Development in the City 2014/15

The Authority Monitoring Report

of

Manchester City Council

Monitoring the delivery of the Local Plan

April 2014 - March 2015

Contents

1 Executive Summary

The City has a strong underlying economy, and there are many indicators within the 2015 AMR which show significant improvement and suggest that Manchester is continuing to make substantial progress towards the goal of sustainable development.

Office completions have increased significantly, with 57,000 sqm of B1 being completed over the past year, the majority of them in the Regional Centre, which remains the main employment location and economic driver of the City.

The number of hotel rooms has also increased substantially, especially in the City Centre where approximately 650 rooms were completed in 2015, reflecting a vibrant conference and visitor economy.

Housing completions were up again in 2014/15, and the Council with its partners are working hard to boost the supply of deliverable sites, and to improve choice in terms of tenure, type, size and value.

Retail in Manchester's district centres has shown resilience compared to centres in other parts of the country; vacancy rates have remained stable, and well below those nationally, and the proportion of retail uses (A1) has also remained stable, despite continued increase in on-line shopping.

As a result of recent investment, the public transport network has improved and expanded during 2014-15, including the opening of the Metrolink line to Manchester Airport, and investment is set to continue, supporting a rising trend in public transport use in Manchester.

The recently adopted Green and Blue Infrastructure Strategy and Implementation Plan provide a framework for actions to improve the quality of the natural environment, to the benefit of both people and biodiversity.

There has been a reduction in carbon emissions, though the pace of change needs to increase; air quality is improving, but there is more to be done especially in terms of nitrogen dioxide emissions which continue to exceed UK limits.

To support the Northern Powerhouse and Devolution, the Greater Manchester Combined Authority has started the process of producing a strategic City Region planning document, the Greater Manchester Spatial Framework, to guide district-level local plans in terms of the scale and location of economic and residential development in particular. When Manchester's Local Plan is reviewed, the Council will take into account this sub-regional planning context (as well as current national planning policy), together with the findings of its annual monitoring.

The planned review of the Core Strategy will be informed by the findings of this and previous AMRs, and will enable the Council to strengthen even further its support for sustainable development in the future, to ensure that the potential of the City and the needs and aspirations of its residents are fully met.

2 Introduction

This is Manchester's Authority Monitoring Report for April 2014 to March 2015.

The Council produces an Authority Monitoring Report (AMR) to inform the public about recent achievements and progress towards achieving the Spatial Objectives in the Local Plan. In Manchester the Local Plan consists of the 2012 Core Strategy Development Plan Document (DPD), together with a set of saved Unitary Development Plan (UDP) policies, and the Greater Manchester Joint Waste DPD and the Greater Manchester Joint Minerals DPD.

The Core Strategy was prepared in the context of the 2006-2015 Manchester Community Strategy[1], a vision for the future of the city which identified the following as the core themes for Manchester:

- continuing to grow the City's economy;
- enabling more people and communities in the City to share in and benefit more directly from the City's success; and
- building neighbourhoods of choice to retain communities.

The Community Strategy is monitored annually via Manchester's State of the City Report, which provides a broad-ranging overview of progress towards the City's overarching vision. The Annual Monitoring Report focuses on the spatial objectives in the Local Plan, which relate particularly to development and its impact on the local environment.

Manchester's Local Plan plays a crucial role in delivering the Council's vision for the City, by providing a policy framework that guides investment and helps to deliver development and essential infrastructure. The Core Strategy identified six key strategic Spatial Objectives that reflect the core themes in the Community Strategy:

SO1. Spatial Principles - provide a framework within which the sustainable development of the City can contribute to halting climate change

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

S03. Housing - provide for a significant increase in high quality housing provision at sustainable locations throughout the City, to both address demographic needs and to support economic growth

[1] The 2006-2015 Manchester Community Strategy was succeeded by the Manchester Strategy (*Our Manchester*) In 2016

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

S05. Transport - improve the physical connectivity of the City, through sustainable and accessible transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation

S06. Environment - protect and enhance both the natural and built environment of the City and ensure the sustainable use of natural resources, in order to mitigate and adapt to climate change, support biodiversity and wildlife, improve air, water and land quality, recreational opportunities and provide networks of high quality green infrastructure, ensuring that the City is inclusive and attractive to residents, workers, investors and visitors

The local development policies in the Core Strategy are grouped under the six spatial objectives above, and accompanied by monitoring indicators that are intended to measure progress towards these objectives. The following chapter analyses the findings of this monitoring for 2014-15, highlighting some of the significant achievements during this period.

Monitoring the plan on an annual basis helps to assess whether the key objectives of the plan are continuing to be met, and whether the plan and its policies are still appropriate, bearing in mind that the development cycle experiences ups and downs as a result of the wider context in which it operates. The rate at which development takes place will vary within this cycle.

Setting the Scene

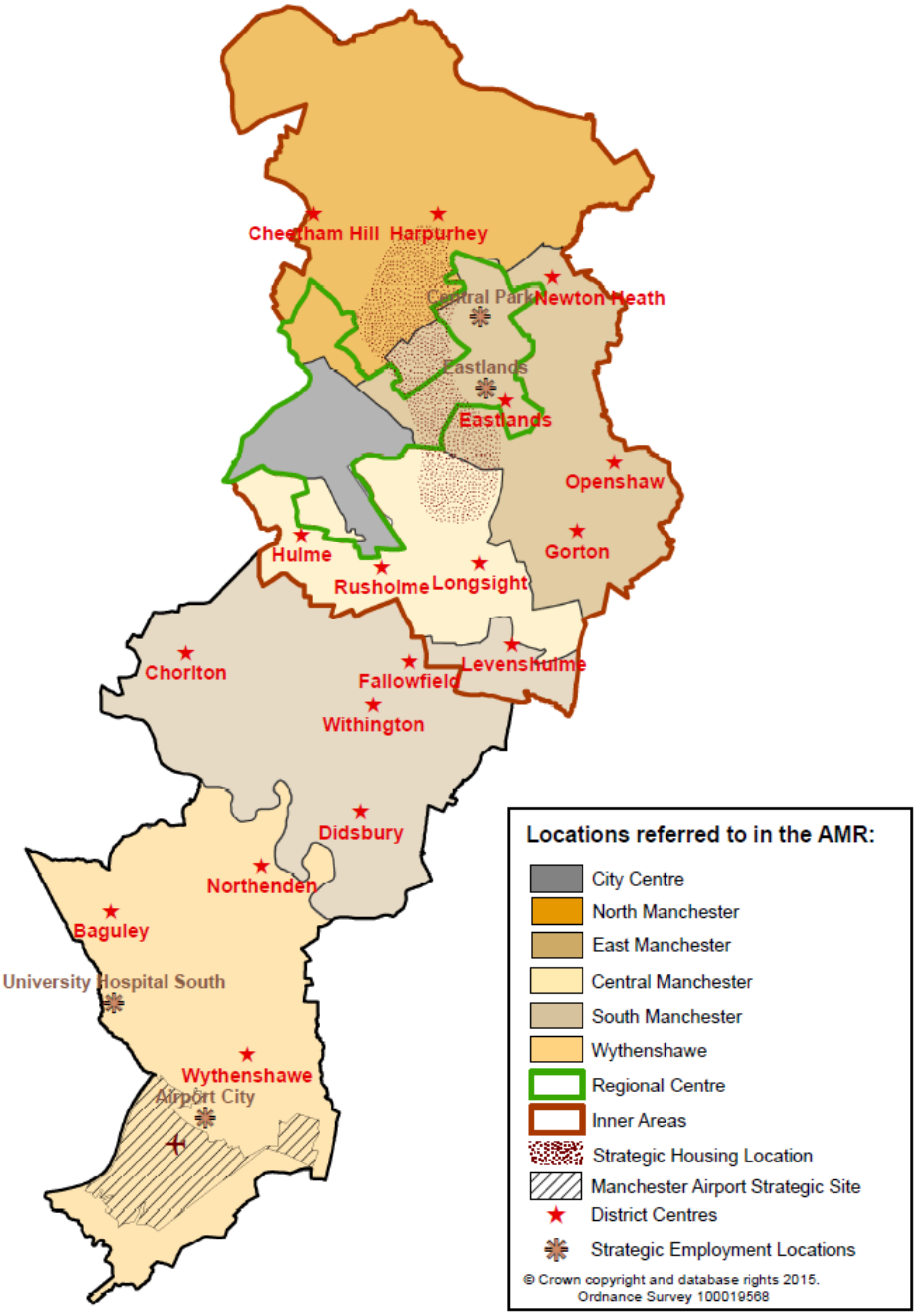
Manchester's population has continued to grow. The latest Mid-Year Estimate (2014) from the Office for National Statistics is 520,215. The growing population is indicative of the City's vibrancy and confidence. Population forecasts suggest that the City will continue to grow and that appropriate infrastructure needs to be in place to drive, facilitate and accommodate this growth. The City's economy showed great resilience throughout the recession and is forecast to continue to grow over the coming years. Manchester is central to the Government's concept of a Northern Powerhouse to complement and act as a counter-weight to London and the South East. The Greater Manchester Devolution Agreement provides the Greater Manchester Combined Authority with greater decision-making powers and control over substantial budgets; this is seen as a major opportunity to improve the lives of Manchester's residents over the coming years. More detail on this wider context can be found in the State of the City Report 2014-15.

Further details of the monitoring framework and the Local Plan can be found in **Appendices A to C**. Updates on the Local Development Scheme, the Statement of Community Involvement, Neighbourhood Planning, and action taken under the 'Duty to Co-operate' on strategic matters can be found in **Appendices D to G**. The complete indicator data tables, with targets, trends and comparators where relevant, can be found in **Appendix H**. The current data relates mainly to the period April 2014 to March 2015. There are exceptions to this where data is not available for the exact time period, or where it makes sense to provide more recent information.

2 Development in Manchester in 2014-15

The following analysis considers whether the strategic Spatial Objectives for Manchester, set out within the Core Strategy, are being successfully delivered. It presents, for 2014-15, achievements and progress in relation to the relevant policy indicators listed in Appendix H to assess the plan's six spatial objectives in turn.

The following map shows the location of key geographical areas within Manchester that are referred to in the analysis. This shows the City divided into 6 areas. These areas were succeeded by 3 larger regeneration areas (North, Central, and South) later in 2015.



SO1. Spatial Principles

Objective: **Provide a framework within which the sustainable development of the City can contribute to halting climate change.**
Within the context of mitigation and adaptation to climate change, the framework will guide the scale and distribution of economic, housing, transport, environmental, health, education and other service and infrastructure investment across the City.

The creation of a framework which allows the sustainable development of the City is the first of the Core Strategy objectives. The strategic principles which guide this development are set out in Policy SP1 and refer to:

- the Regional Centre as the focus for economic growth
- Manchester Airport
- the creation of neighbourhoods of choice with the majority of new housing located in the Inner Areas
- good access to services such as education and health
- the promotion of public transport, walking and cycling
- a network of open spaces.

These key themes of economy, housing, centres, transport, and environment are developed in the subsequent chapters of the Core Strategy.

In line with this objective, the Regional Centre remains the focus for economic and commercial development, with a vibrant retail and cultural offer and increasing amounts of high quality living accommodation. During 2014-15 62% of land that was developed for employment was in the Regional Centre, including One St Peter’s Square which delivered 25,000 sqm of Grade A office space.

The majority of new housing (87%) has been developed within the Regional Centre and the Inner Areas, including several large apartment developments in and around the City Centre such as Nuovo (166 apartments) in Ancoats. This pattern of development enables more residents to live close to concentrations of employment within the Regional Centre, reducing travel to work distances and encouraging use of the public transport network. This is one of the ways in which the City is working towards its target of reducing carbon emissions by 41% by 2020 (from a 2005 baseline). Good progress has been made towards this target despite a growing population; in 2014 citywide carbon emissions were an estimated 20.3% lower than the baseline.

Manchester Airport is continuing to expand, with passenger numbers increasing to 23.1 million in 2015. Together with the development of the Airport City Enterprise Zone, and the opening in 2014/15 of the Metrolink line between the city centre and the Airport, this location provides a second easily accessed economic hub. The new tram line also provides a fast efficient service for Wythenshawe residents, not previously served by either train or tram services, to other parts of the City.

Good access to services, including jobs, shops, health and education facilities is being maintained throughout the City as new housing is completed, with all residents continuing to be within a 30 min travel time (walking or public transport) of health facilities, schools, employment and major retail areas. Improvements to both the quality of and access to open space in and around Manchester are being promoted through the Manchester Green & Blue Infrastructure Strategy and Action Plan (adopted July 2015). Residents' satisfied with their local area as a place to live, an indicator of neighbourhoods that attract and retain residents and offer a good quality of life, was 79% in 2014/15, an increase from 77% the previous year.

