Development in the City 2016/17

The 2017 Authority Monitoring Report

of

Manchester City Council

Monitoring the delivery of the Local Plan

April 2016 - March 2017

Contents

1 Executive Summary

Manchester's 2017 Authority Monitoring Report (AMR) summarises the City's development in 2016/17, based on key indicators for policies in the Local Plan.

The City has a strong and competitive economy, good infrastructure, and its population has continued to grow, now standing at 541,263 according to the latest government estimate. There are many indicators within the 2017 AMR which show that Manchester is continuing to make substantial progress towards achieving the sustainable development goals set out in the Local Plan.

Development that supports economic growth has remained at a high level, with 107,000 sqm of employment related floorspace being completed over the past year. The majority of development took place at two locations: the Regional Centre and Manchester Airport. Offices and warehousing saw the largest share of new development within the City over the last year, locating in the Regional Centre and Airport City respectively.

The percentage of retail, hotel and leisure development which was within the Regional Centre reached 82%, reflecting the growing importance of the Regional Centre as a visitor destination.

Net housing completions continue to increase, with 1,800 in 2016-17, and the residential pipeline is getting stronger, as the Council and its partners continue working hard to boost the supply of deliverable sites, and to improve choice in terms of tenure, type, size and value. New housing continued to be built in sustainable locations with good public transport connections to key services and employment locations.

In Manchester's neighbourhoods, district centres have remained vibrant focal points for community activity, showing resilience compared to general trends across the country. Vacancy rates have remained stable, well below those nationally, and the proportion of retail uses (A1) has also remained stable, despite the growing importance of on-line shopping.

Investment in sustainable modes of transport continued during 2016-17, supporting a rising trend in walking, cycling and public transport use in Manchester, including the opening of the Metrolink second-city crossing, and the completion of major bus priority and cross-city route improvement schemes.

The Green and Blue Infrastructure (G&BI) Strategy and the accompanying Stakeholder Implementation Plan adopted in July 2015 have already provided an effective framework for actions by a range of delivery partners and acted as a catalyst for schemes to improve the quality of the natural environment, as well as providing planners with more support in their negotiations with masterplanners and individual developers, to ensure the positive integration and improvement of the natural environment and G&BI assets in new developments.

Manchester meets the Local Air Quality Management objectives for six of the seven pollutants prescribed in the national air quality strategy, but nitrogen dioxide (NO_2) is the exception, especially in the City Centre and other areas with high levels of traffic, and measures being taken to reduce dependency on the car and increase walking, cycling and public transport use should support continued improvement. Meanwhile, the most recent

DECC figures for CO_2 emissions indicate a further reduction in the past year, with the percentage reduction at 40.3% since 2005 for per-capita emissions, getting close to the 41% reduction target for 2020.

The Greater Manchester Combined Authority (GMCA) has been working on re-drafting the Greater Manchester Spatial Framework (GMSF), a strategic planning document which will guide districts' local plans in terms of the scale and location of economic and residential development in particular. The forthcoming review of the Local Plan, which will be informed by this sub-regional planning context as well as current national planning policy, will enable the Council to further strengthen its support for sustainable development to ensure that the potential of the City and the needs and aspirations of its residents are fully met.

2 Introduction

This is Manchester's Authority Monitoring Report for <u>April 2016 to March 2017</u>.

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 in a sustainable manner. The Core Strategy identified six key strategic

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

Spatial Objectives:

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

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 2016-17, 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 rates and patterns of development are also influenced by the wider context in which it operates.

Setting the Scene

Manchester's population has continued to grow. The latest Mid-Year Estimate (2016) from the Office for National Statistics is 541,263, well ahead of the previous Community Strategy's target of 480,000. The growing population is indicative of the City's vibrancy and appeal. The City's population growth is expected to continue, with the MCCFM predicting that the total population will exceed 600,000 by 2021/22. Manchester's economy continues to thrive: in 2016 there were 25,780 active businesses in Manchester, a growth of 18.2 percent compared to 6.1 percent nationally. Manchester's GVA per head of population in 2016 was £33,063,

[2] Manchester City Council Forecasting Model, W2016

which is 4.2 percent higher than the previous year and 125.6 percent of the national rate. Total employment in Manchester continues to rise, with the latest ONS Business Register and Employment Survey (BRES) showing that the number of employees rose from 355,300 in 2015 to 375,500 in 2016. The data shows that in the City as a whole, the Professional, Scientific and Technical sector accounts for the largest single proportion of all jobs (12.8%), followed by Health (12.3%) and Business Administration and Support Services (11.9%), but with only 3.5% working in Manufacturing, and 1.9% in Construction.

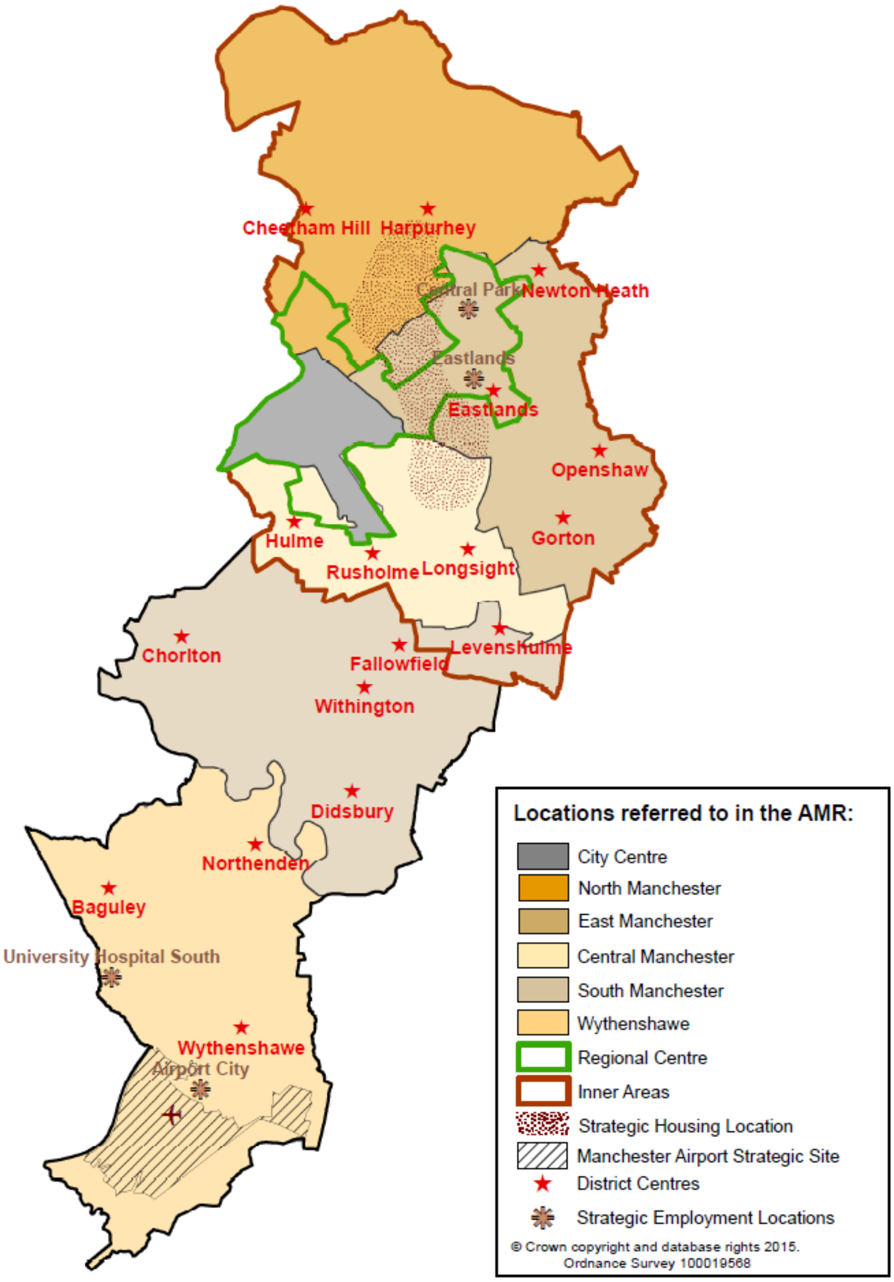
The Greater Manchester Devolution Agreement provides the Greater Manchester Combined Authority with greater powers in relation to transport, housing, planning, policing, business support, skills, health and social care, together with control over substantial budgets, giving far greater freedom and flexibility 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.

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 2016 to March 2017. 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.

3 Development in Manchester in 2016-17

The following analysis considers whether the strategic Spatial Objectives for Manchester, set out within the Core Strategy, are being successfully delivered. It presents, for 2016-17, 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, but the Core Strategy still refers to the previous geography and the analysis will continue to relate to them, where appropriate, for 2016-17.



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 2016/17, 44.5% of floorspace and 23.25% of land that was developed for employment was in the Regional Centre; this figure was lower than usual due to completions at Airport City South in 2016/17. Regional Centre completions included the XYZ Building in Spinningfields which is fully let to companies such as: the NCC Group PLC, a technology company; Shoosmiths, a national law firm; and Global Radio, a media and entertainment company. Studio 31, Dale Street, a modern conference facility for businesses has also been built and is fully operational. These developments are supporting the growth sectors in Manchester, business, financial and professional, cultural, creative and digital.

The majority of new housing (77%) has been developed within the Regional Centre and the Inner Areas, with the largest number of completions (282 flats) in a single development being One Cambridge St, adjacent to Oxford Road railway station. 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 2015 (most recent figure) total citywide CO_2 emissions were 29.6% lower than the 2005 baseline, and 3.8% lower than the previous year; per-capita CO_2 emissions in 2015 were 40.3% lower than in 2005, and 6.5% lower than the previous year.

Manchester Airport has continued to expand, with passenger numbers increasing to 27.7 million in 2017. 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. This role will be further strengthened with the planned development of the HS2 station at Manchester Airport in the early 2030s.

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 continue to be promoted through the Manchester Green & Blue Infrastructure Strategy and accompanying Stakeholder Implementation Plan, adopted in July 2015 and monitored annually.

