

**Manchester City Council
Report for Information**

Report to: Environment and Climate Change Scrutiny Committee –
9 September 2021

Subject: Planning and its contribution to address climate change

Report of: Director of Planning, Building Control and Licensing

Summary

This report describes how the planning policy and process is used to influence and address climate change, including an update on the Local Plan, describing the policy in relation to developer requirements to provide electric vehicle charging points and cycle storage facilities, and the approach to Environmental Impact Assessments.

Recommendations

The Committee is recommended to:

1. Note the report; and
 2. Note that officers will report back on preferred policy directions for the updated Local Plan, including ways it will continue to address climate change.
-

Wards Affected: All

Environmental Impact Assessment - the impact of the issues addressed in this report on achieving the zero-carbon target for the city

The planning system will continue to help the city work toward zero carbon including by encouraging compact patterns of urban development, with housing accessible by active and public transport to employment and services; preserving and improving green and blue infrastructure by encouraging development in existing urban areas; and supporting zero carbon building standards through development planning processes.
--

Manchester Strategy outcomes	Summary of how this report aligns to the OMS
A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities	The city's planning system aims to improve Manchester'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.

A highly skilled city: world class and home grown talent sustaining the city's economic success	The city's planning system incorporates a vision for Manchester of a knowledge-based economy flourishing within an entrepreneurial community, characterised by a fully skilled, inclusive working Population, and includes policies to deliver this through key strategic locations across the city.
A progressive and equitable city: making a positive contribution by unlocking the potential of our communities	The city's planning system aims to reduce economic, environmental and social disparities, and to help create inclusive sustainable communities.
A liveable and low carbon city: a destination of choice to live, visit, work	The city's planning system aims to provide a framework within which the sustainable development of the city can contribute to halting climate change. It also aims to provide a network of distinctive, attractive and high-quality centres.
A connected city: world class infrastructure and connectivity to drive growth	The city's planning system aims to improve Manchester's physical connectivity, through sustainable and accessible transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation.

Contact Officers:

Name: Julie Roscoe
Position: Director of Planning, Building Control and Licensing
Telephone: 0161 234 4552
E-mail: julie.roscoe@manchester.gov.uk

Name: Michael Marriott
Position: Head of Environment, Planning and Infrastructure
Telephone: 07931345719
E-mail: michael.marriott@manchester.gov.uk

Name: Duncan McCorquodale
Position: Planning and Infrastructure Manager
Telephone: 07507065558
E-mail: duncan.mccorquodale@manchester.gov.uk

Name: Des Jones
Position: Planning Section Manager
E-mail: des.jones@manchester.gov.uk

Background documents (available for public inspection):

The following documents disclose important facts on which the report is based and have been relied upon in preparing the report. Copies of the background documents

are available up to 4 years after the date of the meeting. If you would like a copy, please contact one of the contact officers above.

- Manchester Core Strategy Development Plan 2012 to 2027
- Places for Everyone Publication Plan 2021
- 11 March 2020 report to Executive on Planning and Climate Change
- Development in the City 2018-2020 - The 2020 Authority Monitoring Report
- 8 October 2020 report to Economy Scrutiny Committee on Proposed Planning Reforms, Local Plan and Greater Manchester Spatial Framework
- 22 July 2021 report to Environment and Climate Change Scrutiny Committee on Climate Change Action Plan Quarterly Progress Report