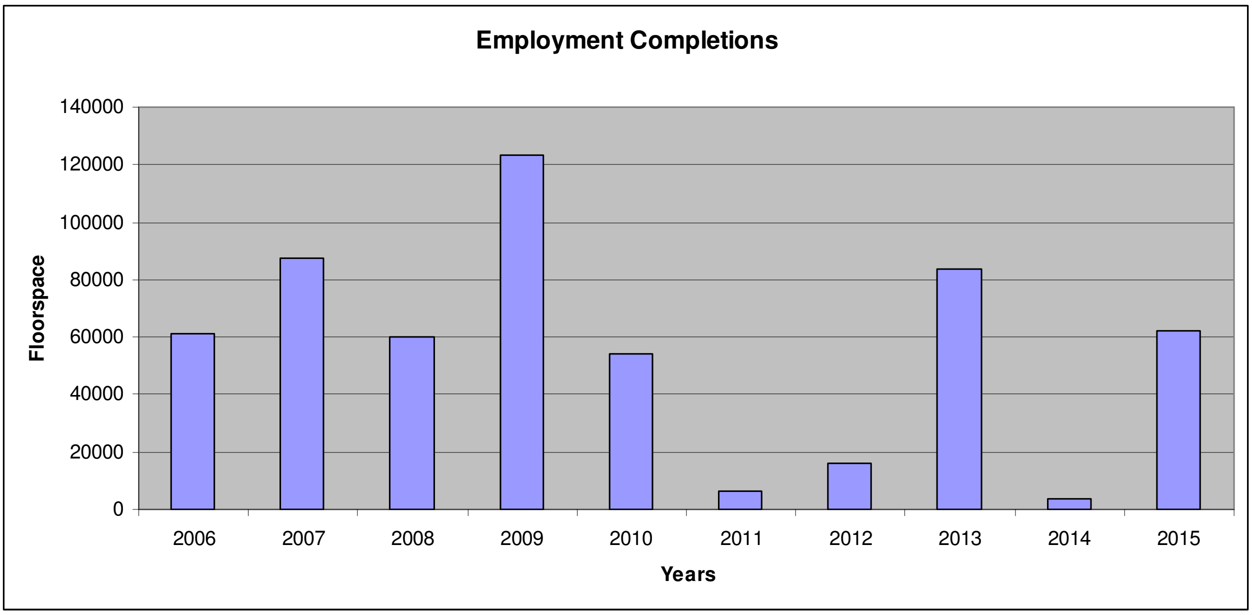
SO2. Economy

Objective: **Support a significant further improvement of the City's economic performance and spread the benefits of this growth across the City to reduce economic, environmental and social disparities, and to help create inclusive sustainable communities.**
The Regional Centre will continue to be the main focus for business, retail, higher education, leisure, cultural and tourism development, to further develop its role as the main employment location and primary economic driver of the City region. The growth of Manchester Airport in line with the Air Transport White Paper[2] will entail a significant increase in employment.

This Core Strategy objective is supported by a suite of policies relating to economic growth, and the foci for this growth: the Regional Centre, City Centre, Manchester Airport and strategic employment locations.

The City's economy has shown great resilience throughout the recession and subsequent recovery and investor confidence has led to an increased pace of commercial development. This has been evidenced by increases in the total amount of floorspace completed. In 2014/15, over 62,000 sqm of office, industrial and warehousing development has been completed in Manchester, a significant increase on the previous year when it was 4,111 sqm. The majority of completions (57,000 sqm) in 2014/15 were B1 office development.

[2] The Air Transport White paper has been updated with the Aviation Policy Framework 2013 and the establishment of an Independent Airports Commission.



Retail completions have slowed down within the City, in both the City Centre and district centres. This is linked to the national change in retail habits with people shopping off the high street and online. Further information is given on this under Objective SO4 Centres.

In response to the strength of Manchester's visitor economy there have been more hotel rooms which have opened. Most recently this has included Hotel Gotham (66 rooms) and Melia Innside (208 rooms), with King Street Townhouse and Motel One Piccadilly both also confirmed to open in 2015. During 2016 a further 747 rooms are due to open (through Holiday Inn, Crowne Plaza, Roomzzz and Staybridge developments), totalling at least 1,400 additional rooms in the two-year period. This represents a 13% increase over the 11,000 rooms available in 2014, taking capacity within the district of Manchester to more than 12,500 rooms.

Regional Centre

In 2014/15, **62**% of employment land developed for B1, B2 and B8 has been in the Regional Centre, with offices (48,000 sqm) remaining the most popular type of development completed. Other types of commercial development continue to locate in the Regional Centre and Eastlands, a Strategic Employment Location, has been progressing well, with the completion of Manchester City Football Club's Training Ground.

In the planning pipeline a significant proportion of floorspace is within the Regional Centre. This includes approximately 50,000 sqm of office floorspace with planning permission in the Civic Quarter, NOMA and Spinningfields, some of which is on site and nearing completion.

Completions and pipeline figures indicate the Regional Centre remains the main employment location and economic driver of the City. This suggests that the Core Strategy's Spatial Objective (SO2) and associated policies in the Core Strategy remain aligned with the market and the demand from businesses to locate in the Regional Centre.

As employment opportunities have increased, there has been a significant fall in overall unemployment, from 3.9% to 2.2%, in Manchester. In order to continue to meet SO2, as the economy continues to recover and grow, it will be important to ensure that the increased job opportunities are accessible to all sections of the population from all areas of the City.

City Centre

Gross Value Added (GVA) data is available for 'GM South' which includes Manchester, Salford, Stockport and Trafford. GVA in this area is out-performing the national growth rate and a quarter of the GVA is generated by financial and professional services which are largely located in the Manchester City Centre. Three of the top four forecast growth sectors in Manchester are strongly represented in the City Centre: cultural and creative, business, financial and professional and science and research and development.

The City Centre is a major driver of the continued economic and employment growth, home to the largest concentration of commercial and retail floor space in the UK outside London. Major projects completed over the past year include First Street (including HOME), One St Peter's Square, Citylabs, and the Manchester Metropolitan University Birley Campus in Hulme. The City Centre is also indicative of the success of the visitor economy, with 2014 demonstrating strong performance in city centre hotel occupancy and over 2,700 new hotel rooms added between 2005 and 2015.

2014 saw the take-up of office accommodation across the city centre increase by 53% compared to 2013. This highlights both the increasing confidence of occupiers and the attractiveness of Manchester as a business location.

In 2014/15, over 45,500m2 B1 office development was completed in the City Centre. The majority of this has been high density mixed use development such as One St. Peter's Square. The Council encourages high density mixed use development in the City Centre and Core Strategy policies support this objective (EC1). Growth in employment development is set to continue, as the City Centre office development pipeline stood at approximately 120,000m2 in 2014/15, indicating the growth in economic confidence in the City.

The number of major planning permissions (over 1,000 sqm floorspace) approved in the City Centre in 2014/15 was eleven, again exceeding the target of ten per annum. Four of these permissions were for commercial schemes (three office schemes (London Scottish House site on Mount St, Quay House site on Quay St, Arkwright House on Parsonage Gardens) and a 290-bed hotel on Cross St, and seven were residential schemes (totalling 937 units – 931 apartments plus six houses, on Water St, River St, Albion St, Tariff St, Princess St, Dale St, and Harter St). In addition, there were six prior approvals granted for a change of use from office to 'major' residential schemes totalling a further 269 apartments (including Bracken House on Charles St, 1-2 North Parade, Salisbury House on Granby Row, and 25-27 Cross

St). 361 residential units (all apartments) were completed in 2014-15 in the City Centre (see S03 – Housing for more detail).

City Centre footfall, measured at four locations (King Street, Market Street, New Cathedral Street, Exchange Square) to give an insight into the number of city centre shoppers, fluctuates throughout the year; taking the year as a whole, it fell by 2.7% in 2014, and by a further 2.3% in 2015. This followed an increase in the two preceding years (2012 and 2013). The recent fall may be due in part to the disruption caused by the Metrolink second city crossing works, and an increase in on-line shopping. This section should be read in conjunction with SO4 Centres which provides a commentary on the performance of district centres within the City.

Airport

Manchester Airport is the Global Gateway to the North. It supports Manchester's international role and its outward looking focus and connectivity by providing connections to Europe, America, India and China (all important export markets and economic growth areas). The current route network serves 210 destinations, more than nay other airport in the UK, including the Middle East, Singapore, Hong Kong, Islamabad, Jeddah, New York, Washington, Chicago, Miami, Las Vegas, Atlanta, Los Angeles and Boston. Future routes are planned to Beijing and San Francisco.

Manchester Airport has the opportunity to grow to a capacity of 45/55million passengers using its two runways. The passenger throughput of the Airport per annum was 23.1 million in 2015, representing an increase of 5.6% on the previous year. A £1 billion ten year investment plan has been announced and this is expected to increase terminal capacity and support the continued growth of passenger numbers at the airport. The Airport City Strategic Employment Location is progressing with infrastructure delivery and take-up of warehouse space by businesses, which need access to the Airport.

In terms of sustainable access to the airport, the percentage of passengers accessing the airport by non-private (public) transport in 2014 was 17%. This figure is increasing gradually year on year, and it is expected that the Metrolink line to the airport will see this increase at a faster rate. This is also expected to result in an increase in the percentage of staff accessing the airport by non-car mode; in 2010/11 it was 24.3% (the most recent figure available).

S03. Housing

Objective: **Provide for a significant increase in high quality housing provision at sustainable locations throughout the City, to both address demographic needs and to support economic growth.**
The emphasis will be on providing a good range of high quality housing, (in terms of size, type, tenure, accessibility and price) including affordable housing across the City; to create sustainable lifetime neighbourhoods with high quality environments, good local facilities and with easy access to employment opportunities.

In recent years, Manchester has experienced rapid population growth, largely as a result of the inward migration of people seeking work in the City's growing economy, and this is forecast to continue. These new residents are looking for good quality affordable accommodation, both for owner-occupation and in the private rented sector. It is essential to provide a choice of size, type, tenure and value, in sustainable and attractive locations, if the City is to continue to attract and retain economically active people. Core Strategy policies play an important role in supporting this goal. The City Centre is expected to see mainly apartment developments and high-density mixed-use schemes, much of which will be in the private-rented market, whereas elsewhere an increase in owner-occupation and family housing is needed.

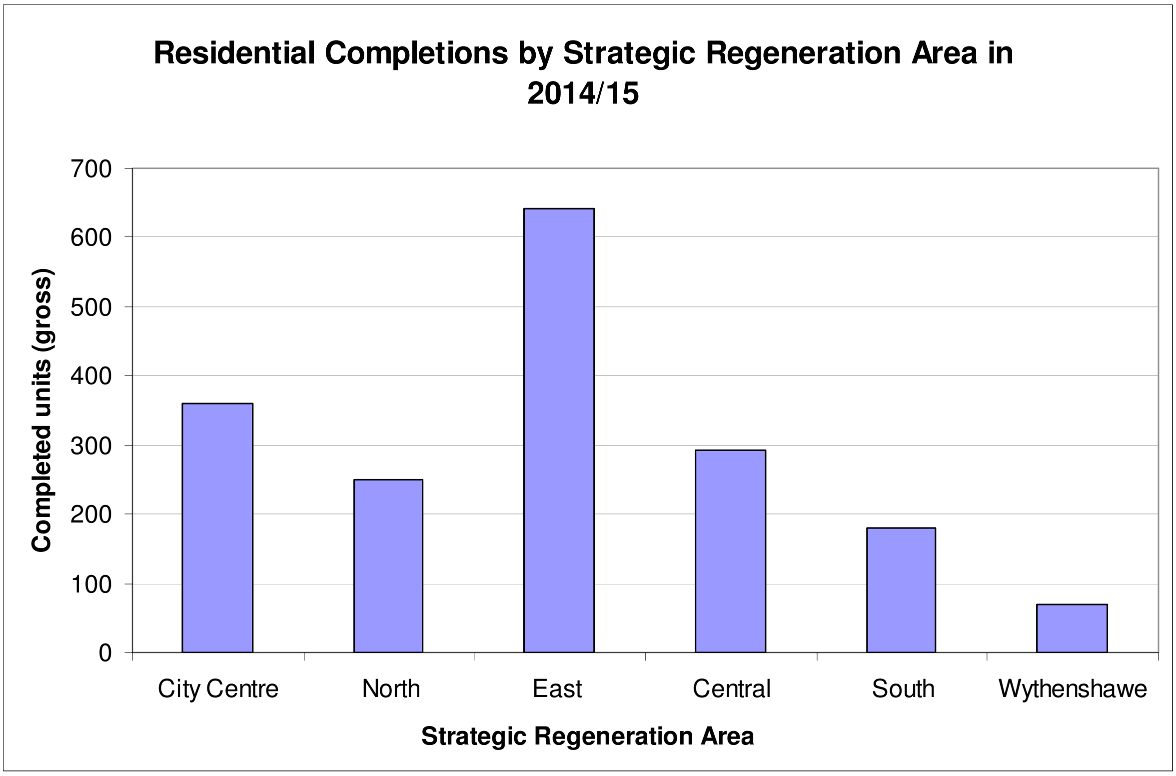
Now that the economy has entered a period of more stable growth, Manchester needs to continue to attract the substantial levels of private investment needed to deliver the housing growth required by the city's growing economy and population, and to accelerate the rate of housing construction to prevent a housing supply shortage that could constrain economic growth. Manchester's Residential Growth Prospectus sets out in more detail how the City aims to meet this challenge, and considerable progress is being made, despite the constrained financial lending market within which developers have been operating.

In 2014/15, 1,351 dwellings were completed on development sites delivering ten or more units together with those delivered through the Affordable Homes Programme, with a further 445 completed in other small schemes across the City, bringing the total number up to 1,796 new homes (gross), 58% of which were apartments including all those in the City Centre. Large schemes completed in 2014/15 include Vita Student at First Street (279 studio apartments), the Nuovo development in Ancoats (166 apartments), and One Smithfield Square in the City Centre (77 apartments). Despite this being below the Local Plan annual requirement, the outlook for the coming years is increasingly positive, with more than thirty residential development schemes due to start onsite during 2015/16 expected to deliver in excess of 3,000 new units when complete, together with nearly 3,000 further units in schemes already under construction, and over 7,000 more units in schemes with planning approval; this means there is a strong residential pipeline for the next three years and beyond. Of the 13,421 total units in the pipeline, four-fifths will be apartments.

The launches of the housing delivery vehicles Manchester Place and Manchester Life during 2014 have injected additional confidence into the market. Through Manchester Place, the Council is working with the Homes and Communities Agency (HCA) to secure access to public funding sources, as well as private sector finance. They will work with landowners and developers to assist and accelerate the delivery of strategic, residential and commercial development initiatives across the City, through programmes of acquisition, land remediation and core infrastructure, supported by the strategic planning framework. There is an initial focus on the North and East Manchester City Fringe, inner suburban areas, and the City Centre. Manchester Life is a partnership between the Council and Abu Dhabi United Group (who own Manchester City FC) that will bring up to £1billion of investment over the next ten years, to accelerate the on-going regeneration of Ancoats and New Islington on the eastern edge of the City Centre. The first phase will deliver more than 830 new homes, predominantly private rented, which will offer a choice of well-managed, high quality dwellings that will transform the lettings market in the area and provide a platform for the delivery of more than 6,000 new homes eventually. Other key locations within the City Fringe that offer extensive residential development opportunities over the next ten years include Irk Valley and NOMA (close to Victoria Station).

