Development in the City 2015/16

The Authority Monitoring Report

of

Manchester City Council

Monitoring the delivery of the Local Plan

April 2015 - March 2016

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1 Executive Summary

Manchester's Authority Monitoring Report (AMR) summarises how the city has performed over the past year, based on key indicators for policies in the Local Plan.

The city has a strong underlying economy, and there are many indicators within the 2016 AMR which show significant improvement and suggest that Manchester is continuing to make substantial progress to achieve the sustainable development goals set out in the Local Plan.

Development that supports economic growth has remained at a high level, with 120,000 sqm of employment related floorspace being completed over the past year, a significant proportion of this is in the Regional Centre, which remains the main employment location and economic driver of the City Region.

The number of hotel rooms has also increased substantially, especially in the City Centre where approximately 360 rooms were completed in 2016, reflecting a vibrant conference and visitor economy.

Net housing completions have increased for the second year running, and the Council and its partners are working hard to boost the supply of deliverable sites, and to improve choice in terms of tenure, type, size and value.

In Manchester's neighbourhoods, district centres have remained vibrant foci for community activity, showing resilience compared to general trends across 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.

Investment in sustainable modes of transport continued during 2015-16, supporting a rising trend in walking, cycling and public transport use in Manchester, particularly for trips into the City Centre in the morning peak.

The Green and Blue Infrastructure Strategy has been adopted by the Council and an accompanying Stakeholder Implementation Plan also endorsed. This has provided an effective framework for actions by a range of delivery partners and has already acted as a catalyst for schemes to improve the quality of the natural environment, to the benefit of both people and biodiversity.

There is work to be done to improve air-quality, especially in terms of nitrogen dioxide emissions which continue to exceed UK limits. Meanwhile, the most recent DECC figures for CO_2 emissions indicate a substantial reduction of 15.8% in a year.

To support the creation of a Northern Powerhouse and our Devolution objectives, the Greater Manchester Combined Authority has been working on a draft 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. In reviewing Manchester's Local Plan, 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 Local Plan 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.

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2 Introduction

This is Manchester's Authority Monitoring Report for April 2015 to March 2016.

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 Manchester Community Strategy has now been replaced by the Our Manchester Strategy 2015-25, which was formally approved and launched by the Council in March 2016. It is a document developed for the city as a whole and will be monitored annually via Manchester's State of the City Report, which provides a broad overview of progress towards the city's overarching vision. The Authority 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 reflected 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

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

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

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 2015-16, 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 (2015) from the Office for National Statistics is 530,292, well ahead of the Community Strategy target of 480,000. The growing population is indicative of the city's vibrancy and appeal. Population forecasts suggest that the city's population will continue to increase. The city's economy showed great resilience throughout the recession and is forecast to continue to grow over the coming years. Manchester is now the most important economy in the UK outside London and the South East[2]. Public and private investment in major projects and infrastructure has helped to diversify the economy, it has also provided increased amounts of high-quality office space and supported a new wave of exciting growth sectors, such as the creative, cultural and digital sectors. Housing delivery slowed significantly during the recession, but the development pipeline is now strong and delivery levels are recovering.

Manchester is central to the Government's concept of a Northern Powerhouse, through which investment in infrastructure and policy integration will enable the cities of the north to realise their economic potential. The Greater Manchester Devolution Agreement provides the Greater Manchester Combined Authority with new powers over transport, housing, planning, policing, business support, skills, health and social care, together with control over substantial budgets, giving far greater freedom and flexibility to make decisions that meet the city region's needs, such as creating better conditions for economic growth, reforming public services, creating more and better jobs, and helping Mancunians to reach their full potential. More detail on this wider context can be found in the State of the City Report 2015-16.

[2] Manchester Monitor March 2015, New Economy

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 2015 to March 2016. 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.

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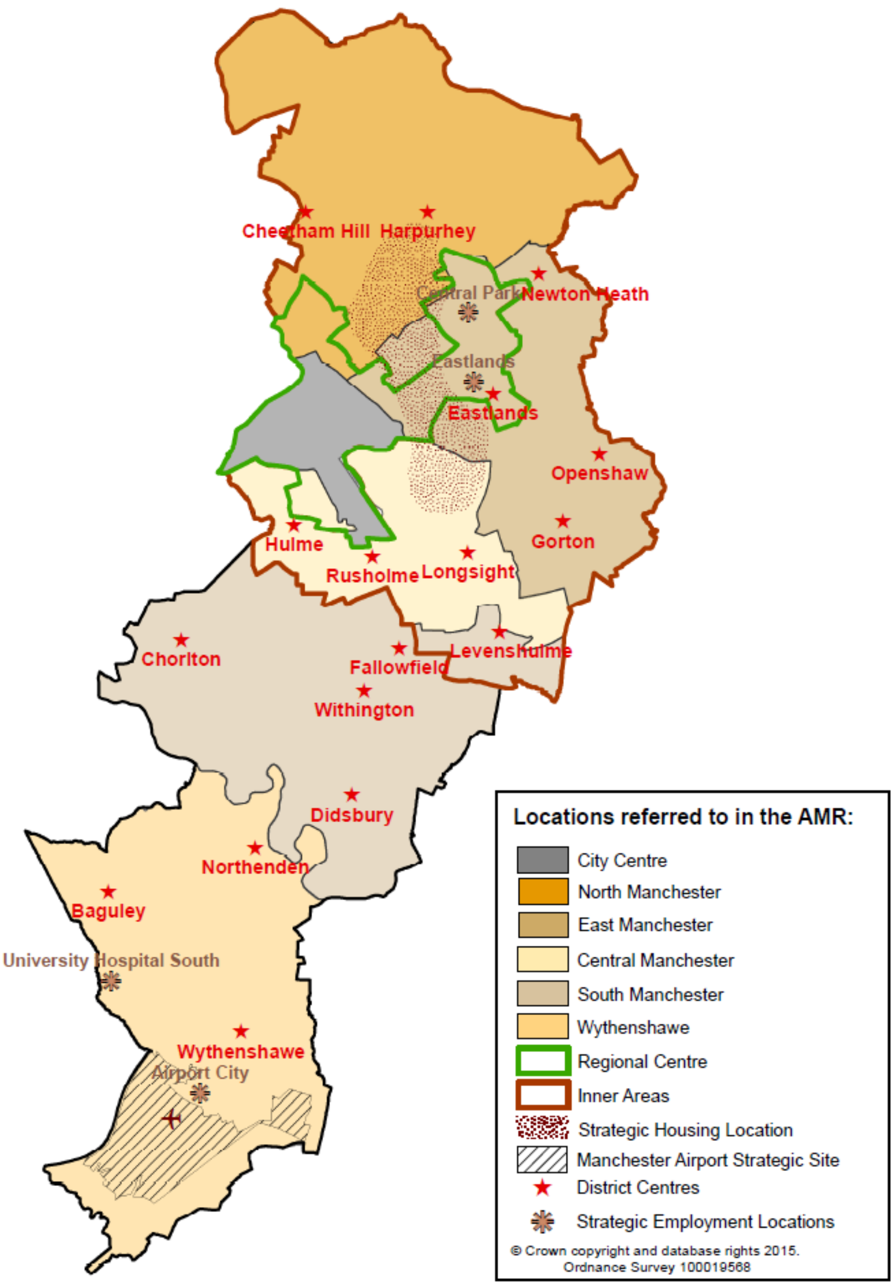
3 Development in Manchester in 2015-16

The following analysis considers whether the strategic Spatial Objectives for Manchester, set out within the Core Strategy, are being successfully delivered. It presents, for 2015-16, 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) in 2015, <u>but the Core Strategy still refers to the previous geography and the analysis will continue to relate to them, where appropriate, for 2015-16.</u>



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 as a secondary hub
- the creation of neighbourhoods of choice with the majority of new housing located in the Inner Areas (which cover North, East, and Central Manchester and the City Centre)
- 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 2015/16, 30% of land that was developed for employment was in the Regional Centre, including completion of The National Graphene Institute, a purpose built research facility providing cleanrooms, laboratories and academic offices, investigating the application of Graphene, the Nobel Prize winning material developed at Manchester University.

The majority of new housing (80%) has been developed within the Regional Centre and the Inner Areas, with the largest number of completions (102 units) in a single scheme being Block 2 of the Potato Wharf development. This pattern of development enables more residents to live close to the concentration 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 (most recent figure) citywide carbon emissions were 26.7% lower than the baseline.

Manchester Airport has continued to expand, with passenger numbers increasing to 25.1 million in 2016. Together with the on-going development of the Airport City Enterprise Zone, and the opening in 2014 of the Metrolink line between the city centre and the Airport, this location provides a second easily accessed economic hub.