1.0 Introduction

- 1.1 This report describes how Manchester is utilising the planning system to influence and address climate change, including an update on the Local Plan. It outlines our requirements in relation to electric vehicle charging points and cycle storage facilities, and the approach to Environmental Impact Assessments.
- 1.2 The planning system is part of an overall strategy by the city and a suite of measures being used to tackle climate change, including:
 - our science-based target to achieve zero carbon by 2038;
 - the Climate Change Action Plan and actions within it;
 - our role in the Manchester Climate Change Partnership and Manchester Climate Change Framework, working with partners to collaboratively take action on climate change at the city scale.
- 1.3 The planning system is one way of helping to address climate change and influence and support change through place-making and the use of land and buildings. The Core Strategy Development Plan (the main document of the Local Plan), adopted in 2012, includes clear objectives that seek to deliver sustainable development; and cover matters such as tackling contaminated land, improving air quality, reducing pollution, reducing emissions from buildings, promoting less waste, supporting sustainable travel, minimising flood risk, and construction management. The Environment Objective of the Plan is to “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...”.
- 1.4 The policy framework sets out to manage growth in a sustainable manner and helps to guide our decision making in order to balance the economic, social and environmental needs of the city.
- 1.5 As required by Government, we are reviewing the city’s Local Plan, working toward adopting an updated plan in 2023. This presents an opportunity to consider how the Plan is currently addressing climate change, and potential changes to strengthen this, given the urgency of the climate challenge and need to accelerate responses at all levels of society.

2.0 Background

- 2.1 The planning system takes place within a context defined by legislation and regulation. The starting point is national policy and guidance with local policy in the form of the core strategy setting out how we aim to deliver these overarching requirements for the city. They provide the platform for how we expect development to be delivered and in Manchester we also use other levers such as strategic frameworks to secure key outcomes. In this way the planning system works across various scales and in different ways to address climate change.

2.2 Places for Everyone, once finalised and adopted, will form part of Manchester's local development framework and will: promote carbon neutrality of new development by 2028; promote sustainable patterns of development that minimise the need to travel; locate and design development to reduce car dependency; facilitate provision of infrastructure for cleaner vehicles; enhance green infrastructure; and improve energy efficiency and the generation of renewable and low carbon energy.

2.3 The Core Strategy sets out specific policies for Manchester that are addressing climate change including the following. However, as with national policy, the core strategy must be read as a whole to guide development towards sustainable solutions.

- Spatial Principle SP1 - to provide a framework within which the sustainable development of the city can contribute to halting climate change.
- Core Development Principles (within Policy SP1) - to minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible, and ensuring development is located to reduce the need to travel and provide good access to sustainable transport provision.
- Policy DM 1 Development Management – including requirements for appropriate siting, sustainable transport, biodiversity, green infrastructure, flood risk, and energy targets.
- Policy EC 1 - development proposals should have regard to climate change resilience demonstrating how CO₂ emissions will be minimised with an aim of zero carbon emissions, through energy efficiency, renewable energy and contributing to low and zero carbon decentralised energy infrastructure.
- Policy T 1 - to deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon-free modes of transport. This includes the Council supporting proposals that facilitate modes of transport that reduce carbon emissions, such as by incorporating charging points for electric vehicles. The Core Strategy also sets minimum cycle parking standards for development types.
- Policy EN 4 - reducing CO₂ Emissions by enabling low and zero carbon development through a range of measures.
- Policy EN 5 - Strategic areas for low and zero carbon decentralised energy infrastructure.
- Policy EN 6 - Framework for CO₂ reductions from low or zero carbon energy supplies.
- Policy EN7 – a general presumption in favour of low and zero carbon decentralised energy schemes.
- Policy EN 8 Adaptation to Climate Change - All new development is expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and external spaces.
- Policy EN 9 Green Infrastructure - New development is expected to maintain existing green infrastructure in terms of its quantity, quality

and multiple function. Where the opportunity arises and in accordance with current Green Infrastructure Strategies the Council will encourage developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure. New green infrastructure provision should be an exemplar of best practice and innovation in terms of both its design and management.

- Policy EN 15 Biodiversity and Geological Conservation – developers are expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on-site or adjacent to the site, contributing to linkages between valuable or potentially valuable habitat areas where appropriate.