Manchester has already seen substantial growth in the City Centre housing market, with 1,543 residential units completed between 2009 and 2015, and 361 (all apartments) completed in 2014/15 alone, more than twice the Core Strategy target of 170 for the year. The average density of residential completions within the City Centre more than doubled in 14/15, again well above the target density of at least 100 dwellings per hectare in the City Centre. The residential planning pipeline in the City Centre, at 3,195, is robust, and a significant increase from last year when it stood at 2,415 units; it consists of 1,047 units remaining to be built on sites under construction, and a further 2,148 units on sites with extant planning permission or prior approval where construction had not started on 31st March 2015. Of these, 1,171 were granted planning permission or prior approval in 14/15.

The following graph shows housing completions in 2014/15 by Strategic Regeneration area. East includes Ancoats and New Islington. The growth in City Centre and City Fringe living is seeing large numbers of young workers and students choosing an urban lifestyle close to concentrations of employment and higher education alongside an improved culture and leisure offer, which has been supported by quality growth in the private rented apartment sector (which now accounts for more than a third of all households in the City). The Council has recently adopted a Market Rental Strategy to address variations in the quality of this sector outside the City Centre, and to promote good practice.



There are a number of inner suburban neighbourhoods characterised by large areas of Council housing or pre-1919 terraces that are undergoing comprehensive regeneration (including some replacement) that has been on-going for some time, including West Gorton, and Collyhurst. Many of the 551 obsolescent properties across the City that were demolished in 2014/15 were in these neighbourhoods (224 in West Gorton alone, 40 in Collyhurst). The Manchester Place partnership is now working to accelerate the completion of these and other large-scale regeneration projects, such as the Maine Place development on the site of the old Manchester City stadium in Moss Side. The Brunswick estate in East Manchester is being revitalised by a PFI scheme that includes council home refurbishments, new homes for sale and to rent and an improved neighbourhood design.

Matrix Homes is a new and innovative partnership established between Manchester City Council and the Greater Manchester Pension Fund, with help from the HCA, to build 240 new family houses on five sites in East, South and Wythenshawe. Half of these are for affordable sale, half for private rent. At the end of March 2015, two of these sites had been completed, the other three were under construction.

A further boost to the City's housing stock, helping to meet the City's growing housing demand, came from bringing 1,308 empty homes back in to use in 2014/15, with the help of government funding which enabled them to be refurbished and transferred to registered provider ownership. The Core Strategy promotes the efficient use of both land and buildings; in March 2015, the percentage of properties that were empty was down to 4.0%, an all-time low, whilst the vast majority (93.2%) of residential completions in 2014/15 were on brownfield land, exceeding the Core Strategy target of 90% yet again, and contributing to the creation of high quality environments in sustainable locations.

S04. Centres[3]

Objective: **Provide a network of distinctive, attractive and high quality centres, strengthening local identity, providing essential services close to homes and local access to healthy food.**
Developments providing additional services and retail will be encouraged in the district centres where such development is consistent with the City's retail hierarchy. Particular emphasis will be given to development that helps to create distinctive local character.

District Centres are the core commercial districts at the heart of neighbourhoods; where people access key services and have the chance to meet and interact with their community. National trends in retailing alongside the economic down turn following 2008 have resulted in increased vacancies as less shopping takes place on

[3] This section relates primarily to District and local centres. City Centre retailing is considered under SO2 Economy

the high street[4]. Increasingly, transactions are taking place on-line and in out-of-centre supermarkets, and this has led to concerns about the future of the high street as more shops close[5]. The role of high streets is expected to continue to evolve and the Council has sought to understand what national trends might mean for Manchester's own centres.

In 2014-15, no additional floorspace was created in district centres, but evidence produced on behalf of the Council has shown that they have continued to be the main location for convenience shopping for those living in the local community, and are also visited to access services and by people working nearby. The Core Strategy promotes residential growth in and around centres, and the Council undertakes proactive centre management to encourage people to continue using them.

The Council undertakes regular surveys of the City's district centres, most recently in 2015. This showed that the proportion of shops (A1) remained at a similar level to previous survey results in 2013, at around 45%. Vacancy levels also remained similar to the previous survey at 8% across the City, which is significantly below the national average of 14.7%[6] and a sign of stability. The number of pubs in centres has been decreasing as they close and change use, now making up 3% of all uses in centres. There has been an increase in hot food takeaways from 8% in 2009 to 10% in 2015. In response to concerns about the impact of increasing numbers of hot food takeaways on the vitality of district centres, the Council has decided to prepare a Hot Food Takeaway SPD, building on existing policies in the Core Strategy, to protect the vitality and viability of centres and also consider the food environment around schools; this is expected to be prepared during 2016.

S05. Transport

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

Manchester has a well-established local network of train, bus and tram services, and good connections to other areas of the country and beyond; with Manchester Airport providing global connectivity.

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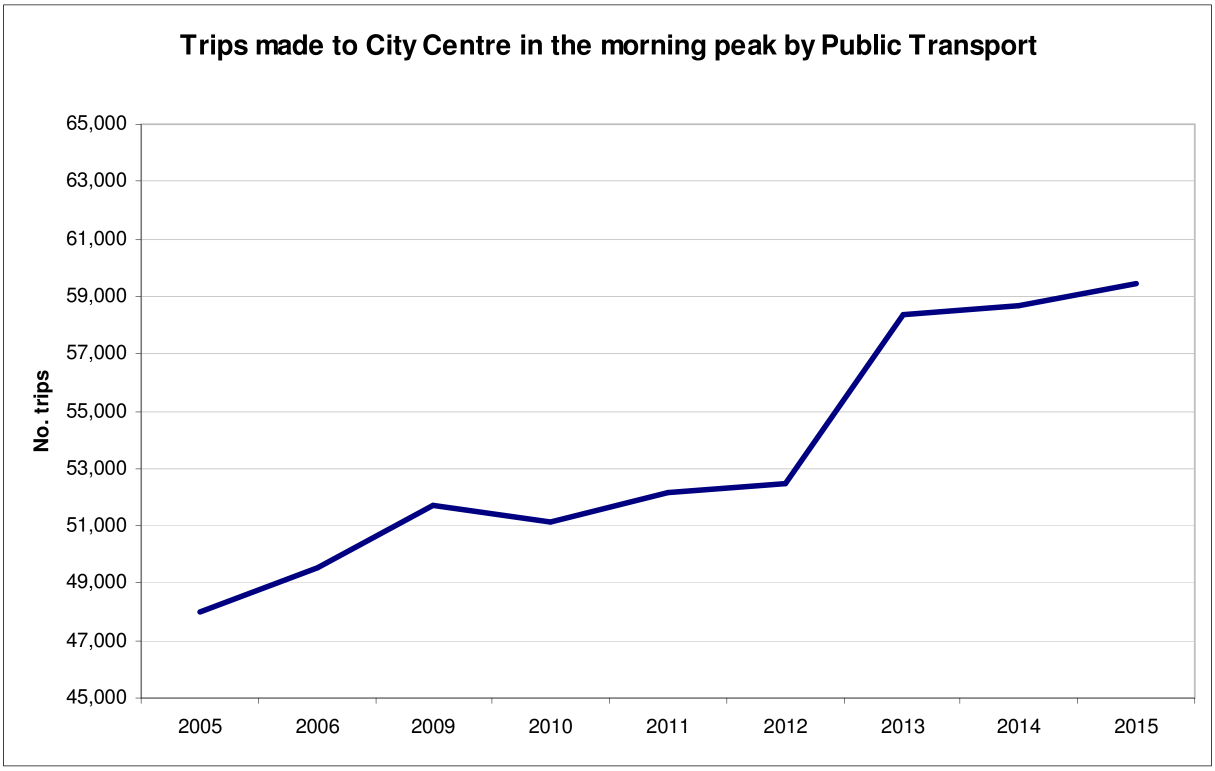
4 Wrigley N & Brookes E, 2014, Evolving High Streets: Resilience & Reinvention, Perspectives from Social Science; Economic & Social Research Council; University of Southampton

5 The Portas Review: An independent review into the future of our high streets, December 2011

6 Colliers International 2015, National Retail Barometer, Autumn 2015

Manchester is working with Transport for Greater Manchester and Highways England to increase the capacity, quality, accessibility and integration of the network, to achieve the goal of a comprehensive, efficient, and sustainable transport system that supports a growing economy and a larger number of people visiting and living in the City. Improved transport links can help to regenerate parts of the city, helping to tackle worklessness and social exclusion. Improvements to public transport and to walking and cycling facilities can also make a significant difference to CO2 emissions and air quality.

Within the City, recent investment in transport improvements has supported a rising trend in public transport patronage and a continuation of the modal shift in peak commuting patterns into the City Centre, in line with the Core Strategy objective of further developing the City's sustainable and accessible transport networks.



Trips made to City Centre in the morning peak by non-car modes (%)			
	2015	2014 (1 year earlier)	2005 (10 yrs earlier)
All non-car modes*:	**74.1%**	73.2%	62.7%
Public transport	**61.6%**	60.9%	55.0%
Bicycle	**1.7%**	1.7%	0.6%
Walking	**10.8%**	10.6%	7.0%
* Source: LTP3 indicator KPI 12a Non-Car use to Regional Centre; target: 72.0% by 2016. (The morning peak is 07:30-09:30)			

The One North[7] report published in 2014, set out proposals for road and rail improvements which will link the cities of the north through higher speed rail connections and improved road links. There are already programmes to promote the delivery of high-speed rail to Piccadilly and Manchester Airport, and proposals to increase capacity and commercial activity at Manchester Airport. The arrival of HS2 at Piccadilly and Manchester Airport will greatly enhance these locations' investment potential, by increasing capacity and connectivity on routes to London, the Midlands, as well as local and regional destinations. Further details of developments at Manchester Airport can be found in Section 2 (Economy).

The on-going expansion of the Metrolink network is improving connectivity across Manchester and the wider city region. Over the past year, the line between the City Centre and the Airport opened, which has not only improved the connectivity of the airport, but also of Wythenshawe including its district centre and hospital. Work is now underway to build the Second City Crossing (2CC), which will provide a second line through the City Centre, to increase capacity and resilience and maximise the efficient and effective use of all the network's new lines.

Improvements to the Greater Manchester bus network are underway, in particular a bus priority package which will allow faster, more reliable and more punctual bus services on an improved network to key destinations such as employment, education, health, leisure and retail centres. Three of the six routes are in Manchester, enhancing the Oxford Road Corridor, Portland Street and Shudehill, and from the Regional Centre, routes will run directly towards the areas of Parrs Wood, Middleton, Leigh and Atherton. During 2014/14 work was already underway in the City Centre and on Oxford Road. There is also an on-going programme to modernise Greater Manchester's bus fleet with newer, 'greener' vehicles, which will also have environmental benefits in terms of reducing harmful emissions.

[7] *One North* is a strategic proposition for transport in the North, to transform connectivity in the North of England, led by the city regions of Leeds, Liverpool, Manchester, Newcastle and Sheffield, published in July 2014.

The Council continues to encourage an increase in walking and cycling as the modes of choice for local journeys. Through the planning process, the Council works with developers to plan places that encourage both walking and cycling. At a strategic level, the Cycle City Ambition Grant (part of the Government's Cycle City Programme) will help to deliver a network of strategic, integrated and, where possible, segregated cycle routes to employment centres, schools and leisure facilities, including measures within the city centre, The growth in walking and cycling trips to the City Centre demonstrates that our approaches have been successful, although it is important these efforts are maintained and extended, with the continuing support of appropriate Local Plan policies.

Further details of transport developments can be found in the State of the City 2014/15.

S06. Environment

Objective: **Protect and enhance both the natural and built environment of the City and ensure the sustainable use of natural resources, in order to mitigate and adapt to climate change, support biodiversity and wildlife, improve air, water and land quality, recreational opportunities and provide networks of high quality green infrastructure, ensuring that the City is inclusive and attractive to residents, workers, investors and visitors.**
The development of networks of green infrastructure across the City and City Region, together with protecting and enhancing townscape character and securing a high standard of design in all development proposals, will promote healthy, low-carbon lifestyles, contribute to a sense of wellbeing, and help to facilitate the sustainable and inclusive growth of the City.

As a City, Manchester is collectively working towards a reduction in carbon emissions of 41% by 2020 (from a 2005 baseline), and to date good progress has been made even though the population has also been growing, as shown in the following table.

CO2 emissions in Manchester since 2005					
	Total CO_2 emissions (Kilotonnes/KT)	% change from baseline	Per capita emissions (tonnes)	% per capita change on baseline	Manchester population (mid-year estimate)
2005	3,240.1	-	7.1	-	455,700
2006	3,332.7	2.9%	7.2	1.4%	463,700
2007	3,190.8	-1.5%	6.8	-4.2%	470,500
2008	3,206.8	-1.0%	6.7	-5.6%	477,400
2009	2,855.2	-11.9%	5.9	-16.9%	483,800
2010	3,000.5	-7.4%	6.1	-14.1%	492,600
2011	2,713.4	-16.3%	5.4	-23.9%	502,900
2012	2,925.5	-9.7%	5.7	-19.7%	510,800
2013	2,826.6	-12.8%	5.5	-22.5%	514,400

2014*	2,614.2	-19.3%	5.0	-29.6%	520,200
Source: DECC CO_2 dataset 2005-2013. *Estimate, source: MACF Annual Report 2015					

The current forecast for 2020 is a 29% reduction since 2005 in total emissions. This is less than the ambitious target of 41%, but Manchester's emissions are affected not only by population growth, but by other factors over which the City has limited control including the carbon intensity of the National Grid and the state of the economy. At a building level, the Local Plan continues to encourage energy efficient and low-carbon development. There were 327 renewable energy installations in 2014, bringing the total to almost 3,000 installations in the City to date. There were both national and local programmes operating in Manchester last year aimed at making existing homes more energy-efficient, including Manchester's Home Energy Loans, and the Greater Manchester Green Deal and ECO delivery framework.