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 accompanying Stakeholder Implementation Plan, adopted in July

2015. Residents' satisfaction 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 81% in 2015/16, an increase from 79% 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[3] 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 2015/16, over 58,055sqm of office, industrial and warehousing development has been completed in Manchester, in line with the previous year. The majority of completions remaining in B1c/B2 and B8 (40,000 sqm) in 2015/16, with a significant increase in distribution and warehousing to 39,500sqm. For the previous year, this figure was 2,272sqm.

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

In 2015/16, there has been a significant increase in retail completions. 10,607sqm of new floorspace was completed, the majority in the City Centre, compared to last year's 2,839sqm. In previous years 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 opening in 2015. Currently there are 14,000 hotel rooms across Manchester, including 8,858 within the City Centre. The visitor accommodation sector is expected to expand still further with 2,000 additional rooms expected during 2016-2020, including rooms from Holiday Inn, easyHotel, Staybridge Suites, Crowne Plaza, and Roomzzz.

Regional Centre

In 2015/16, **30**% of employment land developed for B1, B2 and B8 was in the Regional Centre. Other types of commercial development continue to locate in the Regional Centre and Eastlands, a Strategic Employment Location. These are progressing well, with the completion of Manchester City Football Club's Training Ground and the Sixth Form College, located on Alan Turing Way.

In the planning pipeline a significant proportion of floorspace is within the Regional Centre. This includes approximately 180,000 sqm of office floorspace with planning permission in the Civic Quarter, NOMA, Spinningfields and St. Johns, some of which is on site and nearing completion, with a further 120,000 sqm in smaller developments spread throughout the Regional Centre.

Completions and pipeline figures indicate the Regional Centre remains the main employment location and economic driver of the city, in line with Core Strategy Policy SP1 referred to in the previous section.

As employment opportunities have increased, there has been a significant fall in overall unemployment in Manchester during 2015/16, from 2.2% to 1.8%. In order to continue to meet the council's economic objectives, 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. This will mean ensuring that new employment generating development is located where it is accessible by a range of transport means and that consideration is given to ensuring that new development is designed to facilitate access by sustainable transport wherever possible.

City Centre

Gross Value Added (GVA) data is now available for Manchester itself, where GVA per head in 2015 was the highest amongst the Core Cities, and also higher than the Greater Manchester and UK averages, as was the GVA growth rate. 41% of the GVA in Manchester is generated by business, financial & professional services which are largely located in the City Centre as compared to 28% for UK as a whole. Three of the top four forecast growth sectors in Manchester are strongly represented in the City Centre: business, financial & professional services, cultural & creative and science & research & development. The other forecast growth sector in Manchester is wholesale & retail trade.[4]

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), The National Graphene Institute and The Triangle. The City Centre is also indicative of the success of the visitor economy, with hotel rooms in the City Centre reaching 8,584 in March 2016. Of the new additions in hotel accommodation 45% of rooms were at four or five star level.

2015/16 saw the take-up of office accommodation across the City Centre remain strong with floorspace taken up by organisations such as Slater and Gordon, Barclays, Auto Trader Publishing, Manchester Creative, DLA Piper, KPMG, Ernest and Young and Price Waterhouse Coopers. Prime office rents in the City Centre now exceed £32 per square foot – higher than average rents achieved by all other UK cities outside London. This highlights both the increasing confidence of occupiers and the attractiveness of Manchester as a business location.

In 2015/16, 30,700 sqm employment related development was completed in the City Centre. This included the National Graphene Institute, the cultural centre at Home, a 330 bed hotel Motel 1 and the re-opening of the Corn Exchange, as a leisure and retail destination. 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 300,000 sqm in 2015/16, indicating the growth in economic confidence in the city.

Eighteen schemes approved in the City Centre were for major developments (i.e. with a floorspace of 1,000 sqm or more); above the AMR indicator target of ten. Seven of these permissions were for commercial schemes, including offices at Plot 5 of First Street, Astley House, Byrom House and Peterloo House, a 183-bed hotel on Portland Street and a mixed use scheme which is part of St. Johns Regeneration Framework.

There were 11 new major residential planning permissions in the City Centre, for a total of 1,686 units (12 houses, 1,674 apartments), including the ‘Oxygen’ scheme on Store St (357 units), 10-12 Whitworth St W (327 units), and the ‘Origin’ scheme on the corner of Whitworth St and Princess St (238 units). In addition, there was 1 new Prior Approval granted for a change of use from office to a small-scale ‘major’ residential scheme to create 21 apartments on St Anne’s Square. 163 residential units (6 houses, 157 apartments) were completed in 2015-16 in the City Centre.

City Centre footfall is measured at four locations (King Street, Market Street, New Cathedral Street, Exchange Square). It gives an insight into the number of city centre shoppers, and 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.

[4] Source: Greater Manchester Forecasting Model (Oxford Economic Forecasting, 2015; Business Counts 2015; Business Register & Employment Survey 2015)

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The 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 217 destinations, more than any other airport in the UK, including Singapore, Hong Kong, Islamabad, Jeddah, New York, Washington, Chicago, Miami, Las Vegas, Atlanta, Los Angeles and Boston. In October 2015, the first direct link to mainland China, to Beijing was announced.

Manchester Airport has the opportunity to grow to a capacity of 45 million passengers using its two runways. The passenger throughput of the Airport per annum was 25.1 million in 2016, representing an increase of 8.6% on the previous year and its busiest year ever. A £1billion ten year investment plan 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 particularly value access to the Airport, including DHL and Amazon.

In terms of sustainable access to the airport, the percentage of passengers accessing the airport by non-private (public) transport in 2015 was 16%. This figure has been increasing gradually year on year until this year when it fell slightly from 17%, probably due to the disruption caused by improvement works on the Metrolink network. When these are complete, it is expected that the Metrolink line to the airport (opened in November 2014), together with improved rail connections as part of the Northern Hub as well as a new platform at the airport station, will see this figure increase again and at a faster rate. These improvements are also expected to lead to an increase in the percentage of staff accessing the airport by non-car modes; 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.

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In the current period of stable growth, Manchester needs to maintain levels of private investment in development 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 Strategy sets out in more detail how the city aims to meet this challenge, and considerable progress is being made, particularly in the City Centre, where there has been an increase in starts on site.

In 2015/16, 1,530 new homes (gross) were completed on all development sites across the city, including small sites. In this year the completions included significantly more houses than flats, with 60% of gross completions being houses, and consequentially the number of units being completed on individual schemes was lower than in some years. Almost all of the completions in the City Centre were flats, with the highest number of completed units on an individual scheme in 2015/16 being Potato Wharf (102 flats). Additionally, a large remodelling and refurbishment scheme in Miles Platting (the 3 Tribe Towers) resulted in 192 apartments becoming available for private rent in high rise blocks which had been vacant for over a decade; however these are not counted as new completions for monitoring purposes and so are not within the completions figure above.

Although the gross completions figure was lower than for 2014/15 there were also significantly fewer demolitions in 2015/16 than in the previous year, meaning that the net completions figure of 1,466 for 2015/16 was higher than in 2014/15 (1,245 units). Despite this being below the Local Plan annual requirement, the outlook for the coming years is increasingly positive, with more than twenty residential development schemes on large sites (ten or more units) due to start onsite during 2016/17. In total there were 11,385 units in the planning pipeline at the end of March 2016, comprising 2,785 units in schemes already under construction, and 8,600 units in schemes with planning approval where construction has not yet started; this means there is a strong residential pipeline for the next three years and beyond, which can support a continued increase in the rate of new housing delivery.

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. Manchester Place 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 a ten year period to accelerate the on-going regeneration of Ancoats and New Islington on the eastern edge of the City Centre. Phase 1 will deliver around 1000 high-quality, mainly private-rented, apartments in Ancoats and New Islington, which will transform the rental market in the area and provide a platform for the delivery of more than 6,000 new homes eventually. This first phase commenced in 15/16 with two schemes (302 apartments on New Union St and 124 at Murrays' Mill) which are due to complete in 2017/18. Other key locations within the City Fringe that offer extensive residential development opportunities over the next ten years include the Irk Valley and NOMA (close to Victoria Station), part of the Northern Gateway housing opportunity.