2.4 The Annual Monitoring Report (AMR) assesses progress against policies in the Core Strategy, including the city's previous target of a 41% reduction in carbon emissions by 2020 (from a 2005 baseline), aligned to when the Core Strategy was developed. The 2020 AMR reports on carbon emissions up to 2018, as this is the available monitoring data by the Department for Business, Energy and Industrial Strategy (BEIS) used for the AMR. Future AMRs will report against the new target of net zero carbon by 2038, and present an opportunity, where available data allows, to align reporting to be more current in line with reporting on the city's Climate Change Action Plan.

2.5 The 2020 AMR demonstrates continued emissions reductions, showing:

- 2018 emissions showed a reduction of 37.9% on 2005 levels, and 2% on 2017 emissions levels.
- in 2018, total estimated CO₂ emissions in Manchester were 2,032 kilotonnes, with 38% of this from non-domestic (industry & commerce), 30% from domestic sources, and 32% from transport;
- per-capita emissions were an estimated 3.7 tonnes in 2018.

2.6 Regarding green infrastructure, the 2020 AMR reports on outcomes against policies, including that:

- 58% of land in Manchester was classified as Green Infrastructure;
- as of November 2020, nine parks and all four main cemeteries in Manchester had achieved Green Flag Award status;
- as of December 2020, none of the register historic parks and gardens in Manchester were assessed as at risk;
- a review of green infrastructure coverage as part of the Local Plan refresh is planned for Winter 2021.

2.7 Other key tools supporting green infrastructure for the city are the Green and Blue Infrastructure Plan and the Manchester Tree Action Plan 2016-20. This work is an essential component of creating a climate resilient city and these plans are integrated as actions under Manchester's Climate Change Action Plan (MCCP). As highlighted in the report to the Environment and Climate Change Scrutiny Committee in July 2021, green infrastructure is continuing to be delivered under these plans. Between October 2020 and May

2021, over 1,000 trees and 1,175 hedge trees were planted across the city. Following engagement with residents, four community orchards were planted in Delamere Park, Openshaw; Kenworthy Wood, Northenden; and Mersey Bank Fields, Chorlton Park and Platt Fields Park in Rusholme. These outcomes demonstrate achievement of targets set out in the MCCP.

2.8 As reported to the Neighbourhoods and Environment Scrutiny Committee in January 2019, the Council's Principles of Tree Management outlines the benefits of trees and things the Council does in relation to tree management. Trees in the city provide many environmental benefits including:

- helping neighbourhoods adapt to the impact of climate change;
- storing carbon;
- helping control flooding through sustainable urban drainage;
- improving air and water quality;
- contributing to soil formation, habitat provision and biodiversity;
- assisting with building energy-saving, through helping to provide shade in the summer and protecting from winds in the winter;
- improving health and wellbeing and encouraging activity;
- enhancing walkability;
- tackling fuel poverty by improving the energy-efficiency of homes.

2.9 In line with the Principles, the Council follows 'the right tree for the right place, for the right reason' principle regarding tree-planting. This ensures that all opportunities and constraints of a proposal are considered to generate a list of best-suited tree species for the given location, This includes consideration of the size the tree will grow to at maturity and the space available at the planting location, carbon storage and sequestration rates, ability to increase wildlife habitat, help improve the land's capacity to adapt to climate change, and aesthetic value. All trees sequester and store carbon; and while large trees are better in this regard than small trees, not all locations can accommodate large trees.

2.10 In 2020-2021 trees planted by the Council across the city included:

- Standard trees = 1,001 - (29 in Parks, 66 in Cemeteries and 912 in Streetscape)
- Beacon trees = 6 - (Cemeteries)
- Hedgerows = 208 linear meters, consisting of 1,175 individual tree whips - (Cemeteries and streetscape)

2.11 Strategic Regeneration Frameworks (SRFs) are used to address the Council's objectives including how environmental, social, design and economic requirements should be achieved at the scale of specific urban areas. By working at a smaller scale than the Local Plan and by engaging with the market, SRFs present opportunities to drive innovation and deliver best practice outcomes that work with the specific opportunities presented by different locations across the city and are up to date with current policy and technology trends. When involving procurement by the Council, SRFs also

allow application of our 10% weighting for environment as part of tender evaluations.