Manchester recognises that that as a City we must build resilience and adapt our buildings, infrastructure, and natural environment to cope with hotter, drier summers, warmer, wetter winters, and more frequent periods of extreme weather, with for example improved surface water management and flood defences. In 2014-15, no new dwellings were built in high-risk flood areas, and no planning permissions granted contrary to Environment Agency advice.

During 2014/15, Manchester was working on producing a Green and Blue Infrastructure (GBI) Strategy (subsequently adopted in July 2015), reflecting how central this type of infrastructure is to the City's growth by helping to create a liveable city that attracts residents, business and tourists. The GBI strategy together with its implementation plan will guide further investment and partnerships that will ensure that Manchester, in the next 10 years, continues to improve its green spaces and waterways. The strategy encourages development schemes to incorporate new or improved GBI where it will help to create successful neighbourhoods and to support the City's growth, and is supported in this by the Local Plan policies contained within the Environment Chapter of the Core Strategy.

Recent GBI projects that were completed or underway in 2014/15 include the £5million restoration of Alexandra Park in Whalley Range, the £400,000 River Medlock re-naturalisation project in partnership with the Environment Agency and Groundwork Trust, investment through the Clean City Programme in improvements to parks and green spaces across the City, and a partnership with the RSPB to promote and improve the Mersey Valley. In addition, GBI was incorporated into a number of new developments in 2014-15, including the new state-of-the-art MMU campus at Birley Fields where a range of GI interventions including orchards, wildflower areas and wetlands have been integrated into scheme through innovative landscape planning.

Manchester has a nationally recognised Site of Special Scientific Interest at Cotteril Clough, and 38 sub-regionally designated Sites of Biological Importance (SBIs), an increasing number of which (currently 22) are in active conservation management. The City has so far designated 8 Local Nature Reserves (LNRs) covering 392 hectares, and is working towards the Natural England target of 1ha of LNR per 1000 residents. The value of trees is recognised by Manchester's GBI Strategy and an action plan will be prepared. In 2014/15, over 5,000 trees were planted in the City, including 6 community orchards, and nearly 8,000 more were planted to form new hedgerows.

Manchester has a substantial amount of brownfield land, which is an important resource for future development. The Council's Contaminated Land Strategy and the Local Plan support the remediation and safe re-use of potentially contaminated land, with 6.0 hectares successfully remediated through Planning's development management process in 2014/15.

Air quality in Manchester is improving on a long term basis and the measures being taken to reduce dependency on the car and increase walking and cycling will help this trend to continue. Manchester meets the health-based UK Air Quality objectives for six out of seven pollutants. NO_2 is the exception, with the annual mean concentration having been exceeded again in 2014 (see table). The need to make further improvements to air quality (and NO_2 in particular) in the City, especially in the City Centre and near other areas with high levels of traffic, is addressed in the Council's Air Quality Action Plan, and work to improve air quality is also underway at a Greater Manchester level.

Annual mean nitrogen dioxide concentrations (μg/m^3)

	Manchester Piccadilly	Oxford Road	Manchester South	Annual air-quality objective/limit *
2010	45	64	28	35 / 40
2011	44	66	23	35 / 40
2012	41	62	24	35 / 40
2013	39	55	22	35 / 40
2014	40	68	22	35 / 40

** 35μg/m^3 is the GM objective on which its Air Quality Management Area (AQMA) is based – lower than the EU limit of 40μg/m^3 on a precautionary basis, given uncertainties with modelling and forecasting.*

3 Conclusion

The City has a strong underlying economy, and there are many indicators within the 2015 AMR which show significant improvement and suggest that Manchester is continuing to make substantial progress towards the goal of sustainable development.

The planned review of the Core Strategy will be informed by the findings of this and previous AMRs, and will enable the Council to strengthen even further its support for sustainable development in the future, to ensure that the potential of the City and the needs and aspirations of its residents are fully met.

To support the Northern Powerhouse and Devolution, the Greater Manchester Combined Authority has started the process of producing a strategic City Region level planning document, the Greater Manchester Spatial Framework, to guide district-level local plans in terms of the scale and location of economic and residential development in particular. When Manchester's Local Plan is reviewed, the Council will take into account this sub-regional planning context (as well as current national planning policy), together with the findings of its annual monitoring.

Appendix A
The Monitoring Framework

This Authority Monitoring Report (AMR) is prepared under the 2004 Planning and Compulsory Purchase Act, Section 35 (as amended by the Localism Act 2011) and the subsequent Local Planning Regulations 2012. The primary purpose of the annual Authority Monitoring Report is to share with the public the performance and achievements of the planning service, in terms of the implementation of the local development policies (the Local Plan) and local development scheme (LDS). Under the current Regulations, authorities can largely choose for themselves which indicators and targets to include in the report as long as they are in line with the relevant UK and EU legislation, but they are required to report on the following:

- net additional dwellings (see Appendix H and main report)
- net additional affordable housing units (see Appendix H and main report)
- details of neighbourhood development orders made or neighbourhood development plans adopted (see Appendix E)
- Community Infrastructure Levy receipts
- action taken under the Duty to Co-operate (the new requirement to work with various public bodies on planning issues – see Appendix F)

Manchester has not so far adopted a Community Infrastructure Levy Charging Schedule, but the other requirements are relevant, and are reported on in this AMR, as indicated.

Following the adoption of the Core Strategy in July 2012, and the increased flexibility brought in by the changed requirements, the AMR structure was revised to ensure that it included the minimum requirements above, together with the indicators identified within the Core Strategy for each policy. These are a mixture of direct and indirect measures of the successful delivery of the Core Strategy Spatial Objectives, including traditional development monitoring indicators such as the number of new dwellings and the amount of employment land developed, but also measures of socio-economic and environmental impacts such as employment rate, journeys by non-car modes, CO2 emissions, air and water pollution, and the quality of key green spaces.

For each indicator in the data tables in Appendix H (Core Strategy Indicators), the latest figures for Manchester are given, along with an indication of recent trends, sub-regional/regional/national comparisons (if available and appropriate), and any local and/or national targets where they exist. Since not all the figures are available for the specific period 1 April 2014 to 31 March 2015, the time period for each indicator dataset is included in the tables.

This set of indicators, taken together, provides a measure of the effectiveness of the policies in the Core Strategy, as well as any unforeseen adverse effects, and should help to inform future alterations to the plan, thus helping to deliver a flexible planning system that is responsive to local circumstances and the needs of the area.]

Saved UDP policies are monitored via the most relevant Core Strategy indicators, as set out in Appendix C. The small number of Core Strategy indicators for which data is not currently available are listed in Appendix L.

A set of ‘Sustainability Indicators’, to measure other aspects of the socio-economic and environmental context, was also included in the revised AMR framework, to address the requirement in the SEA Directive to monitor the significant environmental effects of implementing the plan, and in response to the suggestion in the SEA Guidance that it can be combined with monitoring the plan itself. However, a similar set of sustainability indicators is now reported on in considerable detail in the Council’s annual State of the City Report, and therefore it has been decided for 2015, rather than continuing to duplicate much of this monitoring by also reporting on them in the AMR, to focus on the Core Strategy indicators and to provide more depth to the development monitoring data. The State of the City report for 2014-15 can be found at: http://www.manchester.gov.uk/SoC2015. A brief overview of its findings has been included in Appendix I of this AMR.

Manchester’s **State of the City** report provides an annual assessment of the City’s performance against a set of sustainability indicators, to measure the City’s progress towards the vision for Manchester set out in the current Community Strategy:

“A world class city as competitive as the best international cities” which:

- stands out as enterprising, creative and industrious;
- has highly skilled and motivated people;
- has successful neighbourhoods whose prosperity is environmentally sustainable; and
- allows all our residents to meet their full potential, and be valued and secure.

The Community Strategy objectives are shaped around the priorities of Growth, People and Place, (akin to Economy, Society and Environment, the three ‘pillars’ of sustainability), and the State of the City indicators are also grouped under these headings. The report aims to present both achievements and challenges arising during the year.

Appendix B
The Local Plan

The following development plan documents make up the current Local Plan for Manchester:

- **Manchester Core Strategy** – the long term spatial vision and planning strategy to 2027, which includes topic and area policies relating to, the economy, housing, environment, retail and transport, as well as general policies for the control of development (adopted July 2012); this is accompanied by the **Manchester Proposals Map** – identifies key areas for growth, employment and housing development, areas of protection and sites to which particular designations and policies apply;
- **Extant UDP policies** – City-wide and local area policies not replaced by the Core Strategy, 'saved' from the UDP adopted 1995 and subsequent Alterations (see Appendix B);
- **Greater Manchester Joint Waste Development Plan Document** - a waste planning strategy to 2027 (adopted April 2012).
- **Greater Manchester Joint Minerals Plan** - a planning policy framework to inform minerals developments and associated infrastructure up to 2028 (adopted April 2013).

There are currently two **Supplementary Planning Documents** (SPDs) that provide further detail on policies in the development plan documents:
- Guide to Development in Manchester SPD (April 2007)
- Providing for Housing Choice SPD (September 2008)

The Core Strategy is also accompanied by an **Infrastructure Delivery Plan** (February 2011) which identifies the infrastructure requirements to achieve the Core Strategy vision and explains how and when these will be delivered.

In addition to the documents above there are other documents which support the process of preparing Local Plan documents, these include:
- **Local Development Scheme** (LDS) - setting out the stages and the timetable for the preparation and/or review of the Local Plan;
- **Statement of Community Involvement** (SCI) - setting out how the community will be consulted during the preparation and/or review of the Local Plan, and consulted on planning applications;

These documents are also monitored on an annual basis – see Appendices D and E.

Sustainability Appraisal

The final Sustainability Appraisal Report, to accompany the Publication Core Strategy, was produced in February 2011. Further proposed amendments to the Core Strategy were determined not to require further Sustainability Appraisal. The SA Report and Appendices are available online at:

http://www.manchester.gov.uk/downloads/download/4282/core_strategy_publication_sustainability_appraisal_and_appendices.

Website

Documents relating to the planning framework for Manchester, including the Core Strategy and the interactive Proposals Map can be viewed on and downloaded from the Council's website at:
http://www.manchester.gov.uk/info/200074/planning/6186/strategic_planning.

Appendix C
Saved UDP policies

A full list of the Saved UDP Policies can be found via:

http://www.manchester.gov.uk/downloads/download/4975/extant_udp_policies

This table groups the Saved UDP policies by the most relevant Core Strategy indicator for each one.

Saved UDP policies	Most relevant indicators in AMR	Find under Core Strategy Policy
LL15 (pedestrian safety & disabled parking in shopping areas); WB2 (impact of employment development on traffic/parking); DB7 (parking on residential streets); WW8 (community centre allocation); DC26.1 – DC26.6 (noise)	Residents satisfaction with local area / neighbourhood as place to live	SP1
T1.8 (re. safeguarding Metrolink routes) WW10 (extra stations on rail line)	Amount of new residential development within 30mins public transport time of health facilities, schools, employment and major retail areas	SP1
Extant UDP policies: EW13 (control of further off-airport car-parking)	Total employment area developed for alternative uses [i.e. ‘lost’]	EC2
CC10, CC16, HC10,	Employment	Economy

Saved UDP policies	Most relevant indicators in AMR	Find under Core Strategy Policy
HC11, EM5, EM17, HU9, HU10, AB8, AB9, GO6, RF6, RF7, LL7, LL8, LL9, WB3, DB12, DB13, WW2, EW8, EW9, EW11, EW12, RC20 (site/area allocations under 'Industrial and Commercial Uses') CC14, CC15, AB7 (site allocations for commercial employment/business uses)	land available - by type	
S1.2 (District Centres), DC10.2, DC12.2, DC12.3, CC16, CC18, CC19, HC4, EM11, AB5, GO6, RF6, LL7, LL13, LL14, RC20	Amount of completed retail, office and leisure development.	Economy
BM8, CC6, HC4, HC9, EM8, AB3, GO5, GO8, RF6, LL7, LL10, LL11, WW7, RC20 (housing site allocations/ improvement areas)	Total net residential units provided since 2009	H1
CC9 (permanent sites for Travelling Show People)	Number of new pitches provided for Travelling Show People [net]	H9
DC10.1, 10.3 – 10.5 (food & drink establishments)	Total proportion of space for additional town centre uses development that falls within the City Centre, district centres and local centres.	C1,C2,C8,C9
DC12.1, DC12.4 (Commercial uses above ground floor retail)	Proportion of non-retail uses within the Primary	C2,C10

Saved UDP policies	Most relevant indicators in AMR	Find under Core Strategy Policy
	Shopping Area (ground floor)	
S1.2 (District Centres), DC10.2, DC12.2, DC12.3, CC16, CC18, CC19, HC4, EM11, AB5, GO6, RF6, LL7, LL13, LL14, RC20	Amount and percentage of completed retail, office and leisure development in centres.	Centres
CB10	Percentage of A4, A5 and similar sui generis uses in centre	C10
Extant UDP policies: BM14, HC15, AB10, GO10, GO11, RF12, WB11, DB9, WW9 – safer roads, junctions & crossings; WW10 (extra stations on rail line); WW15 (cycle route); DC22.1 (protect pedestrian routes)	Trips made by non-car modes	T1 - T3
Extant UDP policies: WW11 (road access to Wythenshawe hospital)	Congestion: average journey time per mile	T1 - T3
DC19.1 (Listed buildings)	Buildings of Grade 1 and 2* at risk of decay	EN1-EN3
BM6 – Crab Lane Conservation Area	Review of Conservation Areas / up-to-date character appraisals	EN1-EN3

