	+	++	-	++	+/-	+++	+	+
13 Ensure efficient use of land	+++	++	-	++	++	++	-	+	++	++	+++	++

14	Maintain and enhance biodiversity, including habitats and species	+	--	--	+/-	+/-	++	-	++	-	++	+	-
15	Maintain and enhance the quality of landscape, townscape and built environment	++	++	+	++	+++	++	--	+	-	+++	+	++
16	Protect and enhance sites, features and areas of historical and archaeological value	+	++	+/-	+	+/-	++	--	+/-	-	++	+	+++
17	Ensure the prudent use of natural resources	+	-	--	+	+	+	-	++	++	++	+	+
18	Reduce contribution to climate change	+	--	--	+	-	++	--	+++	+	++	+	+/-
19	Reduce impact of climate change	+	--	-	+/-	+	+	+/-	+++	0	++	+	+/-
20	Minimise the production of waste, manage waste sustainably and increase re-use, recycling and recovery rates	0	-	-	+/-	+	+	-	0	+++	0	+	0
21	Encourage a strong and stable economy	++	+++	++	++	+++	+++	++	+++	++	+	++	++
22	Reduce economic exclusion	+	++	+	++	++	++	+++	0	0	+	0	+
23	Encourage and accommodate both indigenous and inward investment	+	+++	+	++	+++	+	+++	+++	0	+	++	0
24	Maintain and enhance vitality and viability of Manchester's centres, including City Centre, District and Local Centres	+	++	++	++	+++	++	++	++	0	+	0	+

## Component 1: General Development Principles

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

### Summary

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

11.11 Key significant positive effects include the following:

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

environment and ensuring that residential growth is matched by delivery of appropriate growth in services, facilities and infrastructure has resulted in the prediction of significant positive benefits against this SA Objective over the longer term.

- The planned development at Manchester Airport will act as a catalyst for growth in the area and, together with the maximisation of the City's transport infrastructure, including the extension to the Metrolink network through the Oldham and Ashton lines to create key corridors for development, is expected to provide positive support to SA Objectives 23 and 24.

### Recommendations

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

- SA Objectives 12, 14 and 15 all require policies to consider biodiversity and environmental setting. Whilst general reference to biodiversity and/or the natural environment is incorporated into all policies within the component, habitat connectivity is not. Sustainability performance could be enhanced by the addition of references emphasising the importance of green infrastructure and connectivity in delivering biodiversity enhancement and an attractive and effective green setting for development. This should include a change to "Provision of open space" in PA 1 to "Provision of Green Infrastructure including open space". DM 1 should also be updated to include add "Green Infrastructure including..." to the bullet point "Open space, both public and private".
- Policy SP 1 Spatial Principles lacks a specific reference to education, limiting the effectiveness of the component in achieving short and medium term benefits against SA Objective 4 and, to a lesser extent, SA Objective 22. The addition of text to highlight the link between education provision/attainment and optimisation of the City's economic performance would be beneficial, this should include the addition of "education" to the last bullet on access.
- Policy DM 1 Development Management is reliant, in implementation, on the supporting SPD. It is understood that the supporting SPD will be revised after the Core Strategy is adopted. There will be a need to ensure that the coverage of the SPD is sufficient to reinforce not just implementation of the policy, but optimisation of sustainability performance.
- Policy DM 1 should be updated to include the following wording:

*Developers will be required to demonstrate that new development incorporate sustainable construction techniques as follows. In terms of energy targets this policy should be read alongside 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*

*By 2019 these provisions will also apply to all new non-domestic buildings.*

- (b) For new commercial developments to demonstrate best practice which will include the application of the BREEAM (Building Research Establishment Environmental Assessment Method) standards.*

## Component 2: Economy and Employment

- EC 1 Land for Employment and Economic Development
- EC 2 Existing Employment Space
- EC 4 North Manchester
- EC 5 East Manchester
- EC 3 The Regional Centre
- EC 8 Central Manchester
- EC 9 South Manchester
- EC 10 Wythenshawe
- EC 12 University Hospital South Manchester Strategic Employment Location
- EC 7 Eastlands Strategic Employment Location
- CC 7 Mixed Use Development
- CC 8 Change and Renewal
- CC 1 Primary Economic Development Focus : City Centre and Fringe
- EC 6 Central Park Strategic Employment Location
- EC 11: Airport City Strategic Employment Location

### Summary

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

11.14 Key significant positive effects include the following:

- Taken together, the policies that form the Core Strategy approach to employment and economy include a range of measures, some specifically directed to key areas of need, for widespread growth in employment including the provision of key services and facilities. The aim is to provide a range of sites that meet diverse needs of businesses operating in classes B1, B2 and B8. Wholesale implementation of the policies has the potential to significantly improve the image of the city and, given that the city is nationally important, these benefits are likely to be broad in scale and most notable in the longer term. These factors have resulted in the prediction of significant positive effects against SA Objective 1;
- The policies that form the component have the potential, increasingly over time as more development is delivered, to create regionally and nationally significant employment opportunities. Emphasis is placed on matching opportunities to the quality of the HE and FE sector and supporting masterplanned and some mixed use development to meet changing expectations of existing and prospective residents. The Core Strategy also presents a broad definition of employment and economic development that recognises sectors that are important in enhancing quality of life such as recreation, leisure, evening economy, the arts, culture and tourism. The combination of these aspects of policy have resulted in predicted significant positive effects against SA Objective 2, which is concerned with attracting additional population to settle in the City;
- The policies within the component include frequent references to strengthening connectivity between different areas, which can be interpreted as an aspiration to improve physical connections (i.e. public transport, walking and cycling routes), all of which can assist in promoting healthier lifestyles and supporting the development of sustainable transport. This has resulted in the prediction of significant positive effects against SA Objective 10. In addition, health is seen as a key sector for Manchester and policies include proposals for

supporting development of this sector (research and development, education and training and physical improvements to hospital sites), which should deliver improved healthcare. This has contributed, in conjunction with the sustainable transport promotion, to the prediction of significant positive effects against SA Objective 3;

- The component includes a range of policies that seek enhancements to education provision within the city, as well as improved linkages between education, research and development and healthcare/hospital development. In addition to this, policies emphasise the need for employment related development to be both accessible and connected; and environmental enhancement to be delivered with a view to retaining skilled members of the population. Significant positive effects are predicted against SA Objective 4 on the basis of this assessment;
- The policies within the component seek the delivery of a minimum of 200 ha. of employment land within the City, placing emphasis on landless development (i.e. building upwards), mixing of uses and re-use of historic buildings. This has resulted in the prediction of significant positive effects against SA Objective 13;
- Policy content encompasses the delivery of a wide range of different employment generating development, which should assist in strengthening the economy through diversification. Spatial differentiation is incorporated, seeking to build on the established image of key locations within the City and tackle worklessness in areas of deprivation. This has resulted in the prediction of significant positive impacts against SA Objectives 21 and 22;
- SA Objective 23 is concerned with encouraging inward investment. Policies include targeted actions for key strategic sites within the City and allocate c. 200ha. of employment land for a wide range of different uses – this figure is based on two separate needs assessment exercises undertaken at the regional and authority area level. Significant positive impacts are predicted against the SA Objective;
- The policies will deliver a wholesale increase in the range, type and location of employment activities across the City. Increased development densities in the City Centre and key district centres should have significant benefits for vitality and viability – SA Objective 24

11.15 Key significant negative effects include the following:

- Although Policy EC1 incorporates a requirement for all development to give due consideration to climate change resilience, flood risk mitigation, minimisation of opportunities for crime and efficient use of space with connections to existing public transport, where possible; the policies need to be more specific in terms of how these objective can be delivered against Best Practice guidance.
- SA Objective 11 is concerned with improving air quality and SA Objective 18 relates to reducing the contribution to climate change. Although some mitigating factors are incorporated into policies, on balance it is considered that the combination of the following will result in significant negative effects against the two SA Objectives:
  - increased development densities augmenting peak travel demand and resultant emissions from road and rail-based modes;
  - building upwards in the City Centre will restrict potential for pollutant dispersal in densely developed areas;
  - the development of Manchester Airport in Wythenshawe, including off-site development requirements (Policy Approach EC 10) increasing travel demand and supporting growth in aviation activities, associated with high carbon emissions.

### Component 3: Tourism

- CC 10 A Place for Everyone

- CC 4 Visitors- Tourism, Culture and Leisure
- C 10 Leisure and the Evening Economy

### Summary

11.16 Overall, the policies that comprise the component are likely to have some significant positive economic impacts, but also a range of negative effects on the sustainability appraisal objectives, some of them significant.

11.17 Key significant positive effects include the following:

- SA Objective 21 seeks to encourage a strong and stable economy. Taken together, the policies seek the delivery of a range of tourism and recreation related development, focused primarily in the City Centre but also supporting hotel development in other parts of Manchester. This has the potential to deliver some significant benefits in the longer term, albeit that they may be spatially and sectorally constrained in the context of the whole City economy;
- The tourism market will necessarily gravitate towards the City Centre and key outer locations where attractions are clustered. The policies within the component support the development of this market sector, enhanced infrastructure and new facilities, all of which should deliver significant longer term benefits against Objective 24 in terms of vitality and viability.

11.18 Key significant negative effects include the following:

- Policies within the component support the development of new tourist facilities and attractions. However, there is no reference to building design/sustainability features within the component, nor any reference to criteria governing site selection for new developments. A precautionary approach results in the conclusion that there may be adverse effects against SA Objective 17 (prudent use of natural resources), potentially becoming significant over the longer term as more development comes to fruition;
- In addition to the points raised above, reference to the promotion of sustainable transport initiatives within the policies is relatively weak. The combination of these two factors has resulted in a precautionary approach and the prediction of significant negative impacts against SA Objectives 18 and 19 in the longer term.

### Recommendations

11.19 In the case of several SA Objectives, although the policies within the component have the potential to deliver significant positive effects, the phrasing or scope of the current policy iteration is such that the potential is not fully realised. A recommendation that would seek to rectify this position is as follows:

- Policy CC 4 (Visitors- Tourism, Culture and Leisure) presents a general policy commitment to supporting the development of the City Centre as a destination for tourism. It is recommended that consideration also be given to extending the scope of the Policy to provide clearer policy guidance on the types of tourism development that are desirable for Manchester – this would provide an opportunity to ensure that the natural environment, particularly the waterfront locations, are protected from insensitive and potentially detrimental development. Such changes could potentially improve the sustainability performance of the component against SA Objective 12 (water environment) and 13 (efficient use of land).

11.20 In addition, the following suggestions should be considered in order to better integrate sustainability into the component:

- Policy CC 4 (Visitors- Tourism, Culture and Leisure) could benefit from the inclusion of reference to the value of biodiversity enrichment, both in terms of creating an attractive setting as well as the recreational and amenity appeal of increased greening of the City.