2.12 In Manchester we use SRFs to help deliver a range of outcomes for strategic sites in the city; they include a strong focus on sustainability issues and objectives to address climate change. For instance, Victoria North, one of the city's largest SRFs being delivered, has been planned to facilitate radical change in current patterns of energy generation, distribution and use, aligned with the Manchester Climate Change Strategy and 2038 zero carbon target. This will include:

- promoting active travel through public realm and street design;
- adopting high standards of building design and thermal efficiency to minimise the energy required for heating and cooling;
- moving transport away from the Internal Combustion Engine, to active travel, car free streets, public transport, low and zero carbon energy forms including providing and enabling EV charging within developments;
- designing heating and cooling systems for a low and zero carbon future;
- taking opportunities for renewable zero carbon energy to be generated and used throughout Victoria North;
- exploring the potential for district heating, hydrogen, or other, zero carbon energy sources;
- working collaboratively with ENWL to reinforce the local electricity network to support the increasing adoption of electrical energy as the best means of moving to low and zero carbon energy;
- using Smart Grids and MicroGrids for efficient energy consumption and distribution;
- increasing the adoption of digital technologies such as the Internet of Things;
- improving existing physical utilities infrastructure within Victoria North;
- using innovative commercial arrangements;
- integrating Sustainable Urban Drainage Systems (SuDS) features into highways and public realm to reduce surface water runoff and attenuate rainfall;
- designing healthy and resilient communities where residents have access to quality homes, open spaces, transport, employment, education and healthcare within a 20-minute neighbourhood;
- exploring the adoption of circular economy solutions that enable adaptability and flexibility over the life of buildings; and,
- promoting high quality public realm that provides for greater biodiversity, health and wellbeing and flood resilience.

2.13 The Central Retail Park (CRP) vision is to create an exemplary net zero carbon¹ commercial district attracting new businesses and talent to

¹ The term net zero carbon refers to the net zero balance achieved when the amount of carbon added to the atmosphere is no more than the amount removed. While some individual schemes in Manchester refer to 'net zero,' our overall commitment is to become zero carbon by 2038 at the latest (based on the Tyndall Centre for

Manchester. To deliver the net zero district the CRP Development Framework requires any development on the site to adopt a hierarchical approach to resource consumption including:

- minimising energy demand through adoption of passive measures;
- prioritising integrated renewable energy generation including PV and water or ground source system, including opportunities for open loop heat pumps to capitalise on the site's geology;
- specifying a smart grid implementation philosophy to manage energy flows supported by energy storage including batteries;
- designing for low embodied carbon materials from the outset, to minimise waste of resources in architecture and urban planning;
- water systems should seek to limit potable water demand, and strategies should be development to meet demand through sustainable approaches including on-site rainwater harvesting and greywater recycling;
- waste management in construction and operation following best practice principles of demand minimisation and circular economy;
- life cycle costing, whole life carbon modelling and post occupancy evaluation to reduce both embodied and operational resource use;
- green and blue infrastructure strategies which support the principle of biodiversity net gain across the site;
- a requirement for contractors to limit construction site impacts through robust construction site environmental management policies.

2.14 The Mayfield SRF sets out a vision for a development based around the first new city centre park in Manchester for more than 90 years, and delivering up to 1,500 new homes, 1.6million sq. ft. of high-quality workspaces, and retail and leisure opportunities including two hotels. Key sustainability elements in the SRF include:

- an overarching sustainable development strategy that encompasses building design, maximises the opportunities from green and blue infrastructure, and encourages active travel and public transport use through improving connections;
- strong green and blue infrastructure objective including transforming previously industrial and largely derelict land into a park; green and blue assets being developed through opening up the River Medlock as a feature through the park, plans to use an area of the park for flood relief, increasing climate change resilience, 'Wildscape' and wetland habitat development to increase biodiversity.