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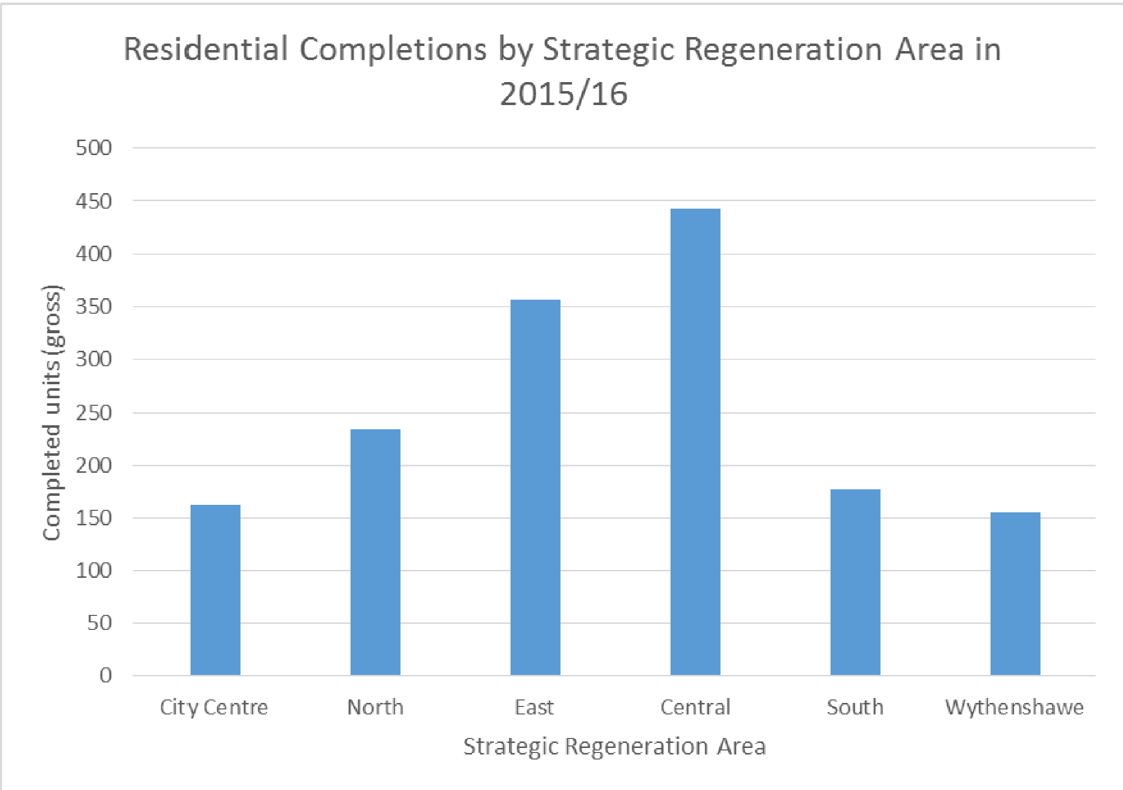
Manchester has already seen substantial growth in the City Centre housing market, with 1,706 residential units completed between 2009 and 2016. 163 units (157 flats and 6 houses) were completed in 2015/16. This figure takes into account 85 units which were 'lost' (through a change of use) to non-residential use. The completions total is close to the Core Strategy target of 170 for 2015/16. The average density of residential completions within the City Centre was 455 per hectare (ha), well above the target density of at least 100 dwellings per ha for this part of the city. The residential planning pipeline in the City Centre is robust, at 4,383, and a significant increase from last year when it stood at 3,195 units. It consists of 777 units remaining to be built on sites under construction, and a further 3,606 units on sites with extant planning permission or prior approval where construction had not started on 31st March 2016.

The following graph shows housing completions in 2015/16 by Strategic Regeneration area. The East area includes Ancoats and New Islington. The number for Central Manchester includes 115 student flats on the former Ducie Court site in Moss Side which were actually completed in 2013 but not added to the Council Tax register until 2015/16. If these are discounted then completions in 2015/16 were highest in the East Manchester area, with completions spread across that area to include sites further from the City Centre as well as in the City Centre fringe area this year, for example in developments such as the Matrix Homes site adjacent to Gorton Monastery and the Gleeson / Lovell development in Beswick.



As a result of more students living in purpose-built apartment accommodation, closer to the City Centre and previous student housing being converted back to family homes, the number of Output Areas with more than 10% HMOs has gone down by 5%.

Residential demolitions in 2015/16 were much lower than in the previous year, with just 64 properties demolished across the city compared to 551 in 2014/15. Nearly half of these were flats in old terraced properties on Hathersage Road, the remaining demolitions were individual or very small groups of properties spread across the city.

A further boost to the city's housing stock, helping to meet the city's growing housing demand, came from bringing 346 empty homes back in to use in 2015/16. Supported by Government funding, these homes were refurbished and transferred to registered provider ownership. In addition, the Tribe Towers refurbishment in Miles Platting added 192 high quality, energy efficient apartments to the private rental market.

The efficient use of both land and buildings is supported through several Core Strategy policies. As well as bringing buildings back into use, the Council encourages development in sustainable, brownfield locations. In March 2016, the percentage of properties that were empty was down to 3.9%, an all-time low, whilst 87.1% of residential completions in 2015/16 were on brownfield land (very close to the Core Strategy target of 90%).

S04. Centres[5]

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 and service hubs at the heart of Manchester's neighbourhoods, where people access key services and have the chance to meet and interact with their community. Whilst the economic downturn, following the 2008 recession, had a clear impact on centres across the UK, general trends in retailing have presented a more structural challenge because less shopping takes place on the high street[6]. Increasingly, transactions are taking place on-line and in out-of-centre supermarkets. 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. However, Manchester's centres have proved relatively resilient in the face of these prevailing national trends.

In 2015/16, 173sqm of new commercial floorspace was created in district centres, which is below targets 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.

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

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

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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%[7] 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 is preparing a draft Hot Food Takeaway Supplementary Planning Document (SPD), to protect the vitality and viability of centres and also consider the food environment around schools. This is expected to be adopted during 2017.

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. A key challenge over the coming years is to ensure that the necessary public transport capacity is in place to support future growth.

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 shift towards more sustainable modes 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. 75.6% of all trips into the City Centre in the morning peak (7.30-9.30am) were by non car modes (public transport, walking and cycling), up from 62.7% in 2005.

[7] Colliers International 2015, National Retail Barometer, Autumn 2015

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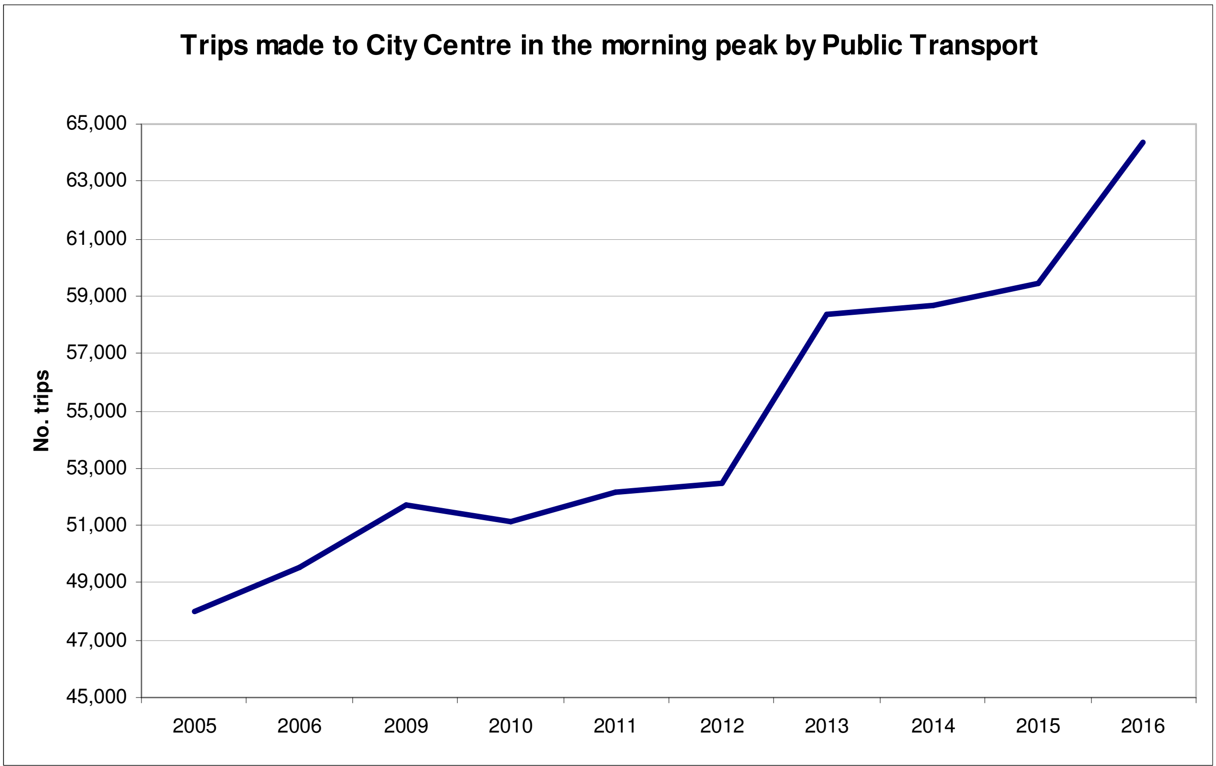
Trips made to City Centre in the morning peak by non-car modes (%)			
	2016	2015 (1 year earlier)	2005 (10 yrs earlier)
All non-car modes*:	**75.6%**	74.1%	62.7%
Public transport	**62.5%**	61.6%	55.0%
Bicycle	**1.7%**	1.7%	0.6%
Walking	**11.4%**	10.8%	7.0%
* Source: LTP3 indicator KPI 12a Non-Car use to Regional Centre; target: 72.0% by 2016. (The morning peak is 07:30-09:30)			



The One North[8] 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. The construction of the Ordsall Chord, which will connect Victoria Station to Piccadilly and Oxford Road stations, is currently underway, with completion of the scheme expected by the end of 2017. The proposed arrival of HS2 at Piccadilly and Manchester Airport will greatly enhance these locations' investment potential, by increasing capacity and connectivity on

[8] *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.