Saved UDP policies	Most relevant indicators in AMR	Find under Core Strategy Policy
RF3 – Victoria Park Conservation Area; DC18.1 (Conservation areas)		
E3.4 (create a network of linear recreational routes), GO4, GO12-16, RF4, LL4, CB13, (including historic Nico Ditch), WB9, DB10	Increased levels of Green Infrastructure	EN9
CC3	No. of planning permissions compliant with EN10 (Safeguarding Open Space, Sport and Recreation Facilities)	EN10 - EN12
BM2,3,5 (all relate to open spaces/linear recreational routes); CC2; HC5; CB2,24,25,26,27,50,56; DB23,25; WW3; EW3,36	Changes in designated areas of biodiversity importance (SBIs)	EN15
DC28.1-3; DC28.12-14 CB41; DC28.4-11; 28.15-17 (minerals)	Production of primary land aggregates won	EN20
DC28.1-3; DC28.12-14	Production of secondary/recycled aggregates	EN20

Saved UDP policies	Most relevant indicators in AMR	Find under Core Strategy Policy
CB15-59, DB15-29, WW12, WW13, WW14, EW17, EW37-41 (Mersey Valley)	Covered by: a range of CS indicators relating to GI, quality of open space, etc.	Environment

Appendix D
Local Development Scheme

Revisions since the last Authority Monitoring Report

Since the last Authority Monitoring Report, the Council has published a revised Local Development Scheme (LDS) for the period 2016 to 2019 and this came into effect on 7th March2016. This is available online at

http://www.manchester.gov.uk/downloads/download/3627/local_development_scheme_2010-2013

The Local Development Scheme

Manchester City Council is required to have a Local Development Scheme (LDS) in place to support the preparation of development plan documents. It has updated the LDS and this now covers the period 2016 to 2019. The documents under preparation in the previous LDS have been adopted and now make up the Local Plan for Manchester. These include the Manchester Core Strategy which was adopted in July 2012, the Greater Manchester Joint Waste Development Plan Document which was adopted in April 2012 and the Greater Manchester Joint Minerals Plan which was adopted in April 2013.

The LDS 2016 to 2019 sets out the Local Plans to be prepared during this period and these include the Greater Manchester Spatial Framework and the Manchester Local Plan. A timetable is set out for each of these documents.

Appendix E
Statement of Community Involvement

Statement of Community Involvement

Manchester's Statement of Community Involvement (SCI) sets out how the Council will involve the community and other stakeholders in producing local development documents and in making decisions on planning applications. The existing Statement of Community Involvement was adopted in 2007 and is based on the 2004 development plan regulations. There have been subsequent changes in the statutory framework and the Council intends to review the Statement of Community Involvement to assess whether any amendments are appropriate.

Appendix F
Neighbourhood Planning

The Localism Act 2011 introduced a right for communities to engage in 'Neighbourhood Planning'. Communities can shape development in their areas through the production of Neighbourhood Development Plans, Neighbourhood Development Orders and Community Right to Build Orders. These need to be in accordance with national planning policies and with the Council's strategic policies set out in the Core Strategy and extant UDP policies.

During the period covered by this AMR no applications for Neighbourhood Forums or the designation of a Neighbourhood Area were received by the Council. Similarly no Neighbourhood Development Plans or Neighbourhood Development Orders were adopted within the City.

Up to date details of Neighbourhood Planning in Manchester, including guidance and current activity, can be found at:
http://www.manchester.gov.uk/info/200074/planning/6101/neighbourhood_planning

Appendix G
Action taken under the Duty to Cooperate on Strategic Matters

Co-operation on Strategic Matters

The Localism Act 2011 introduced the Duty to Co-operate, which applies to specified bodies when they are preparing strategic planning policies, defined as policies which address issues affecting more than one planning area. The duty applies to the preparation of policies in the fullest sense, including work undertaken to support the policy, such as background evidence.

The table below summarises the action that has been taken by the Council that could be considered to meet the duty to co-operate in 2014/15. It includes co-operation initiated by other bodies whose strategic planning affects the Manchester area.

The Council also actively engages with other Greater Manchester districts through the Greater Manchester Planning Officers' Group, which meets on a monthly basis to promote improved co-ordination and cooperation in planning and development across the City Region.

Strategic Issues Considered	**With whom the issue was discussed (i.e. those covered by the duty) and how (email, letter, meeting)**	**Date Discussions Took Place**	**Outcome of Discussion**	**Geographical Scale of the Issue**
GMSF	Report taken to GMCA regarding the GMSF	August 2014	Agreed to undertake consultation on technical details of the GMSF and the approach to SA.	Greater Manchester
	Report taken to GMCA/AGMA Executive regarding the GMSF	November 2014	Agree to amend AGMA constitution to cover preparation of the GMSF, and to agree that each	Greater Manchester

Strategic Issues Considered	With whom the issue was discussed (i.e. those covered by the duty) and how (email, letter, meeting)	Date Discussions Took Place	Outcome of Discussion	Geographical Scale of the Issue
			council will approve preparation of the GMSF	
Waste transport	All Email North Tyneside Council Thurrock Council; Manchester City Council; Greater Manchester Minerals and Waste Planning Unit (MWPU)	29/8/14; 8/9/14; 2/9/14; 18/9/14; 19/9/14	Enquiry passed to MWPU to respond to.	Within England

Appendix H

Core Strategy Indicators – data tables

NB. The total **area** of the City of Manchester is **11,564 ha**. The City Centre (including the Higher Education corridor) covers 462 ha. The Regional Centre (including the City Centre) covers 1,141 ha. The Inner Areas cover 6,341 ha (including the Regional Centre).

Manchester's latest **population** estimate (mid-2014) is **520,215**. The population continues to increase steadily, after decades of decline in the second half of the 20th Century.

SO1. Spatial Principles

Objective: **Provide a framework within which the sustainable development of the City can contribute to halting climate change**
Within the context of mitigation and adaptation to climate change, the framework will guide the scale and distribution of economic, housing, transport, environmental, health, education and other service and infrastructure investment across the City

Policy	Indicator	Target	Latest figure	Trend	Comparators
SP1 Spatial Principles	Percentage of new employment land in the Regional Centre (within Manchester City Council boundary)	Target: 70% (reviewed annually)	**62%** in 2014/15	16% in 2013/14	
	Percentage of new housing in Regional Centre and Inner Areas	Target: 90%	**87%** (gross) in 14/15	72% in 11/12 (gross) 84% in 12/13 (gross) 75% in 13/14	

SO1. Spatial Principles					
Objective: **Provide a framework within which the sustainable development of the City can contribute to halting climate change** Within the context of mitigation and adaptation to climate change, the framework will guide the scale and distribution of economic, housing, transport, environmental, health, education and other service and infrastructure investment across the City					
Policy	**Indicator**	**Target**	**Latest figure**	**Trend**	**Comparators**
				(gross)	
	Residents' satisfaction with their local area as a place to live	70% (Target set in 2010/11)	**79%** of residents were very or fairly strongly satisfied in 2014/15	An increase from 77% in 2013/14	
	Reduction in carbon (CO2) emissions (total & per capita) in LA area	Targets: 41% reduction from 2005 levels by 2020 (City-wide – MACF target); 4.3 tonnes per capita in 2020.	In 2013, total CO_2 emissions in Manchester were **2,827 kt**; of this, 47% came from business (industry & commerce), 31% from domestic sources, & 22% from transport; Per capita emissions were an estimated **5.5 tonnes** in 2013.	This 2013 figure represents a **12.8%** reduction since 2005 (3,240 kt); and a smaller reduction, from 2,945 in 2012. Per capita emissions were an estimated 22.8% lower than in 2005 (7.1 tonnes); the figure was 5.8 in 2012.	Still significantly lower per capita emissions (tonnes) than: NW (6.9), England (6.7) UK (7.0) averages in 2013.
	Note: all CO2 data is subject to potential revision by Department of Energy and Climate Change (DECC).				
	Amount of new residential development within 30mins	Target: Maintain level at 100% for	In 2014, **100%** of Manchester residents were	100% has been maintained for the	

SO1. Spatial Principles

Objective: **Provide a framework within which the sustainable development of the City can contribute to halting climate change**
Within the context of mitigation and adaptation to climate change, the framework will guide the scale and distribution of economic, housing, transport, environmental, health, education and other service and infrastructure investment across the City

Policy	Indicator	Target	Latest figure	Trend	Comparators
	public transport time* of health facilities, schools, employment and major retail areas	GP surgery, a primary and secondary school, an employment area, and a major retail centre	within 30 minutes travel time by public transport/walking of a GP surgery, a primary and secondary school, an employment area and a foodstore; 99% were within 30 minutes of a town centre (100% were within 45 minutes travel time)	past 8 years	
	* 30 minutes public transport time is based here on off peak travel times				

SO2. Economy

Objective: **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**

Policy	Indicator	Target	Latest figure	Trend	Comparators
EC1 Employment and Economic Growth in Manchester	Total hectares of employment land developed (B1+B2+B8)	Target: 200ha between 2010 and 2027 At least 12ha per year	2014/15: **9.4 ha** B1= 4.2 ha B2= 1.7 ha B8 = 3.5 ha	2013/14: 3.5 ha [1.15ha B1 + 0.6 ha B2 + 1.7ha B8]	
	Total amount (m2) of employment floorspace completed - by type		2014/15: Total= **62,076 m^2** B1= 57,262m^2 B2= 2,542m^2 B8= 2,272m^2	2013/14: Total= 4,111m^2 B1= 1,368m^2 B2= 297m^2 B8= 2,446m^2	
	Amount of completed retail, leisure and hotel development		2014/15: Retail= **2,839 m^2,** Leisure = **3,318 m^2**	2013/1 4: Retail= 11,960m^2, Leisure = 13,954m^2	

SO2. Economy					
Objective: **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**					
Policy	**Indicator**	**Target**	**Latest figure**	**Trend**	**Comparators**
			Hotels = **1,078 m^2**	Hotels = 17,981m^2	
	Employment land available - by type		2014/15: Extant Planning Permissions: **136.4 ha** B1 = 64.3 ha B2= 4.5ha B8= 67.6 ha Additional extant UDP allocations which remain part of the UDP and Core Strategy Strategic Locations = **81 ha** Total Employment land available (136.4 + 81ha) = **217 ha**	2013/14: Extant Planning Permissions: 98 ha B1 = 31ha B2= 12ha B8= 55ha Additional extant UDP allocations which remain part of the UDP and Core Strategy Strategic Locations = 82 ha Total Employment land available (98 ha + 82 ha = 180 ha)	Figure includes allocations and planning permissions
EC2	Total employment area 'lost' /developed for alternative	Less than 2 ha per year	2014/15: **2.4 ha**	2013/14 2.05 ha	

SO2. Economy

Objective: **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**

Policy	Indicator	Target	Latest figure	Trend	Comparators
	uses				
EC3 The Regional Centre	Percentage of employment land developed for B1, B2 and B8 in the Regional Centre	Target: At least 70% of total	2014/15: B1= **41%** B2= **0%** B8= **21%** Total = **62%**	2013/14: B1 = 2% B2 = 0% B8 = 27% Total = 16%	
	Amount of employment floorspace completed on previously developed land – by type	Target: to increase	2014/15: **100%**	All new business development was on previously developed land, as in 2013/14	

SO2. Economy

Objective: **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**

Policy		Indicator	Target	Latest figure	Trend	Comparators
EC4 – EC12 Economic Development Outside the City Centre – Strategic Regeneration Areas and Strategic Locations	**EC4**	Total employment land developed in North Manchester	14ha in total by 2027 1ha per annum	**0.3 ha** in 2014/15	0.52 ha in 2013/14	
		(Un)Employment rate in North Manchester	Moving towards City average	*Employment rate is not available for SRF area:* Unemployment rate = **2.6%** in May 2015	5.0% in May 2014	City average in May 2015 = 2.2% (JSA claimants - % of working age residents)
	EC5	Total employment land developed in East Manchester	80 - 85ha by 2027 >5ha per annum	**7.06 ha** in 2014/15	1.45 ha in 2013/14	
	EC6	Total employment land developed in Central Park	60ha by 2027 4ha per annum	**1.92 ha** in 2014/15	2013/14 = 0	
	EC7	Total employment	45ha by 2027	**0.5 ha** in 2014/15	2013/14 = 0	

SO2. Economy

Objective: **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**

Policy		Indicator	Target	Latest figure	Trend	Comparators
		land developed at Eastlands	>2-3ha per annum			
	EC5-7	(Un)Employment rate in East Manchester	Moving towards City average	*Employment rate is not available for SRF area:* Unemployment rate = **2.9%** in May 2015	5.0% in May 2014	City average in May 2015 = 2.2% (JSA claimants - % of working age residents)
	EC8	Total employment land developed in Central Manchester	14ha by 2027 1ha per annum	**0.41 ha** in 2014 /15	0.07 ha in 2013/14	
		(Un)Employment rate in Central Manchester	Moving towards City average	*Employment rate is not available for SRF area:* Unemployment rate = **2.7%** in May 2015	4.4% in May 2014	City average in May 2015 = 2.2% (JSA claimants - % of working age residents)
	EC9	Percentage employment development in existing employment locations and	At least 90% of employment development within areas identified in policy	**0** in 2014/15	0 in 2013/14	

SO2. Economy

Objective: **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**

Policy		Indicator	Target	Latest figure	Trend	Comparators
		District Centres in South Manchester				
		Total employment land developed in South Manchester		**0.66 ha** in 2014/15	0 in 2013/14	
	EC10	Total employment land developed in Wythenshawe	55ha in total by 2027 >3ha per annum	**0.24 ha** in 2014/15	1.27 ha in 2013/14	
		(Un)Employment rate in Wythenshawe	Moving towards City average	*Employment rate is not available for SRF area:* Unemployment rate = **2.3%** in May 2015	4.9% in May 2014	City average in May 2015 = 2.2% (JSA claimants - % of working age residents)
	EC11	Total employment land developed in Airport City	30ha in total by 2027 2ha per annum	**0** in 2014/15	0 in 2013/14	