SO2. Economy

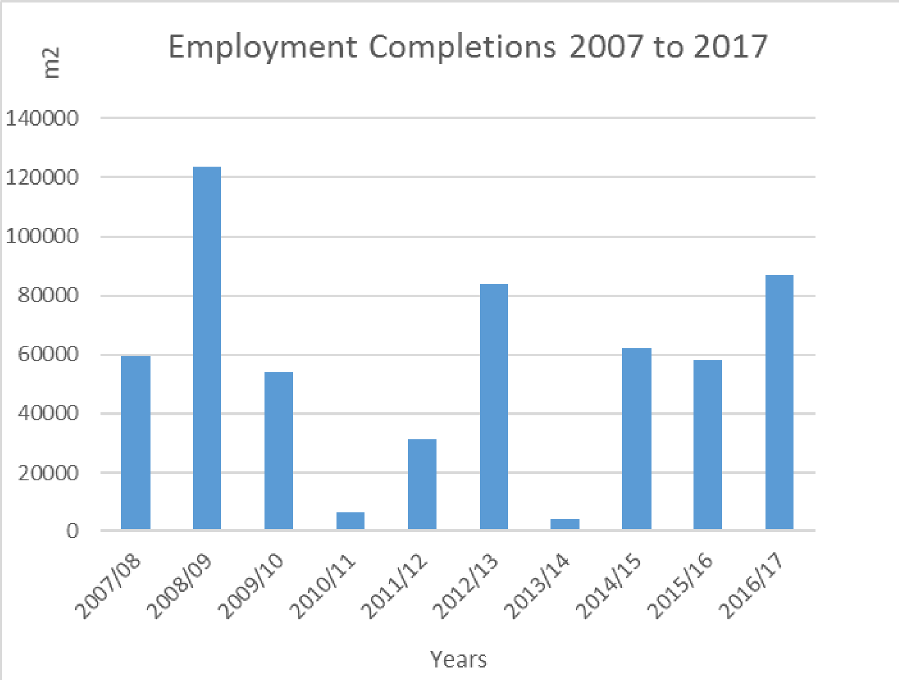
Objective: **Support a significant further improvement of the City's economic performance and spread the benefits of this growth across the City to reduce economic, environmental and social disparities, and to help create inclusive sustainable communities.**
The Regional Centre will continue to be the 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 continues to grow with GVA growth above the national average, total employment growing year on year and the number of enterprises increasing by 18%, from 21,815 in 2015 to 25,780 in 2016. Increased 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 2016/17, over 86,800sqm of office (B1), industrial (B2) and storage/distribution (B8) development was completed in Manchester, which is well above the previous year's total of 58,000sqm, with a significant increase in all 3 use classes. The completion of 49,000sqm of B8 reflects the continued development of Airport City South for airport related logistics.

In 2016/17, Amazon opened a 60,000sqm warehouse, which employs up to 3,000 people. Also, DHL has started operating from an 8,000sqm warehouse. An additional logistics facility called Alpha has been constructed and is awaiting occupation, offering units of between 1,600sqm and 3,000sqm, ideal for the demands of small and medium-sized businesses; this speculative construction reflecting confidence in Manchester as a place to invest.

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



In 2016/17, retail completions remained strong and 7,030sqm of new floorspace was completed, this is down on last year's figure which was approximately 10,500sqm. Approximately a third of all completions took place in the City Centre, with ground floor retail related to residential developments. 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 doing more shopping online. Further information is given on this under Objective SO4 Centres.

Manchester's visitor economy has continued to thrive. The City remains the third most visited destination in the UK by international visitors, after London and Edinburgh. Manchester's hotel sector is expected to increase further during 2017 and 2018. As well as AC by Marriott and Staybridge Suites, the Manchester hotel scene will include the opening of Manchester Grande, the Stock Exchange Hotel and The Cow Hollow Hotel. The Crowne Plaza, Holiday Inn Express, Motel One, StayCity and Roomzzz will all open additional properties in Manchester. This injection of new hotels will boost Manchester's local authority room count to 13,940 by the end of 2018, a growth of 12% since December 2016, with 10,300 of these being located in the City Centre itself.

Regional Centre

In 2016/17, 44.5% of employment floorspace developed for B1 (office), B2 (industrial), B8 (storage/distribution), retail, hotel and leisure was in the Regional Centre. In East Manchester, there have been investments in existing industrial sites and a leisure development, a trampoline park.

In the planning pipeline a significant proportion of floorspace is within the Regional Centre. This includes approximately 100,000 sqm of office floorspace under construction and 200,000sqm of office floorspace with planning permission. The continuing delivery of the NOMA masterplan will see the refurbishment of the Hanover Building, which will provide flexible working space for the technology and digital sector. No.1 St. Peter's Square opened in 2016/17, with No.2 St Peter's Square to follow early in 2017/18. At Spinningfields, the construction of No.1 Spinningfields will add further high quality Grade A office space. Building on the success of Citylabs 1.0, 2017 will see construction start on further commercial floor space within the Corridor Enterprise Zone area, including Citylabs 2.0, which will provide lab and office space. New retail space is proposed at Circle Square, the former BBC site and at St Johns. The new theatre at St Johns, The Factory, has not yet started on site, but will be the new home for the original work showcased at the Manchester International Festival. The University of Manchester is continuing to invest in The Corridor, with the construction of a new engineering campus that will offer a state-of-the-art education facility.

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

As employment opportunities have increased, there has been a slight drop in the overall unemployment rate (Job Seeker's Allowance and Universal Credit claimants) in Manchester during 2016/17, from 2.8% to 2.7%, despite a slight increase in the national rate for the same benefits, from 1.9% to 2.0%. In order to continue to meet the council's economic objectives, as the economy continues to 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 continues to be 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

Manchester's economy and employment offer continues to grow, broaden and diversify, and the City Centre is a major driver of this growth. During 2016/17, 30,797sqm employment related development was completed in the City Centre, following on from last year's 30,700sqm. Growth in employment development is set to continue, as the City Centre office development pipeline stood at approximately 320,000sqm in 2016/17, indicating the continuing economic confidence in the City.

The forecast growth in GVA in Manchester for the period 2017-2025 is in the three fastest growing sectors: business, finance and professional services; cultural, creative and digital; and science, research and development. The majority of business in these sectors is located in the City Centre. In particular, science, research and development shows significant potential for accelerating Manchester's growth, with Corridor Manchester key to its success. It is forecast that the number of jobs in science, research and development will increase by 15.9% between 2017 and 2025 and GVA will increase by 34.5% over the same period.

Manchester's population growth has also been concentrated in and around the City Centre, with students, graduates and young professionals in particular attracted by the growth in skilled jobs and an increasingly attractive accommodation, leisure and cultural offer. The rate of City Centre population growth is forecast to increase over the next five years[4], as expected new apartment-led residential development adds further capacity. In 2016/17, 333 new residential units, all apartments, were completed in the City Centre.

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[4] Manchester City Council Forecasting Model, W2016

City Centre development and regeneration projects are progressing well. The Kampus development is underway at the former MMU Aytoun Street site, a major mixed-use scheme comprising residential, leisure and retail. At Circle Square on the former BBC site on Oxford Road, construction is underway on the initial phases of commercial, residential and public realm. At NOMA, the Hanover Building refurbishment is expected to complete shortly and construction is expected to commence on No.2 and No.3 Angel Square, which will provide nearly 50,000sqm of office provision. In the Civic Quarter, a new Grade A commercial space and retail amenity will complete shortly with No.2 St Peter's Square. The Henry Royce Institute, offering a facility for advanced materials, research and innovation, is due to open in 2019. Major projects completed during 2016/17 include the XYZ Building at Spinningfields offering flexible and creative office space, and the opening of a modern conference facility at Studio 31 Dale Street complementing the business role of the City Centre.

There were 36 major development schemes approved in the City Centre in 2016/17. Major commercial office schemes approved in the City Centre included 67-75 Mosley Street, London and Scottish House, Circle Square, Invicta House, Kampus, New Victoria and Chatham Mill. At St John's Place, approvals have been given for the initial phases of the Regeneration Framework, including office, hotel and residential uses, a major retail development at the Bonded Warehouse, and a new theatre (The Factory). The University of Manchester have been given approvals for a new Engineering Campus on Upper Brook Street, the Henry Royce Institute also on Upper Brook Street, and a 4-storey annex to the School of Physics and Astronomy Schuster Building.

Among the 36 major schemes above, there were also 7 major residential schemes and 16 part-residential mixed-use schemes, with a total of 6,841 residential units (a four-fold increase on the number last year), all apartments. These include the mixed-use schemes at Owen Street (1,508 residential units), Circle Square (3 separate permissions for mixed-use schemes adding up to 1,061 residential units), First Street South (624 units), the New Victoria site on Corporation St (520 units), Kampus (478 units), and St. John's Place (387 units). The largest residential-only approval was for 327 apartments at 10-12 Whitworth Street West. In addition, there were 9 new Prior Approvals granted in the City Centre, for a change of use from office to small-scale 'major' residential schemes, ranging from 10 to 126 units, totalling a further 342 apartments.

City Centre footfall is measured at four locations (King Street, Market Street, New Cathedral Street, Exchange Square – Arndale steps). It gives an insight into the number of city centre shoppers. Taking the year as a whole, it increased by 5.6% in 2016/17. This followed a much smaller increase in the previous 12 months of 0.8%, probably due, in part at least, to the disruption caused by the construction of the Metrolink Second City Crossing which was completed and opened in February 2017.

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 direct connections to cities in Europe, the United States of America, the Middle East, and in south and east Asia (all important export markets and economic growth areas). The current route network serves many hub airports around the world, meaning Manchester is now truly a globally connected city.

Manchester Airport has the opportunity to grow to a capacity of 45 million passengers using its two runways. The passenger throughput of the Airport grew to 27.8 million in 2017, representing an increase of 8.4% on the previous year. A £1-billion 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 distribution companies such as DHL, and Amazon.

In terms of sustainable access to the airport, the percentage of passengers accessing the airport by non-car modes in 2016 was 22.8%, a significant increase from 16% in 2015. The number of Airport employees travelling to work by non-car modes was 24.3% in 2010/11, the most recent figure available, and further survey work is planned to measure subsequent progress.