The promotion of biodiversity, planting and greening through this policy has the potential to improve the predicted performance of the component against several SA Objectives, particularly numbers 11, 12, 14, 15, 18 and 19;

- Policies should include reference to best practice environmental standards, e.g. BREEAM. This would ensure consideration of the way in which development delivers water conservation, energy efficiency and sustainable waste management. Incorporation of such references has the potential to improve the predicted sustainability performance of the component against a number of SA Objectives including 11, 12, 13, 14, 17-20;

#### **Component 4: Housing**

- CC 3 Housing
- H 1 Overall Housing Provision
- H 2 Strategic Housing Location
- H 3 North Manchester
- H 4 East Manchester
- H 5 Central Manchester
- H 6 South Manchester
- H 7 Wythenshawe
- H 8 Affordable Housing
- H 12 Purpose Built Student Accommodation
- H 9 Accommodation for Gypsies and Travellers and Travelling Showpeople
- H 10 Special Needs and Supported Housing
- H 11 Houses in Multiple Occupation

#### **Summary**

- 11.21 The policies in this component generally perform well against the SA objectives with significant positive effects being identified against the following objectives: 1 (poverty and social exclusion); 2 (attract additional population); 4 (skills and qualifications); 5 (housing); 6 (crime and perceptions of crime); 7 (community well-being and engagement); 8 (addressing needs for services and facilities); 9 (equality of opportunity); 10 (sustainable transport); 13 (efficient use of land); 15 (landscape and townscape); 21 (economy); 22 (reducing economic exclusion); 23 (encouraging investment) and 24 (vitality and viability of centres). No significant negative effects were predicted.
- 11.22 It performs well against SA social objectives, by seeking the provision of a diverse mix of house types in terms of density, size and tenure, so the housing market is attractive and affordable for the existing and new residents. The positive effects against SA social objectives are also explained by the regeneration initiatives in the currently deprived areas, promoted by Housing policies; locating new development within easy reach of employment areas and the City and District centres, enabling access to job opportunities, including people living in the currently deprived areas and experiencing barriers in access to employment. Positive effects as a result of the implementation of these policies are also considered likely on SA economic objectives, principally through the regeneration initiatives, which will improve the image of the area and help attract workers in growth sectors and potential investors.
- 11.23 Positive effects against the environmental objectives are expected due to the promoted efficient use of land through releases of the areas currently under-occupied and re-development of previously developed land and buildings and protecting the character of the area. Positive effects are also associated with siting new development in a way that minimises the need to

travel and promotes the use of sustainable transport modes. However, the level of growth required for Manchester will inevitably have some negative effects on the environment, e.g. non significant negative effects were identified against the objective on air quality and a combination of positive and negative effects were identified against biodiversity and waste. These effects can be mitigated through the effective implementation of the other Core Strategy policies. No recommendations are made.

## Component 5: Retail and Centres

- C 1 Centre Hierarchy
- C 2 District Centres
- C 3 North Manchester District Centres: Cheetam Hill and Harpurhey
- C 4 East Manchester District Centres: Eastlands, Gorton, Newton Heath and Openshaw
- C 5 Central Manchester District Centres: Hulme, Longsight and Rusholme
- C 6 South Manchester District Centres: Chorlton, Didsbury, Fallowfield, Levenshulme and Withington
- C 7 Wythenshawe District Centres: Baguley (West Wythenshawe), Northenden and Wythenshawe Town C
- C 8 Local Centres
- C 9 Out of centre Development
- CC 2 Retail

### Summary

- 11.24 A range of positive effects, including some which were considered significant, were predicted against the SA objectives through the assessment process. The SA Objectives against which significant positive effects were predicted are: 1 (poverty and social exclusion); 2 (attract additional population); 3 (health); 4 (skills and qualifications); 5 (housing); 6 (crime and perceptions of crime); 7 (community well-being and engagement); 8 (addressing needs for services and facilities); 9 (equality of opportunity); 10 (sustainable transport); 11 (air quality); 13 (efficient use of land); 15 (landscape and townscape); 21 (economy); 22 (economic exclusion); 23 (indigenous and inward investment); and 24 (vitality and viability of centres).
- 11.25 Key significant benefits include the potential ability of the policies in the component to reduce social exclusion through enabling the provision of local retail services as well as other services and facilities in local and district centres. This could improve peoples' ability to meet their needs without the necessity for private transport. Ensuring that people have good access to leisure and community facilities, through policy C 2, could improve the overall health levels of the community over time, via an increase in wellbeing through community mixing, as well as through an increase in physical activity. Increased community activity and mixing could also reduce levels of crime and its perception. Additionally, the maintenance and improvement to the retail offer of the centres of Manchester is likely to increase natural surveillance through an increase in active frontages.
- 11.26 An improvement in the availability of services and facilities as well as retail opportunities in local areas may encourage increased populations to settle in these areas. The concentration on the City Centre for a comparison shopping and tourism centre may enhance the reputation of the City, which may also attract additional populations to settle there.
- 11.27 From an environmental perspective, the Centre Hierarchy (C 1) may help to reduce the need to travel for local people, through the provision of essential services and facilities locally. Although the benefits against this objective will be, in the most part, positive, the development of the City

Centre as a regional centre and key tourist destination may bring increased traffic to the city. This effect is likely to be mitigated, however, by the policies included in Component 6.

- 11.28 Policies seek to ensure that new development leads to the enhancement of centres, and thus are likely to contribute to an improvement in the townscape and built environment.
- 11.29 In relation to the economic-oriented SA objectives, the policies state that they will support the maintenance and extend the range of wealth generating activities including retail, leisure, recreation and tourism in the centres. Providing some employment in district centres will help to reduce economic exclusion. They seek to focus development in the centres, which will help to create economies of scale amongst businesses. The encouragement of the creation of the regional centre as a tourist destination will help diversify the economy over time.
- 11.30 No significant negative effects arising from the implementation of the policies within this component were predicted.

#### **Recommendations**

- 11.31 Reference could be made to Policy DM 1 that requires new commercial development to demonstrate best practice environmental, e.g. BREEAM to ensure that development contributes to the quality of the urban and peri-urban environment.
- 11.32 It should be ensured that development in the centres is not at the expense of sites of heritage value. Further information on key characteristics of each centre in terms of character should be included in an SPD to ensure that design and land uses are reflective of this character.

#### **Component 6: Transport**

- CC 5 Transport
- T 1 Sustainable Transport
- T 2 Accessible areas of opportunity and need
- T 3 Strategic Integration

#### **Summary**

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

#### **Recommendations**

- 11.37 It should be ensured that the walking and cycling routes are designed to reduce crime and the fear of crime such as active frontages, CCTV and other design measures including lighting.
- 11.38 It should be ensured that the development of public transport routes is not to the detriment of sites of historical or archaeological value.

## Component 7: Airport

- MA 1 Manchester Airport Strategic Site
- DM 2: Aerodrome Safeguarding
- DM 3: Public Safety Zones

### Summary

- 11.39 The policy supports the airport expansion to grow to 45 million passengers by 2030. The policy has been assessed as being likely to have a range of positive and negative effects on the sustainability appraisal objectives, many of them significant. The national policy promotes the airport expansion and the role of the Core Strategy is to provide a suitable framework to accommodate this growth. The SA recommendations focus on improving the overall sustainability of the airport potential growth, in particular, maximising its potential social effects.
- 11.40 Key significant positive effects arising from the implementation of these policies include the following:
- New job opportunities associated with the airport development are likely to be of a varied nature and skills level, which is likely to appeal to wider sections of the population than at present. The airport will act as a significant job hub outside of the city centre. The proposed scale of the airport expansion implies that it is likely to bring about a substantial number of new jobs, attracting more people to settle in the area. Significant positive effects are predicted against SA Objective 2 (attract additional population) on the basis of this assessment.
  - Closer integration between the Airport and Wythenshawe Centre, promoted in the Wythenshawe Strategic Regeneration Framework, should enhance residents' access to a range of employment and training opportunities benefiting SA Objective 4 (qualifications and skills).
  - Manchester Airport is seen as one of the major economic drivers of the north-west region. The Airport is one of six priority "sector accelerators" for the City Region. The Manchester City Region Development Programme states that "Access to an increasing range of air services, especially long haul, will be key to attracting and retaining economic activity". These assumptions have resulted in predicted significant positive effects against SA Objective 21.
  - SA objective 2 is on reducing economic exclusion. Significant beneficial effects have been predicted against this objective due to the social and economic benefits from the creation of employment opportunities.
  - SA Objective 23 is concerned with encouraging and accommodating both indigenous and inward investment. The Manchester City Region Development Programme identifies that "the continued growth and expansion of Manchester Airport is a vital component of the success of the Manchester City Region and is crucial to the City Region's ability to attract globally mobile high value added inward investment." These expectations for the Airport's future growth have resulted in predicted significant positive effects against this Objective.
  - The Airport plays a dominant role in Wythenshawe as a major employer and in terms of its size and as a premium business location, enhancing vitality and viability of this centre. The future growth of the airport is also expected to contribute to the economy of the City Centre (SA Objective 24).
- 11.41 Key significant negative effects include the following:
- Airport operation is associated with a release of a number of pollutants, affecting local air quality. This includes: NO<sub>2</sub> and NO<sub>x</sub> produced by road vehicles, aircraft and boiler houses; PM<sub>10</sub> emitted by road vehicles, aircraft and construction processes; Volatile Organic

Compounds can originate from aircraft refuelling, spillages, fuel depot and paint. However, as stated in the policy the effect on atmospheric pollution and the extent to which this can be minimised is a consideration. This as well as development and deployment of cleaner technologies may reduce the predicted negative effects against SA Objective 11 (air quality) to some degree in the longer term, but this is likely to be offset by increased frequency of flights and the predicted level of expansion.

- There is likely to be a significant adverse effect against SA Objective 13 (Efficient use of land). The proposed Airport site is on Greenfield Land and Grade 3 Agricultural Land. Therefore the development will lead to the permanent loss of a significant amount of this resource, which could also lead to increased land contamination.
- Negative effects on landscape (SA Objective 15) are predicted due to a notable change in the landscape character due to the loss of vegetation and its replacement with hard-standing. Although mitigation will be put in place, this is still likely to have a significant adverse effect. There is likely to be a significant adverse effect against SA Objective 16 (Heritage and Archaeology). Proposals will lead to the demolition of the statutorily protected Cloughbank Farm (Grade II Listed Building) although proposals seek to protect the Site of Ringway Chapel and its setting. Mitigation, in the form of desk based investigations and site based recording accompanied by documentary research, would serve to reduce the effects, although the overall significance of effect remains unchanged.
- Aviation is steadily increasing its contribution to climate change. Apart from the growth in air traffic supported by the airport expansion, the expansion of the airport capacity will also result in higher levels of road traffic and associated transport related GHG emissions, as well as higher levels of GHG emissions from the airport operation activities. Manchester Airport is committed to become carbon neutral by 2015 in its site energy use and ground vehicle operations. The Airport is also already included in the EU Emissions Trading Scheme on account of the CO<sub>2</sub> emissions from its energy use. This may reduce the severity of negative effects predicted against SA Objective 18 concerned with reducing the contribution to climate change; however, aircraft emissions will increase with additional frequency of flights.