2.15 Planning applications regardless of location are also required to be supported by a range of information which is assessed as part of the decision-making process. This includes:

Climate Research definition of zero which is at least a 95% reduction i.e. a reduction of 35,547 tonnes CO₂ from the 2018/19 total which would mean the Council's direct emissions in 2037/38 would be less than 1,871 tonnes CO₂). Although our plans include investment in green and blue infrastructure to increase carbon storage and sequestration, reaching zero carbon will not include offsetting our emissions.

- air quality impact assessment and mitigation;
- identification of ecological features or wildlife habitats and proposed biodiversity measures;
- Environmental Standards Statement addressing sustainability ratings and provision of renewable energy, along with a Building Research Establishment Environmental Assessment Method (BREEAM) pre-assessment rating (typically requiring at least a Very Good rating)
- Blue and Green Infrastructure Statement;
- Flood Risk Assessment for sites in a designated Flood Zone or over 1 hectare in size, or over 0.5 hectares for sites in Critical Drainage Areas;
- Sustainable Urban Drainage Strategy;
- Transport Statement, including provision or futureproofing for electric charging points, public transport consideration, and parking management strategy;
- Travel Plan including strategies for integrating sustainable travel based on evidence of anticipated transport needs;
- where trees are impacted, a tree age and condition survey is required together with a tree replacement scheme;
- demonstration of how carbon emissions will be minimised, working toward zero emissions, through energy efficiency, renewable energy and contributing to low and zero carbon decentralised energy infrastructure.

- 2.16 These documents are assessed and where appropriate considered by specialist advisors to enable an informed and balanced decision to be made, having regard to all key objectives. Together with addressing climate change this includes delivering new homes and jobs to support a strong, competitive economy.
- 2.17 As outlined in the report to Executive of 11 March 2020, officers had at that time recently refreshed the local validation checklist for development proposals to require the submission of a Construction Management Plan (CMP). Broadly speaking construction impacts are not material considerations for the local planning authority as these are controlled through other legislation. Requiring a CMP at the planning stage, however, allows early consideration of such impacts by relevant parties and enables potential amenity and environmental issues and mitigation measures to be identified.
- 2.18 **Carparking:** New developments, including residential, employment uses, and educational establishments are subject to a full consideration of appropriate levels of car parking. This will depend on the site's context and its sustainability in relation to access to public transport, cycle and walking networks. The approach to car parking needs to be practical and reflect end user requirements whilst providing a balance between catering for the use of cars and other vehicles as well as promoting alternative means of transport. Where appropriate a proposal will be subject to a travel plan which is a long-term strategy for integrating sustainable travel into the planned development. The travel plan will be based on evidence of the anticipated transport impacts of the development and set measures to promote sustainable alternative

modes of transport including walking and cycling. Electricity charging points are also required within new development (or there is a provision for future proving), together secure safe cycle parking. In assessing the overall design of a development scheme, we also consider the design of carparking to ensure it aligns with other policies including flood risk and sustainable drainage, including consideration of construction materials and how these relate to water run-off and infiltration.