S03. Housing

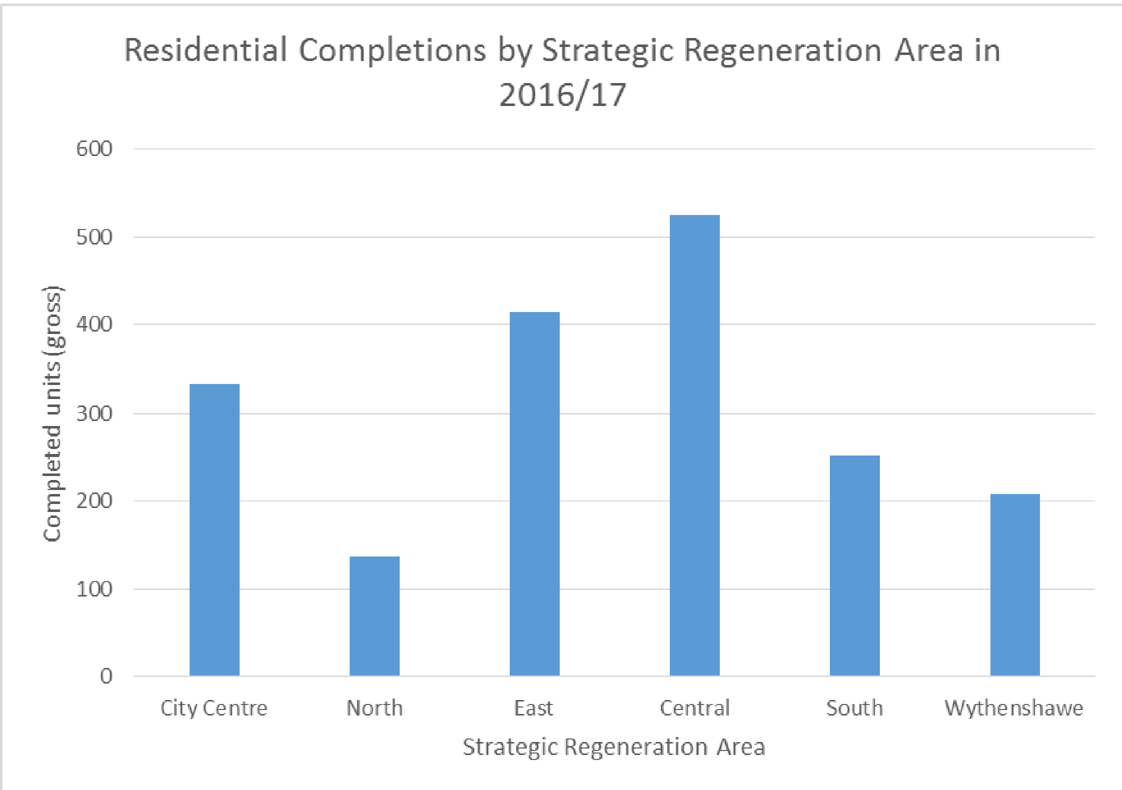
Objective: **Provide for a significant increase in high quality housing provision at sustainable locations throughout the City, to both address demographic needs and to support economic growth.**
The emphasis will be on providing a good range of high quality housing, (in terms of size, type, tenure, 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 family housing is needed.

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 (2016–2025) has been developed within the context of the Our Manchester Strategy and sets out the city's plans to deliver a minimum of 25,000 new homes over the next decade. Over the past few years there has been increasing evidence that confidence is returning to the market, and the city has begun to see real progress in delivering the quantity of residential development required to meet the demands of a growing population, particularly in the City Centre. The Council's Housing Affordability Policy Framework, approved in December 2016, sets out the city's determination to ensure that in addition to increased residential activity we have a strong supply of good quality housing to rent or buy for households in the city earning below-average incomes, including social housing, affordable rent, shared ownership, shared equity, rent-to-buy, and lower-cost market housing.

In 2016/17, a total of 1,872 new homes (gross) were completed across the City. Demolitions remained low for the second year running, meaning that the net completions figure was 1,800. This is the highest figure since 2008/09 and continues the trend of increasing net housing completions year by year from 2013/14 onwards. Whilst the 16/17 completion figure was below the Local Plan annual requirement, the outlook for the coming years is increasingly positive, with around twenty residential development schemes on large sites (ten or more units) due to start onsite during 2017/18. In total there were 18,843 units in the planning pipeline at the end of March 2017. This comprised 4,191 units in schemes already under construction, and 14,652 units in schemes with planning approval where construction had not yet started at this date. This is a significant increase since last year, meaning there is now a strong residential pipeline which can support a continued increase in the rate of new housing delivery.

This is in no small part the result of a number of innovative new partnerships including Manchester Life (six sites in phase 1 totalling 1,015 units) and One Manchester (including two sites in Hulme totalling 167 units). Through the Greater Manchester Devolution Agreement the city region secured a £300million Housing Fund to invest in residential development over the next ten years. In Manchester this investment addressed funding shortfalls on six sites during the last year (which will help to deliver in excess of 2,000 units). In Manchester, the first phase of the Housing Investment Fund (HIF) programme was completed in 2016 through Matrix Homes (a joint venture partnership between the Council and the Greater Manchester Pension Fund set up in April 2014). This phase invested £24million across five sites in the city, bringing forward 240 new homes for sale or market rent. Phase 2 of the HIF programme will deliver a further five mixed-tenure residential sites (again in partnership with the GM Pension Fund using the Matrix Homes brand of family housing) with construction due to begin in early 2018. Far East Consortium International (FECI) has recently been confirmed as the delivery partner for the Northern Gateway scheme, which over the next decade is expected to unlock development land for the provision of up to 10,000 new houses on sites north of Victoria Station, including Noma, New Cross, the Lower Irk Valley and Collyhurst; the first phase will deliver around 750 units at Angel Meadow, part of NOMA.



The graph shows gross housing completions in 2016/17 by strategic regeneration framework[5] (SRF) area. With the exception of North Manchester, completions in all SRF areas are higher than they were in that area in 2015/16. The pattern is broadly similar to last year, with development in Central and East Manchester SRF areas again delivering the highest levels of completions when compared to other areas in the City, although not reaching the targets for completions set out in the Core Strategy; only in South and Wythenshawe were the numbers greater than the area targets.

Apartments accounted for almost two-thirds (63%) of gross completions across the whole city, and all of the completions in the City Centre. The highest number of completed units on an individual scheme in 2016/17 was 282 flats at One Cambridge Street in the City Centre. Residential growth in the City Centre has remained strong, with a total of 333 units completed (gross) in 2016/17, approximately twice the number completed in the previous year. The average density of residential completions within the City Centre was 766 units 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 on 31st March 2017 was 10,691 units – this was more than double the pipeline at this point a year earlier. It consists of 2,455 units remaining to be built on sites under construction, and a further 8,236 units on sites with extant planning permission or prior approval where construction had not started on 31st March 2017.

The city's growing housing demand is also reflected in the lower number of empty homes (a fall of 270 properties) on the Council Tax register in 2016/17. A limited number (16) of these were long term empty properties which were purchased, refurbished and then sold to owner occupiers as part of a council programme to bring them back into use, but most of the drop in the number of empty properties in 2016/17 was due to empty new flats becoming occupied.

Bringing empty properties back into use for affordable home ownership is one way in which both public and private sector partners are working with the Council to increase the supply of good-quality affordable homes for Manchester residents, as part of Manchester's affordable homes programme. Furthermore, 254 new affordable housing units (197 net of demolitions) were completed in 2016/17 for social rent, affordable rent, and shared ownership.

Residential demolitions in 2016/17 were only slightly higher than in the previous year, with just 72 properties demolished across the city compared to 64 in 2015/16. Most of the demolitions were in Collyhurst, in preparation for largescale redevelopment of the Collyhurst Village area in the future. The remaining demolitions were individual or very small groups of properties spread across the city.

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 2017, the percentage of properties that were empty was down to 3.7%, an all-time low, whilst 95.4% of residential completions in 2016/17

[5] These SRF areas were current in 2012 when the Core Strategy (CS) was adopted and there are a number of CS indicators which are based on them.

were on brownfield land. This is higher than the last few years and meets the Core Strategy target of 90%.

S04. Centres[6]

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[7]. The growing role of online retail and other shopping locations has driven change on the high street. 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 2016/17, 3,714sqm of commercial floorspace was created in district centres, 3160sqm related to one application which was a subdivision of an existing larger retail space. This 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.

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%[8] 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 adopted a Hot Food Takeaway Supplementary Planning Document (SPD) in March 2017, to protect the vitality and viability of centres and also consider the food environment around schools.

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

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

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

S05. Transport

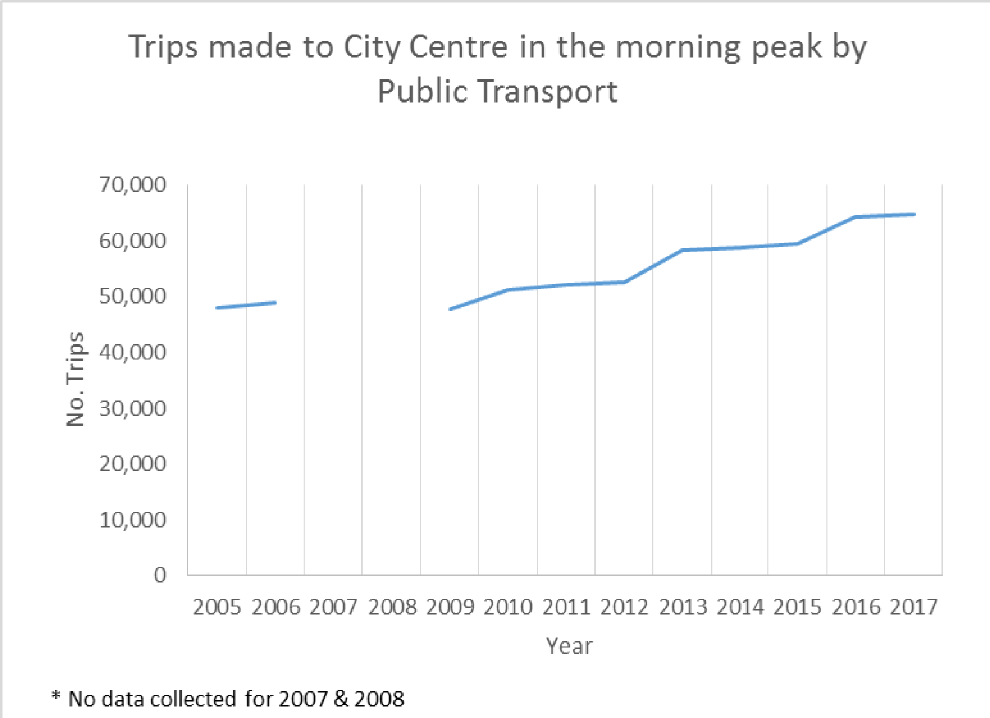
Objective: Improve the physical connectivity of the City, through sustainable and accessible transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation.
Access to the facilities and opportunities of the Regional Centre 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. The GM2040 Strategy was adopted in 2017 and provides a strategic approach to transport planning going forward, with an update of the City Centre Transport Strategy also in the process of being prepared.

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. 76.8% 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.

Trips made to City Centre in the morning peak by non-car modes (%)			
	2017	2016 (1 year earlier)	2005 (12 yrs earlier)
All non-car modes*:	**76.8%**	75.6%	62.7%
Public transport	**63.4%**	62.5%	55.0%
Bicycle	**1.8%**	1.7%	0.6%
Walking	**11.6%**	11.4%	7.0%
* Source: DSD Report 1915 Transport Statistics Manchester 2016 Main Report, Table 22 (TfGM); LTP target: 72.0% by 2016. (The morning peak is 07:30-09:30)			



The Ordsall Chord, which connects Victoria Station to Piccadilly and Oxford Road stations (now open as of November 2017) provides greater connectivity to the city and the airport; details of developments at Manchester Airport can be found in Section 2 (Economy). There are further plans to improve rail connectivity in the north of England that will add both capacity for freight and people as well as improve journey times. The One North[9] 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. These proposals are being added to and refined by Transport for the North who are developing a Strategic Transport Plan that will be published in 2018. It is expected that the proposals for Northern Powerhouse Rail that gained support from the government in March 2017 will feature in this plan as a way of connecting the northern cities with high speed rail connections. The proposed arrival of HS2 at Piccadilly and Manchester Airport will greatly enhance these locations' investment potential, by increasing capacity and connectivity on routes to London, the Midlands as well as local and regional destinations.