### Recommendations

11.42 The following recommendations are made:

- Future airport developments as part of the airport expansion should be delivered through sustainable construction that achieves a high rating of sustainability certification, applying recognised standards such as BREEAM or Civil Engineering Environmental Quality Assessment (CEEQUAL). A specific reference to these environmental standards as well as 'Guide to Development in Manchester' SPD should be included in the policy wording. This will help reduce the significance of predicted negative effects against a number of SA objectives, including objectives 3 (health), 14 (biodiversity), 15 (built environment), 17 (prudent use of natural resources), 18 (climate change), 20 (waste). A requirement for civil projects to comply with CEEQUAL standards should also be included in the revised SPD.
- The airport should actively support the expansion of the scope of the EU emission trading scheme to cover aviation activities (i.e. all flights departing or arriving at the airport) from 2012 and implement any new guidance produced by the Government or at the European level on the consideration of aviation emissions to improve the sustainability performance of the policy component against SA Objective 18 (climate change).

### Component 8: Energy and Climate Change

- EN 4: Reducing CO<sub>2</sub> Emissions by Enabling Low and Zero Carbon Development
- EN 5: Strategic Areas for low and zero carbon decentralised energy infrastructure
- EN 6: Target Framework for CO<sub>2</sub> reductions from low or zero carbon energy supplies

- EN 7 Energy Infrastructure
- EN 8: Adaptation to Climate Change
- EN 14: Flood Risk

### Summary

- 11.43 Overall, the policies within this component are likely to have a significantly positive effect on a number of the SA objectives. Significant positive effects being predicted against the following Objectives: 1 (poverty and social exclusion); 2 (attract additional population); 3 (health); 5 (housing); 7 (community well-being and engagement); 9 (equality of opportunity); 11 (air quality); 12 (water quality); 14 (biodiversity); 17 (prudent use of natural resources); 18 (contributions to climate change); 19 (impact of climate change); 21 (economy); 23 (indigenous and inward investment); and 24 (vitality and viability of centres). No significant negative effects were predicted. No negative effects are predicted to arise as a result of the policies.
- 11.44 Requiring a reduction in CO<sub>2</sub> emissions from building stock may help to reduce fuel poverty through an improvement in building stock quality over time. This is likely to have beneficial effects on health. The strategic areas for energy development coincide with areas of social deprivation and, as such, are likely to improve regeneration in these areas and instil a sense of community pride. Further to this, avoiding development in areas of flood risk will reduce the risk from flooding to residents in these areas and as such will reduce geographical inequalities. Policies will seek to encourage high quality design in buildings as well as housing provision. This may help to attract additional population to settle in Manchester as high quality and energy efficient design will enable an improved quality of life through a reduction in pollution and quality of life.
- 11.45 The development of low and zero carbon energy generating technologies in the strategic employment areas may help to improve the resilience of the local economy through improved efficiency and self sufficiency. Further, over time the generation of such energy may help to improve the attractiveness of the area through improving its national and international reputation as well as through contributing to the reduction of local pollution. The identification of strategic areas for energy development is considered to have the potential for significantly positive effects through the enabling of delivery. The CO<sub>2</sub> emissions reduction framework is also predicted to have significant positive effects.
- 11.46 The policies seek to reduce energy use overall, which will ensure a reduction in the use of fossil fuels for energy. In terms of the use of other natural resources, such as reducing water consumption, the supporting text of the policy suggests potential adherence to the CfSH requirements, although this only directly refers to the energy requirements.

### Recommendations

- 11.47 Although the supporting text (paragraph 14.17) provides a brief explanation of the Energy Hierarchy, a clearer definition could be included. This could take the form of a figure. It also is recommended that the policy be structured in such a way as to reflect this hierarchy. This could take the form of a) development to be designed to reduce the need for energy through passive design features such as solar gain; b) development to be designed to reduce the need for energy through energy efficient features such as improved insulation; c) residual energy requirements are sought to be met through the use of low or zero carbon energy generating technologies, provided on site in the first instance where feasible. Further, it is recommended that there is a cross-reference to Policy DM 1 on CfSH and BREEAM.
- 11.48 Requirements for improvements to existing building stock should also be included within policy, to ensure that modifications maximise the potential for reducing greenhouse gas emissions and improve living conditions. This may especially be the case, for example, where an existing building is converted into a number of flats, increasing the density of development in a location. This should include a reference in EN 4 “and retrofit projects” into the main bullet points 2, 3, and 4 after each “new development”.

- 11.49 Although the policies in the component focus on flood risk and energy, the CfSH includes a much wider range of factors which relate to sustainable building design. It is recommended that the policy include these requirements or adherence to the CfSH (and BREEAM for non residential development) in the policy wording; this should be achieved with a cross-reference to policy DM 1.

### **Component 9: Natural Resources**

- EN 19 Waste
- EN 20 Minerals

#### **Summary**

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

#### **Recommendations**

- 11.53 In the case of several of the SA Objectives, although the policies within the component have the potential to deliver significant positive effects, the phrasing or scope of the current policy iteration is such that the potential is not fully realised. Recommendations seeking to rectify this position are as follows:
- 11.54 Apart from requiring local communities to take responsibility for the waste they generate and adopt the waste hierarchy, national planning guidance requires adoption of proximity principle for waste disposal and management.

### **Component 10: Green Infrastructure**

- EN 9 Green Infrastructure
- EN 10 Safeguarding Open Space, Sport and Recreation Facilities
- EN 11 Quantity of Open Space, Sport and Recreation
- EN 12 Area priorities for Open Space, Sport and Recreation
- EN 13 Green Belt
- EN 15 Biodiversity and Geological Conservation

### Summary

- 11.55 The SA has predicted that the policies within this component are likely to have significant positive effects against most of the SA objectives.
- 11.56 Over time, the requirements for the provision of natural greenspace and parkland areas are likely to improve accessibility to recreational facilities from all areas of the City, which will have benefits for reducing social inequalities. Further, the creation of a network of walking and cycling routes will improve the population's accessibility to other types of essential services and facilities including employment opportunities. An improvement in environmental quality may help to engender an increase in community pride; whilst an increase in walking and cycling may help to improve community mixing and subsequent cohesion. The positive effects of Green Infrastructure (GI) such as through reducing air pollution are likely to have cumulative health benefits. Policies to safeguard open space and sport and recreational facilities and the inclusion of a network of walking and cycleways within GI will help to encourage increased physical activity with likely resultant benefits for health levels in the community.
- 11.57 GI in Manchester includes various features such as parks, woodlands, nature reserves, and linkages, the prioritisation of which is likely to enable the maintenance and enhancement of biodiversity in the area. Policy EN 15 (Biodiversity and Geological Conservation) seeks to prevent any adverse effects on sites protected for their biodiversity or geological importance. The maintenance and enhancement of vegetated green space in the City will help to prevent an increase in surface water runoff from development, which in turn will prevent an increase in pollutant runoff entering watercourses.
- 11.58 The maintenance of linkages will enable the adaptation of biodiversity in the changing climate, through migration routes, as habitats and behaviours change over time. The creation of green infrastructure will also help the urban environment adapt to the increasing effects of climate change through reducing the urban heat island effect, providing natural cooling through lowering albedo and providing shade, and evapo-transpiration. In addition to this, green roofs and walls are able to provide insulation to buildings, helping them adapt to temperature variations.
- 11.59 GI enhancement and maintenance will help to ensure that the quality of the townscape and built environment, including through the use of actual design features such as green roofs and walls, is enhanced. The policies may help to encourage the prudent use of natural resources through the encouragement of a reduction in the use of fossil fuel-based transport. In addition to this, green roofs and walls are able to provide insulation to buildings, which may reduce the need for artificial heating and cooling.
- 11.60 The amendment to the boundary of the Green Belt in the vicinity of Manchester airport to accommodate proposed future development will effectively allow for development on Green Belt land, and so reduce the support for SA Objective 14; however the increase in the area of managed land surrounding the airport (by 100 hectares) with the intention that it be used to mitigate and offset the effects of increasing the operational area of the airport, will reduce the effect of the loss of habitat.

### Recommendations

- 11.61 It should be ensured that accessible greenspace is defined not only in terms of distance but in terms of inclusive design taking into consideration the needs of people with limited mobility. Policy EN 10 should be updated to include a third bullet point "improve access to open space for disabled people" and the final sentence in EN11 should be amended to include "better links for disabled people, pedestrians and cyclists both across..."

### Component 11: Environmental Quality

- EN 16 Air Quality
- EN 17 Water Quality
- EN 18: Contaminated Land and Ground Stability

### Summary

- 11.62 The policies that comprise this component aim to protect and enhance the quality of water, air and land. Overall, the implementation of these policies is likely to have a range of positive effects on the sustainability appraisal objectives, some of them significant.
- 11.63 Key significant positive effects include the following:
- Policy EN 16 aims to improve air quality within Air Quality Management Areas (AQMA). This should have positive effects on people currently living in these areas and those who will move in. The effects will become more significant in the longer term when air pollution levels fall and stabilise, resulting in lower exposure levels.
  - Policy EN 18 prioritises the remediation of contaminated land to strategic sites identified for future development, benefiting the SA objective concerned with the efficient use of land. As successful remediation of contaminated land is important for improving the city's image as a place to live and work, significant positive effects are also predicted against the SA economic objective aiming to encourage the level of investment into the area.
  - Longer-term economic prosperity is dependent on the availability of natural resources and the state of ecological systems and services they provide. The beneficial effects associated with the implementation of the policies within this component will become more pronounced in the longer term.
- 11.64 Some of the other positive effects of lesser significance are as follows:
- Reducing inequalities in the capability of Manchester's residents to live in a healthy and safe environment through tackling the existing problems of environmental pollution and degradation.
  - Stimulating prudent use of resources, in particular water and land, as a result of considerations of the state of the environmental media and measures aiming to improve their quality.
  - Preventing the quality of the townscape being eroded by inappropriate new development, especially in respect to traffic congestion.