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routes to London, the Midlands and 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. Work to build the Second City Crossing (2CC) has been on-going through 2015-16, the line opening in early 2017; this will provide a second line through the City Centre which will increase the capacity, flexibility and reliability of all the network's lines and enable them to maximise operation, and further increase its use and modal share.

Improvements to the Greater Manchester bus network are underway, in particular a bus priority package to 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. In Manchester the package entails enhancements to the Oxford Road Corridor, Portland Street and Shudehill, and routes that run from the Regional Centre directly towards Parrs Wood, Middleton, Leigh and Atherton. There is also an on-going programme to modernise Greater Manchester's bus fleet with newer, low-emission vehicles, which continued in 2015/16.

The Council continues to encourage an increase in walking and cycling as modes of choice for local journeys. Through the planning process, the Council works with developers to plan places that encourage both walking and cycling as much as possible. The Cycle City Ambition Grant (part of the Government's Cycle City Programme which is being delivered in partnership with Transport for Greater Manchester (TfGM) and the other nine GM districts) is helping to deliver a network of well-maintained and enhanced strategic cycle routes to employment centres, schools and leisure facilities, including measures within the City Centre. 2015/16 has seen major progress in implementing these plans, and should lead to an increase in cycling trips to the City Centre in the next few years. Walking increased its share of morning peak journeys into the City Centre in 2015/16. It is important that these successes 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 2015/16.

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.

One of the Council's key environmental aims relates to climate change. As a city, Manchester is collectively working towards a reduction in carbon emissions of 41% by 2020 (from a 2005 baseline), and good progress has been made so far, 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	-	7.1	-	455,700
2006	3,333	2.9%	7.2	1.4%	463,700
2007	3,191	-1.5%	6.8	-4.2%	470,500
2008	3,207	-1.0%	6.7	-5.6%	477,400
2009	2,855	-11.9%	5.9	-16.9%	483,800
2010	3,001	-7.4%	6.1	-14.1%	492,600
2011	2,713	-16.3%	5.4	-23.9%	502,900
2012	2,926	-9.7%	5.7	-19.7%	510,800
2013	2,827	-12.8%	5.5	-22.5%	514,400
2014	2,401	-26.7%	4.6	-35.8%	520,200
Source: DECC Estimated CO_2 emissions dataset 2005-2014					

The latest figure shows a greater than expected reduction in 2014 (see State of the City 2014/15, which predicted a 19.3% reduction from the baseline), but the ambitious target of 41% by 2020 remains challenging, and will require the city to become more energy and fuel-efficient and to generate more low carbon and renewable energy. 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. There were programmes operating in Manchester in 2015/16 aimed at making existing homes more energy-efficient, including the Greater Manchester Green Deal Communities project and ECO framework. At a building level, the Local Plan continues to encourage energy efficient and low-carbon development, although changes to national legislation on the environmental performance of residential developments will limit the influence of local planning policies over this issue.

Manchester's built environment must be designed to be resilient to environmental changes. As a city we must 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 2015/16, no planning permissions were granted contrary to Environment Agency advice and only two new dwellings were built in high-risk flood areas.

Manchester adopted a Green and Blue Infrastructure (G&BI) Strategy in July 2015, reflecting how central this type of infrastructure is to supporting the city's growth by helping to create a liveable city that attracts residents, business and tourists, and can adapt to climate change. The G&BI strategy, together with its council endorsed Stakeholder Implementation Plan 2015-2025, will guide further investment and partnerships that will ensure that Manchester continues to improve its green spaces and waterways. One of the actions in the implementation plan was to produce a new Parks Strategy, and the council is currently finalising the details of this, having consulted on the draft in Spring 2016; another was to produce a refreshed Tree Action Plan, which was drafted in 2015/16, ready to be consulted on in Summer 2016. 'Manchester: City of Trees' was launched in November 2015 by the Oglesby Charitable Trust and Community Forest Trust (the former Red Rose Forest), supported by a range of public and private sector partners, to promote tree-planting and woodland management across Greater Manchester. In 2015/16, 2,980 trees were planted in Manchester on known schemes including 35 community orchards, and a further 1,807 trees were planted to form new hedgerows.

Since the G&BI Strategy was approved, over £6.5 million has been spent on projects to improve the quality and functionality of G&BI across the city, funded largely through the Council's Clean City Fund and involving local communities, including the improvement of Brookdale Park in Newton Heath, better pathways along the Moston Brook, investment in play areas, the creation of floating ecosystems at Boggart Hole Clough, on the Rochdale Canal and in the Bridgewater Basin in the City Centre, and the restoration of 4.5km of neglected waterways in Wythenshawe, Didsbury, Charleston and Gorton as part of the "Clean Streams" programme.

There have also been a number of partnership projects, including 'A Tale of Two Cities' funded through a national competition run by Kew Gardens, which in summer 2015 involved local communities in the planting of wildflower landscapes along major routes into both Manchester and Liverpool. In another project in 2015, the council worked with Lancashire Wildlife Trust to develop the Trust's Moston Fairway reserve as a 'Forest Schools' site, involving 4 North Manchester primary schools. The River Medlock benefitted from a £500,000 innovative river-restoration scheme delivered by the Environment Agency in 2015.

The G&BI strategy also encourages development schemes to incorporate new or improved G&BI 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. Negotiations took place between planners and developers on numerous occasions in 2015-16, leading to an increase in the amount of G&BI incorporated into new developments, including additional tree planting in the gardens and frontages of individual properties, and green buffers to provide screening between neighbouring uses.

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.

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 57.2 ha remediated through Planning's development management process in 2015/16, including 31.7 ha at the Manchester City Football Academy site in east Manchester.

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. Nitrogen dioxide (NO_2) is the exception, with the annual mean concentration having been exceeded again in 2015; there were also days when particulates reached moderate or higher levels. There is a 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. In 2015/16 a new Greater Manchester Air Quality Management Area was declared covering all 10 districts including Manchester, and the districts have worked together to produce an action plan that covers the whole of Greater Manchester; in spring 2016, Transport for Greater Manchester (TFGM) consulted on both a Low-Emission Strategy and a GM Air Quality Action Plan, due to be finalised and published in 2016/17.

There continue to be 35 Conservation Areas within Manchester. Work has begun on drafting area appraisals. The number of Grade I and II* Listed Buildings remains the same. Four new structures have been listed Grade II which brings the total Grade II designations to 800.

4 Conclusion

Manchester has a strong underlying economy and good infrastructure, and there are many indicators within the 2016 AMR which show significant improvement and suggest that the changes to Manchester over the past year have comprised sustainable development. Rates of development have increased significantly since the low-point caused by the last recession, and the city has a strong development pipeline in place to support growth in the future. However, the effects of the recession on development in the city were stark, even as the overall Manchester economy proved relatively resilient. The Council will work with partners and wider stakeholders to ensure that its policies support sustainable growth, but delivery against this aim will rely on investment and on-going market confidence.

The 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 the Devolution process, the Greater Manchester Combined Authority is in 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.

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Appendices

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 F)
- 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 G)

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 2015 to 31 March 2016, 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 K.

A set of 'sustainability indicators', to measure other aspects of the socio-economic and environmental context, has until recently been included in the 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 was decided in 2015, rather than duplicating 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.