The on-going expansion of the Metrolink network is improving connectivity across Manchester and the wider city region. The Second City Crossing (2CC) opened in February 2017 and provides a second line through the City Centre increasing the capacity, flexibility and reliability of all the network's lines, and enables them to maximise operation and further increase its use and modal share. An extension of the network to Trafford Park is currently under construction and due for completion in 2020/1, with a further extension to Terminal 2 at the Airport planned.

[9] *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.

Improvements to the Greater Manchester bus network continue, with works now concluded on the 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; on Oxford Road for example, a key route into the city centre, the scheme includes the removal of general traffic from key sections of the road, to improve the journey time and reliability for the high volume of buses on that route. In addition, a multi-million pound cross-city bus package is helping to facilitate cross-city bus services to run through the heart of the city, making better connections between north and south Manchester and improving access to the destination parks such as Heaton and Wythenshawe Park and to specialist health provision. The Bus Services Act came into force in April 2017 which will enable the potential introduction of bus reform which could result in significant changes in how bus services are planned and provided.

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. Works to the Oxford Road/Wilmslow Road Corridor Cycleway were completed in 2017 with further investment planned as part of the Chorlton and Northern Quarter Cycleways which should all lead to an increase in cycling trips to and through the City Centre in the next few years. Walking increased its share of morning peak journeys into the City Centre in 2016/17. 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 2016/17.

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)	Manchester population (mid-year estimate)
2005	3,240	-	7.1	455,700
2006	3,333	2.9%	7.2	463,700
2007	3,191	-1.5%	6.8	470,500
2008	3,207	-1.0%	6.7	477,400
2009	2,855	-11.9%	5.9	483,800
2010	3,001	-7.4%	6.1	492,600
2011	2,713	-16.3%	5.4	502,900
2012	2,926	-9.7%	5.7	510,800
2013	2,827	-12.8%	5.5	514,400
2014	2,401	-26.7%	4.6	520,200
2015	2,303	-29.6%	4.3	530,292
Source: DECC Estimated CO_2 emissions dataset 2005-2015				

The latest figure shows continued progress in the right direction, but the ambitious target of a 41% reduction 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. This will require a more ambitious and longer-term strategy, and following public consultation in the summer of 2016, the new Manchester Climate Change Strategy 2017-2050 was published in December 2016, with a commitment to become a zero-carbon city by 2050. Manchester's emissions are affected not only by population growth, but by other factors over which the city has limited control including the carbon intensity of the National Grid and the state of the economy. At a building level, the Local Plan continues to encourage energy efficient and low-carbon development, 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. We have continued to direct development away from high probability flood areas, with completions well within the Core Strategy target for this indicator in 2016/17, and again, no planning permissions were granted contrary to Environment Agency advice.

Manchester adopted a Green and Blue Infrastructure (G&BI) Strategy together with a Stakeholder Implementation Plan in July 2015, fulfilling a Core Strategy commitment, to ensure that the City maximises opportunities to enhance its green and blue assets. The stakeholder group, known as the Manchester G&BI Group, meets on a regular basis, and provides both a forum for sharing best practice and a catalyst for encouraging new partnerships for delivering action in line with the objectives of the Strategy.

Much progress continued to be made in 2016/17 on improving green and blue infrastructure across the City. Many of the actions listed in the Implementation Plan have been taken forward, with successful projects ranging in scale from small projects such as a community orchard to multi-million pound landscape scale initiatives such as Grow Green, a European

Commission-funded five-year project to help cities create a healthier urban environment through high-quality green spaces at the heart of local communities, with Gorton as an exemplar green neighbourhood. For more examples see: http://www.manchester.gov.uk/info/500002/council_policies_and_strategies/7061/green_and_blue_infrastructure/2.

A refreshed Tree Action Plan was approved in January 2017, and 2,129 trees were planted in Manchester on known schemes including 16 community orchards, with a further 832 trees planted to form new hedgerows. Work and extensive consultation was undertaken on a new 10-year Park Strategy (subsequently launched in December 2017) which provides the vision for Manchester's 144 parks and a summary of the work required to achieve the vision, and the strategic context for the development of individual Park Plans.

The G&BI strategy also encourages development schemes, from strategic frameworks and masterplans to individual applications, to incorporate new or improved G&BI including trees, green corridors, enhanced biodiversity and SUDS, where it will help to create successful and sustainable neighbourhoods and to support the city's growth; it is supported in this by the Environment policies within the Core Strategy, and further by the Manchester **Residential Design Quality Guidance** which was approved as interim planning guidance in July 2016.

Another objective of the G&BI Strategy is to improve accessibility to green space within and beyond Manchester. The improvements to the transport network reported elsewhere in this report are helping to achieve better accessibility across the city and out from the city centre, creating better links with the city's existing parks and open spaces. As of September 2017, the cross-city bus package is helping to facilitate bus services which run through the heart of the city, improving connections between north and south Manchester and thus widening access to the City's destination parks such as Heaton and Wythenshawe Park.

Manchester has a nationally recognised Site of Special Scientific Interest at Cotteril Clough, which remains in a 'favourable' condition, and 38 sub-regionally designated Sites of Biological Importance (SBIs), 22 of which are currently 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[10] and the Local Plan support the remediation and safe re-use of potentially contaminated land, with 7 ha remediated through Planning's development management process in 2016/17.

The total amount of household waste has fallen despite an increase in the population, and the proportion of this which is recycled and composted has continued to rise, with 36% now recycled/re-used/composted, compared to only 3.3% in 2001/02.

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, cycling and public transport use will help this trend to continue. Manchester meets the health-based Local Air Quality

[10] MCC Contaminated Land Strategy, updated March 2011

Management objectives for *six of the seven pollutants prescribed in the national air quality strategy* (lead, sulphur dioxide, benzene, 1,3 butadiene, carbon monoxide, and PM10 particulates). Nitrogen dioxide (NO_2) is the exception, with the annual mean NO_2 concentration limit and the hourly limit for NO_2, having been exceeded again in 2016. 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, and measures being taken to reduce dependency on the car and increase walking, cycling and public transport use should support continued improvement. In May 2016 a new Greater Manchester Air Quality Management Area (AQMA) was declared for NO_2 covering all 10 districts including Manchester; it covers a smaller area than the 10 district AQMAs illustrating that overall NO_2 pollution is falling. In December 2016 the Greater Manchester Combined Authority published its Low-Emission Strategy and a GM Air Quality Action Plan, covering the period 2016-2021. The Greater Manchester Authorities are currently working together and with TFGM to produce a Clean Air Plan which will aim to further reduce NO2 emissions to legal levels in the shortest possible time. This plan needs to be submitted to government by 31st December 2018.

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. One new structure has been listed Grade II, but 2 de-listed, which takes the total Grade II designations to 799.

4 Conclusion

Manchester has a strong underlying economy and good infrastructure, and there are many indicators in the 2017 AMR which show significant improvement and suggest that there has been substantial progress over the past year towards achieving the sustainable development goals set out in the Local Plan. Rates of development have continued to increase, especially housing and employment (B1, B2 and B8), and with a substantial rise in the number of approved residential units, and in major developments with planning permission, the City has a very strong development pipeline in place to support growth in the future. The Council will carry on working with partners and wider stakeholders to ensure that its policies continue to protect and enhance environmental assets, and to support and promote sustainable lifestyles and growth.

The forthcoming review of the Local Plan will be informed by the emerging Greater Manchester Spatial Framework, a strategic planning document which will guide district-level local plans in terms of the scale and location of economic and residential development in particular, as well as the latest national planning policy. The Local Plan review will enable the Council to further strengthen its support for sustainable development, to ensure that the potential of the City and the needs and aspirations of its residents are fully met.

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 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, 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.

From the 1st April 2016, Local Authorities are required, under the Self-Build and Custom Housebuilding Regulations 2016, to publicise and maintain a Self-Build and Custom Housebuilding Register. This is a register onto which people or associations can be entered if they are interested in building their own home. The council's responsibilities in relation to the Self-Build and Custom Housebuilding register are that:

a) sufficient sites have to be identified to meet demand on the register (within 3 years of each expression of interest), and
b) these sites have to have planning permission (at least in outline).

Authorities are encouraged (via the latest NPPG) to publish headline data on the demand for self-build and custom housebuilding, including:

- the number of individuals and associations on their register
- the number of serviced plots of land sought
- the preferences people on their register have indicated, such as general location within the authority's area, plot sizes and type of housing intended to be built, where this information has been requested by the authority and provided by an applicant."

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 2016 to 31 March 2017, 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, was until recently 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 duplicate much of this monitoring by also reporting on them in the AMR, to focus on the Core Strategy indicators and to provide more depth to the development monitoring data.

* 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. The successor to the 2006-2015 Manchester Community Strategy is the Our Manchester Strategy (2016-2025) which sets out the City's long-term vision for Manchester's future and provides a framework for action by the Council and its partners across the city. This year's State of the City (2017) report represents the first analysis of progress towards the vision and objectives outlined in the Our Manchester Strategy, compared to the 2015 baseline; it is organised according to the five key themes in the Strategy's vision:

- A thriving and sustainable city
- A highly skilled city
- A progressive and equitable city
- A liveable and low carbon city
- A connected city

(akin to economy, society and environment, the three 'pillars' of sustainability).

The 'State of the City' report for 2016-17 can be found at:
http://www.manchester.gov.uk/info/200088/statistics_and_intelligence/7353/state_of_the_city_report_2017

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 three **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)
- Hot Food Takeaway Supplementary Planning Document (March 2017)

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 on request by email to: planningstrategy@manchester.gov.uk

Website

Documents relating to the planning framework for Manchester, including the Core Strategy and the interactive Proposals Map (under Local Plan) 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

The Council has a revised Local Development Scheme (LDS) for the period 2017 to 2019, which came into effect in January 2017. This is available online at

http://www.manchester.gov.uk/info/200074/planning/1804/local_development_scheme_2017_-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 2017 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 2017 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, within the LDS.

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 planning regulations which govern the consultation procedures for Local Development Documents have changed since this date, so as at 31st March 2017 the Council was in the process of reviewing the SCI.