### Component 12: Built Environment

- CC 6 City Centre High Density Development
- CC 9 Heritage and Design
- EN 1 Strategic Character Areas
- EN 2 Tall Buildings
- EN 3 Heritage

### Summary

- 11.65 Although no significant negative effects are predicted against the policies within this component and a number of significant positive effects are predicted, it is regarded that the potential of the component to achieve significant positive effects has not been fully realised at this stage. To improve the potential of the policies to contribute to more sustainable development, recommendations are made below.
- 11.66 Positive effects predicted to arise from the policies at this stage are summarised as:
- The protection and enhancement of the heritage, character and overall design quality of the City is likely to improve its attractiveness to enable an increased population which will also encourage people to take pride in their community.

- Policy CC 6 will encourage a focus of development in the City Centre and the cumulative effect of the policies in the component is likely to lead to an increase in attractiveness of the urban realm over time. An enhancement of the heritage and design of the city may help to boost its reputation nationally.
- Policy CC 6 encourages high density development, which will specifically seek to maximise efficiency in the use of land. Further, city centre sites are likely enable the use of previously developed sites.
- Policy CC 9 seeks to protect and enhance the heritage assets of the City Centre including listed buildings, conservation areas and scheduled ancient monuments. Policy EN 3 takes a similar approach, but also includes the settings of the features noted, and adds registered parks and gardens and archaeological remains to the list of protected features.
- Policy EN 2 seeks to ensure that tall buildings are directed away from conservation areas. These policies are likely to have significant positive effects against the SA objective to protect and enhance sites, features and areas of historical and archaeological value.

## Results of the Equality Impact Assessment

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

### Component 1: General Development Principles

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

### Recommendations

- 11.69 The policies forming the component would benefit from reference to the spatial principles of the Strategic Regeneration Frameworks to ensure better delivery of the strategy aims and a more targeted approach to tackling known deprivation issues within different parts of the City (e.g. very high levels of deprivation, including for ethnically diverse communities on the west side of North Manchester). Spatial dimension is important in achieving social equality. An additional bullet point should be added on regeneration as follows: "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 East, North, Central and South Manchester and Wythenshawe Strategic Regeneration Frameworks and the Manchester City Centre Strategic Plan".
- 11.70 Recommendation on referencing 'secured by design' principles in the policy wording and the Reasoned Justification for both PA 1 (Developer Contributions) and DM 1 (Development Management) set out in the section on SA results will be beneficial from the EqIA perspective, especially for women, the elderly or ethnic minorities, as these equality groups are more likely to be affected by fear of crime or by hate and violent crime.

11.71 Recommendations on strengthening policies' wording within this component with regards to promoting of sustainable transport, walking and cycling access made in the section above will also deliver benefits for social equity, in particular, benefiting women and low-income groups.

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

## **Component 2: Economy and Employment**

11.73 Increased provision and improved access to varied jobs should help improve the quality of life for the equality groups if these interventions are targeted appropriately. Increasing employment opportunities within the disadvantaged areas have the potential to also reduce levels of crime, increase feelings of satisfaction and optimism and improve relations within communities.

11.74 Employment growth promoted by the policies within this component supports reductions in worklessness and improvements in skills levels, particularly in young people. This will generate benefits against the SA objective on economic inclusion by enabling access to education and job opportunities for the equality groups.

### **Recommendations**

11.75 There may be merit in clarifying the meaning of 'improved connectivity' - current phrasing suggests that this is predominantly intended to refer to physical transport connections. If a wider interpretation is meant then clarification in the policies and their supporting text is required. Either way, there is a need to amplify the supporting text to ensure that connectivity supported through the policies is effective in prioritising non-car modes to cater for the needs of those who do not have access to a private car.

11.76 It should be ensured that employment policies are supported by relevant skills training and initiatives to provide local people from areas of regeneration with new opportunities and to enhance the uptake of new jobs by people from targeted areas. Whilst not necessarily an LDF issue, it could be implemented through other plans and strategies. In SP 1 "education" should be included in the bullet point on improving access. Education should also be listed in PA 1 so that new development can contribute to providing local people with the skills to take up the new jobs being created.

## **Component 3: Tourism**

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

### **Recommendations**

11.78 Reference to the promotion of sustainable transport initiatives within the policies is relatively weak. Sustainable transport links should be specifically referenced in Policy CC 10 to cater for the needs of those who do not have access to a private car. In addition physical accessibility for all, irrespective of mobility, both in respect of buildings and the public realm needs to be ensured by the Policy wording. Policy CC 10 should include the addition 'and accessible by sustainable transport' after 'attractive' and add 'regardless of their mobility' to end of first sentence. Additionally Policy SP 1 should define 'all members of community' which is applicable across the plan when ever 'all people/members' is used.

## **Component 4: Housing**

11.79 Provision of required proportion of affordable housing will benefit those, who find it difficult to enter the housing market. Policies that promote local affordable housing are likely to enable

people to live in areas of their choice and maintain or establish positive social relations with others living in the area. Significant positive effects are likely to be generated for the following equality groups: older people, young families, BME households, single-headed households with children (likely to be female-headed) and other low-income households.

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

#### **Recommendations**

- 11.81 It is vital to ensure that the housing policies concerned with regeneration initiatives contribute to achieving real social and economic benefits for people living in areas of deprivation, including the most disadvantaged groups within these communities.
- 11.82 It is recommended that Policy Approach H8 (Affordable Housing) includes the requirement to provide special needs accommodation as part of affordable housing provision where needs are identified and where such accommodation meets the requirements of Policy Approach H 10 (Special Needs and Supported Housing) to ensure that the needs of people with special needs are met.
- 11.83 A reference to the revised 'Guide to Development in Manchester' and Design for Access 2 for the standards of accessible and inclusive design should be added to the Policy H1 to ensure provision of high quality housing accessible for all.
- 11.84 Development of sites that involves demolition and relocation should to be managed sensitively, efficiently and equitably, providing adequate support, advice and financial assistance to affected residents.

### **Component 5: Retail and Centres**

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

#### **Recommendations**

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

### **Component 6: Transport**

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

### **Recommendations**

- 11.90 The supporting text for transport section should clearly state that the needs of disabled people as pedestrians, public transport users and motorists will be taken into account in designing public transport infrastructure and public space. A reference should be made to the Manchester manual on accessible and inclusive design 'Design for Access 2'.
- 11.91 Transport policies aimed at improving access from housing to different destinations via different modes could be extended to increase linkages with open spaces, in order to improve access for disadvantaged groups, including those living in areas of economic or social deprivation.
- 11.92 It should be ensured that the walking and cycling routes are designed to reduce crime and the fear of crime such as active frontages, CCTV and other design measures including lighting. This would be conducive to people concerned about safety, e.g. older people, children, women, to make use of public routes. A cross-reference should be made to Policy DM 1.

### **Component 7: Airport**

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

### **Recommendations**

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

### **Component 8: Climate Change**

- 11.96 Requiring a reduction in CO<sub>2</sub> emissions from building stock may help reduce fuel poverty through an improvement in building stock quality over time. This will be of particular benefit to low-income households.
- 11.97 Policy EN 14 (Flood Risk) aiming to protect people from the adverse effects of extreme events such as flooding are judged likely to have a positive effect on human health.

### **Recommendations**

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

### **Component 9: Natural resources**

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

### **Recommendations**

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

## **Component 10: Green Infrastructure**

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

### **Recommendations**

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

## **Component 11: Environmental Quality**

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

### **Recommendations**

- 11.105 Policy EN 18 (Contaminated Land and Ground Stability) should ensure that risk to health of future residents, arising from the development of contaminated sites are fully assessed and dealt with during the remediation process. It is also recommended that development sites proposed outside the AQMAs should be developed first to avoid cumulative effects. A detailed assessment is recommended to be undertaken for the strategic sites within the AQMAs to understand implications of increased levels of air pollution on human health. This should help ensure equality in the right for a clean environment for Manchester's current and future residents. Policy DM 1 should be updated to include specific reference to air quality.

## **Component 12: Built Environment**

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

### **Recommendations**

- 11.107 It is recommended that Policy EN 1 (Strategic Character Areas) includes a reference Policy DM 1 in regards to BREEAM and CfSH standards in relation to reducing social exclusion through design. The following text should also be included "Developers should consider the use of 'Building for Life', the current national standard for well designed homes and neighbourhoods as a means of demonstrating that a scheme embodies good design and function" This will help to ensure the adaptability of housing for different life stages to accommodate changing needs and lifestyles.
- 11.108 The requirements for high quality design should be carefully balanced with costs of development, as their increase could have negative impacts on low income groups, restricting their access to decent housing. However, an increase in housing cost should be offset by savings in utilities bills, which should be included in the cost benefit analysis.
- 11.109 Access for all to preserved historic and archaeological assets should be promoted in Policy EN 3 (Heritage).
- 11.110 Tall buildings may not be appropriate for accommodating social housing for some equality groups. Policy EN 2 (Tall Buildings) should ensure that the provision of tall buildings does not interfere with the need for social housing provision in a particular location.

### General recommendations

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

## Results of the Health Impact Assessment

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

### Component 1: General Development Principles

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

#### Recommendations

- 11.115 Policy SP 1 Spatial Principles has the potential for more significant positive effects against SA Objective 3 – this could be achieved through amplification of the policy wording in relation to making 'a positive contribution to the health and well being of residents'. The Reasoned Justification for the policy indicates improved pedestrian and cycling facilities, open space provision, sustaining local facilities and improved accessibility – it is recommended that these messages should come through the actual policy wording more strongly.
- 11.116 Although improved accessibility is promoted in the Reasoned Justification for Policy SP1, the term 'accessibility' should be clarified by linking it to sustainable transport promotion/transport hierarchy adherence, which will help increase fitness levels and avoid increase in emissions (associated with new developments) and as such reduce adverse health effects from noise and air pollution.
- 11.117 The policies forming the component would benefit from reference to the spatial principles of the Strategic Regeneration Frameworks to ensure better delivery of the strategy aims and a more targeted approach to tackling known deprivation issues within different parts of the City. The policies should also emphasise the need to ensure regeneration contributes to reduction in area-specific health inequalities, and avoids simply shifting problems to other areas.

### Component 2: Economy and Employment

- 11.118 Increased provision and improved access to varied jobs is likely to lead to greater job security, job satisfaction and fulfilment, improving quality of life (general reduced levels of stress) and making it easier to make healthy lifestyle choices (for instance being able to afford a better diet). Additionally, having a satisfactory job is likely to help create and strengthen social networks and relationships which are of particular importance to mental health.
- 11.119 The Core Strategy also presents a broad definition of employment and economic development that recognises sectors that are important in enhancing quality of life such as recreation, leisure,

evening economy, the arts, culture and tourism with benefits for population well-being and health.