- 2.19 A key aspect for new development is how improvements can be incorporated to improve place making and this includes more secure and better walking routes. Many schemes in the city centre, for example, have opened up improved access to our waterways or more permeable routes.
- 2.20 The Core Strategy itself incorporates guidance for the maximum number of car parking spaces to be incorporated into new development as well as minimum numbers of cycle spaces. However, we will always engage with developers to negotiate the optimum number of safe secure cycle spaces for any proposed development. For example, we negotiate for at least 100% cycle parking to be incorporated in new residential development.
- 2.21 Electric charging points are also the subject of negotiation, as well as the type of charging points to be installed. Fast charging points which are fit for purpose, as well as the infrastructure, for any required additional points are also required. The Council, working closely with Transport for Greater Manchester, has produced guidance on the number and types of charging points to be included. For example, any new houses are expected to deliver a charging point for each property with a percentage delivered for apartment schemes.
- 2.22 As well as measures to encourage alternative means of transport we also seek to address the physical impacts of carparking including visual appearance with screening by landscaping and trees (which can also reduce noise and pollution). This not only supports place making but in considering materials being used to surface a car park, the aim is, where appropriate, that they are permeable and incorporate sustainable drainage systems to reduce the risks of surface water run-off and flooding.
- 2.23 **Flood risk and sustainable drainage:** each planning application is checked before being registered in order to determine its sensitivity to flood risk - its flood zone and if it is within a critical drainage area. Dependent on location an application will need to be accompanied by information relating to drainage and where necessary, a flood risk assessment. For example, any development within Flood Risk Zone 3 (the most vulnerable location) or if it meets other criteria such as size of the site, a fully detailed Flood Risk Assessment must be submitted. Applications in other areas may also need to include an appropriate level of information. Dependant on the information required, an application will be subject to consultation with the Council's own Flood Risk Management Team and with the Environment Agency. Mitigation may be required as a condition of a grant of a permission.

2.24 In addition to the above, officers will always engage with developers to negotiate the best possible approach to drainage including looking at options for a sustainable urban drainage system (SuDS). SuDS aim to control surface water run-off at source by storing it locally through collection and cleaning before water is released back into natural watercourses. They can relieve pressure on sewer systems and reduce the risk of flooding by replicating a more natural process to manage flow rates. They can improve water quality by capturing and retaining any harmful pollutants and reduce the risk of polluted water entering watercourses. The type of drainage system appropriate for any development is subject to careful and full consideration taking into account National Guidance.

3.0 Opportunities of the Local Plan refresh

3.1 As required by Government, we are currently reviewing the Local Plan, working toward adopting an updated plan in 2023. This presents an opportunity to consider how the Plan is currently addressing climate change, and potential changes to strengthen this, given the urgency of the climate challenge and need to accelerate responses at all levels of society. Local Plans have a legal requirement to take account of climate change through Section 19(1A) of the *Planning and Compulsory Purchase Act 2004*. This requires local planning authorities to include in their Local Plans “policies designed to secure that the development and use of land in the local planning authority’s area contribute to the mitigation of, and adaptation to, climate change”.

3.2 The Local Plan Issues Consultation, published in March 2020, identified achieving zero carbon by 2038 at the latest as a key strategic issue to shape the refresh of the Plan. The consultation sought views on priorities to achieve the city’s carbon target and key potential actions in the Local Plan. As outlined in the report to Economy Scrutiny Committee in October 2020, many submissions emphasised the importance of tackling the climate emergency, with most encouraging the Council to do more. Feedback on climate change and other matters collected through the Issues Consultation will inform further development of the updates Local Plan.

3.3 Places for Everyone, which will form a significant part of the city’s local development framework, already sets out various policies to address climate change. On 28 July 2021, the Executive approved Places for Everyone to undergo a public consultation, expected to start on 9 August. While addressing climate change is fundamental to the plan as a whole and integrated across policies, policies in Places for Everyone which have specific references to climate change or carbon emission reductions include:

- JP-S 1 Sustainable Development
- JP-S 2 Carbon and Energy
- JP-S 3 Heat and Energy Networks
- JP-S 4 Resilience
- JP-S 5 Flood Risk and the Water Environment
- JP-S 7 Resource Efficiency

- JP-J 1 Supporting Long-Term Economic Growth
- JP-G 2 Green Infrastructure Network
- JP-G 5 Uplands
- JP-G 7 Trees and Woodland
- JP-G 9 A Net Enhancement of Biodiversity and Geodiversity
- JP-P 1 Sustainable Places
- JP-P 2 Heritage
- JP-C 1 An Integrated Network
- JP-C 4 Streets for All
- JP-C 6 Freight and Logistics
- JP-C 7 Transport Requirements of New Development

3.4 Areas in the Local Plan that could be considered to further strengthen the city's response to climate change include building standards, local energy generation, green and blue infrastructure, biodiversity, transport and adaptation. The table below gives an overview of current policy in key areas, work underway, and potential issues for consideration as part of the Local Plan refresh.