Since this date a draft SCI has been taken to Executive and was then consulted on from 7th August – 2nd October 2017. 148 comments were received and the SCI was amended in light of them where appropriate. The amended SCI is expected to be adopted early in 2018.

In addition to setting out how the community and other stakeholders can get involved in the preparation of planning policies and how they will be consulted on planning applications, the new SCI sets out how people will be able to get involved in Neighbourhood Planning processes and also how they will be consulted on non-statutory planning frameworks.

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.

On 19 October 2016 the Council designated a Neighbourhood Area in Castlefield, Manchester. This followed an application for a much larger area by a local community group. There was no application for a Neighbourhood Forum, and the applicants have not progressed any neighbourhood planning activity since the Neighbourhood Area was designated.

In November 2016 applications for designation of a Neighbourhood Area and a Neighbourhood Forum in Levenshulme (which had been received by the Council in October 2015) were withdrawn by the applicant.

No Neighbourhood Development Plans or Neighbourhood Development Orders were adopted within the City in the period covered by this AMR.

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 2016/17. 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 once or twice a month 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**
GM Spatial Framework Draft Consultation	Joint GMCA/AGMA Executive Board Local Enterprise Partnership and Local Nature Partnership (Natural Capital Group - NCG)	28/10/2016	Approved the document for public consultation. Consulted on 31 October 2016 - 16 January 2017	Greater Manchester
GMSF	Joint GMCA/AGMA Executive Board Local Enterprise Partnership and Local Nature Partnership (Natural Capital Group - NCG)	31/03/2017	Agreed timetable for the next stage of the GMSF - June 2018	Greater Manchester

Strategic Issues Considered	With whom the issue was discussed (i.e. those covered by the duty) and how (email, letter, meeting)	Date Discussions Took Place	Outcome of Discussion	Geographical Scale of the Issue
GM Transport Strategy 2040 (LTP4) including public consultation in July 2016	Joint GMCA/ AGMA Executive Board	28/10/2016	Adopted February 2017	Greater Manchester
Greater Manchester Air Quality Management Area	GMCA		GM-wide AQMA designated on 1st May 2016	Greater Manchester
GM Land Use including optimising land across GM	Land Use reps from each of the ten authorities, the GMSF team and the GMCA data team	30/08/16 30/09/16 02/11/16 08/12/16 08/02/17 08/03/17	Agreed approach to monitoring and publishing land use data including optimising land use across GM and the pilot Brownfield Registers	Greater Manchester

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-2016) is **541,263**. The population, which has increased by over 28% since 2000, 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 – figure relates to floorspace and includes B1, B2, B8, retail, hotel and leisure)	Target: 70% (reviewed annually)	2016/17: **44.5%** of Floorspace **23.3%** of Land	**30%** in 2015/16 62% in 2014/15 16% in 2013/14	

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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
	Percentage of new housing in Regional Centre and Inner Areas	Target: 90%	**77%** (gross) in 16/17	72% in 11/12 (gross) 84% in 12/13 (gross) 75% in 13/14 (gross) 87% in 14/15 (gross) 80% in 15/16 (gross)	
	Residents' satisfaction with their local area as a place to live The previous telephone survey has been replaced with a rolling on-line survey which asks: Overall, how would you rate your area as a place to live?	*70% (Target set in 2010/11)*	***81%** of residents were very or fairly strongly satisfied in 2015/16* 2016/17: the number of responses from the new on-line survey is not yet large enough to be statistically robust.	*A further increase, from 79% in 14/15*	
	Reduction in carbon (CO_2) emissions (total & per- capita)	Targets:	In 2015*, total estimated CO_2 emissions in Manchester were	This 2015 figure represents a **29.6%**	Still significantly lower per-capita

SO1. Spatial Principles

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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
	in LA area	41% reduction from 2005 levels by 2020 (City-wide – MACF target); 4.3 tonnes per- capita in 2020.	**2,303 kt**; of this, 41% came from business (industry & commerce), 30% from domestic sources, & 29% from transport (compared to 42%, 30% and 28% respectively in 2014); Per-capita emissions were an estimated **4.3 tonnes** in 2015, therefore at the level of the 2020 target.	reduction since 2005 (3,272 kt); and a reduction of 3.8% since the previous year, from 2,394 kt in 2014; In 2015, per-capita emissions were 40.3% lower than in 2005 (7.2 t); and 6.5% lower than in 2014 (4.6 t).	emissions (tonnes) than: NW (5.7), England (5.6) UK (5.9) averages in 2015.
	* Most recent data published by Govt (Department for Business, Energy and Industrial Strategy) in June 2017 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,	Target: Maintain level at 100% for GP surgery, a primary and secondary	In 2015*, **100%** of Manchester residents were within 30 minutes travel time* by public transport/walking of a GP	100% has been maintained for the past 9 years	* most recent data published by Govt (Department for Transport)

SO1. Spatial Principles

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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
	employment and major retail areas	school, an employment area, and a major retail centre	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)		
	* 30 minutes public transport time is based on times in the morning peak (7-10 am)				

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	2016/17: **17.7 Ha** B1= 8.91 ha B2= 4.36 ha B8 = 4.43 ha	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** 1.2 ha B1 + 0.6 ha B2 + 1.7 ha B8	
	Total amount (m2) of employment floorspace completed - by type		2016/17: Total = **86,874 m^2** B1 = 30,871 m^2 B2 = 6,956 m^2 B8 = 49,047 m^2	2015/16: Total = **58,055 m^2** B1 = 18,018$m^{2;}$ B2 = 595$m^{2;}$ B8 = 39,442m^2 2014/15: Total= **62,076 m^2**; B1=	

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
				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 and hotel development		2016/17: Retail = **7,030m²,** Leisure = **6,304 m²** Hotels = **869m²**	2015/16: Retail= 10,607m², Leisure = 24,569m² Hotels = 8,701m² 2014/15: Retail= 2,839 m², Leisure = 3,318 m² Hotels = 1,078 m² 2013/1 4: Retail= 11,960m², Leisure = 13,954m² Hotels = 17,981m²	
	Employment land available		2016/17:	<u>2015/16:</u> Extant Planning	Figure includes

SO2. Economy

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Policy	Indicator	Target	Latest figure	Trend	Comparators
	- by type		Extant Planning Permissions: **131.17ha** B1 = 57.86 ha B2 = 2.54 ha B8 = 70.77 ha Additional extant UDP allocations which remain part of the UDP and Core Strategy Strategic Locations = **77.07 ha** Total Employment land available (ha) = **(77.07 ha + 131.17 ha) = 189.03 ha**	Permissions: **144.55 ha** B1= 75.35 ha B2= 2.7ha B8= 66.5ha Additional extant UDP allocations = **77.19 ha** Total Employment land available (ha) = **(77.19 ha + 144.55ha) = 221.74** <u>2014/15:</u> Extant Planning Permissions: **136.4 ha** B1= 64.3 ha B2= 4.5ha B8= 67.6 ha Additional extant UDP allocations = **81 ha**	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**
				Total Employment land available (136.4 + 81ha) = **217 ha** <u>2013/14:</u> Extant Planning Permissions: **98 ha** B1 = 31ha B2= 12ha B8= 55ha Additional extant UDP allocations = 82 ha Total Employment land available (98 ha + 82 ha = 180 ha)	
EC2 Existing employment space	Total employment area 'lost' /developed for alternative uses	Less than 2 ha per year	2016/17: **5.23 ha**	<u>2015/16:</u> **0.56 ha** <u>2014/15:</u> **2.4 ha**	

SO2. Economy					
Objective: **Support a significant further improvement of the City's economic performance and spread the benefits of this growth across the City to reduce economic, environmental and social disparities, and to help create inclusive sustainable communities**					
Policy	**Indicator**	**Target**	**Latest figure**	**Trend**	**Comparators**
				2013/14: **2.05 ha**	
EC3 The Regional Centre	Percentage of employment land developed for B1, B2 and B8 in the Regional Centre –based on floorspace figures	Target: At least 70% of total	2016/17: B1 = **30%** B2 = **3.6%** B8 = **5.3%** Total = **38.8%**	2015/16: B1 = 14% B2 = 0% B8 = 0% Total = 14% 2014/15: B1= 41% B2= 0% B8= 21% Total = 62%	
EC3	Amount of employment floorspace completed on previously developed land – by type	Target: to increase amount	2016/17: B1 = **88%** B2 = **100%** B8 = 11**%** Total = **46%**	2015/16: **86%** 2014/15: **100%** i.e. 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	14 ha in total by 2027 1ha per annum	**0.53 ha** in 2016/17	0.1 ha in 2015/16 0.3 ha in 2014/15 0.52 ha in 2013/14	
		Unemployment rate in North Manchester	Moving towards City average	Unemployment rate* = **3.6%** in April 2017 *Job Seeker's Allowance + Universal Credit claimants	The recent introduction of Universal Credit makes comparisons with earlier years misleading	City average = 2.7% UK average = 2.0%
	EC5	Total employment land developed in East Manchester	80 – 85 ha by 2027 >5ha per annum	**5 ha** in 2016/17	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	60 ha by 2027 4 ha per annum	**0.08 ha** in 2016/17	0 ha in 2015/16 1.92 ha in 2014/15 0 ha 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
	EC7	Total employment land developed at Eastlands	45 ha by 2027 >2-3 ha per annum	**0 ha** in 2016/17	0 ha in 2015/16 0.5 ha in 2014/15 0 ha in 2013/14	
	EC5-7	Unemployment rate in East Manchester	Moving towards City average	Unemployment rate* = **3.6%** in April 2017 *Job Seeker's Allowance + Universal Credit claimants	The recent introduction of Universal Credit makes comparisons with earlier years misleading	City average = 2.7% UK average = 2.0%
	EC8	Total employment land developed in Central Manchester	14 ha by 2027 1 ha per annum	**5.83 ha** in 2016/17	0.97 ha in 2015/16 0.41 ha in 2014 /15 0.07 ha in 2013/14	
		Unemployment rate in Central Manchester	Moving towards City average	Unemployment rate* = **3.1%** in April 2017 *Job Seeker's Allowance + Universal Credit claimants	The recent introduction of Universal Credit makes comparisons with earlier years misleading	City average = 2.7% UK average = 2.0%
	EC9	Percentage employment development in existing	At least 90% of employment development within areas	**0 ha** in 2016/17	0 ha in 2015/16 0 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
		employment locations and District Centres in South Manchester	identified in policy		0 in 2013/14	
		Total employment land developed in South Manchester		**0 ha** in 2016/17	2.9 ha in 2015/16 0.66 ha in 2014/15 0 in 2013/14	
	EC10	Total employment land developed in Wythenshawe	55 ha in total by 2027 >3 ha per annum	**4.74 ha** in 2016/17	9.21 ha in 2015/16 0.24 ha in 2014/15 1.27 ha in 2013/14	
		Unemployment rate in Wythenshawe	Moving towards City average	Unemployment rate* = **3.3%** in April 2017 *Job Seeker's Allowance + Universal Credit claimants	The recent introduction of Universal Credit makes comparisons with earlier years misleading	City average = 2.7% UK average = 2.0%
	EC11	Total employment	30 ha in total by 2027	**2.51 ha** in 2016/17	7.89 ha in 2015/16	