- 11.120 The policies within the component include frequent references to strengthening connectivity between different areas, which can be interpreted as an aspiration to improve physical connections (i.e. public transport, walking and cycling routes), all of which can assist in promoting healthier lifestyles, as well as enhancing community cohesion. In addition, health is seen as a key sector for Manchester and policies include proposals for supporting development of this sector (research and development, education and training and physical improvements to hospital sites), which should deliver improved healthcare.

#### **Recommendations**

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

### **Component 3: Tourism**

- 11.122 The policies within the component are primarily concerned with improving the image of the city for tourists and visitors. However, Policy CC 10 includes supporting reasoned justification referencing accessibility for all and CC 4 includes support for improving transport and other infrastructure, all of which could bring benefits over the medium to longer term for local residents. Tourism development may also provide more recreation opportunities for local residents, benefiting their general health and well-being.

#### **Recommendations**

- 11.123 A clearer emphasis should be included in Policy Approach CC 4 (Visitors - Tourism, Culture and Leisure) to ensure that tourism development promotes tourism for visitors to the area as well as for local people so there is a higher degree of certainty that local people will benefit from the positive aspects of tourism for health.
- 11.124 Reference to the promotion of sustainable transport initiatives within the policies is relatively weak. Sustainable transport links should be specifically reference in Policy CC 4 to encourage healthier life styles and increase levels of fitness. In addition physical accessibility for all, irrespective of mobility, both in respect of buildings and the public realm needs to be ensured through the Policy wording as well.

### **Component 4: Housing**

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

#### **Recommendations**

- 11.128 It is recommended that Policy Approach H 8 (Affordable Housing) includes the requirement to provide special needs accommodation as part of affordable housing provision where needs are identified and where such accommodation meets the requirements of Policy Approach H 10 (Special Needs and Supported Housing). Provision of housing for people with special needs will increase their independence and quality of life.

- 11.129 Including a requirement for a new development to achieve points under the Lifetime Home Standards will help ensure that new housing has good accessibility, in particular for the disabled and the elderly. A reference to Design for Access 2 for the standards of accessible and inclusive design is also recommended.
- 11.130 As higher density development may increase pressure on health services, an adequate provision of health facilities should form a consideration in siting new development and deciding on its type. This should be specified in Policy Approach H3 – H 7 (Distribution of Housing).
- 11.131 A requirement for air quality and noise assessment as part of planning consent for individual sites where the issues of pollution are known to exist is recommended.

### **Component 5: Retail and Centres**

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

#### **Recommendations**

- 11.133 The supporting text for policy CC 2 states that in the retail core there will be an emphasis on creating a pedestrian friendly environment (reducing road safety fears and providing a more accessible shopping environment). This intention should be included in the policy wording, with the addition of a reference to the guidance provided in Design for Access 2 to strengthen the policy's wording in terms of encouraging healthier life styles and ensuring inclusive design for disabled people.

### **Component 6: Transport**

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

#### **Recommendations**

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

- 11.139 A reference to the Air Quality Action Plan for Greater Manchester, which was produced in response to the numerous AQMAs in Manchester, is recommended.

### **Component 7: Airport**

- 11.140 Although not assessed as a significant effect, there was a minor adverse effect identified for SA Objective 3 (Health). The Environmental Assessment Report (EAR) for the Airport (Axis Jan 2010) does not provide information on the effects of noise and vibration or air quality, as they are 'commonly included within Environmental Impact Assessments and generally more applicable to the assessment of detailed development proposals'. Therefore detailed information about the potential effects of the airport to inform the SA is not available at this stage. The effect of the proposals at the airport is likely to increase noise pollution for those living within the current 57dBA noise contour of Manchester Airport. The policy seeks to mitigate this effect through ensuring that the maximum possible reductions are achieved through development proposals. This is likely to result in an overall minor effect, with significance being reduced through the policy. Control of noise from aircraft is not within the control of the CS. Although the effects of the increased airport capacity are likely to have overall negative effects on air quality, again, the policy seeks to reduce localised air pollution effects on the local community. The control of aircraft emissions is not within the CS remit. Further effects on health are included in the EAR, which states that Sites B and E have a national cycle route along their boundaries and the route passes through Site D (Sustrans route 85- Manchester Airport Orbital Cycleway). PROWs also cross through sites B, E and F. These routes are likely to be negatively affected by the expansion of the airport, as will its users through either a loss of facility, or added noise and air pollution that will affect users. Up to 5 PROWs are likely to be closed as a result of development on site E with limited options for mitigation due to site security. It is likely that other effects to PROWs could be mitigated. Added to the air and noise pollution likely to increase in the area, these factors could have negative effects on health. In Area 4, the policy seeks that the existing allotments are retained or relocated, which could help to maintain health levels from the perspective of local food production which could have minor benefits for health. Overall, it is considered that, within the perspective of the potential for the CS to control the effects of the Airport, minor negative effects are likely.

#### **Recommendations**

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

### **Component 8: Climate Change**

- 11.142 Requiring a reduction in carbon dioxide (CO<sub>2</sub>) emissions from building stock may help reduce fuel poverty through an improvement in building stock quality over time. This may have positive effects on population well-being.
- 11.143 By contributing to tackling climate change, Climate Change Policy can contribute to reducing health effects of climate change such as increased risks of extreme weather events to effects on infectious disease dynamics. Policy EN 14 (Flood Risk) which aims to protect people from the adverse effects of extreme events such as flooding is judged likely to have a positive effect on human health.

#### **Recommendations**

- 11.144 In addition to requiring an overall reduction in CO<sub>2</sub> emissions from new development, the policy should include a separate message requiring the existing building stock to be refurbished to

reduce fuel poverty. This should help reduce the numbers of winter deaths associated with fuel poverty, especially amongst older people.

### **Component 9: Natural resources**

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

#### **Recommendations**

- 11.146 It is recommended that the adoption of the proximity principle for waste management is encouraged by Policy EN 19 to reduce excessive transportation of waste, further minimising negative effects from traffic on human health. Concentration of waste management facilities in one area should be avoided to ensure that no local neighbourhoods have to manage a disproportional share of waste, especially if the adopted waste management practices result in noise, odour or other types of nuisance. In case of a concentration of a particular type of hazardous waste management facilities, the associated health impacts should be assessed quantitatively through HRA.

### **Component 10: Green Infrastructure**

- 11.147 As well as the direct health benefit of increased physical activity as a result of improved access to recreational areas and facilities, the increased provision of green space is likely to improve an overall sense of well-being within the community which can also contribute to improved health. Additionally, such positive effects as reduction in air pollution associated with green infrastructure are likely to lead to indirect cumulative health benefits. Policies aimed at safeguarding open space and sport and recreational facilities and which include a network of walking and cycleways within green infrastructure will help encourage increased physical activity and adoption of healthier lifestyles benefiting health levels in the community. Increased opportunities to be active outdoors will contribute towards tackling growing obesity and sedentary lifestyles for adults and towards addressing increasing rates of child obesity and contributing to a healthy start in life. The effects are likely to become more pronounced in the longer term, as a substantial change in established lifestyles is not likely to take place over the short term.
- 11.148 No recommendations are made.

### **Component 11: Environmental Quality**

- 11.149 Policy EN 16 aims to improve air quality within Air Quality Management Areas (AQMA). This should have positive effects on the health of people currently living in these areas and future residents. The effects will become more significant in the longer term when air pollution levels fall and stabilise, resulting in lower exposure levels.

#### **Recommendations**

- 11.150 Policy EN 18 (Contaminated Land) should ensure that risk to health of future residents, arising from the redevelopment of contaminated sites are fully assessed and dealt with during the remediation process. It is recommended that quantitative Health Risk Assessment (HRA) is required as part of planning consent for individual sites where significant issues of pollution may exist.
- 11.151 It is recommended that development sites proposed outside the AQMAs should be developed first to avoid cumulative effects. A detailed assessment is recommended to be undertaken for the strategic sites within the AQMAs to understand implications of increased levels of air pollution on human health. It is also recommended that consideration is given to including Noise pollution policy in the Environmental Quality section.

## Component 12: Built Environment

- 11.152 Policies within this component should have positive impacts on well-being through ensuring developments are high quality in terms of lighting, access and provision of open space.
- 11.153 Policy Approach EN 3 (Heritage) aiming to protect and enhance the historic environment and the character and setting of areas of acknowledged importance are likely to have positive effects on sense of place, thus benefiting people's sense of well-being.

### Recommendations

- 11.154 It is recommended that Policy EN 1 (Strategic Character Areas) includes a reference to Policy DM 1 in regards to BREEAM and CfSH standards in relation to reducing social exclusion through design. The following text should also be included "Developers should consider the use of 'Building for Life', the current national standard for well designed homes and neighbourhoods as a means of demonstrating that a scheme embodies good design and function" This will help to ensure the adaptability of housing for different life stages to accommodate changing needs and lifestyles.
- 11.155 The requirements for high quality design should be carefully balanced with costs of development, as their increase could have negative impacts on low income groups, restricting their access to good quality, affordable housing and thus having a potential negative effect on well-being. However, an increase in housing cost should be offset by savings in utilities bills, which should be included in the cost benefit analysis.

## Cumulative, Synergistic and Indirect Effects

- 11.156 The detailed assessment, the results of which are presented in Appendix D, was focused primarily on direct effects. As required by the SEA Regulations, cumulative, synergistic and indirect effects have also been recorded and analysed during the appraisal. **Error! Reference source not found.** Table 11.4 lists the results of this analysis.