Policy area	Current Local Plan policies	Related work underway	Opportunities to consider in Plan refresh
<i>Land use</i>	SO1. Spatial Principles Policy EC 1 - Employment and Economic Growth in Manchester	Places for Everyone – chapter on Sustainable and Resilient Places provides strategic framework for Local Plan	Compact and efficient land use is central to the existing Local Plan and development frameworks for the city - these aspects should be maintained.
<i>Building standards</i>	Policy EN 4 - Reducing CO ₂ Emissions by Enabling Low and Zero Carbon Development Policy DM 1 - Development Management	Report on Net Zero Carbon New Buildings considered by Manchester Climate Change Partnership in late July, including recommendations for a 'Manchester Standard'.	Consideration to adopt Manchester Standard for application in planning policy.
<i>Energy</i>	Policy EN 6 - Target Framework for CO ₂ reductions from low or zero carbon	Feasibility study into potential for large scale renewable energy generation to deliver 7000 tonnes of CO ₂ savings by 2025.	Potential to strengthen requirements for energy generation as part of development proposals. Link with outcomes of feasibility study and local area energy plan

	<p>energy supplies</p> <p>Policy EN 7 - Energy Infrastructure opportunities</p>	<p>Local area energy plan being developed in partnership with Catalyst UK and GMCA.</p>	<p>to site-specific opportunities across the city.</p>
<i>Biodiversity</i>	<p>Policy EN 15 - Biodiversity and Geological Conservation</p>	<p>Biodiversity strategy being reviewed with a view to refreshing in early 2022.</p> <p>Government's future Environment Bill may require 10% biodiversity net gain.</p>	<p>Consider response to Environment Bill, if/when it is passed, and biodiversity net gain as part of development proposals and/or across wider city.</p>
<i>Green and blue infrastructure</i>	<p>Policy EN 9 - Green Infrastructure</p> <p>Policy EN 17 - Water Quality</p>	<p>Refresh of Green and Blue Infrastructure Strategy.</p> <p>Tree Opportunity Mapping strategic work nearing completion.</p> <p>Our Rivers, Our City - River Valley Action Plans commission underway.</p>	<p>Potential to enhance green and blue infrastructure requirements (e.g. tree specification to mitigate climate and environment issues such as air quality).</p>
<i>Transport</i>	<p>Policy T 1 - Sustainable Transport</p> <p>Policy CC 5 - Transport</p> <p>Appendix B Parking Standards</p>	<p>GM Streets for All strategy, to be considered by the GMCA in September, will set out approach to improving streets to enhance active and public transport infrastructure and support adoption of low and zero carbon transport.</p> <p>GM EV Charging Infrastructure Strategy anticipated to be considered by GMCA in July, sets out principles to ensure EV users will have access to charging points.</p>	<p>Potential to strengthen EV charging provision requirement for development to meet growing demand.</p> <p>Potential to increase cycle parking provision standard and consider inclusion of cycle storage facility standards.</p>

<i>Air quality</i>	Policy EN 16 - Air Quality	GM Clean Air Plan approved by Executive on 28 July	Potential to consider tree planting guidance to address air quality and mitigate climate change impacts.
<i>Adaptation</i>	Policy EN 8 - Adaptation to Climate Change Policy EN 14 - Flood Risk	Places for Everyone includes a draft policy on sustainable drainage. Manchester- Salford- Trafford Strategic Flood Risk Assessment (SFRA) already undertaken SHLAA includes assessment of flood risk of sites	Consider ways to strengthen climate adaptation such as increased requirements for sustainable urban drainage.