SO2. Economy

Objective: **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**

Policy		Indicator	Target	Latest figure	Trend	Comparators
	EC12	Total employment land developed in University Hospital South Manchester	1.3 ha in total by 2027	**0** in 2014/15	0 in 2013/14	

City Centre					
Policy	**Indicator**	**Target**	**Latest figure**	**Trend**	**Comparators**
CC1 - CC10 City Centre policies	Total employment land by type developed in the City Centre and Fringe	Target: 58ha in total by 2027 4ha per annum	In 2014/15: Total Employment = **1.68 ha** Retail = 1,037 m^2 (0.1 ha) Office = 45,602 m^2 (1.01 ha) Leisure = 0 m^2 (0 ha) Hotel = 1,078 m^2 (0.1 ha)	In 2013/14: Total Employment = 5.24 ha Retail = 10,895 m^2 (2ha) Office = 258 m^2 (0.04 ha) Leisure = 7,430 m^2 (1.2 ha) Hotel = 17,981 m^2 (2 ha)	
	Total amount of comparison retail development [in the City Centre]	Target: 70,000 m2 in total by 2027 At least 4,000 m2 per annum	**910 m2** (0.1 ha) in 2014/15	3,064 m^2 (3.11 ha) in 2013/14	
	Number of [residential] units provided since 2009 in the City Centre	Target: At least 16,500 units by 2027: • 119 in 10/11 • 170 p/a 2011-2016	In 2014/15: **361** (gross) This figure (all apartments) includes 279 in the Vita Student development at First Street	09/10: 297 dwellings (net) 10/11: 230 dwellings (gross) 11/12: 0 dwellings 12/13: 549 (gross) 13/14: 106 (gross)	

City Centre					
Policy	**Indicator**	**Target**	**Latest figure**	**Trend**	**Comparators**
		• 1,310 p/a 2016-2021 • 1,480 p/a 2021-2027	Running total since 09/10 = 1,543 units	Please note that student accommodation is included from 2012/13 onwards.	
	Density of [residential] development in the City Centre (units/ha and m2/ha)	Target: At least 100 units/ha At least 10,000 m2/ha	2014/15: **1,400** units/ha (includes a 279-apartment tower on a 0.16ha site)	2012/13: 1,454 units/ha (included a 434-apt tower on a 0.07ha site) 13/14: 589 units/ha	
	Residential pipeline in the City Centre		2014/15: **3,195** (1,047 remaining in schemes already under construction, a further 2,148 with planning permission/prior approval, including 1,171 granted PP/PA in 14/15)	There were 2,415 units with planning permission in the pipeline in 2013/14; of these, 82 were completed and 34 expired in 14/15.	
	Number of major planning permissions approved in City Centre	Target: 10 per annum	2014 /15: **11 major PPs:** 4 large-scale (2 residential) 7 small-scale major (5 residential) Plus: 6 'major' prior approvals for change of use to housing	2013/14: 14 (11 new majors + 3 extensions to extant PPs)	
	NB: The development figures above relate to the Core Strategy 'City Centre' boundary which includes the 'Higher Education Precinct'.				
	Review of conservation areas in City Centre	Target: All reviewed by	No reviews complete to date (Dec 2015)		

City Centre					
Policy	**Indicator**	**Target**	**Latest figure**	**Trend**	**Comparators**
		2016 (5-year programme starting in 2011)			
	Percentage of peak hour journeys made to the City Centre other than by means other than private car		**74.1%** in morning peak in 2015 *(see below under Transport for more details)*		

Airport					
Policy	**Indicator**	**Target**	**Latest figure**	**Trend**	**Comparators**
MA1 – Manchester Airport Strategic Site	Passenger throughput of Airport in million passengers per annum (mppa)	Target: Passenger capacity of Airport (mppa):- 35 by 2020 45 by 2030	Dec 2014-Dec 2015: **23,116,554** an increase of 5.6% over the year	Increasing each year: 2014: 21,885,116 2013: 20,775,049 2012: 19,654,000	
	Area of SSSI	Target: Remain unchanged (10.5ha)	**10.5 ha**	No change in area in 14/15	
	Area of >60 dB LA_{eq} noise contour (daytime and night-time)	Target: To remain smaller than the area in 2001 (daytime:	2014: **17.1 km^2** (daytime) **6.5 km^2** (night-time)	Larger than in 2013, but still within target size.	

Airport					
Policy	**Indicator**	**Target**	**Latest figure**	**Trend**	**Comparators**
		25.6 km^2; night-time: 7.8 km^2)		2013: Daytime – 16.9 km^2 Night-time – 6.1 km^2	
	Percentage of passengers accessing airport by non-car (public) modes	Target: "40% by 2030" or "In accordance with the approved Airport Master Plan to 2030 (Ground Transport)"	2014: **17%** of passengers arriving by non-private (public) transport	Increasing year-on-year: 2012: 15.8% 2013: 16.2%	
	Percentage of staff accessing airport by non-car mode	Target: "50% by 2030" or "In accordance with the approved Airport Master Plan to 2030 (Ground Transport)"	<u>2010/11</u>: **24.3%** of those surveyed did not use private cars or taxis.	A site-wide staff survey has not been undertaken since 2010/11; staff on-site are employed by circa 300 separate companies, hence there are logistical difficulties in collecting this data, but MAG are committed to updating it as soon as reasonably possible.	

S03. Housing

Objective: **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**

Policy	Indicator	Target	Latest figure	Trend	Comparators
H1 Overall Housing Provision	Gross completions		In 2014/15: **1,796 gross** completions * 1,095 completed units were in schemes finished in 14/15; 701 new units were in schemes still 'under construction' on 31 March 2015. The gross completions consist of 756 houses (42%), and 1,040 apartments (58%).	Gross completions: 13/14: 1,228 12/13: 1,641 11/12: 949 10/11: 1,046 09/10: 2,107 08/09: 2,598	
* This total includes the **1,351** new homes reported in *Manchester's State of the City Report 2014/2015* – this being the number of completions in schemes that will deliver 10 units or more, plus new homes delivered through the Affordable Homes Programme. A further 445 new homes were completed in other small schemes across the City, bringing the total number up to 1,796 dwellings. The main data source currently used to count residential completions is Manchester's Council Tax register; for the larger schemes (10+ units) this is supplemented with intelligence from the Council's Regeneration Teams, and information direct from the developer or their agent.					
	Net additional dwellings in last year	Target: • 730 units in 2010/11	In 2014/15: **1,245 net** completions	Numbers (net) are below the yearly targets for	

S03. Housing

Objective: **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**

Policy	Indicator	Target	Latest figure	Trend	Comparators
		• 2,540 units p/a 2011-2016 • 4,400 units p/a 2016-2021 • 3,870 units p/a 2021-2027	This net figure takes into account **551 demolitions** recorded in the same period.	each year: 13/14: 727 12/13: 1,538 11/12: 868 10/11: 554 09/10: 1,496 08/09: 1,891	
	Total net units provided since 2009 *	Target: Approximately 60,000 units in total by 2027	Total net dwellings since 2009: **7,856**		
* The figures (above and below) for total dwellings completed since 2009 and additional dwellings needed by 2027 include a 'catch-up' amount for 2013/14 (2,115 rather than 727) – see the 2014 AMR for further details.					
	Projected net additional dwellings needed to 2027 (total & annualised) *	60,102 minus net completions to date, divided by the number of years	**52,246** from 2015 to 2027 This equates to **4,354** dwellings per annum over the 12 years remaining of the	The annualised requirement for additional dwellings needed to 2027	

S03. Housing

Objective: **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**

Policy	Indicator	Target	Latest figure	Trend	Comparators
		remaining until 2027.	plan period	has increased since 2010 because net completions each year have fallen short of the Core Strategy yearly target.	
	Empty homes brought back into use *		2014/15: **1,308**	2013/14: 1,151	* net reduction in the total number of voids
	Empty residential properties		March 2015: **4.0%** of all residential properties on the Council Tax Register	Lower than last year when the figure was 4.7%	
	Residential development on brownfield (previously developed) land (%)	90% (H1 in CS)	2014/15: **93.2%** of new dwellings	2013/14: 94.4%	
	Properties in Council		March 2015: **58.7%**	Slightly lower percentage	Much higher than

S03. Housing

Objective: **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**

Policy	Indicator	Target	Latest figure	Trend	Comparators
	Tax band A			than in 2014 (59.1%)	comparators: GM: 46.4%; NW: 41.6%; England: 24.6%
	Properties in Council Tax bands D and higher		March 2015: **10.4%**	Slightly higher percentage than in 2014 (10.3%)	Much lower than comparators: GM: 17.1%; NW: 20.9%; England: 34.0%
	Prior Approvals*		2014/15: **20** Prior Approvals for a total of **331** dwellings Half of the 20 approvals were in the City Centre and accounted for 293 dwellings.	2013/14: 2 Prior Approvals, for a total of 13 dwellings.	

In May 2013, the Government made it easier to change the use of a building from B1(a) office to C3 dwellings by classifying it as permitted development, subject to ‘Prior Approval’ from the local planning authority; this applies in Manchester, except in two exempt areas that are in/adjoining the City Centre.

S03. Housing

Objective: **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**

Policy	Indicator	Target	Latest figure	Trend	Comparators
	Planning pipeline (units with planning approval not yet completed)		31 March 15: **13,421** units 2,911 are in schemes under construction; a further 10,510 have PP/Prior Approval 19.5% of the pipeline is houses, 80.5% is apartments	31 March 14: 9,736 (3,251 in schemes under construction; 6,485 with PP/Prior Approval)	
H2 Strategic Housing Location	Average density of new residential development	Target: 40-50 dph (excepting development in Holt Town and Lower Irk Valley)	2014/15: **66** dwellings per ha	2011/12: 48/ha 2012/13: 41/ha 2013/14: 29/ha	
	Number of gross units provided since 2009 within Strategic Housing Location	16,580 units in total by 2027 • 590 p/a 2011-2016 • 1,350 p/a 2016-	2014/15: **95** dwellings	09/10: data not available 10/11: 40 dwellings	

S03. Housing					
Objective: **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**					
Policy	**Indicator**	**Target**	**Latest figure**	**Trend**	**Comparators**
		2021 • 1,070 p/a 2021-2027	NB. many of the sites in the Strategic Housing Location require some demolition, remodelling and relocation of uses currently on site, and development is progressing more slowly than expected.	11/12: 91 dwellings 12/13: 210 dwellings 13/14: 89 dwellings	
H3 – H7 Regeneration Areas	Number of [net] units provided since 2009 in North, East, Central, South Manchester & Wythenshawe	North Mcr: • 610 p/a 2011-2016 • 870 p/a 2016-2021 • 710 p/a 2021-2027 East Mcr: • 750 p/a 2011-2016 • 1,370 p/a 2016-	North Mcr 10/11: 162 gross 11/12: 146 gross 12/13: 210 gross 13/14: 253 gross 14/15: **250** gross (41% of the target for North; 14% of total completions) East Mcr 10/11: 170 gross	There is no clear pattern over the past 5 years, though generally (with the exception of Wythenshawe) the last 3 years have seen more completions per year than the previous 2 years.	

S03. Housing

Objective: **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**

Policy	Indicator	Target	Latest figure	Trend	Comparators
		2021 • 1,240 p/a 2021-2027 <u>Central Mcr:</u> • 590 p/a 2011-2016 • 570 p/a 2016-2021 • 280 p/a 2021-2027 <u>South Mcr:</u> • 260 p/a 2011-2016 • 190 p/a 2016-	11/12: 242 gross 12/13: 409 gross 13/14: 333 gross 14/15: **642** gross (86% of the target for East; 36% of total completions) <u>Central Mcr</u> 10/11: 83 gross 11/12: 299 gross 12/13: 215 gross 13/14: 215 gross 14/15: **293** gross (50% of the target for Central; 16% of total completions) <u>South Mcr</u> 10/11: 132 gross	Completions in all areas are still beneath their Core Strategy targets since 2011. Please note that only gross figures are available	

S03. Housing

Objective: **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**

Policy	Indicator	Target	Latest figure	Trend	Comparators
		2021 • 90 p/a 2021-2027 Wythenshawe • 160 p/a 2011-2016 • 90 p/a 2016-2021 • 50 p/a 2021-2027	11/12: 104 gross 12/13: 195 gross 13/14: 170 gross 14/15: **181** gross (70% of the target for South; 10% of total completions) Wythenshawe 10/11: 142 gross 11/12: 158 gross 12/13: 63 gross 13/14: 151 gross 14/15: **70** gross (44% of the target for Wythenshawe; 4% of total completions)		
H8 Affordable Housing	Affordable homes as a percentage of total net new units	20% of net new units within schemes to which the policy	14/15: **0** affordable units completed had been secured through policy H8 (or s106)	None in 12/13 or 13/14	

S03. Housing

Objective: **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**

Policy	Indicator	Target	Latest figure	Trend	Comparators
		applies			
	Gross (and net) additional affordable housing units completed *		2014/15: Gross: **509** units* (410 for affordable rent, 64 for shared ownership, 35 re-purchased/refurbished for affordable housing). Net: **35** (net of 474 demolitions of affordable units, 224 of which were in “West Gorton”; 40 in Collyhurst; 70 elsewhere in East Manchester (Talgarth Road/Lily Thomas Court/Sidwell Walk), 32 flats at Oaklands House on Wilbraham Road, and 108 walk-up flats in Baguley in Wythenshawe).	The gross figure is higher than last year, but the net figure is lower (469 gross, 109 net in 13/14), due to 474 affordable units being demolished in 14/15 (86% of all demolitions).	
	Affordable Housing pipeline (new homes with permission for affordable rent or shared ownership)		2015-2018: **783**		

