Development in the City 2017-18

The 2018 Authority Monitoring Report

of

Manchester City Council

Monitoring the delivery of the Local Plan

April 2017 - March 2018

Contents

1 Executive Summary

Manchester's 2018 Authority Monitoring Report (AMR) summarises the City's development in 2017-18, 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, standing at 545,501 according to the mid-year population estimate for 2017 (Office for National Statistics). There are many indicators within this 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 98,400 sqm of employment-related floorspace being completed over the past year. The majority of development took place in the Regional Centre, with 80% of all employment floorspace, which includes offices, retail, hotels and leisure.

Net housing completions increased significantly this year, with 2,986 units completed (net of demolitions) in 2017-18, and the residential pipeline also increased, 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 were similar to national levels, and the proportion of retail uses (A1) has remained stable, despite the growing importance of on-line shopping.

Investment in sustainable modes of transport continued during 2017-18, supporting a rising trend in walking, cycling and public transport use in Manchester, including the development of the Beelines cycling and walking network, and ongoing work to extend the Metrolink network to the Trafford Centre. Per capita and total CO2 emissions fell again, according to the latest estimates, despite a growth in the City's population.

The Green and Blue Infrastructure (G&BI) Strategy and the accompanying Stakeholder Implementation Plan adopted in July 2015, continued to deliver many benefits 'on the ground' in 2017-18, such as improvements to the city's waterways, new hedgerows, tree planting schemes, and new community orchards; and to encourage development schemes, from strategic regeneration frameworks (SRFs) and masterplans to individual applications, to incorporate new or improved G&BI. A draft document setting out the 'Principles of Tree Management' for Manchester has been drafted; a new 10-year Park Strategy was launched in December 2017; and work is underway to produce a new biodiversity strategy for Manchester, and a refreshed Biodiversity Action Plan.

Manchester continues to meet the Local Air Quality Management objectives for six of the seven pollutants prescribed in the national air quality strategy, but nitrogen dioxide (NO2) is the exception, especially in the City Centre and other areas with high levels of traffic, and measures are being taken to reduce dependency on the car and increase walking, cycling and public transport use. A GM-wide Clean Air Zone, with wide-ranging support measures, has been identified as the best way forward for tackling Greater Manchester's NO2 issue and achieving compliance in the shortest possible time (predicted to be 2024 for Manchester). Meanwhile, the most recent DECC figures for CO2 emissions indicate a further reduction in 2016 to 4.0 tonnes, lower than the target of 4.3 tonnes in 2020, and significantly lower than the regional and national averages.

The Greater Manchester Combined Authority (GMCA) has been working on a radical re-write of the draft Greater Manchester Spatial Framework (GMSF), following an initial round of public consultation and then the arrival of the new Greater Manchester mayor in 2017. This strategic planning document, will guide the ten 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 April 2017 to March 2018.

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, 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 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 2017-18, 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, and this growth is indicative of the City's vibrancy and appeal. The latest Mid-Year Estimate (2017) from the Office for National Statistics (ONS) is 545,501, and the ONS 2016-based subnational population projections indicate that Manchester's population will reach 600,000 by 2030. The City's forecasting model (MCCFM 2018), which takes into account planned development, and differs in its migration assumptions, predicts 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, which is 4.2 percent higher than the previous year and 124.3 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 357,000 in 2015 to 381,500 in 2016. The largest number of employees in Manchester (20.6%) are employed in the financial, professional and scientific sectors, compared to just 13.8% in Great Britain as a whole. The City continues to successfully diversify its economy towards knowledge-intensive sectors. Further information on the demographic and economic context and trends can be found in the State of the City Report 2018 (MCC).