Table 11.4 – Summary of Cumulative, Synergistic and Indirect Effects

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

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

	requirements of the whole community	quality housing, including a proportion of affordable housing and provision for Gypsies and Travellers and Travelling Showpeople and students, whilst encouraging an increase in family housing.	more development proposals are completed.
Policies within components 2, 8, 9 and 12	Cumulative effects of development on traffic levels and air quality	The Core Strategy places emphasis on landless increases in development density (i.e. building up), which will increase the concentration of people accessing key City Centre locations for work and may increase overall transport-related emissions. However, simultaneous provision of new employment opportunities within the city's centres may reduce the need to travel and reliance on a private car. Although construction works may add to the air quality deterioration in a short term, the effects are likely to be offset to some degree in the longer term through the development of a green infrastructure strategy and promotion of sustainable transport modes.	Potentially significant detrimental effects likely to lessen in the long term as a modal shift to more sustainable transport is realised and green infrastructure strategy implemented.
Policies within components 1, 3, 6, 8, 9, 10, 11 and 12	Cumulative effects on the efficient use of land and natural resources	Overall, the cumulative effects of the policies are likely to improve the efficiency of land use in the City, as policies seek to direct development to regenerate previously developed sites as well as encouraging high density development. Sustainable design measures will help ensure that the efficient use of natural resources, although the strength of policy in this respect could be improved (see recommendations). However, the sheer scale of planned development is likely to lead to an overall increase in the use of natural resources.	Significant effects with regard to the efficient use of land, especially in the short to medium term or until sites are no longer available. Potentially significant positive effects with regards to the use of natural resources which may be offset by an increase in absolute amount of resources used for new development, resulting only in a relative decoupling.
Policies within components 1, 6, 8 and 10	Cumulative effects on water quality	Policies that seek to reduce traffic levels, promote remediation of contaminated sites and increase the amount of greenspace in the City will help improve the quality of and reduce the rate of runoff entering watercourses. This is in addition to direct policies seeking to improve the quality of water bodies and their environment.	Potentially significant positive effects over the medium to longer term as runoff is reduced and habitats recover from previous pollution levels.
Policies within all	Cumulative effects on	GHG emissions arise from a wide variety of sources including transport	Potentially significant

components	contributing to climate change	(road and air), construction, waste disposal and the general operation of buildings (heating and lighting systems). While the cumulative effects of realising the scale of development set out in these policies is likely to result in an overall increase in GHG emissions across the plan area, the policies should afford a combating effect.	detrimental effects of an increase in GHG emissions. However, potential positive combating effects overall if the Core Strategy policies are implemented effectively and as behavioural change takes place over the longer term.
Policies within all components	Synergistic effects on reducing the impact of climate change	Policies that seek to reduce the effects on contributing to further climate change may also enable development to adapt to the impacts of future climate change through increased resilience to temperature variations through improvements in buildings' design. Policies will also have synergistic effects through measures which seek to reduce the effects of development on biodiversity, such as green infrastructure. Benefits may include reduction in flood risk, urban cooling, and air quality improvements through pollution sequestration as well as encouraging walking and cycling to reduce traffic levels. Policies also encourage green roofs as part of green infrastructure proposals, which can have benefits for energy efficiency of buildings in addition to the benefits listed for green infrastructure.  Policies also seek to reduce flood risk by developing in areas of low risk, and reducing development in greenfield locations.	Potentially significant positive effect for reducing the impact of climate change.
Policies within components 6 and 10	Cumulative effects on conserving and enhancing biodiversity and geodiversity	Protection of species and habitat through comprehensive policies aiming to ensure the impact of development is minimised or mitigated.	Non-significant positive effects in the long term if the policies are implemented effectively over time.
Policies within components 1, 4, 5, 6, 10 and 12	Cumulative effect on enhancing local heritage, townscape and local character	Policies seek to protect and enhance sites of heritage value through mitigating potential effects on designated sites. Additionally, policies seek to improve overall design quality throughout the City as well as improve the local environment including through the provision of green infrastructure and	Potentially significant positive effects in the long term if the policies are implemented effectively over time.

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

- 11.157 As Table 11.4 illustrates the Core Strategy performs well in terms of cumulative, synergistic and indirect effects relating to:
- Reducing poverty and social exclusion;
  - Attracting additional population to settle in Manchester;
  - The health of the local population and encouraging a sense of community well-being and engagement;
  - Accessibility, meeting people's needs for goods, services and amenities and ensuring equality of opportunity;
  - Meeting the housing requirements of the whole community;
  - Water quality;
  - Efficient use of land:
  - Reducing the impact of climate change;
  - Conserving and enhancing biodiversity and geodiversity;
  - Enhancing local heritage, townscape and local character;
  - Enhancing the vitality and viability of Manchester's centres;
  - Skills levels amongst the resident population; and
  - Strengthening the local economy and increasing employment opportunities.
- 11.158 There were also few negative effects highlighted by the assessment. These included:
- Increased traffic levels and air quality deterioration;
  - An increase in the use of the overall amount of natural resources; and
  - Overall contributions to climate change;
- 11.159 The assessment, therefore, highlighted the need for those elements that are expected to result in negative effects to be addressed more overtly in the Core Strategy, supported by mitigation as appropriate, as well as enhancement of positive effects where possible.

## 12. Mitigation

- 12.1 The term mitigation encompasses any approach that is aimed at preventing, reducing or offsetting significant adverse environmental effects that have been identified. In practice, a range of measures applying one or more of these approaches is likely to be considered in mitigating any significant adverse effects predicted as a result of implementing the Core Strategy. In addition, it is also important to consider measures aimed at enhancing positive effects. All such measures are generally referred to as mitigation measures.
- 12.2 However, the emphasis should be in the first instance on proactive avoidance of adverse effects. Only once alternative options or approaches to avoiding an effect have been examined should mitigation then examine ways of reducing the scale/importance of the effect.
- 12.3 Mitigation can take a wide range of forms, including:
- Suggested re-wording of some policies in order to improve the likelihood of positive effects and to minimise adverse effects;
  - Technical measures (such as setting guidelines) to be applied during the implementation stage;
  - The effective implementation of other relevant Core Policies within the Core Strategy;
  - Identifying issues to be addressed in project environmental impact assessments for certain projects or types of projects;
  - Contingency arrangements for dealing with possible adverse effects.
- 12.4 Mitigation measures for each Policy have been considered and the Policies Assessment Tables (Appendix F and Annex 1) set out mitigation measures where appropriate. Recommendations on how to strengthen identified positive effects or minimise negative effects are also presented for all the policies in Section 11.

## 13. Monitoring

- 13.1 The SEA Directive states that  
*'member states shall monitor the significant environmental effects of the implementation of plans and programmes...in order, inter alia, to identify at an early stage unforeseen adverse effects, and to be able to undertake appropriate remedial action'* (Article 10.1).
- 13.2 In addition, the Environmental Report should provide information on a  
*'description of the measures envisaged concerning monitoring'* (Annex I (i)) (Stage E).
- 13.3 SA monitoring will cover significant social and economic effects as well as significant environmental effects; and it involves measuring indicators which will enable the establishment of a causal link 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. Significant effects were identified against all 23 identified SA objectives.
- 13.4 The SA guidance recommends SA monitoring is incorporated into each Council's existing monitoring arrangements. Under Section 35 of the Planning and Compulsory Purchase Act 2004 and Regulation 48 of the Town and Country Planning Regulations 2004 the Councils are required to prepare Annual Monitoring Reports (AMRs) to assess the implementation of their LDFs. For monitoring efforts to be optimally effective, it will be important that the Councils seek to integrate the monitoring of the significant sustainability effects of the Core Strategy with the AMR process.
- 13.5 The Core Strategy already identifies a range of indicators for regular monitoring of social, environmental and economic significant issues in the City. At this stage it is anticipated that SA monitoring will take place annually alongside the monitoring of the LDF. The Proposed Monitoring Programme in Table 13.1 contains two types of indicators which have been identified taking the requirement for post-implementation monitoring in consideration: i) indicators taken from existing sources of indicators; and ii) proposed indicators suggested by the MCC, SA team and by consultees on their responses to the Scoping Report consultations.
- 13.6 It is important to note that it will not always be necessary to collect data for all the indicators and that there are already some similarities between the indicators proposed in the Core Strategy and the indicators identified by the SA. The Council will need to consider SA indicators to identify those that can be effectively used to monitor the sustainability effects of the Core Strategy. This will need to be undertaken in dialogue with statutory environmental consultees and other bodies as in many cases, the monitoring information will be provided by outside bodies.
- 13.7 There will be a need for careful consideration of the practicalities of monitoring to be taken into account in shaping the Final Monitoring Programme, especially in the context of limited resources at the City level. The emphasis must be on creating a balanced, effective, yet achievable set of monitoring criteria

**Table 13.1: Proposed Monitoring Programme**

No.	Effect to be monitored	Nature of effect predicted	Potential key indicators (Bold = Data currently available or information source is known Not bold = Data currently unknown)	Direction of Change or Target	Suggested frequency of review/analysis of monitoring data/mitigation	Responsibility for undertaking monitoring
1	Reduce poverty and social exclusion	Positive	<b>Ranking of Index of Multiple Deprivation (IMD) 2004 (% of people in Manchester living in 20% most deprived areas of England)</b>	Decrease	As collated by CLG	DCLG
			IMD: Income domain	Decrease	As collated by CLG	DCLG
			<b>% of population of working age who are claiming key benefits</b>	Decrease	Annually	DWP/MCC
			<b>Children in poverty: % of children living in families receiving means-tested benefits</b> (Manchester Health Profile indicator)	Decrease	Annually	MCC
			<b>Tackling fuel poverty – people receiving income based benefits living in homes with a low energy efficiency rating</b> (NI 187)	Decrease	Annually	MCC
2	Attract additional population to settle in Manchester	Positive	<b>Mid Year Estimate</b>	Increase	Annually	ONS
			<b>Working age population qualified to NVQ4 and over</b>	Increase	Annually	MCC
3	Improve health of the population and reduce health inequalities	Positive	<b>Obesity amongst children</b> (Manchester Health Profile indicator)	Decrease	Annually	MCC working with the PCT
			<b>Participation in sport and active recreation</b> (National Indicator 8)	Increase	Annually	MCC
			<b>Physically active children: % 5-16 year olds who spent at least 2 hours per week on high quality PE and school sport</b> (Manchester Health Profile indicator)	Increase	Annually	MCC

No.	Effect to be monitored	Nature of effect predicted	Potential key indicators (Bold = Data currently available or information source is known Not bold = Data currently unknown)	Direction of Change or Target	Suggested frequency of review/analysis of monitoring data/mitigation	Responsibility for undertaking monitoring
			Proportion of journeys to work on foot or by cycle	Increase	Annually	MCC
			Change in existing provision of outdoor playing space (youth and adult space)	Increase	Annually	MCC
			Change in existing provision of children's play space	Increase	Annually	MCC
			<b>Amount of new residential development within 30 minutes public transport time of a GP, hospital and a major health centre</b>	Increase	Annually	MCC
			% disabled people with good access to health, sport and recreation facilities	Increase	Annually	MCC
			Proportion of residents within easy reach of a food shop	Increase	Annually	MCC
			<b>IMD: Health domain</b>	Decrease	As collated by CLG	DCLG
			<b>Female life expectancy</b>	Increase	Annually	MCC
			<b>Male life expectancy</b>	Increase	Annually	MCC
			<b>Over 65s 'not in good health'</b> (Manchester Health Profile indicator)	Decrease	Annually	MCC working with the PCT
			<b>% of people who describe their health as good</b>	Increase	Annually	MCC working with the PCT
			% disabled people with good health	Increase		
			<b>Incapacity benefits for mental illness (rate per 1,000 working</b>	Decrease	Annually	DWP/MCC