*This figure relates to completions by the Council, Registered Providers, and the private sector, and through government-sponsored initiatives via the private sector; it includes housing which was not built as affordable, but became 'affordable' through sale to Registered Providers or through refurbishment (e.g. HCA-funded refurbishments/conversions, Help to Buy

S03. Housing

Objective: **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**

Policy	Indicator	Target	Latest figure	Trend	Comparators
shared equity) as well as new completions; new-build accounts for 93% of the gross figure in 2014/15.					
H9 Gypsies and Travellers & Travelling Showpeople	Number of new pitches provided for Gypsies and Travellers [net additional]	Target: 60 new pitches by 2016	**0** in 2014/15	0 in 2013/14	
	Number of new pitches provided for Travelling Showpeople [net]	20 new pitches by 2016	**0** in 2014/15	0 in 2013/14	
H10 Housing for people with additional support needs	Number of developments to cater for people with additional support needs allowed on appeal	Target: 0	**0** in 2014/15	None in 13/14	
H11 HMOs	Number of developments for HMOs allowed on appeal	Target: 0	**3** developments allowed on appeal in 2014/15 (a total of 4 new HMOs)	5 in 13/14	
	Change in no. of Output Areas (OAs) with >10% HMOs	Target: no increase	**133** OAs in March 2015 with >10%	126 last year; Figures are based on pre-2011 OAs	
H12 Purpose Built Student Accomodation	Number of developments for new purpose-built Student Accommodation	Target: 0	**0** in 2014/15	0 in 13/14	

S03. Housing

Objective: **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**

Policy	Indicator	Target	Latest figure	Trend	Comparators
	allowed on appeal				

* The figure calculated for the Core Strategy baseline (153) used different OA boundaries & household base and can not be compared with the new (lower) figure for 2014

S04. Centres

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

Policy	Indicator	Target	Latest figure	Trend	Comparators
C1,C2,C8,C9 Centres & Out-of-Centre Development	Total proportion of space for additional town centre uses development that falls within the City Centre, district centres and local centres.	Target: 90%	**76%** in 2015	79% in 2013/14	

S04. Centres

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

Policy	Indicator	Target	Latest figure	Trend	Comparators
C2 District Centres & **C10** Leisure & the Evening Economy	Proportion of non-retail uses within the Primary Shopping Area (groundfloor)	Target <40%	No District Centres have above 40% of non-retail uses. The average for all 17 district centres is **22%**	18% in 2013	
	Vacancy Rate	Target: <15%	**8%** in 2015	7.2% in 2013	
C2,C3,C4,C5,C6,C7 District Centres	Number of different town centre uses within a District Centre	Target: >4	**94%** of District Centres met or exceeded the target in 2015	94% in 2013	
C2,C3,C4,C5,C6,C7 District Centres	Amount and percentage of retail floorspace development within district centres	Target: 35,000 m2 in total by 2027 • 12,500m^2 between 2010-2015 • 9000m^2 between 2015-2020 • 13,500m^2 between 2020-2027	**0 m^2** in 2014/15	2013/14 = 541 m^2 (4.5% of all retail)	
	Amount and percentage of employment floorspace developed		B1 = 0 B2 = 0	In 2013/14 B1= 0 B2= 0	

S04. Centres

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

Policy	Indicator	Target	Latest figure	Trend	Comparators
	within district centres (sq m gross)		B8 = 0 Total = **0**	B8= 0 Total = 0	
	Amount and percentage of completed leisure and hotel development in district centres		2014/15: Leisure = 0 Hotel = 0 Total = **0**	2013/14: Leisure = 0 Hotel = 0 Total = 0	
C10 Leisure & the Evening Economy	Percentage of A4, A5 and similar sui generis uses in centre	<15%	**20%** in 2015 [8]	16% in 2013	

[8] In 2015 Changes were made to the Town and Country Planning Use Classes Order and removed bookmakers and Pay Day Loan shops from the A2 use class and placed them in Sui Generis. This affected the analysis of the 2015 survey of the Manchester's District Centres.

S05. Transport

Objective: **Improve the physical connectivity of the City, through sustainable and accessible transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation**

Policy	Indicator	Target	Latest figure	Trend	Comparators
T1 - T3 Sustainable Transport, Accessible Areas & Strategic Integration	City Centre footfall	Increase year on year	**2.3%** lower in 2015	Increased by 2.1% in 2012 Up 1.2% in 2013 Down by 2.7% in 2014	
	Pupils travelling by car to LEA primary school	Target: To continue to decrease from 30.9% in 2009/10	**26.8%** in 2011/12 No update available since 11/12	It was continuing to fall; this figure had decreased from 29.1% in 10/11	Lower than GM average of 33.5% in 11/12
	Pupils travelling by car to LEA secondary school	Target: To continue to decrease from 19.7% in 2009/10	**22.0%** in 2011/12 No update available since 11/12	This figure has fluctuated over recent years; it had increased from 19.4% in 10/11	Higher than GM average of 19.3% in 11/12
	Trips made to City Centre* in the morning peak** by means other than private car	Target: To increase modal share of non-car modes; LTP3 target – 71.4% by 2015 71.8% by 2016	2015: **74.1%**	Increasing – from: 73.2% in 2014 72.7% in 2013 71.7% in 2012 62.7% in 2005 63.0% in 2002 (NB: values have been slightly revised since last	

S05. Transport

Objective: **Improve the physical connectivity of the City, through sustainable and accessible transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation**

Policy	Indicator	Target	Latest figure	Trend	Comparators
				year) LTP3 target exceeded	
	Trips made to City Centre by public transport (morning peak)	Target: To increase modal share	2015: **61.6%** (all public transport) Rail: **26.3%** Tram: **11.3%** Bus: **23.9%**	Up from 60.9% in 2014; and from 55.0% in 2005, 55.8% in 2002 Rail: up from 25.8% in 2014; 19.2% in 2005, 19.3% in 2002 Tram: up from 11.1% in 2014; 7.5% in 2005, 7.3% in 2002 Bus: no change since 2014; down from 28.3% in 2005, 29.3% in 2002	
	Trips made to City Centre* by cycle (morning peak)	Target: To increase modal share	2015: **1.7%**	Same % as 2014, but a significant increase from 0.6% cycling in 2005 and also in 2002	
	Trips made to City Centre* on foot (morning peak)	Target: To increase modal share	2015: **10.9%**	Slight increase on 10.7% in 2014; a significant increase from 7.0% in 2005 and 6.6% in 2002	

S05. Transport

Objective: **Improve the physical connectivity of the City, through sustainable and accessible transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation**

Policy	Indicator	Target	Latest figure	Trend	Comparators
	Congestion: average journey time per mile***	Target: To reduce journey times	2013/14: **4.26 minutes** per mile between 7am & 7pm;	Was 4.14 in 12/13	2013/14 GM: 3.32 mins
			4.86 minutes in morning rush hour (8am-9am);	Was 4.58 in 12/13	GM: 3.89 mins
			5.19 minutes in evening rush hour (5pm-6pm)	Was 4.95 in 12/13	GM: 3.90 mins

* some Core Strategy indicators specify Regional Centre rather than City Centre, but data is not available for that geography at present

** Morning peak = 07:30 – 09:30 am

*** Measured using in-vehicle GPS tracking devices, for A and B roads

S06. Environment

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

Policy	Indicator	Target	Latest figure	Trend	Comparators
EN1-EN3 Design, Character & Heritage	Buildings of Grade I and II* at risk of decay		There are **5** grade I/II* Listed Buildings (secular) on the 2015 Heritage at Risk Register, and **5** grade I/II* Places of Worship This represents **6%** of the City's Grade I and II* listed buildings (secular), and **29%** of the grade I/II* Places of Worship In all, there are 15 Grade I buildings (12 secular, 3 places of worship), and 81 Grade II* (67 secular, 14 places of worship) in Manchester.	There were 6 and 4 respectively on the At Risk register in 2014.	In 2015, 4% of Grade I/II* buildings were at risk in England; and 6% of listed places of worship.
EN1-EN3	Buildings of Grade 2	Target: National	**18** Grade II buildings	There are 796 Grade II	

S06. Environment

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

Policy	Indicator	Target	Latest figure	Trend	Comparators
Design, Character & Heritage	at risk of decay	average	were at risk in 2012; no update available.	buildings in Manchester.	
EN1-EN3 Design, Character & Heritage	Review of Conservation Areas and their Character Appraisals	Target: All reviewed by 2016 (5-year programme starting in 2011)	**0** conservation area appraisal updates complete as of Dec 2015.	There are 35 conservation areas in total	
EN1-EN3 Design, Character & Heritage	% of appeals based on EN2 dismissed	100%	**0** applications were refused on the basis of EN2 in 2014/15, hence there were no relevant appeals	N/A	N/A
EN4 - EN7 Carbon Emissions	Reduction in CO_2 emissions (total & per capita) in LA area		*See above under SP1 (Spatial Principles)*		

S06. Environment

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

Policy	Indicator	Target	Latest figure	Trend	Comparators
	Days p/a on which air pollution reaches moderate or higher levels		*See below under EN16 - Air Quality*		
EN8 Adaptation to Climate Change	Number of planning permissions granted contrary to the advice of the Environment Agency		**0** *(see below under EN14 – Flood Risk)*		
EN8 Adaptation to Climate Change	New developments incorporating Sustainable Urban Drainage Systems (SUDS)	Target: Year-on-year increase	At least 1 development (46 houses in Gorton North) but still awaiting full update from Planning.	At least 3 developments in 2013/14; none in 2012/13.	
The Core Strategy encourages the use of SuDS to minimise surface water run-off in new developments, however the main engineering solution still being used by developers to attenuate runoff are underground storage tanks that outfall into a public sewer. The figure above relates to developments that incorporate greener 'SuDS' (percolation/infiltration); the flood-risk management team were consulted on at least 10 schemes using soakaways. From April 2015 there is a national requirement through planning regulations to ensure, where possible, that SuDS are used on major new developments in England, and monitoring data is expected to improve (although underground storage tanks have been included in the government's definition of SuDS).					
EN9 Green Infrastructure	Increased levels of Green Infrastructure	Target: In line with emerging Greater Manchester Green	No update since 2013, when **58%** of land in Manchester was		

S06. Environment

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Policy	Indicator	Target	Latest figure	Trend	Comparators
		Infrastructure Strategy	classified as GI		
EN10 - EN12 Open Space	Open spaces managed to Green Flag Award status	Manchester is planning to work towards its own award scheme for parks, the Manchester Standard, in future; this will allow a more effective use of resources	Dec 2015: **4** parks, representing 269 ha, 28.5% of total park space, 12.1% of total leisure space. The largest of these by far is Heaton Park; it also included the recently renovated Alexandra Park All **4** main cemeteries in Manchester (101 ha - **97%** of publicly available cemetery land)	No change for cemeteries, but the number of Green Flag parks has been falling in recent years; it was 9 parks last year (292 ha, 31% of the total area of public parks, 13% of leisure space)	
	Registered historic parks & gardens at risk		There are 8 in Manchester (including 3 cemeteries) - **0** (0%)	No change	5.7% of registered parks & gardens were

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Policy	Indicator	Target	Latest figure	Trend	Comparators
			were at risk in 2015		at risk in England in 2014
EN13 Green Belt	Changes to Green Belt boundary	No further change	The Green Belt boundary was amended via the adoption of the Core Stratey to cover 1,279.2 ha. No further change		
EN14 Flood Risk	No. (and %) of dwellings in EA Flood Risk Zones 2 & 3 in Manchester		Dec 2015: **2,657** (1.2%) in Flood Zone 3 (high risk) **7,815** (3.5%) in Flood Zone 2 (medium risk) 10,472 in FZ2 & 3 combined	A small increase in numbers (from 2,640 & 7,689 respectively), but the % remains the same, due to the increase in the total number of dwellings; flood risk boundaries are regularly reviewed by EA, and this can also affect this indicator	Total no. of dwellings in the City: 223,884 (Source: Council Tax)
EN14 Flood	No. of new dwellings	Target: <5% over	14/15: **0** dwellings	An average of less than	

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Policy	Indicator	Target	Latest figure	Trend	Comparators
Risk	in high probability flood areas	plan period	completed were within the Flood Zone 3 boundary; **2** dwellings were within Flood Zone 2	one dwelling per year completed in flood zone 3 between 10/11 - 14/15. If this rate continues it will be well within the target for the plan period of <5%	
	Total dwellings within EA Flood Zones 3 (high risk) and 2 (medium risk)		Dec 2015: **2,657** (1.2% of total housing stock) in FZ2; a further **7,815** dwellings (3.5% of total stock) in FZ2		
EN14 Flood Risk	Number of planning permissions granted contrary to the advice of the Environment Agency (EA) on flood defence grounds (or water quality	Target: 0	**0** in 2014/15 EA objected to 5 applications on flood risk grounds in 14/15: of these, 1 application was withdrawn, 1 was refused, and EA	None in 2013/14; none in previous 9 years either	

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Policy	Indicator	Target	Latest figure	Trend	Comparators
	grounds)		subsequently removed their objection to the other 3, which were approved. (None were objected to on water quality grounds).		
EN15 Biodiversity	Changes in the condition of SSSIs (Sites of Special Scientific Interest)	Target: No deterioration	In 2015, **100%** (both sections) of Cotterill Clough were found to be in a 'favourable' condition (total area 10.5ha, in 2 sections); this is Manchester's only SSSI, ancient woodland located near the airport	The larger section (7.1ha - 68%) has been in a 'favourable' condition for many years; the smaller section (3.4ha, 32% of the site) was in an 'unfavourable' condition for a number of years prior to 2014	Nationally (England), 37.64% of total area of SSSIs is currently in a 'favourable' condition, slightly more than last year
EN15 Biodiversity	Changes in (locally) designated areas of biodiversity importance (SBIs)	Target: <5% decrease in area	Total current area of Sites of Biological Importance (SBIs): **307 ha** (**38 SBIs**). This includes one SSSI (Cotteril Clough, within	Number of SBIs remained the same, at 38; the total area increased by 1 ha; SBIs are reviewed regularly by the Greater Manchester Ecology Unit	Of the 38 SBIs, 9 = Grade A (the best); 11 = Grade B; 18 = Grade C

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Policy	Indicator	Target	Latest figure	Trend	Comparators
			the SBI of the same name*)		
*Cotteril Clough SSSI is 10.5ha, whereas Cotteril Clough SBI is 11.4ha (the SBI includes more woodland in the north of the site)					
EN15 Biodiversity	SBIs in active conservation management 'Improved Local Biodiversity'	Target: Increase of 1-5% per annum An increase of between 1 – 5% each year	Dec 2015: **22** of the 38 SBIs (**58%**) covering 217.5 ha	An increase of **3** sites this year; there had been no change in the previous year, but the number had increased by 1 per year over the previous 5 years.	In England in 2013/14, the average was 47% of local sites; 2014/15 figure not yet available.
EN15 Biodiversity	Total area of Local Nature Reserves (LNRs)	Target: 1 ha per 1000 population	Dec 2015: **8** LNRs (**392 ha**)	No change since 2013	
EN16 Air Quality	Days per annum on which air pollution reached 'moderate or higher' levels	Local target: Zero days p/a EU limit: no more than 35 days p/a for PM_{10} (particulates)	In 2014, **5 days** at Piccadilly Gardens (all due to PM_{10}) and **25 days** at Oxford Road (17 due to PM_{10}, 8 due to NO_2), **0 days** at Manchester South.	The figures for Manchester* fluctuate from year to year with no clear trend.	UK average for urban sites (using a revised methodology) was 11 days in 2014.