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 Community Strategy. This year's report draws the Community Strategy (2006 - 2015) to a close, focusing on the progress made over the past 10 years towards meeting the original ambitions of the Strategy, and contains a wide range of statistics related to the key themes of Growth, People and Place (akin to Economy, Society and Environment, the three 'pillars' of sustainability). The 'State of the City' report for 2015-16 can be found at:
http://www.manchester.gov.uk/info/200088/statistics_and_census/7353/state_of_the_city_report_2016

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, HC11, EM5, EM17, HU9, HU10, AB8, AB9, GO6, RF6, RF7, LL7, LL8, LL9, WB3, DB12, DB13, WW2, EW8, EW9, EW11,	Employment land available	Economy

Saved UDP policies	Most relevant indicators in AMR	Find under Core Strategy Policy
EW12, RC20 (site/area allocations under 'Industrial and Commercial Uses') CC14, CC15, AB7 (site allocations for commercial employment/business uses)	- 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 Shopping Area (ground floor)	C2,C10

Saved UDP policies	Most relevant indicators in AMR	Find under Core Strategy Policy
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 RF3 – Victoria Park Conservation Area; DC18.1 (Conservation areas)	Review of Conservation Areas / up-to-date character appraisals	EN1-EN3

Saved UDP policies	Most relevant indicators in AMR	Find under Core Strategy Policy
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
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 March 2016. This is available online at

http://www.manchester.gov.uk/info/200074/planning/1804/local_development_scheme_2016_-2019

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 is in the process of reviewing the Statement of Community Involvement.

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, applications for a Neighbourhood Area and a Neighbourhood Forum were received from a group in Levenshulme, and an application for a Neighbourhood Area was received from a group in Castlefield. 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 2015/16. 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/AGMA Executive regarding the GMSF	October 2015	Agreed to undertake consultation on Vision and Strategic Options of the GMSF.	Greater Manchester
Road links between Greater Manchester and South Yorkshire; capacity and resilience	Meetings with stakeholders including other local planning authorities (including Tameside and Stockport), Transport for the North, Transport for Greater Manchester, UK government (Department for Transport), and others.	20th July 2015 6 October 2015 9 December 2015 4 February 2016	Possible route corridors identified, issues identified, work towards final route being chosen.	Links between the North West, Yorkshire, and the East Midlands; a nationally significant project.

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
Waste transport	Letter and Email Leicester City Council; Manchester City Council; Greater Manchester Minerals and Waste Planning Unit (MWPU)	13/7/15; 17/7/15; 29/7/15; 31/7/15	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-2015) is **530,292**. The population, which has increased by just over 25% since 2001, continues to grow 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)	**30%** in 2015/16	62% in 2014/15 16% in 2013/14	
	Percentage of new housing in Regional Centre and Inner Areas	Target: 90%	**80%** (gross) in 15/16	72% in 11/12 (gross) 84% in 12/13 (gross) 75% in 13/14 (gross)	

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
				87% in 14/15 (gross)	
	Residents' satisfaction with their local area as a place to live	70% (Target set in 2010/11)	**81%** of residents were very or fairly strongly satisfied in 2015/16	A further increase, from 79% in 14/15	
	Reduction in carbon (CO_2) 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 2014, total estimated CO_2 emissions in Manchester were **2,401 kt**; of this, 42% came from business (industry & commerce), 30% from domestic sources, & 28% from transport (compared to 47%, 31% and 22% respectively in 2013); Per-capita emissions were an estimated **4.6 tonnes** in 2014.	This 2014 figure represents a **26.7%** reduction since 2005 (3,276 kt); and a reduction of 15.8% in just one year, from 2,852 kt in 2013; In 2014, per-capita emissions were 35.8% lower than in 2005 (7.2 t); and 16.8% lower than in 2014 (5.5 t).	Still significantly lower per-capita emissions (tonnes) than: NW (6.0), England (6.0) UK (6.3) averages in 2014.

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
	NB: all CO2 estimates, including previous years, are subject to potential revision by the Department of Energy and Climate Change (DECC).				
	Amount of new residential development within 30mins public transport time* of health facilities, schools, employment and major retail areas	Target: Maintain level at 100% for GP surgery, a primary and secondary school, an employment area, and a major retail centre	In 2014, **100%** of Manchester residents were 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)	100% has been maintained for the past 8 years (no update available at time of writing)	
	* 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	2015/16: **15.3 ha** B1= 4.9 ha B2= 0.4 ha B8 = 9.2 ha	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		2015/16: Total= **58,055 m²** B1= 18,018m² B2= 595m² B8= 39,442m²	2014/15: Total= **62,076 m²** B1= 57,262m² B2= 2,542m² B8= 2,272m² 2013/14: Total= 4,111m² B1= 1,368m² B2= 297m² B8= 2,446m²	
	Amount of completed retail, leisure		2015/16: Retail= **10,607m²,**	2014/15: Retail= **2,839 m²,** Leisure = **3,318 m²**	

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**
	and hotel development		Leisure = **24,569m^2** Hotels = **8,701m^2**	Hotels = **1,078 m^2** 2013/1 4: Retail= 11,960m^2, Leisure = 13,954m^2 Hotels = 17,981m^2	
	Employment land available - by type		2015/16: Extant Planning Permissions: **144.55 ha** B1= 75.35 ha B2= 2.7ha B8= 66.5ha Additional extant UDP allocations which remain part of the UDP and Core Strategy Strategic Locations = **77.19 ha** Total Employment land available (ha) = **(77.19 ha + 144.55ha) = 221.74**	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:	Figure includes allocations and planning permissions

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**
				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)	
EC2	Total employment area 'lost' /developed for alternative uses	Less than 2 ha per year	2015/16: **0.56ha**	2014/15: **2.4 ha** 2013/14 2.05 ha	
EC3	Percentage of	Target: At least 70% of total	2015/16:	2014/15:	

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**
The Regional Centre	employment land developed for B1, B2 and B8 in the Regional Centre		B1 = **14%** B2 = **0%** B8 = **0%** Total = **14%**	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	2015/16: **86%**	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	**0.1 ha** in 2015/16	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 = **2.4%** in April 2016	2.6% in May 2015	City average in April 2016 = 1.8% (JSA claimants - % of working age residents)
	EC5	Total employment land developed in East Manchester	80 - 85ha by 2027 >5ha per annum	**1.44 ha** in 2015/16	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	**0 ha** in 2015/16	1.92 ha in 2014/15 2013/14 = 0	
	EC7	Total employment	45ha by 2027	**0 ha** in 2015/16	0.5 ha in 2014/15	

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		2013/14 = 0	
	EC5-7	(Un)Employment rate in East Manchester	Moving towards City average	*Employment rate is not available for SRF area:* Unemployment rate = **2.3%** in April 2016	2.9% in May 2015	City average in April 2016 = 1.8% (JSA claimants - % of working age residents)
	EC8	Total employment land developed in Central Manchester	14ha by 2027 1ha per annum	**0.97 ha** in 2015/16	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 = **2.2%** in April 2016	2.7% in May 2015	City average in April 2016 = 1.8% (JSA claimants - % of working age residents)
	EC9	Percentage employment development in existing	At least 90% of employment development within areas identified in	0 ha in 2015/16	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**
		employment locations and District Centres in South Manchester	policy			
		Total employment land developed in South Manchester		**2.9 ha** in 2015/16	0.66 ha in 2014/15 0 in 2013/14	
	EC10	Total employment land developed in Wythenshaw e	55ha in total by 2027 >3ha per annum	**9.21 ha** in 2015/16	0.24 ha in 2014/15 1.27 ha in 2013/14	
		(Un)Employ ment rate in Wythenshaw e	Moving towards City average	*Employment rate is not available for SRF area:* Unemployment rate = **1.7%** in April 2016	2.3% in May 2015	City average in April 2016 = 1.8% (JSA claimants - % of working age residents)
	EC11	Total employment land developed in	30ha in total by 2027 2ha per annum	**7.89 ha** in 2015/16	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**
		Airport City				
	EC12	Total employment land developed in University Hospital South Manchester	1.3 ha in total by 2027	**0.26 ha** in 2015/16	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 2015/16: Total Employment = **3.41 ha** Retail = 8,879 m^2 (1.83 ha) Office = 7,626 m^2 (1.23 ha) Leisure = 6,875 m^2 (1.1 ha) Hotel = 8,701 m^2 (0.26 ha)	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	**683 m2** (0.23 ha) in 2015/16	**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	Target: At least 16,500	In 2015/16: **163** (gross) This number consists of 6 houses, 157 apartments	09/10: 297 dwellings (net) 10/11: 230 dwellings (gross)	