No.	Effect to be monitored	Nature of effect predicted	Potential key indicators (Bold = Data currently available or information source is known Not bold = Data currently unknown)	Direction of Change or Target	Suggested frequency of review/analysis of monitoring data/mitigation	Responsibility for undertaking monitoring
			<b>age population</b> ) (Manchester Health Profile indicator)			
			Excess winter deaths index	Decrease	Annually	MCC
			% of households without central heating	Decrease	Annually	MCC
4	Improve the qualifications and skills of the resident population	Positive	<b>IMD: Education domain</b>	Decrease	As collated by CLG	DCLG
			% of 16 to 18 year olds not in education, employment or training	Decrease	Annually	MCC
			<b>GCSE results</b>	Increase	Annually	MCC
			<b>Working age residents qualified to NVQ level 3 or above</b>	Increase	Annually	MCC
5	Provide an adequate mix of quality housing for current and future residents of the area	Positive	<b>IMD: Barriers to housing domain</b>	Decrease	As collated by CLG	DCLG
			<b>Annual average number of net additional dwellings needed to meet overall housing requirements</b>	Decrease	Annually	MCC
			<b>Households accepted by local housing authorities as homeless</b>	Decrease	Annually	MCC
			Proportion of all new dwellings that are either accessible or adaptable	Increase	Annually	MCC
			Proportion of all new affordable dwellings that are either accessible or adaptable	Increase	Annually	MCC working with RSLs

No.	Effect to be monitored	Nature of effect predicted	Potential key indicators (Bold = Data currently available or information source is known Not bold = Data currently unknown)	Direction of Change or Target	Suggested frequency of review/analysis of monitoring data/mitigation	Responsibility for undertaking monitoring
			<b>Local authority housing in non-decent condition (ONS)</b>	Decrease	Annually	MCC
			RSL completions	Increase	Annually	MCC working with RSLs
			% of affordable homes as proportion of total new dwelling completions	Increase	Annually	MCC
			Affordability ratio: Comparison between property price and average annual earnings	Increase	Annually	MCC
			Distribution of housing by type	To move in line with aspirations	Annually	MCC
			% of special needs housing provided as a proportion of total new dwelling completions	Increase	Annually	MCC
			<b>Net additional pitches (Gypsy and Traveller)</b>	Increase	Annually	MCC
			<b>Empty properties in the private sector (AMR 2008)</b>	Decrease	Annually	MCC
			Unfit private sector dwellings made fit or demolished	Increase	Annually	MCC
			Vacant private sector dwellings returned to occupation	Increase	Annually	MCC
6	Reduce crime and perceptions of crime	Positive	IMD: Crime domain	Decrease	As collated by CLG	DCLG
			<b>Recorded violence against the person crimes crude rate per 1,000 population</b> (Manchester Health Profile indicator)	Decrease	Annually	MCC
			<b>Residents feeling safe alone after dark in their local area</b>	Increase	Annually	MCC

No.	Effect to be monitored	Nature of effect predicted	Potential key indicators (Bold = Data currently available or information source is known Not bold = Data currently unknown)	Direction of Change or Target	Suggested frequency of review/analysis of monitoring data/mitigation	Responsibility for undertaking monitoring
			Disabled residents feeling safe alone after dark in their local area	Increase	Annually	MCC
			<b>Residents feeling safe walking alone during daytime in their local area</b>	Increase	Annually	MCC
			Disabled residents feeling safe walking alone during daytime in their local area	Increase	Annually	MCC
			<b>Residents' perceptions of anti-social behaviour (NI 17)</b>	Improve	Annually	MCC
7	Encourage a sense of community well-being and engagement	Positive	<b>Residents believing they can influence decision making (NI 4)</b>	Increase	Annually	MCC
			<b>% of people who feel that they belong to their neighbourhood (NI 2)</b>	Increase	Annually	MCC
			<b>Overall/general satisfaction with local area (NI 5)</b>	Increase	Annually	MCC
			<b>Residents believing that people from different backgrounds get on well together in their area (NI 1)</b>	Increase	Annually	MCC
			<b>Migrants English language skills and knowledge (NI 13)</b>	Increase	Annually	MCC
			<b>Use of public libraries (NI 9)</b>	Increase	Annually	MCC
			<b>Visits to museums and galleries (NI 10)</b>	Increase	Annually	MCC
			<b>Percentage of adults who have either attended an arts event or participated in an arts activity at least three times in the past 12 months (NI 11 Engagement in the arts)</b>	Increase	Annually	MCC
		<b>Young people participation in positive activities (NI 110)</b>	Increase	Annually	MCC	

No.	Effect to be monitored	Nature of effect predicted	Potential key indicators (Bold = Data currently available or information source is known Not bold = Data currently unknown)	Direction of Change or Target	Suggested frequency of review/analysis of monitoring data/mitigation	Responsibility for undertaking monitoring
8	Ensure people's needs for goods, services and amenities are met	Positive	Residents finding it easy to access local services and amenities	Increase	Annually	MCC
			Disabled residents finding it easy to access local services and amenities	Increase	Annually	MCC
			<b>Proportion of residents within 20 minutes walk/public transport travelling time of a district centre</b>	Increase	Annually	MCC
			<b>IMD: Living environment domain</b>	Decrease	As collated by CLG	DCLG
			Community facilities and mixed use land availability	Increase	Annually	MCC
			Community facilities and mixed use permissions and allocations	Increase	Annually	MCC
			Areas of deficiency in terms of natural green space	Decrease	Annually	MCC
			Area of land allocated for allotments	Increase	Annually	MCC
			% crossings for disabled people	Increase	Annually	MCC
			<b>% of public buildings accessible for disabled people</b>	Increase	Annually	MCC
			<b>Number of Green Flag open spaces</b>	Increase	Annually	MCC
9	Ensure inclusion and equality of opportunity for all, whilst	Positive	<b>ONS population estimates (age, gender and ethnicity)</b>	To move in line with aspirations	Annually	ONS

No.	Effect to be monitored	Nature of effect predicted	Potential key indicators (Bold = Data currently available or information source is known Not bold = Data currently unknown)	Direction of Change or Target	Suggested frequency of review/analysis of monitoring data/mitigation	Responsibility for undertaking monitoring
	embracing differing needs, values and customs		<b>Residents believing that people from different backgrounds get on well together in their area (NI 1)</b>	Increase	Annually	MCC
<b>Ranking of Index of Multiple Deprivation (IMD) 2004 (% of people in Manchester living in 20% most deprived areas of England)</b>			Decrease	As collated by CLG	DCLG	
<b>Children in poverty: % of children living in families receiving means-tested benefits</b>			Decrease	Annually	MCC	
<b>% of population of working age who are claiming key benefits</b>			Decrease	Annually	MCC	
<b>Economic Activity – Males</b>			Increase	Annually	MCC	
<b>Economic Activity – Females</b>			Increase	Annually	MCC	
Employment rate for those with a disability that limits their day-to-day activities and their work			Increase	Annually	MCC	
Employment rate, lone parents			Increase	Annually	MCC	
Employment rate, BME			Increase	Annually	MCC	
Residents finding it easy to access local services and amenities			Increase	Annually	MCC	
<b>Working age people with access to employment by public transport, walking and cycling (NI 176)</b>			Increase	Annually	MCC	
Disabled residents finding it easy to access local services and amenities			Increase	Annually	MCC	

No.	Effect to be monitored	Nature of effect predicted	Potential key indicators (Bold = Data currently available or information source is known Not bold = Data currently unknown)	Direction of Change or Target	Suggested frequency of review/analysis of monitoring data/mitigation	Responsibility for undertaking monitoring
			<b>Independent living: % of vulnerable people achieving independent living (NI 141)</b>	Increase	Annually	MCC
			% crossings for disabled people	Increase	Annually	MCC
			<b>% of public buildings accessible for disabled people</b>	Increase	Annually	MCC
			Proportion of all new dwellings that are either accessible or adaptable	Increase	Annually	MCC
			% of affordable homes as proportion of total new dwelling completions	Increase	Annually	MCC
			% of special needs housing provided as a proportion of total new dwelling completions	Increase	Annually	MCC
			New housing schemes achieving a 'silver' and 'gold' standard on the Building for Life criteria	Increase	Annually	MCC
			<b>Tackling fuel poverty – people receiving income based benefits living in homes with a low energy efficiency rating (NI 187)</b>	Decrease	Annually	MCC
10	Promote the use of sustainable transport modes and reduce motorised traffic	Range of Positive and Negative	<b>Estimated distance travelled by cars per capita</b>	Decrease	Annually	MCC
			Traffic movements on A & B roads	Decrease	Annually	MCC
			<b>Nitrogen dioxide emissions</b>	Decrease	Annually	MCC
			<b>Emissions of particulates</b>	Decrease	Annually	MCC

No.	Effect to be monitored	Nature of effect predicted	Potential key indicators (Bold = Data currently available or information source is known Not bold = Data currently unknown)	Direction of Change or Target	Suggested frequency of review/analysis of monitoring data/mitigation	Responsibility for undertaking monitoring
			<b>Congestion – average journey time per mile during the morning peak (NI 167)</b>	Decrease	Annually	MCC
			Satisfaction with safe places to cross the road in local neighbourhood	Increase	Annually	MCC
			Disabled people satisfied with safe places to cross the road in local neighbourhood	Increase	Annually	MCC
			<b>Trips made to Regional Centre by means other than private car</b>	Increase	Annually	MCC
			<b>Access to services and facilities by public transport, walking and cycling (NI 175)</b>	Increase	Annually	MCC
			<b>Children walking, cycling or using public transport to secondary school</b>	Increase	Annually	MCC
			New or improved cycle lanes and footpaths	Increase	Annually	MCC
			<b>Use of public transport (passenger journeys by bus per year (millions of journeys)</b>	Increase	Annually	MCC
			Satisfaction with local bus services	Increase	Annually	MCC
			Satisfaction with local bus services amongst disabled people	Increase	Annually	MCC
			No. of residents within 500m of a bus stop, train station or Metrolink stop	Increase	Annually	MCC

No.	Effect to be monitored	Nature of effect predicted	Potential key indicators (Bold = Data currently available or information source is known Not bold = Data currently unknown)	Direction of Change or Target	Suggested frequency of review/analysis of monitoring data/mitigation	Responsibility for undertaking monitoring
			<b>Children walking or cycling to primary school</b>	Increase	Annually	MCC
11	Improve air quality	Range of Positive and Negative	<b>Days per year on which air pollution reaches moderate levels or higher (for NO<sub>2</sub>, PM10, SO<sub>2</sub>, CO)</b>	Decrease	Annually	MCC
			<b>Number and area of Air Quality Management Areas</b>	Decrease	Annually	MCC
12	Improve the quality of water bodies and their environment	Positive	<b>Rivers of good or fair biological quality</b>	Increase	Annually	MCC with the Environment Agency
			<b>Rivers of good or fair chemical quality</b>	Increase	Annually	MCC with the Environment Agency
			Kilometres of river bank/canal brought back into active management	Increase	Annually	MCC with the Environment Agency
13	Ensure efficient use of land	Range of Positive and Negative	<b>Area of derelict land and buildings (in hectares) (AMR 2008)</b>	Decrease	Annually	MCC
			<b>Homes built at density of less than 30 dwellings per hectare; between 30 and 50 dwellings per hectare; and above 50 dwellings per hectare</b>	To be in line with aspirations	Annually	MCC
			<b>Percentage of new and converted dwellings built on previously developed land</b>	Increase	Annually	MCC
			<b>Total amount of employment floorspace on previously developed land</b>	Increase	Annually	MCC
			Hectares of contaminated land (remediated)	Increase	Annually	MCC