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Policy	Indicator	Target	Latest figure	Trend	Comparators
			NB. The annual mean concentration at these locations did not reach 40 micrograms(µg)/m^3, therefore none exceeded EU limits for PM_{10}.		
	Annual Mean Concentration of NO_2	EU limit: no more than 40 micrograms per m^3	In 2014, **40 µg/m^3** (micrograms per m^3) at Piccadilly Gardens, **68** at Oxford Road, **22** at Manchester South.	Since 2007, levels at Piccadilly Gdns have been close to the EU limit (slightly above until 2012, just below for the last 2 years); the Oxford Rd site has been consistently above the limit; the Mcr South site well below.	In GM as a whole in 2014, out of 15 automatic monitoring sites, 4 sites exceeded the limit.

In Manchester this data is collected at 3 air quality monitoring stations: Piccadilly Gardens, Oxford Road (outside the MMU John Dalton building), and Manchester South (on Styal Road, Moss Nook, Wythenshawe); the 'days of moderate or higher levels' measure of air quality includes particulates (PM_{10}), nitrogen dioxide, and sulphur dioxide, and is measured against EU limits for each pollutant; for the UK average (urban sites), the revised measure of air quality includes ozone, particulates (PM_{10} & $PM_{2.5}$), nitrogen dioxide and sulphur dioxide. The 16 permanent monitoring stations across the whole of Greater Manchester are supplemented by several hundred temporary diffusion tube monitoring sites which are used to both model NO2 exceedances spatially, and to check their veracity over time.

NB. Oxford Road is one of the main corridors from South Manchester into the City Centre with two major Universities, student accommodation and a

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Policy	Indicator	Target	Latest figure	Trend	Comparators
teaching hospital making it one of the busiest commuter routes in Europe with a high proportion of buses.					
EN17 Water Quality	Water Framework Directive (WFD) classification of watercourses	EU Target: all watercourses to meet good ecological status or potential by 2027 (watercourses are classified in accordance with the WFD as having good, moderate, poor or bad 'ecological status or potential'	2015: Of 18 watercourses in Manchester: Good: **3** (17%) Moderate: **10** (55%) Poor: **5** (28%) Bad: **0** (0%) These figures are comparable with previous years' figures from 2009 to 2014* --- Using the revised boundaries and standards* for 2015-21, of 17 watercourses:	All 3 Canals sections are 'Good' All 3 Aquifers (Groundwater) are 'Poor' 10 of the 12 river sections are 'Moderate', the other 2 are 'Poor' These figures are comparable with previous years' figures from 2009 to 2014* --- Using the revised boundaries and standards* for 2015-21, of 17 watercourses: All 3 Canals sections are	*For the reporting period 2015-21, changes have been made to the boundaries and standards used to classify watercourses; a second set of figures has been produced for 2015, reflecting these changes, that will be used as the baseline for the next 6 years

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Policy	Indicator	Target	Latest figure	Trend	Comparators
			Good: **0** Moderate: **14** (82%) Poor: **3** (18%) Bad: **0**	'Moderate' All 3 Aquifers (Groundwater) are 'Poor' All 11 river sections are 'Moderate'	
EN18 Contaminat-ed Land	Contaminated land remediated	Target: Monitor and increase	**5.96 ha** of potentially contaminated land was remediated during 2014/15 , all through Planning (Development Control); **0 ha** of potentially contaminated land was remediated under Part 2A of the Environmental Protection Act 1990	In terms of contaminated land, the total area for sites of potential concern in Manchester is currently 3064.80ha. In the previous year (13/14) 46.0 ha were remediated, mainly in one single scheme in East Manchester	
EN19 Waste	Amount of household waste arising		**165,926 tonnes** household waste in total in 2014/15	Total amount of household waste has increased by only 0.4% since 2013/14, after having fallen by 1.7% in the previous year (despite	

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Policy	Indicator	Target	Latest figure	Trend	Comparators
				a 1.8% rise in the city's population over the past 2 years, including a 1.1% increase between mid-2013 and mid-2014)	
EN19 Waste	Household waste recycled or composted (%)	GM Joint Waste DPD target: 50% recycled/ composted by 2020 (this is a national target)	In 2014/15: **17.0%** recycled **15.5%** composted **0.3%** re-used Recycled/ composted combined = **32.8%**	The proportion recycled has decreased (from 19.9%) and the proportion composted has increased (from 14.9%) over the last year; the combined figure has fallen slightly, from 34.9% last year	Recycling rates have increased substantially since 2001/02, when only 3.3% of the City's household waste was recycled
EN19 Waste	Residual waste per household	Reduction each year (to 50% by 2020) - GM Joint Waste DPD target	**67.2%** in 2014/15	Increased from 65.1% in 2013/14	
	Capacity and throughput of new waste management facilities by type		Nothing new within Manchester, but the new waste-to-energy plant in Runcorn is now up and running where Manchester's waste is	Construction on GMWDA plants is now complete but maintenance issues are ongoing	

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Policy	**Indicator**	**Target**	**Latest figure**	**Trend**	**Comparators**
			incinerated to create energy		
EN20 Minerals	Production of primary land-won aggregates	In accordance with GM Minerals DPD	No data available below level of aggregated figure for Greater Manchester, Halton, Warrington and Merseyside – see Appendices for 2015 update		
EN20 Minerals	Production of secondary/recycled aggregates	In accordance with GM Minerals DPD	No data available below level of aggregated figure for Greater Manchester, Halton, Warrington and Merseyside – see Appendices for 2015 update		

Development Management & Planning Obligations

Development Management & Planning Obligations

Policy	Indicator	Target	Latest figure	Trend	Comparators
DM1-3 Development Management	Number of developments allowed on appeal	Zero	**20** in 2014/15	There were 30 in 2012/13, so down by 50% in 14/15	
PA1 Developer Contributions	Total developer contributions per annum	No target	Contributions received in 2014/15: **£223,457** **19** s106 agreements were signed in 2014/15;	In 2012/13: Contributions received: £4,205,179 In 2013/14: £653,420. 23 agreements signed in each of these years.	

Appendix I
Sustainability Monitoring

State of the City 2014/15 – overview of findings

Mid-year estimates show that in 2014 Manchester's population had surpassed the Community Strategy target of 480,000 by reaching 520,000 people. The city's population has grown at an annual rate of 1.6% - twice the average for England as a whole – and assuming this same level of growth, by 2021 the city could expect to be nearer 587,000.

Manchester, together with other southern districts of Greater Manchester, generated an economic output of £38.6bn in 2013 – a 5.6% increase on the previous year.

Measured in terms of Gross Value Added (GVA) per head of resident population, Greater Manchester South outperforms out performs similar national and regional areas, rising from £24,710 in 2012 to £25,950 in 2013.

Consistent with the city's GVA increase, the number of jobs rose between 2012 and 2013 by 5%, to stand at 334,700 – with around one fifth in professional, scientific, financial or business sectors compared to 14% nationally.

The employment rate has increased marginally over the last decade from 60% to 62% in 2014. However, the proportion of part-time workers, which rose during the downturn, is now showing signs of returning to pre-recession levels.

Manchester has the highest average weekly workplace wage (at £460) of the eight English Core Cities, but only the fifth highest resident wage (at £382) – the largest gap between workplace and resident wages in the Core City group.

The gap of people claiming out of work benefits continues to close, from 66,000 in 2001 (24% of the working age population) to 51,000 in 2014 (14% of the working age population – and now only 4.5 percentage points off the national average, compared to 11.5 in 2001.

The latest data indicates the number of Manchester children living in poverty has fallen from 36% to 33%, but this remains one of the highest rates in the country and above the national average of 19%.

Between 2004 and 2013 the proportion of the city's residents with no qualifications fell from 25% to 13%, with the gap between the national rate decreased from nine to three percentage points. However, challenges remain at in improving the skills of residents over the age of 50 who are regularly out of work.

In school years education, the proportion of pupils achieving at least Level 4 in reading, writing and maths at Key Stage 2 now equals the national average of 79% - with figures indicating that in Manchester's more deprived communities, pupils perform better than their national equivalents.

At Key stage 4, the percentage of pupils achieving 5 or more GCSE A* - C passes is 51.4% and while this is 2 percentage points below the national average, the gap has narrowed in recent years.

Health-wise, life expectancy at age 65 continues to rise slowly at 16 years for men and 18.9 years for women (2011-2013), however the gap between Manchester and England has increased to stand at 2.7 years for men and 2.2 years for women.

The mortality rate from preventable causes continues its downward trend to 320 per 100,000 in 2011-13 – but is still far higher than the national rate.

The rate of alcohol-related hospital admissions remains high (at 3,309 per 100,000) and 55% of the national rate. Successful drug treatment for opiate users has shown continued improvement and at 8.6% is above the national rate of 7.6%.

Manchester has one of the highest under-18 conception rates in the country but continues a downward trend with a 51% reduction between 2005 and 2013 to stand at 36.5 per 1,000.

The proportion of adults in contact with secondary mental health services in paid employment increased to 3.9% during 2014/15, and the proportion living independently increased by 8.4 percentage points to 69.5%.

The number of older people who entered residential and nursing homes for long-term care saw a reduction of 306.2 per 100,000 to 455.15, although the number of younger adults admitted to care increased by 5.95 per 100,000.

The total number of victim-based crimes rose for a second consecutive year, but the latest total is 37% less than it was a decade ago – with decreases in vehicle crime, robbery and criminal damage. However, sexual offences and less serious violence have increased – along with anti-social behaviour (ASB) incidents and recorded hate crimes.

Enjoying something of a cultural renaissance with the reopening of The Whitworth and the announcement of major cultural facility, The Factory, last year, the city council's cultural assets attracted 34.5m visitors in 2014/15.

Manchester Art Gallery visitors rose to 520,000 and the reopening of Central Library contributed to a 47% increase in library visits across the city. Sport participation also rose to 42%, compared to a national average of 36%.

Source:
http://www.manchester.gov.uk/news/article/7332/manchester_s_state_of_the_city_2015_report_released

NB. Those indicators also covered by the Core Strategy indicators have not been included above.

Appendix J

Waste Development Monitoring

Waste Applications determined in Manchester 2014-15				
Ref.	Applicant	Agent	Address	Details
None determined in 2014/15				

The **Greater Manchester Joint Waste Development Plan** forms part of the Local Plan for Manchester. The Minerals & Waste Planning Unit at Urban Vision produce **a separate AMR** for this DPD in December of each year, which is published via the following website: http://www.gmwastedpd.co.uk/annmonitor.html

Appendix K

Minerals Development Monitoring

Minerals Applications determined in Manchester 2014-15				
Ref.	Applicant	Agent	Address	Details
None determined in 2014/15				

The **Greater Manchester Joint Minerals Development Plan** forms part of the Local Plan for Manchester. The Minerals & Waste Planning Unit at Urban Vision produce **a separate AMR** for this DPD in December of each year, which is published via the following website: http://www.gmmineralsplan.co.uk

Appendix L

Core Strategy Indicators not currently being monitored

These indicators from the Core Strategy are not included in the main tables in Appendix H as data is not currently available:

Policy	Indicator	Target
H3	Proportion of schemes where at least 65% of the units have at least 3 bedrooms	70%
H4	Proportion of schemes where at least 65% of the units have at least 3 bedrooms	55%
H5	Proportion of schemes where at least 65% of the units have at least 3 bedrooms	65%
H7	Average household size in Wythenshawe	No reduction (from 2.25)
EN1-EN3	No. of planning permissions compliant with EN1 (Design Principles and Strategic Character Areas)	100%
	No. of planning permissions compliant with EN2 (Tall Buildings)	100%
EN10 - EN12	No. of planning permissions compliant with EN10 (Safeguarding Open Space, Sport and Recreation Facilities)	100%
	Current provision per head for each open space typology	Under-provided typology averages moving towards City averages
	Quality of open space provision	Improvement, against criteria in Open Space, Sport & Recreation Study
EN15	BAP priority habitats and species	Increase

Policy	Indicator	Target
EN19 - EN20	Percentage of municipal waste sent to landfill	Meeting target in Municipal Waste Management Strategy
DM1-3	Number of planning permissions compliant with DM1-3	100%