City Centre					
Policy	**Indicator**	**Target**	**Latest figure**	**Trend**	**Comparators**
	in the City Centre	units by 2027: • 119 in 10/11 • 170 p/a 2011-2016 • 1,310 p/a 2016-2021 • 1,480 p/a 2021-2027	Running total since 09/10 = **1,706 units**	11/12: 0 dwellings 12/13: 549 (gross) 13/14: 106 (gross) 14/15: 361 (gross) 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	2015/16: **455** units/ha	2012/13: 1,454 units/ha (included a 434-apt tower on a 0.07ha site) 13/14: 589 units/ha 14/15: 1,400 units/ha	
	Residential pipeline in the City Centre		2015/16: **4,383** units in the pipeline in the City Centre on 31st March 2016 (777 remaining in schemes under construction, a further 3,606 with planning permission / prior approval where construction had not started).	There were **3,195** units with planning permission in the pipeline on 31st March 2015 (1,047 remaining in schemes already under construction, a further 2,148 with planning permission/prior approval).	
	Number of major planning permissions approved in City Centre	Target: 10 per annum	2015 /16: **18 major PPs:** 7 large-scale major (4 commercial - 3 office + 1 mixed	In 2014 /15 there were 11 major PPs: 4 large-scale (2 residential); 7 small-scale major (5 residential); plus 6 'major'	

City Centre					
Policy	**Indicator**	**Target**	**Latest figure**	**Trend**	**Comparators**
			use(retail+office+residential); 3 residential); 11 small-scale major (3 commercial – 2 office, 1 office+hotel; 8 residential); 1 small-scale major Prior Approval in the City Centre in 2015/16, for change of use to 21 apartments. No. units in major schemes given PP/PA in 2015/16 = 1,707.	Prior Approvals, all for change of use to residential.	
	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 2016 (5-year programme starting in 2011)	No reviews complete to date (Dec 2016)		
	Percentage of peak time journeys made to the City Centre other than by means other than private car		**75.6%** in morning peak in 2016 *(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	Oct 15 – Oct 16 rolling 12 month 25,095,317	Increasing each year: 2015: 23,116,554 2014: 21,885,116 2013: 20,775,049	
	Area of SSSI	Target: Remain unchanged (10.5ha)	**10.5 ha** All in 'favourable' condition	No change in area in 15/16	
	Area of >60 dB LA_{eq} noise contour (daytime and night-time)	Target: To remain smaller than the area in 2001 (daytime: 25.6 km^2; night-time: 7.8 km^2)	2015: **16.9 km^2** (daytime) **6.4 km^2** (night-time)	Smaller than in 2014, and still within target size. **2014:** **17.1 km^2** (daytime) **6.5 km^2** (night-time)	
	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)"	2015: **16%** of passengers arriving by non-private (public) transport, although, a lot of disruption to the station with Metrolink works may account for that drop.	Metrolink works will improve accessibility in the future: 2013: 16.2% 2014: 17%	

Airport					
Policy	**Indicator**	**Target**	**Latest figure**	**Trend**	**Comparators**
	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)"	2010/11: **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 2015/16: **1,530 gross** completions * 904 completed units were in schemes finished in 15/16; 626 new units were in schemes still 'under construction' on 31st March 2016. The gross completions consist of 917 houses (60%), and 613 apartments (40%).	Gross completions: 14/15: 1,796 13/14: 1,228 12/13: 1,641 11/12: 949 10/11: 1,046 09/10: 2,107 08/09: 2,598	
*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 • 2,540 units p/a 2011-2016 • 4,400 units p/a 2016-2021 • 3,870 units p/a 2021-2027	In 2015/16: **1,466 net** completions This net figure takes into account **64 demolitions** recorded in the same period.	Numbers (net) are below the yearly targets for each year: 14/15: 1,245 13/14: 727 12/13: 1,538 11/12: 868 10/11: 554 09/10: 1,496	

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
				08/09: 1,891	
	Total net units provided since 2009 *	Target: Approximately 60,000 units in total by 2027	Total net dwellings since 2009: **9,322**		
* 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 remaining until 2027.	**50,780** from 2016 to 2027 This equates to **4,616** dwellings per annum over the 11 years remaining of the plan period	The annualised requirement for additional dwellings needed to 2027 has increased since 2010 because net completions each year have fallen short of the Core Strategy yearly target.	
	Empty homes brought back into use *		2015/16:	2014/15:	* net change in the total number

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
			346	1,308	of voids
	Empty residential properties		March 2016: **3.9%** of all residential properties on the Council Tax Register	Lower than last year when the figure was 4.0%	
	Residential development on brownfield (previously developed) land (%)	90% (H1 in CS)	2015/16: **87.1%** of new dwellings	2014/15: 93.2% 2013/14: 94.4%	
	Properties in Council Tax band A		March 2016: **58.6%**	Slightly lower percentage than in 2015 (58.7%)	Much higher than comparators: GM: 46.2%; NW: 41.5%; England: 24.5%
	Properties in Council Tax bands D and higher		March 2016: **10.4%**	Same percentage as in 2015	Much lower than comparators: GM: 17.2%; NW: 20.9%; England: 34.0%

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
	Prior Approvals*		2015/16: **13** Prior Approvals for a total of **91** dwellings 4 of the prior approvals were in the City Centre and accounted for 41 dwellings.	2014/15: 20 Prior Approvals, for a total of 331 dwellings (293 of which were in the City Centre).	
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.					
	Planning pipeline (units with planning approval not yet completed)		31st March 16: **11,385** units. 2,785 are in schemes under construction; a further 8,600 have PP/Prior Approval. 76% of the units in the planning pipeline are flats and 24% are houses.	31st March 15: 13,421 (2,911 in schemes under construction; 10,510 with PP/Prior Approval)	

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
H2 Strategic Housing Location	Average density of new residential development	Target: 40-50 dph (excepting development in Holt Town and Lower Irk Valley)	2015/16: **68** dwellings per ha	2011/12: 48/ha 2012/13: 41/ha 2013/14: 29/ha 2014/15: 66/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 2016-2021 • 1,070 p/a 2021-2027	2015/16: **256** dwellings 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.	09/10: data not available 10/11: 40 dwellings 11/12: 91 dwellings 12/13: 210 dwellings 13/14: 89 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
				14/15: 95 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 2016-2021 • 1,240 p/a 2021-2027	North Mcr 10/11: 162 gross 11/12: 146 gross 12/13: 210 gross 13/14: 253 gross 14/15: 250 gross 15/16: **235** gross East Mcr 10/11: 170 gross 11/12: 242 gross 12/13: 409 gross 13/14: 333 gross 14/15: 642 gross	There is no clear pattern over the past 5 years, though generally (with the exception of Wythenshawe) the last 4 years have seen more completions per year than the previous 2 years. Completions in all areas are still beneath their Core Strategy targets since	

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
		Central Mcr: • 590 p/a 2011-2016 • 570 p/a 2016-2021 • 280 p/a 2021-2027 South Mcr: • 260 p/a 2011-2016 • 190 p/a 2016-2021 • 90 p/a 2021-2027	15/16: **356** gross Central Mcr 10/11: 83 gross 11/12: 299 gross 12/13: 215 gross 13/14: 215 gross 14/15: 293 gross 15/16: **443** gross* South Mcr 10/11: 132 gross 11/12: 104 gross 12/13: 195 gross 13/14: 170 gross 14/15: 181 gross	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
		Wythenshawe • 160 p/a 2011-2016 • 90 p/a 2016-2021 • 50 p/a 2021-2027	15/16: **178** gross Wythenshawe 10/11: 142 gross 11/12: 158 gross 12/13: 63 gross 13/14: 151 gross 14/15: 70 gross 15/16: **155** gross		
* The 2015/16 figure for Central Manchester includes 115 student flats on the former Ducie Court site in Moss Side which were actually completed in 2013 but not added to the Council Tax register until 2015/16.					
H8 Affordable Housing	Affordable homes as a percentage of total net new units	20% of net new units within schemes to which the policy applies	2015/16: **11** affordable units completed had been secured through policy H8 (or s106)	None in 12/13, 13/14 or 14/15	
	Gross (and net) additional affordable housing units completed *		2015/16: Gross: **121** units* (87 for affordable rent, 34 for shared ownership)	The gross figure is lower than last year, but the net figure is higher	

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
			Net: **104** (net of 17 demolitions of affordable units)	(509 gross, 35 net in 14/15, due to a large number of demolitions as part of regeneration programmes)	
	Affordable Housing pipeline (new homes not yet built but with funding for affordable rent or shared ownership)		**787**		
* 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 shared equity) as well as new completions.					
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 2015/16	0 in 2014/15	
	Number of new pitches provided for Travelling Showpeople [net]	20 new pitches by 2016	**0** in 2015/16	0 in 2014/15	
H10 Housing for	Number of developments to cater	Target: 0	**0** in 2015/16	None in 13/14 or 14/15	