4.0 Environmental Impact Assessment

- 4.1 Environment Impact Assessment (EIA) is another tool in the planning system which seeks to manage potential significant environmental impacts of development. The aim of an EIA is to identify and where appropriate mitigate significant harm when deciding whether to grant planning permission. In addition, EIA also ensures interested parties are engaged in the process at an early stage and there is an effective opportunity to participate in the decision-making procedures.
- 4.2 The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 set out a procedure for identifying which projects should be subject to EIA, and for assessing, consulting and coming to a decision on those projects which are likely to have significant environmental effects.
- 4.3 EIA should not be a barrier to growth and will only apply to a small proportion of projects considered within the planning regime, although it must be noted they can apply to certain works covered by permitted development rights. Local planning authorities have a well-established responsibility to consider the environmental implications of developments which are subject to planning control. Local planning authorities and developers should carefully consider if a project should be subject to an EIA. If required, they should limit the scope of assessment to those aspects of the environment that are likely to be significantly affected. Pre-application engagement helps to identify when a proposal would be subject to EIA.
- 4.4 There are key stages to the EIA process:
- Proposals are screened in order determine whether a project falls within the remit of the Regulations, whether it is likely to have a

significant effect on the environment and therefore requires an assessment.

- A Scoping exercise is carried out to determine the extent of issues to be considered in the assessment and therefore reported in the Environmental Statement. The applicant can ask the local planning authority for its opinion on what information needs to be included and this is called the scoping opinion.
- Where it is decided that an assessment is required, the applicant must prepare and submit an Environmental Statement. The Environmental Statement must include at least the information reasonably required to assess the likely significant environmental effects of the development.
- The Environmental Statement must be publicised.
- The Environmental Statement, together with any other information which is relevant to the decision, and any comments and representations made on it, must be taken into account by the Planning Service. It is extremely important that the submitted information within the Environmental Statement contains sufficient information to fully understand the environmental effects of the proposed development and any required mitigation. The mitigation must be sufficient to avoid, reduce or remedy those impacts.

4.5 Key to requiring an EIA is that the potential impacts must be of more than local significance; there is also clear guidance and case law to assist in determining what is relevant and what may constitute EIA development.

5.0 Conclusion and next steps

5.1 As a planning authority we already have a strong focus and a range of measures that are working to both reduce the risk of and mitigate against potential impacts from climate change. The Local Plan and many policies within it form a key part of this, along with the emerging GM policies within Places for Everyone. We have a track record of delivering key outcomes through the planning process and by driving best practice in partnership with the private sector.

5.2 The Local Plan refresh presents an opportunity to consider strengthening the city's climate ambitions through the planning process. Notwithstanding the prominence of climate change, the new Local Plan will need to continue to deliver on a range of fronts including supporting an inclusive economic growth and recovery from the COVID-19 pandemic, together with other key Council objectives for new homes.

5.3 Climate change is clearly a foremost priority for the Council – this is already reflected in work undertaken to date on the Local Plan refresh, such as the 2020 Issues Consultation. It is important to recognise, however, that the Plan will be assessed by the Government's independent Planning Inspectorate examination process. This will require a robust evidence base to withstand scrutiny with viability and deliverability being a prerequisite to this process.

- 5.4 From discussions with industry it is clear many developers already recognise the importance of addressing climate change issues. Many contractors, developers and occupiers understand their corporate social responsibility and how important this issue is to decision makers. Engaging with industry partners, for example through the work to develop an approach to net zero new build with the MCCP, is helping to understand what is achievable and deliverable. There may be areas of the development market needing more encouragement - the planning system will be key to this process.
- 5.5 In the coming months, as part of the development of preferred policy directions for the Local Plan (the next stage of the refresh process) officers will report back to the Committee on options for reinforcing climate change policy in the Plan.