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 in Airport City	2 ha per annum		0 in 2014/15 0 in 2013/14	
	EC12	Total employment land developed in University Hospital South Manchester	1.3 ha in total by 2027	**0 ha** in 2016/17	0.26 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**
*Job Seekers Allowance (JSA) + Universal Credit (UC) claimants as % of working age (16-64) population (2015 MYE)					

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 2016/17: Total Employment = **2.49 ha** Retail = 2,377 m^2 (0.33 ha) Office = 26,044 m^2 (1.51 ha) Leisure = 1,257 m^2 (0.12 ha) Hotel = 219 m^2 (0.03 ha) Industrial = 800m^2 (0.07 ha) Warehousing = 100 m^2 (0.43 ha)	In 2015/16: Total = **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 = **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 = 5.24 ha	

SO2. Economy

Objective: **Support a significant further improvement of the City's economic performance and spread the benefits of this growth across the City to reduce economic, environmental and social disparities, and to help create inclusive sustainable communities**

Policy	Indicator	Target	Latest figure	Trend	Comparators
				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	**0 m2** (0. ha) in 2016/17	**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 in the City Centre	Target: At least 16,500 units by 2027: • 119 in 10/11 • 170 p/a 2011-2016 • 1,310 p/a 2016-2021	In 2016/17: **333** (gross). All of these were flats. Running total since 09/10 = **2,039 units**.	09/10: 297 dwellings (net) 10/11: 230 dwellings (gross) 11/12: 0 dwellings 12/13: 549 (gross) 13/14: 106 (gross) 14/15: 361 (gross) 15/16: 163 (gross) Please note that student	

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
		• 1,480 p/a 2021-2027		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	2016/17: **766 units/ha**	12/13: 1,454 units/ha 13/14: 589 units/ha 14/15: 1,400 units/ha 15/16: 455 units/ha	
	Residential pipeline in the City Centre		2016/17: **10,691 units in the planning pipeline in the City Centre on 31st March 2017** (2,455 remaining in schemes under construction, a further 8,236 with planning permission / prior approval where construction had not started).	31st March 2016: 4,383 31st March 2015: 3,195	
	Number of major development schemes* approved in City Centre	Target: 10 per annum	2016 /17: **36 major PPs:** 21 large-scale major: 3 residential 12 mixed-use	In 2015/16 there were 18 major PPs: 7 large-scale; 11 small-scale; plus 1 'major' Prior Approval for change of use to residential.	

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
			6 non-residential (retail/office/hotel/education/ leisure/arts & events) Total residential units = 6,413 15 small-scale major: 4 residential 4 mixed-use 7 non-residential (office/retail/hotel/education) Total residential units = 428 Prior Approvals in the City Centre in 2016/17: 9 small-scale 'major' (10-199 units) for change of use from office to residential Total residential units = 342 Total no. units in CC major schemes given PP/PA in 2016/17 = 7,183	Residential units in major schemes given PP/PA in 2015/16 = 1,707	

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**
	* 'Major' development schemes are those with a floorspace of 1,000 sqm or more, or at least 200 residential units. 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 2017)		
	Percentage of peak time journeys made to the City Centre other than by means other than private car		**76.8%** in morning peak in 2017 *(see below under Transport for more details)*		

Airport					
Policy	**Indicator**	**Target**	**Latest figure**	**Trend**	**Comparators**
MA1 – Manchester Airport Strategic	Passenger throughput of Airport in million passengers per annum	Target: Passenger	2017:	Increasing each year:	

Airport					
Policy	**Indicator**	**Target**	**Latest figure**	**Trend**	**Comparators**
Site	(mppa)	capacity of Airport (mppa):- 35 by 2020 45 by 2030	**27,791,274**	2016: 25,637,054 2015: 23,116,554 2014: 21,885,116	
	Area of SSSI	Target: Remain unchanged (10.5ha)	**10.5 ha** All in 'favourable' condition	No change in area in 16/17	
	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)	Latest full year data 2016 Daytime 18.2 sq.km Night-time 6.8 sq.km	Still within target size.	
	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)"	Latest (2016) CAA data shows **22.8%** of passengers accessed the airport by non-car modes.	2015: 16% 2014: 17% 2013: 16%	

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 in the process of commissioning an updated to this and will forward results as soon as we get them.	

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 2016/17: **1,872 gross** completions * 1,437 completed units were in schemes finished in 16/17; 435 new units were in schemes still 'under construction' on 31st March 2017. The gross completions consist of 698 houses (37%), and 1,174 apartments (63%).	Gross completions: 15/16: 1,530 14/15: 1,796 13/14: 1,228 12/13: 1,641 11/12: 949 10/11: 1,046 09/10: 2,107	
*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 2016/17: **1,800 net** completions This net figure takes into account 72 **demolitions** recorded in the same period.	Numbers (net) are below the yearly targets for each year: 15/16: 1,466 14/15: 1,245 13/14: 727* 12/13: 1,538 11/12: 868	

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**
				10/11: 554 09/10: 1,496	
	Total net units provided since 2009 *	Target: Approximately 60,000 units in total by 2027	Total net dwellings since 2009: 11,082		
* 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.	**49,020** from 2016 to 2027 This equates to **4,902** dwellings per annum over the 10 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.	

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
	Empty homes brought back into use *		2016/17: **270** (with 8,367 voids remaining)	2015/16: 346 2014/15: 1,308	* net change in the total number of voids
	Empty residential properties		March 2017: **3.7%** of all residential properties on the Council Tax Register	Gradually reducing: 2016: 3.9% 2015: 4.0% 2014: 4.7%	
	Residential development on brownfield (previously developed) land (%)	90% (H1 in CS)	2016/17: **95.4%** of new dwellings	2015/16: 87.1% 2014/15: 93.2% 2013/14: 94.4%	
	Properties in Council Tax band A		March 2017: **58.3%**	Very gradual fall; in 2016 the figure was 58.6%	Much higher than comparators: GM: 46.1%; NW: 41.4%; England: 24.5%
	Properties in Council Tax bands D and higher		March 2017: **10.5%**	Slight increase; in 2015 the figure was	Much lower than comparators: GM: 17.2%;

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**
				10.4%	NW: 21.0%; England: 34.1%
	Prior Approvals*		2016/17: **22** Prior Approvals for a total of **495** dwellings 10 of the Prior Approvals were in the City Centre, for a total of 350 dwellings.	<u>2015/16:</u> **13** Prior Approvals for a total of **91** dwellings (41 of which were in the City Centre). <u>2014/15:</u> 20 Prior Approvals, for a total of 331 dwellings (293 of which were in the City Centre).	

S03. Housing

Objective: **Provide for a significant increase in high quality housing provision at sustainable locations throughout the City, to both address demographic needs and to support economic growth**

Policy	Indicator	Target	Latest figure	Trend	Comparators
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 2017: **18,843 units are in the pipeline.** 4,191 units are in schemes under construction; a further 14,652 units have planning permission / prior approval.	31st March 15: 13,421 31st March 2016: 11,385	
H2 Strategic Housing Location	Average density of new residential development	Target: 40-50 dph (excepting development in Holt Town and Lower Irk Valley)	2016/17: **96 dwellings per ha**	2011/12: 48/ha 2012/13: 41/ha 2013/14: 29/ha 2014/15: 66/ha 2015/16: 68/ha	
	Number of gross units provided since 2009 within Strategic	16,580 units in total by 2027 • 590 p/a 2011-2016	2016/17: **236 dwellings**	09/10: data not available 10/11: 40 11/12: 91	

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**
	Housing Location	• 1,350 p/a 2016-2021 • 1,070 p/a 2021-2027		12/13: 210 13/14: 89 14/15: 95 15/16: 256	
H3 – H7 Regeneration Areas	Number of [net] units provided since 2009 in North, East, Central, South Manchester & Wythenshawe	<u>North Mcr:</u> • 610 p/a 2011-2016 • 870 p/a 2016-2021 • 710 p/a 2021-2027 <u>East Mcr:</u> • 750 p/a 2011-2016 • 1,370 p/a 2016-2021 • 1,240 p/a 2021-2027	<u>North Mcr</u> 10/11: 162 gross 11/12: 146 gross 12/13: 210 gross 13/14: 253 gross 14/15: 250 gross 15/16: 235 gross **16/17: 137 gross** <u>East Mcr</u> 10/11: 170 gross 11/12: 242 gross 12/13: 409 gross 13/14: 333 gross	There is no clear pattern over the past 5 years, though generally (with the exception of North Manchester) completions have been highest in recent years. Completions in North, East and Central Manchester are beneath their	

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: 642 gross	Core Strategy targets again this year, but in South Manchester and Wythenshawe where the Core Strategy targets are lower they were achieved for the first time this year. Please note that only gross figures are available.	
			15/16: 356 gross		
			16/17: 415 gross		
		Central Mcr: • 590 p/a 2011-2016 • 570 p/a 2016-2021 • 280 p/a 2021-2027	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*		
			16/17: 526 gross		
		South Mcr: • 260 p/a 2011-2016 • 190 p/a 2016-2021 • 90 p/a 2021-2027	South Mcr		
			10/11: 132 gross		
			11/12: 104 gross		
			12/13: 195 gross		
			13/14: 170 gross		
			14/15: 181 gross		

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 **16/17: 252 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 **16/17: 209 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	New affordable housing units completed (additions to the affordable housing stock) *	20% of new units (net) within schemes to which policy H8 applies (15+ dwellings or 0.3+ ha)	2016/17: Gross: **254** units* (14 social rent; 156 affordable rent; 84 shared ownership) Net: **197** units (net of 57 demolitions of affordable units)	In 15/16, the gross and net figures were 155 and 138 respectively); of these, 11 were secured via policy H8 / s106	

<table>
<tr><td colspan="6">S03. Housing</td></tr>
<tr><td colspan="6">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</td></tr>
<tr><td>Policy</td><td>Indicator</td><td>Target</td><td>Latest figure</td><td>Trend</td><td>Comparators</td></tr>
<tr><td></td><td></td><td></td><td>Of these additions, none were secured via policy H8 / s106 in 16/17</td><td></td><td></td></tr>
<tr><td colspan="6">* 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) as well as new completions. ‘Affordable’ includes social rent, affordable rent (80% or less of market rent), shared ownership, and rent-to-buy.</td></tr>
<tr><td></td><td>Affordable Housing pipeline (new homes not yet built but with funding for affordable rent or shared ownership)</td><td></td><td>Jan 2018:

2,160 affordable housing units in the pipeline up to March 2021 (this covers social rent, specialist social rent, affordable rent, shared ownership and rent to buy)</td><td>A substantial increase from the previous year, when the number was 787.</td><td></td></tr>
<tr><td rowspan="2">H9
Gypsies and Travellers & Travelling Showpeople</td><td>Number of new pitches provided for Gypsies and Travellers [net additional]</td><td>Target: 60 new pitches by 2016</td><td>0 in 2016/17</td><td>0 in 2015/16</td><td></td></tr>
<tr><td>Number of new pitches provided for Travelling Showpeople [net]</td><td>20 new pitches by 2016</td><td>0 in 2016/17</td><td>0 in 2015/16</td><td></td></tr>
<tr><td>H10
Housing for people with</td><td>Number of developments to cater for people with</td><td>Target: 0</td><td>0 in 2016/17</td><td>None in 13/14, 14/15 or 15/16</td><td></td></tr>
</table>

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**
additional support needs	additional support needs allowed on appeal				
H11 HMOs	Number of developments for HMOs allowed on appeal	Target: 0	4 developments allowed on appeal in 2016/17	0 in 15/16, 3 in 14/15	
	Change in no. of Output Areas (OAs) with >10% HMOs *	Target: no increase	An increase of **7**; there were **133** OAs in March 2017 with >10%	126 last year, 133 the previous year	
* Student Exemptions plus non-exempt Licensed HMOs, counting pre-2011 OA boundaries as number of boundaries changed					
H12 Purpose Built Student Accomodation	Number of developments for new purpose-built Student Accommodation allowed on appeal	Target: 0	0 in 2016/17	0 in 14/15 and 15/16	
Self-Build and Custom Housebuilding Register	Applicants on Manchester City Council's Self and Custom Build Register.		**129** applicants (128 individuals, 1 Association) on the register on 30/10/17 **53** of these (41%) would prefer South Manchester (Chorlton & Didsbury are particularly popular)	There were 17 applicants (all individuals) on the register on 30/10/16	

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
			24 applicants (19%) have indicated an interest in building a sustainable/eco/energy-efficient home		

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	Target: 90%	**55%** in 2016/17	62% in 2015/16 76% 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**
	within the City Centre, district centres and local centres.			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 2017** No District Centres have above 40% of non-retail uses. The average for all 17 district centres was **22%** in 2015	18% in 2013	
	Vacancy Rate	Target: <15%	**No Data for 2017** **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 2017** **94%** of District Centres met or exceeded the target in 2015	94% 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**
C2,C3,C4,C5, C6,C7 District Centres	Amount and percentage of retail floorspace development within district centres	Target: 35,000 m2 in total by 2027 • 12,500m^2 between 2010-2015 • 9000m^2 between 2015-2020 • 13,500m^2 between 2020-2027	**3,714 m^2** in <u>2016/17</u> (53%)	173 m^2 in 2015/16 0 m^2 in 2014/15 2013/14 = 541 m^2 (4.5% of all retail)	
	Amount and percentage of employment floorspace developed within district centres (sq m gross)		In <u>2016/17</u> B1= 0 B2= 0 B8= 0 Total = 0	In <u>2015/16</u> B1= 0 B2= 0 B8= 0 Total = 0 In <u>2013/14 & 2014/15</u> B1= 0 B2= 0 B8= 0 Total = 0	
	Amount and percentage of		In <u>2016/17</u>	<u>2015/16</u> Leisure = 2,438m^2 (0.55ha)	

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**
	completed leisure and hotel development in district centres		Leisure = 3160m² (0.44ha) (permission is for both A1 and D2) Hotel = 0 Total = **3160 m² (0.44ha)**	Hotel = 0 <u>2013/14 & 2014/15</u> Leisure = 0 Hotel = 0 Total = 0	
C10 Leisure & the Evening Economy	Percentage of A4, A5 and similar sui generis uses in centre	<15%	**No data for 2017** **20%** in 2015 [11]	16% in 2013	

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

S05. Transport					
Objective: **Improve the physical connectivity of the City, through sustainable and accessible transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation**					
Policy	**Indicator**	**Target**	**Latest figure**	**Trend**	**Comparators**
T1 - T3 Sustainable Transport, Accessible Areas & Strategic Integration	City Centre footfall *	Increase year on year	**5.6%** higher in 2016-17 than in the the previous 12 month period	Increased by 3.8% in 2013-14; by 8.9% in 2014-15; and by a further 0.8% in 2015-16.	During the same period, average footfall fell in other monitored Regional Cities, and the UK as a whole
	* Figures based on 4 cameras in the City Centre: on Market Street, New Cathedral Street, King Street, and Exchange Square – Arndale Steps				
	Pupils travelling by car to LEA primary school	Target: To continue to decrease from 30.9% in 2009/10	**26.8%** in 2011/12 Still no update available since 11/12	It was continuing to fall; this figure had decreased from 29.1% in 10/11	Lower than GM average of 33.5% in 11/12
	Pupils travelling by car to LEA secondary school	Target: To continue to decrease from 19.7% in 2009/10	**22.0%** in 2011/12 Still 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	Target: To increase modal share of non-car modes; LTP3 target – 71.4% by	2017: **76.8%**	Increasing – from: 75.6% in 2016 74.1% in 2015	

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**
	than private car	2015 71.8% by 2016		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	2017: **63.4%** (all public transport) Rail: **28.0%** Tram: **14.1%** Bus: **21.2%**	Up from 62.5% in 2016, 61.6% in 2015; and 55.0% in 2005, 55.8% in 2002 Rail: up from 27.7% in 2016; 26.3% in 2015; 19.2% in 2005, 19.3% in 2002 Tram: up from 12.8% in 2016; 11.3% in 2015; 7.5% in 2005, 7.3% in 2002 Bus: down from 22.0% in 2016; 23.9% in 2015; 28.3% in 2005, 29.3% in 2002	
	Trips made to City	Target: To increase modal	2017:	An increase from 1.7% for the	

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
	Centre* by cycle (morning peak)	share	**1.8%**	past 3 years, and 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	2017: **11.6%**	An increase from 11.4% in 2016, and 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	2015/16 (latest available): **4.54 minutes** per mile between 7am & 7pm; **5.15 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 4.36 in 14/15 Up from: 4.58 in 12/13; 4.86 in 13/14 4.98 in 14/15 Up from:	2015/16 GM: 3.50 mins GM: 4.04 mins GM: 4.19 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
			5.74 minutes in evening rush hour (5pm-6pm)	4.95 in 12/13; 5.19 in 13/14 5.36 in 14/15	

Source: DSD Report 1915 Transport Statistics Manchester 2016 Main Report, Tables 22 & 34 (TfGM)

* some Core Strategy indicators specify Regional Centre rather than City Centre, but data is not available for that geography at present
** Morning peak = 07:30 – 09:30 am
*** Measured using in-vehicle GPS tracking devices, for A and B roads

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

Policy	Indicator	Target	Latest figure	Trend	Comparators
EN1-EN3 Design, Character & Heritage	Buildings of Grade I and II* at risk of decay		There are **2** Grade I, and **4** Grade II* Listed Buildings (secular) on the 2017 Heritage at Risk Register, and **6** grade I/II* Places of Worship This represents **7.6%** of the Manchester's 79 secular Grade I/II* listed buildings, and **35.3%** 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 secular Grade I/II* buildings on the At Risk register as in 2016; the number of Grade I/II* Places of Worship which were At Risk has increased by 2.	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 Design, Character & Heritage	Buildings of Grade 2 at risk of decay	Target: National average	**16** Grade II buildings were at risk on the local list in 2017 (3 buildings removed from the list, 4 new buildings/structures added)	There are now 799 Grade II buildings in Manchester (1 new designations since 2016, and 2 buildings removed from the list).	
EN1-EN3 Design, Character &	Review of Conservation Areas and their	Target: All reviewed by 2016 (5-year programme starting in	**0** conservation area appraisal updates complete as of Dec 2017.	There are 35 conservation areas in total	

S06. Environment					
Objective: **Protect and enhance both the natural and built environment of the City and ensure the sustainable use of natural resources, in order to mitigate and adapt to climate change, support biodiversity and wildlife, improve air, water and land quality, recreational opportunities and provide networks of high quality green infrastructure, ensuring that the City is inclusive and attractive to residents, workers, investors and visitors**					
Policy	**Indicator**	**Target**	**Latest figure**	**Trend**	**Comparators**
Heritage	Character Appraisals	2011)	2 draft appraisals have been prepared		
EN1-EN3 Design, Character & Heritage	% of appeals based on EN2 dismissed	100%	No appeals on tall buildings in 16/17	0 in 15/16	N/A
EN4 - EN7 Carbon Emissions	Reduction in CO_2 emissions (total & per capita) in LA area		*See above under SP1 (Spatial Principles)*		
	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	0	*6 (see below under EN14 – Flood Risk)*	*(see below under EN14 – Flood Risk)*	

S06. Environment

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

Policy	Indicator	Target	Latest figure	Trend	Comparators
	Agency				
EN8 Adaptation to Climate Change	New developments incorporating Sustainable Urban Drainage Systems (SuDS)	Target: Year-on-year increase	**2016/17:** Monitoring SuDS schemes remains a challenge, particularly because of the approach of developers to the taxonomy for drainage systems, but it is estimated that **not more than 10** SuDS schemes were either wholly or partially 'green'.	Last year, 123 planning applications included some sort of surface water drainage system, although the vast majority were conventional attenuation tanks and over-size pipes, not true 'green' SuDS (surface storage or percolation / infiltration).	
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. However, the National Standards for SuDS do not explicitly require the use of 'green' types of SuDS, and the main engineering solution still being used by developers in Manchester is underground storage tanks that outfall into a public sewer.					
EN9 Green Infrastructure	*Increased levels of Green Infrastructure*	*Target: In line with emerging Greater Manchester Green Infrastructure Strategy*	*No update since 2013, when **58%** of land in Manchester was*		

S06. Environment					
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Policy	**Indicator**	**Target**	**Latest figure**	**Trend**	**Comparators**
	Increase in quality, maintenance and function of Green and Blue Infrastructure	In line with the Manchester Green & Blue Infrastructure Strategy *	*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 2017: **2** parks, representing 266 ha, 28.1% of total park space, 12.0% of total leisure space. The 2 parks are Heaton Park (Manchester's largest	The number of parks receiving a Green Flag award is the same as last year, but has been falling in recent years; it was 4 parks in 2015, down from 9 in 2014.	* Heaton Park also received Green Heritage Site Accreditation, and two Community Green Flag