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
people with additional support needs	for people with additional support needs allowed on appeal				
H11 HMOs	Number of developments for HMOs allowed on appeal	Target: 0	**0** developments allowed on appeal in 2015/16	3 in 14/15	
	Change in no. of Output Areas (OAs) with >10% HMOs	Target: no increase	**126** OAs in March 2016 with >10%	133 last year; Figures are based on pre-2011 OAs	
H12 Purpose Built Student Accomodation	Number of developments for new purpose-built Student Accommodation allowed on appeal	Target: 0	**0** in 2015/16	0 in 14/15	

* The figure calculated for the Core Strategy baseline (153) used different OA boundaries & household base; it can not be compared with the (lower) figures since 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%	62% in 2015/16	**76%** in 2014/15 79% in 2013/14	
C2 District Centres & **C10** Leisure & the Evening Economy	Proportion of non-retail uses within the Primary Shopping Area (groundfloor)	Target <40%	**No Data for 2016** 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%	**No data for 2016** **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	**No data for 2016** **94%** of District Centres met or exceeded the target in 2015	94% in 2013	
C2,C3,C4,C5,C6,C7	Amount and percentage of retail	Target: 35,000 m2 in total	**173 m^2** in 2015/16	0 m^2 in 2014/15	

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**
District Centres	floorspace development within district centres	by 2027 • 12,500m² between 2010-2015 • 9000m² between 2015-2020 • 13,500m² between 2020-2027		2013/14 = 541 m² (4.5% of all retail)	
	Amount and percentage of employment floorspace developed within district centres (sq m gross)		In 2015/16 B1= 0 B2= 0 B8= 0 Total = 0	In 2013/14 & 2014/15 B1= 0 B2= 0 B8= 0 Total = 0	
	Amount and percentage of completed leisure and hotel development in district centres		2015/16: Leisure = 2,438m² (0.55ha) Hotel = 0 Total = **2,438 m² (0.55ha)**	2013/14 & 2014/15: Leisure = 0 Hotel = 0 Total = 0	
C10 Leisure & the	Percentage of A4, A5 and similar sui	<15%	**No data for 2016**	16% in 2013	

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
Evening Economy	generis uses in centre		**20%** in 2015 [1]		

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	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	Target: To continue to	**26.8%** in 2011/12	It was continuing to fall;	Lower than GM

[1] 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
Integration	car to LEA primary school	decrease from 30.9% in 2009/10	No update available since 11/12	this figure had decreased from 29.1% in 10/11	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	2016: **75.6%**	Increasing – from: 74.1% in 2015 73.2% in 2014 72.7% in 2013 71.7% in 2012 62.7% in 2005 63.0% in 2002 LTP3 target exceeded	
	Trips made to City Centre by public transport (morning peak)	Target: To increase modal share	2016: **62.5%** (all public transport) Rail: **27.7%**	Up from 61.6% in 2015; and from 55.0% in 2005, 55.8% in 2002 Rail: up from 26.3% in	

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
				2015; 19.2% in 2005, 19.3% in 2002	
			Tram: **12.8%**	Tram: up from 11.3% in 2015; 7.5% in 2005, 7.3% in 2002	
			Bus: **22.0%**	Bus: down from 23.9% in 2015; down from 28.3% in 2005, 29.3% in 2002	
	Trips made to City Centre* by cycle (morning peak)	Target: To increase modal share	2016: **1.7%**	Same % as 2014 and 2015, 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	2016: **11.4%**	An increase from 10.9% in 2015; a significant increase from 7.0% in 2005 and 6.6% in 2002	
	Congestion: average journey time per mile***	Target: To reduce journey times	2014/15: **4.36 minutes** per mile between 7am & 7pm; **4.98 minutes** in morning rush hour (8am-9am);	Congestion has increased over the last few years: Up from: 4.14 in 12/13; 4.26 in 13/14 Up from: 4.58 in 12/13;	2014/15 GM: 3.44 mins GM: 4.03 mins

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
			5.36 minutes in evening rush hour (5pm-6pm)	4.86 in 13/14 Up from: 4.95 in 12/13; 5.19 in 13/14	GM: 4.07 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

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Policy	Indicator	Target	Latest figure	Trend	Comparators
EN1-EN3 Design, Character & Heritage	Buildings of Grade I and II* at risk of decay		There are **2** Grade I and 4 Grade II* Listed Buildings (secular) on the 2016 Heritage at Risk Register, and **4** grade I/II* Places of Worship This represents **7.6%** of the Manchester's 79 secular Grade I/II* listed buildings, and **23.5%** of the city's 17 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 the same number of Grade I/II* buildings on the At Risk register in 2015.	In 2015, 4% of Grade I/II* buildings were at risk in England; and 6% of listed places of worship (no update available at time of writing).
EN1-EN3	Buildings of Grade 2	Target: National	**15** Grade II buildings	There are now 800 Grade II	

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Policy	**Indicator**	**Target**	**Latest figure**	**Trend**	**Comparators**
Design, Character & Heritage	at risk of decay	average	were at risk on the local list in 2016	buildings in Manchester (4 new designations since 2015).	
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 2016. 2 draft appraisals have been prepared	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 2015/16, 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)*		

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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	**0** *(see below under EN14 – Flood Risk)*	*(see below under EN14 – Flood Risk)*	
EN8 Adaptation to Climate Change	New developments incorporating Sustainable Urban Drainage Systems (SUDS)	Target: Year-on-year increase	**123** planning applications included SuDS, although the vast majority were tanks and over-size pipes, not true 'green' SuDS (percolation / infiltration)	A significant increase on previous years, when only a few were recorded, in part due to improved monitoring and changes to legislation.	
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). 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 in Manchester to attenuate runoff is underground storage tanks that outfall into a public sewer.					
EN9 Green	*Increased levels of Green Infrastructure*	*Target: In line with emerging Greater*	*No update since 2013, when **58%** of land in*		

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Policy	**Indicator**	**Target**	**Latest figure**	**Trend**	**Comparators**
Infrastructure	Increase in quality, maintenance and function of Green and Blue Infrastructure	*Manchester Green Infrastructure Strategy* In line with the Manchester Green & Blue Infrastructure Strategy *	*Manchester was classified as GI.* The indicators under EN10-12, EN15 & EN17 all measure aspects of the quality, maintenance and function of green/blue infrastructure (see below).		
* In July 2015 the Manchester Green & Blue Infrastructure Strategy was adopted, which focuses on improving the provision of high quality, well maintained green and blue spaces as an integral part of all neighbourhoods, and seeks to improve the quality and function of existing green and blue Infrastructure, to maximise the benefits it delivers.					
EN10 - EN12 Open Space	Open spaces managed to Green Flag Award status	Manchester is working towards its own award scheme for parks, the Manchester Standard, in consultation with the public; this will allow a more effective use of	Nov 2016: **2** parks, representing 266 ha, 28.1% of total park space, 12.0% of total leisure space. The 2 parks are Heaton	The number of parks receiving a Green Flag award has been falling in recent years; it was 4 parks last year (Heaton Park, Alexandra Park, and 2 much smaller parks (Gorton Park	

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Policy	Indicator	Target	Latest figure	Trend	Comparators
		resources.	Park (Manchester's largest park) and the recently renovated Alexandra Park. All **4** main cemeteries in Manchester (101 ha - **97%** of publicly available cemetery land).	& Marie Louise Gardens), 9 in the year before. No change for cemeteries.	
	Registered historic parks & gardens at risk		Nov 2016: There are 8 in Manchester (including 3 cemeteries) - **0** (0%) were at risk in 2016	No change	5.7% of registered parks & gardens were at risk in England in 2014 (no update available at time of writing)
EN13 Green Belt	Changes to Green Belt boundary	No further change	The Green Belt boundary was amended via the adoption of the		

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Policy	Indicator	Target	Latest figure	Trend	Comparators
			Core Strategy to cover 1,279.2 ha. No further change to date.		
EN14 Flood Risk	No. (and %) of dwellings within EA Flood Risk Zones 2 & 3 in Manchester		Oct 2016: **2,660** (1.2% of total housing stock) in Flood Zone 3 (high risk) **7,854** (3.5% of total housing stock) in Flood Zone 2 (medium risk) 10,514 in FZ2 & 3 combined	A small increase in numbers (from 2,657 & 7,815 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: 225,351 (Source: Council Tax)
EN14 Flood Risk	No. of new dwellings in high probability flood areas (FZ3)	Target: <5% over plan period	15/16: **2** dwellings completed were within the Flood Zone 3 (FZ3) boundary; [**175** new dwellings	Only 2 this year, and an average of less than one dwelling per year completed in flood zone 3 between 10/11 - 14/15. If this rate continues it will be	