No.	Effect to be monitored	Nature of effect predicted	Potential key indicators (Bold = Data currently available or information source is known Not bold = Data currently unknown)	Direction of Change or Target	Suggested frequency of review/analysis of monitoring data/mitigation	Responsibility for undertaking monitoring
14	Maintain and enhance biodiversity, including habitats and species	Positive and Negative	<b>Sites designated for nature conservation (SBIs, LNRs, SSSIs, cSACs)</b>	Increase	Ongoing – constantly update	MCC with Natural England
			Area of land designated as SBI/LNR/SSSI/cSAC per 1,000 population	Increase	Ongoing – constantly update	MCC with Natural England
			Hectares of open space with a biodiversity emphasis	Increase	Ongoing – constantly update	MCC with Natural England
			<b>% area of SSSIs in favourable/recovering condition</b>	Increase	Ongoing – constantly update	MCC with Natural England
			New developments with a biodiversity emphasis	Increase	Ongoing – constantly update	MCC
			Percentage increase in BAP priority habitats and species	Increase	Ongoing – constantly update	MCC with Natural England
			Species population indices	Increase	Ongoing – constantly update	MCC with Natural England
			Cases of wildlife crime reported	Decrease	Ongoing – constantly update	MCC with Natural England
15	Maintain and enhance the quality of landscape, townscape and built	Range of Positive and Negative	Developments accompanied by a satisfactory design statement (as defined in Manchester’s Guide to Development 2)	Increase	Annually	MCC
			% of premises meeting BREEAM “Very Good” standard or higher	Increase	Annually	MCC

No.	Effect to be monitored	Nature of effect predicted	Potential key indicators (Bold = Data currently available or information source is known Not bold = Data currently unknown)	Direction of Change or Target	Suggested frequency of review/analysis of monitoring data/mitigation	Responsibility for undertaking monitoring
	environment		and % of dwelling meeting Code for Sustainable Homes level 3-6			
			New housing schemes achieving a 'silver' and 'gold' standard on the Building for Life criteria	Increase	Annually	MCC
			% of new development that incorporates improvements to public realm	Increase	Annually	MCC
			Number of planning applications refused for reasons due to poor design	Increase	Annually	MCC
16	Protect and enhance sites, features and areas of historical and archaeological value	Range of Positive and Negative	<b>Number of Buildings of Grade I and II* at risk of decay</b>	Decrease	Annually	MCC
			Scheduled Monuments at risk	Decrease	Annually	MCC
			% of Conservation Areas with up-to-date character appraisal	Increase	Annually	MCC
			<b>No. of registered historic parks and gardens at risk</b>	Decrease	Annually	MCC
			% of planning applications with archaeological site appraisals completed	Increase	Annually	MCC with County Archaeologist
17	Ensure the prudent use of natural resources	Range of Positive and Negative	Percentage of buildings adhering to the Code for Sustainable Homes standards (all new dwellings meeting Code level 3 by 2010, Code level 4 by 2013 and Code level 6 by 2016)	Increase	Annually	MCC
			<b>Average annual domestic consumption of gas and electricity (kwh)</b>	Decrease	Annually	MCC
			<b>Energy use of local authority operational buildings</b>	Decrease	Annually	MCC

No.	Effect to be monitored	Nature of effect predicted	Potential key indicators (Bold = Data currently available or information source is known Not bold = Data currently unknown)	Direction of Change or Target	Suggested frequency of review/analysis of monitoring data/mitigation	Responsibility for undertaking monitoring
			% of non-residential buildings adhering to BREEAM 'Very Good/'Excellent' standards	Increase	Annually	MCC
			Capacity of on-site renewable energy generation in the City (cumulative total of figure for AMR)	Increase	Annually	MCC working with energy providers
			<b>Renewable energy generation: installed generating capacity</b> (AMR 2008)	Increase	Annually	MCC working with energy providers
			Energy used by the local authority generated from a renewable source	Increase	Annually	MCC working with energy providers
			Daily domestic water use (per capita consumption)	Decrease	Annually	MCC working with water providers
18	Reduce contribution to climate change	Range of Positive and Negative	<b>Change in CO<sub>2</sub> emissions from domestic use</b>	Decrease	Annually	MCC working with Defra
			<b>GHG emissions by sector and per capita emissions - proportion and absolute quantity in tonnes per year (Defra Statistics on CO<sub>2</sub> emissions for local authority areas)</b>	Decrease	Annually	MCC working with Defra
			Aviation and shipping emissions	Decrease	Annually	MCC working with Defra
			Net increase in tree cover	Increase	Annually	MCC
19	Reduce impact of climate change	Range of Positive and Negative	New developments incorporating Sustainable Urban Drainage Systems	Increase	Annually	MCC
			<b>New developments in Flood Zone 3</b>	Decrease	Annually	MCC working with

No.	Effect to be monitored	Nature of effect predicted	Potential key indicators (Bold = Data currently available or information source is known Not bold = Data currently unknown)	Direction of Change or Target	Suggested frequency of review/analysis of monitoring data/mitigation	Responsibility for undertaking monitoring
						Environment Agency
			<b>Flood Risk – Planning applications granted contrary to Environment Agency advice</b>	Decrease	Annually	MCC working with Environment Agency
			Incidence of fluvial flooding (properties affected)	Decrease	Annually	MCC working with Environment Agency
			<b>Adapting to climate change (NI 188)</b>	Increase	Annually	MCC
20	Minimise the production of waste, manage waste sustainably and increase re-use, recycling and recovery rates	Positive	<b>% of waste being recycled/composted/landfilled</b>	Recycled and composted to increase and landfilled to decrease	Annually	MCC
			<b>Waste arising per head</b>	Decrease	Annually	MCC
21	Encourage a strong and stable economy	Positive	<b>Net change in VAT registered enterprises</b>	Increase	Annually	MCC
			<b>Survival rates of VAT registered businesses</b>	Increase	Annually	MCC
			<b>Business start-ups (number of new VAT registered enterprises) and closures</b>	Start ups increase and closures decrease	Annually	MCC
			<b>GVA per capita</b>	Increase	Annually	MCC
			Take-up of employment floorspace (completions)	Increase	Annually	MCC

No.	Effect to be monitored	Nature of effect predicted	Potential key indicators (Bold = Data currently available or information source is known Not bold = Data currently unknown)	Direction of Change or Target	Suggested frequency of review/analysis of monitoring data/mitigation	Responsibility for undertaking monitoring
			<b>Number and percentage of businesses by industry type in key sectors</b>	To be in line with aspirations	Annually	MCC
			<b>Impact of local authority regulatory services on the fair trading environment</b> (NI 183)	Decrease	Annually	MCC
			Tourist spend and overnight visitor to the city numbers	Increase	Annually	MCC
22	Reduce economic exclusion	Positive	<b>Employment rate</b>	Increase	Annually	MCC/DWP
			<b>Worklessness</b>	Decrease	Annually	MCC/DWP
			Employment rate for those with a disability that limits their day-to-day activities and their work	Increase	Annually	MCC/DWP
			Employment rate, lone parents	Increase	Annually	MCC/DWP
			Employment rate, BME	Increase	Annually	MCC/DWP
			Proportion of those employed as unskilled workers	To be in line with aspirations	Annually	MCC/DWP
			<b>IMD: Employment domain</b>	Decrease	As collated by CLG	DCLG
			<b>Economically active (percentage of working age population): Total; In employment; Employees; Self-employed; Unemployed</b>	To be in line with aspirations	Annually	MCC/DWP
			<b>Long term unemployment</b>	Decrease	Annually	MCC/DWP

No.	Effect to be monitored	Nature of effect predicted	Potential key indicators (Bold = Data currently available or information source is known Not bold = Data currently unknown)	Direction of Change or Target	Suggested frequency of review/analysis of monitoring data/mitigation	Responsibility for undertaking monitoring
			<b>Income Support claimants</b>	Decrease	Annually	MCC/DWP
			<b>Economic Activity – Males</b>	Increase	Annually	MCC/DWP
			<b>Economic Activity – Females</b>	Increase	Annually	MCC/DWP
			<b>Earnings – workplace based</b>	Increase	Annually	MCC/DWP
			<b>Earnings – residents based</b>	Increase	Annually	MCC/DWP
			<b>Working age people with access to employment by public transport, walking and cycling (NI 176)</b>	Increase	Annually	MCC
23	Encourage and accommodate both indigenous and inward investment	Positive	Number of enquiries to business advice services from within area	Increase	Annually	MCC
			Number of enquiries to business advice services from outside of area	Increase	Annually	MCC
			<b>Satisfaction of businesses with local authority regulation services (NI 182)</b>	Increase	Annually	MCC
			<b>Employment land availability</b>	Increase	Annually	MCC
			<b>Total amount of employment floorspace by type</b>	To be in line with aspirations	Annually	MCC
			<b>Employment permissions and allocations</b>	To be in line with aspirations	Annually	MCC
24	Maintain and	Positive	Percentage of town centre units with A1 uses	Increase	Annually	MCC

No.	Effect to be monitored	Nature of effect predicted	Potential key indicators (Bold = Data currently available or information source is known Not bold = Data currently unknown)	Direction of Change or Target	Suggested frequency of review/analysis of monitoring data/mitigation	Responsibility for undertaking monitoring
	enhance vitality and viability of Manchester's centres, including City Centre, District and Local Centres		<b>Total amount of floorspace for 'town centre uses'</b>	Increase	Annually	MCC
			<b>Amount and percentages of completed retail, office and leisure development respectively in town centres</b>	To be in line with aspirations	Annually	MCC
			% Vacant units in town centres	Decrease	Annually	MCC
			Pedestrian Flows	Increase	Annually	MCC

## 14. Conclusions

- 14.1 The Core Strategy Policies within the Manchester Core Strategy (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 environmental, social and economic objectives.
- 14.2 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.
- 14.3 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.
- 14.4 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. Those recommendations that were not taken on board are shown in Appendix H along with the reason for non-inclusion. Additions and changes to the policies 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.

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

## References

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