S06. Environment					
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Policy	**Indicator**	**Target**	**Latest figure**	**Trend**	**Comparators**
		resources.	park) *, and the recently renovated Alexandra Park. All **4** main cemeteries in Manchester (101 ha - **97%** of publicly available cemetery land) have retained their Green Flag Awards this year.	No change for cemeteries.	awards for the Beekeepers and the Tramway.
	Registered historic parks & gardens at risk		Dec 2017: There are 8 in Manchester, all Grade II (including 3 cemeteries) - **0** (0%) were at risk in 2017	No change	5.7% of registered parks & gardens were at risk in England in 2014 (no update available at time of writing)

S06. Environment

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Policy	Indicator	Target	Latest figure	Trend	Comparators
EN13 Green Belt	Changes to Green Belt boundary	No further change	The Green Belt boundary was amended via the adoption of the Core Strategy to cover 1,279.2 ha. No further change to date.		
EN14 Flood Risk	No. (and %) of dwellings within EA Flood Risk Zone 3 in Manchester		Oct 2017: **2,661** (1.2% of total housing stock) in Flood Zone 3 (high risk)	Virtually no change since 15/16; Flood risk boundaries are regularly reviewed by the Environment Agency	Total no. of dwellings in the City: 226,299 (Source: Council Tax)
EN14 Flood Risk	No. of new dwellings in high probability flood areas (FZ3)	Target: <5% over plan period	16/17: **1** dwelling completed in 16/17 was (at least partly)	2 in 15/16 0 in 14/15	

S06. Environment

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Policy	Indicator	Target	Latest figure	Trend	Comparators
			within the Flood Zone 3 (FZ3) boundary	2 in 13/14 0 in 12/13 Therefore an average of one dwelling per year completed in FZ3 since the plan was adopted in July 2012; if this rate continues it will be well within the target for the plan period of <5%.	
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 2016/17	None in 2015/16; none in previous 10 years either	
EN15	Changes in the	Target: No deterioration	In 2017, **100%** (both	The larger section (7.1ha -	Nationally

S06. Environment

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Policy	**Indicator**	**Target**	**Latest figure**	**Trend**	**Comparators**
Biodiversity	condition of SSSIs (Sites of Special Scientific Interest)		sections) of Cotterill Clough were in a 'favourable' condition (total area 10.51ha, in 2 sections); this is Manchester's only SSSI, ancient woodland located near the airport	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	(England), 38.6% of total area of SSSIs is currently in a 'favourable' condition, marginally less than in 2016
EN15 Biodiversity	Changes in (locally) designated areas of biodiversity importance (SBIs)	Target: <5% decrease in area	March 2017: 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 is unchanged since 2016. 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

*Cotterill Clough SSSI is 10.51ha, whereas Cotterill Clough SBI is 11.4ha (the SBI includes more woodland in the north of the site)

S06. Environment					
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Policy	**Indicator**	**Target**	**Latest figure**	**Trend**	**Comparators**
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 2017: **22** of the 38 SBIs (**58%**) covering 217.5 ha	No change this year, but an average increase of 1 site p/a over the previous 8 years.	In England in 2015/16, the average was 48% of local sites, slightly lower than the previous year; however the overall trend in recent years is upwards
EN15 Biodiversity	Total area of Local Nature Reserves (LNRs)	Target: 1 ha per 1000 population	March 2017: **8** LNRs (**392 ha**)	No change since 2013	

S06. Environment

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

Policy	Indicator	Target	Latest figure	Trend	Comparators
EN16 Air Quality	Days per annum on which air pollution reached 'moderate or higher' levels	Local target: Zero days p/a NO_2 (nitrogen dioxide): no more than 18 exceedances of the hourly mean 200 µg/m^3 PM_{10} (particulates): no more than 35 days >50 µg/m^3 p/a	In 2016-17, **0** days at Piccadilly Gardens (NO_2 and PM10) and **147** days at Oxford Road (116 due to PM10, 31 due to NO_2), **0** days at Sharston (Manchester South site replacement). In addition, there were **8** days at Piccadilly Gardens due to PM2.5 and **1** day due to ozone, and **6** days at Sharston due to ozone. NB. The annual mean concentration of PM10 at these locations did not reach 40 micrograms (µg/m^3), therefore none exceeded annual EU limits for PM10.	The figures for Manchester fluctuate from year to year with no clear trend. Significant increases at Oxford Road are attributed to roadworks.	UK average for urban sites was 11 days in 2014. No update available at time of writing.

S06. Environment					
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Policy	**Indicator**	**Target**	**Latest figure**	**Trend**	**Comparators**
NB. The Greater Manchester Air Quality Management Area was designated by GMCA on 1st May 2016, replacing the 10 district AQMAs. The AQMA shows areas which exceed the 35 micrograms per cubic metre annual mean limit value for nitrogen dioxide pollution; the legal limit is 40 micrograms per cubic metre annual mean, but a 35 microgram limit value has been used in GM on a precautionary basis, given modelling uncertainties.					
EN17 Water Quality	Water Framework Directive (WFD) classification of watercourses	EU Target: all watercourses to meet good ecological status or potential by 2027 (watercourses are classified in accordance with the WFD as having good, moderate, poor or bad 'ecological status or potential'	2016: No change since 2015: Using the revised boundaries and standards* for 2015-21, of 17 watercourses: • Good: **0** • Moderate: **14** (82%) • Poor: **3** (19%) • Bad: **0** All 3 Canals sections are 'Moderate' All 3 Aquifers (Groundwater) are 'Poor'	2015: Good: 0 Moderate: 13 (81%) Poor: 3 (19%) Bad: 0 All 3 Canals sections were 'Moderate' All 3 Aquifers (Groundwater) were 'Poor' All 10 river sections were 'Moderate'	*For the reporting period 2015-21, changes have been made to the boundaries and standards used to classify watercourses; the 2015 figures will form the baseline for the next 6 years. 2016 is latest data available.

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Policy	**Indicator**	**Target**	**Latest figure**	**Trend**	**Comparators**
			All 11 river sections are 'Moderate' The increase from 13 to 14 this year is a result of including a culverted stretch of Timperley Brook beneath Manchester Airport.		
EN18 Contaminat-ed Land	Contaminated land remediated	Target: Monitor and increase	**7** hectares of contaminated land (0.23%), was remediated in 2016/17, leaving 3000.6 hectares of potentially contaminated land, all through Planning (Development Control). **0** ha of potentially contaminated land was remediated under Part 2A of the Environmental Protection Act 1990.	57.2 ha of potentially contaminated land (1.9%) was remediated during 2015/16, again all through Planning (Development Control); 0 ha was remediated under Part 2A of the Environmental Protection Act 1990.	

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Policy	Indicator	Target	Latest figure	Trend	Comparators
EN19 Waste	Amount of household waste arising		**165,255 tonnes** household waste in total in 2016/17	Total amount of household waste has fallen by 2.7% since 2015/16, despite a further increase in the City's population; this followed an increase in household waste of 2.3% the previous year.	
EN19 Waste	Household waste recycled or composted (%)	GM Joint Waste DPD target: 50% recycled/ composted by 2020 (this is a national target)	In 2016/17: **17.9%** recycled **17.9%** composted **0.2%** re-used Recycled / re-used / composted combined = **36.0%**	The proportion recycled has increased (from 16.6%) and the proportion composted has increased (from 15.0%) over the last year; the combined figure has risen significantly, from 31.9% last year	Recycling rates have increased substantially since 2001/02, when only 3.3% of the City's household waste was recycled
EN19 Waste	Residual waste per household	Reduction each year (to 50% by 2020) - GM	**64.0%** in 2016/17	Decreased from 68.1% in	

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Policy	**Indicator**	**Target**	**Latest figure**	**Trend**	**Comparators**
		Joint Waste DPD target		2015/16	
	Capacity and throughput of new waste management facilities by type		Nothing new within Manchester in 2016/17, but the new waste-to-energy plant in Runcorn is now up and running, where Manchester's waste is incinerated to create energy	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 2017 update		

S06. Environment

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Policy	Indicator	Target	Latest figure	Trend	Comparators
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 2017 update		

Development Management & Planning Obligations

Policy	Indicator	Target	Latest figure	Trend	Comparators
DM1-3 Development Management	Number of developments allowed on appeal	Zero	27	There were 21 in 2015/16	
PA1 Developer	Total developer contributions per annum	No target	Contributions received in 2016/17: **£490.355**	In 2015/16: contributions received: £902,093	

Contributions			**13** s106 agreements were signed in 2016/17: 7 relating to applications submitted in the same period; 6 relating to applications submitted prior to '16/17.	and 17 s106 agreements signed	

Appendix I

Waste Development Monitoring

Waste Applications determined in Manchester 2016-17						
Ref.	Applicant	Agent	Address	Details	Status	Tonnage per annum
111402/WST/2016/S2	Viridor Waste Management Ltd	Wardell Armstrong LLP	Refuse Treatment Centre, Longley Lane, Manchester, M22 4RQ	Erection of a single-storey (8.7m high) maintenance workshop	Approved 21 Apr 2016	N/A – vehicle workshop
113710/FO/2016	Amey LG Ltd	Axis PED Ltd	Tatton House, 11 Caldey Road, Manchester, M23 9LF	Change of use from a vehicle hire depot (Class B2/B8) to a waste services vehicle depot, including the erection of a 13.7 metre high salt barn, a bunded diesel store, a vehicle washdown point, external storage areas, a security gatehouse, a vehicle weighbridge and the provision of additional cycle and vehicle parking spaces.	Approved 4 Jan 2017	Highway maintenance construction aggregate (road planing) ≤ 1000tpa Sweeper arisings, highway gully wastes etc. ≤ 4000tpa Horticultural waste & leaf

						fall ≤ 100tpa WEEE from street lighting maintenance activities ≤ 10tpa
112433/FO/2016	Worldwide Waste Management Ltd	Pegasus Group	Unit 1, Hillbit House, New Street, Manchester, M40 8AW	Part retrospective application for the change of use of unit (Use Class B8) to plastic waste recycling unit (Use Class B2) together with the erection of a 3 metre high boundary wall to Oldham Road and New Street	Refused 16 Dec 2016 (appeal dismissed 13 Jun 2017)	≤ 6000 tpa

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 Applications determined in Manchester 2016-17						
Ref.	Applicant	Agent	Address	Details	Status	Tonnage per annum
No Minerals applications determined this year.	-	-	-	-	-	-

Minerals Development Monitoring

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%

Policy	Indicator	Target
EN10 - EN12	No. of planning permissions compliant with EN10 (Safeguarding Open Space, Sport and Recreation Facilities)	100%
	Current provision per head for each open space typology	Under-provided typology averages moving towards City averages
	Quality of open space provision	Improvement, against criteria in Open Space, Sport & Recreation Study
EN15	BAP priority habitats and species	Increase
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%