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Policy	Indicator	Target	Latest figure	Trend	Comparators
			were within FZ2 – medium probability]	well within the target for the plan period of <5%. The number in FZ2 has risen from 2 last year to 175 this year.	
EN14 Flood Risk	Number of planning permissions granted contrary to the advice of the Environment Agency (EA) on flood defence grounds (or water quality grounds)	Target: 0	**0** in 2015/16	None in 2014/15; none in previous 10 years either	
EN15 Biodiversity	Changes in the condition of SSSIs (Sites of Special Scientific Interest)	Target: No deterioration	In 2016, **100%** (both sections) of Cotterill Clough were 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), 38.7% of total area of SSSIs is currently in a 'favourable' condition, slightly more

S06. Environment					
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Policy	**Indicator**	**Target**	**Latest figure**	**Trend**	**Comparators**
					than last year
EN15 Biodiversity	Changes in (locally) designated areas of biodiversity importance (SBIs)	Target: <5% decrease in area	March 2016: Total current area of Sites of Biological Importance (SBIs): **308.7 ha** (**38 SBIs**). This includes one SSSI (Cotteril Clough, within the SBI of the same name*)	Number of SBIs remained the same, at 38; there were slight adjustments to boundaries, but the total area is slightly more than in the previous year. SBIs are reviewed regularly by the Greater Manchester Ecology Unit.	Of the 38 SBIs, 8 = Grade A (the best); 11 = Grade B; 19 = Grade C
*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 positive conservation management 'Improved Local Biodiversity'	Target: Increase of 1-5% per annum An increase of between 1 – 5% each year	March 2016: **22** of the 38 SBIs (**58%**) covering 217.5 ha	An increase of **1** site this year (Baileys Wood); and an average increase of 1.1 sites p/a over the previous 7 years.	In England in 2014/15, the average was 50% of local sites; 2015/16 figure not yet available.
EN15 Biodiversity	Total area of Local Nature Reserves (LNRs)	Target: 1 ha per 1000 population	March 2016: **8** LNRs (**392 ha**)	No change since 2013	

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Policy	Indicator	Target	Latest figure	Trend	Comparators
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 2015, **4 days** at Piccadilly Gardens (1 due to NO_2, 3 due to PM_{10}) and **59 days** at Oxford Road (25 due to PM_{10}, 42 due to NO_2, minus simultaneous exceedances), **0 days** at Manchester South. In addition, there were **9 days** at Piccadilly Gardens due to $PM_{2.5}$, and **4 days** at Manchester South due to ozone. NB. The annual mean concentration of PM_{10} at these locations did not reach 40 micrograms ($\mu g/m^3$), therefore none exceeded annual EU limits for PM_{10}.	The figures for Manchester* fluctuate from year to year with no clear trend.	UK average for urban sites was 11 days in 2014. No update available at time of writing.

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Policy	Indicator	Target	Latest figure	Trend	Comparators
	Annual Mean Concentration of NO_2	EU limit: no more than 40 micrograms per m^3	In 2014, **40 µg/m³** (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 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	2015: Using the revised boundaries and standards* for 2015-21, of 16 watercourses:		*For the reporting period 2015-21, changes have been made to the boundaries

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Policy	Indicator	Target	Latest figure	Trend	Comparators
		WFD as having good, moderate, poor or bad 'ecological status or potential'	• Good: **0** • Moderate: **13** (81%) • Poor: **3** (19%) • Bad: **0** • All 3 Canals sections are 'Moderate' • All 3 Aquifers (Groundwater) are 'Poor' • All 10 river sections are 'Moderate'		and standards used to classify watercourses; these 2015 figures will form the baseline for the next 6 years. Data for 2016 is not available until January 2017.
EN18 Contaminat-ed Land	Contaminated land remediated	Target: Monitor and increase	**57.2 ha** of potentially contaminated land (1.9%) was remediated during 2015/16, all through Planning (Development Control); **0 ha** of potentially contaminated land was remediated under Part 2A of the Environmental	In the previous year (2014/15), only 5.96 ha were remediated, all via Planning, leaving 3064.8 ha of potentially contaminated land. At the end of 2015/16, the total area of potentially contaminated land in Manchester stands at	

S06. Environment

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Policy	Indicator	Target	Latest figure	Trend	Comparators
			Protection Act 1990	3007.6 ha.	
EN19 Waste	Amount of household waste arising		**169,830 tonnes** household waste in total in 2015/16	Total amount of household waste has increased by 2.3% since 2014/15; this follows a smaller increase of 0.4% the previous year, when the population had risen by 1.9%; and a fall of 1.7% the year before that, when the population had risen by 1.1%	
EN19 Waste	Household waste recycled or composted (%)	GM Joint Waste DPD target: 50% recycled/ composted by 2020 (this is a national target)	In 2015/16: **16.6%** recycled **15.0%** composted **0.3%** re-used Recycled/ composted combined = **31.9%**	The proportion recycled has decreased (from 17.0%) and the proportion composted has decreased (from 15.5%) over the last year; the combined figure has fallen slightly, from 32.8% 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	**68.1%** in 2015/16	Increased from 67.2% in 2014/15	

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Policy	Indicator	Target	Latest figure	Trend	Comparators
	Capacity and throughput of new waste management facilities by type		Nothing new within Manchester in 2015/16	Construction on GMWDA plants is now complete but maintenance issues are ongoing	
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 link to 2016 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 link to 2016 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	**21** in 2015/16	There were 20 in 2014/15	
PA1 Developer Contributions	Total developer contributions per annum	No target	Contributions received in 2015/16: **£902,093** **17** s106 agreements were signed in 2015/16	In 2014/15: contributions received: £223,457 19 agreements signed.	

Appendix I

Waste Development Monitoring

Waste Applications determined in Manchester 2015-16						
Ref.	Applicant	Agent	Address	Details	Status	Tonnage per annum
109665/WST/2015/N1	Viridor Waste (Greater Manchester) Limited	WYG	Reliance Street Newton Heath Manchester M40 3EZ	Retrospective application for the installation of iso-container, waste oil tank, waste storage bays and waste storage containers	Approved 13/11/15	Unknown
108653/WST/2015/N1	Costain Group / Viridor Waste (Greater Manchester) Limited	Wardell Armstrong LLP	Reliance Street Newton Heath Manchester M40 3EZ	Part retrospective application for the installation of 6 cabins	Temporary Approval 03/06/15 (until 30/06/18)	Unknown
106866/FO/2014/N1	Worldwide Waste Management	Hussain Architectural Design	Hillbit House New Street Miles Platting Manchester M40 8AW	Retrospective Application for the change of use of industrial unit (Use Class B8) to waste recycling for plastic (Sui Generis)	Refuse and Enforce 05/06/15	N/A
109857/JO/2015/S2	Viridor Waste (Greater	-	Refuse Treatment Plant Longley Lane	Variation of condition 9 attached to 083953/FO/2007/S2 to allow waste	Temporary Approval for	Unknown

	Manchester) Limited		Sharston Manchester M22 4RQ	reception at the MBT to enter and leave the site for an additional two hours from 07:00 to 20:00 Monday to Sunday for a temporary period of 12 months	12 months 23/10/15 (until 22/10/16)	
109858/JO/2015/S2	Viridor Waste (Greater Manchester) Limited	-	Refuse Treatment Plant Longley Lane Sharston Manchester M22 4RQ	Variation of condition 9 attached to 083920/FO/2007/S2 to allow waste reception at the Material Recycling Facility between 06:00 to 20:00 Monday to Friday and the Green Waste Processing Facility between 07:00 to 20:00 Monday to Friday	Temporary Approval for 12 months 23/10/15 (until 22/10/16)	Unknown
109361/FO/2015/N2	Mr Konstantinos Patapatiou OakTech Ltd The Flint Glass Works 64 Jersey Street Ancoats Urban Village Manchester M4 6JW	-	Land Off Lawton Street New Smithfield Market Bradford Manchester M11 2WJ	Erection of anaerobic digestion (AD) facility including waste and office building along with associated digestate tank, two fermenters, a desulphurisation chimney and hydrolysis tank with associated landscaping, car parking and boundary treatment following demolition of existing buildings	Approved 07/03/16	25,000

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 J

Minerals Development Monitoring

Minerals Applications determined in Manchester 2015-16						
Ref.	Applicant	Agent	Address	Details	Status	Tonnage per annum
No Minerals applications determined this year.	-	-	-	-	-	-

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 K

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

Policy	Indicator	Target
	Quality of open space provision	Improvement, against criteria in Open Space, Sport & Recreation Study
EN15	BAP priority habitats and species	Increase
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%