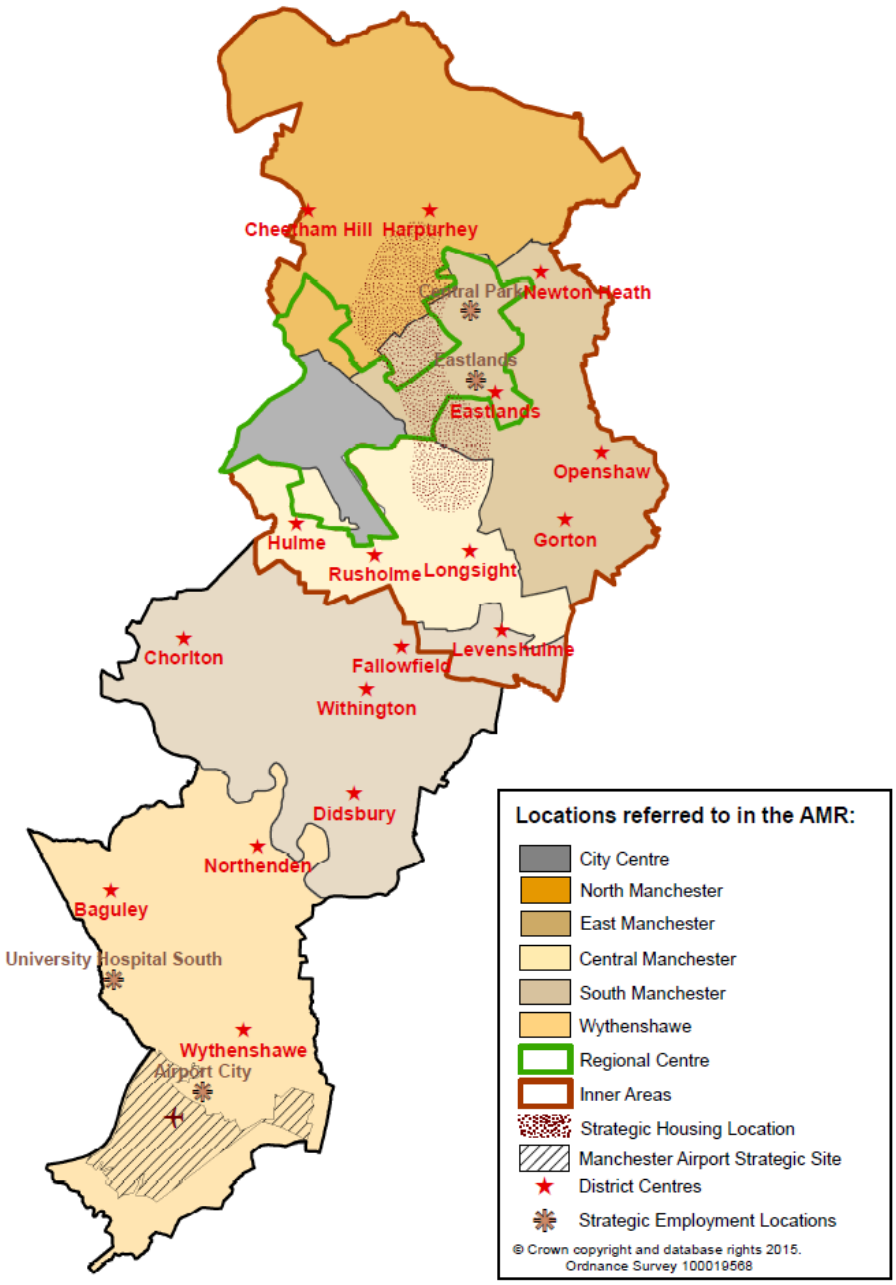
The Greater Manchester Devolution Agreement provides the Greater Manchester Combined Authority (GMCA) with additional powers in relation to transport, housing, planning, policing, business support, skills, health and social care, together with control over substantial budgets, giving considerable freedom and flexibility to make decisions that meet the city region's needs. The GMCA is in the process of preparing a Greater Manchester Spatial Framework (GMSF), and since 2017 has been working on a radical re-write of the draft document, following an initial round of public consultation and then the arrival of the new Greater Manchester mayor in 2017. This strategic planning document will guide the ten districts' local plans, in terms of the scale and location of economic and residential development in particular.

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 2017 to March 2018. 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 2017-18

The following analysis considers whether the strategic Spatial Objectives for Manchester, set out within the Core Strategy, are being successfully delivered. It presents, for 2017-18, achievements and progress in relation to the relevant policy indicators listed in Appendix H to assess the plan's six spatial objectives in turn.

The following map shows the location of key geographical areas within Manchester that are referred to in the analysis. This shows the city divided into 6 areas. These areas were succeeded by 3 larger regeneration areas (North, Central, and South) in 2015, <u>but the Core Strategy still refers to the previous geography and the analysis will continue to relate to them, where appropriate, for 2017-18.</u>



SO1. Spatial Principles

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

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

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

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

In line with this objective, the Regional Centre remains the focus for economic and commercial development, with a vibrant retail and cultural offer and increasing amounts of high quality living accommodation. During 2017/18, 80% of floorspace and 32% of land that was developed for employment was in the Regional Centre. Regional Centre completions included: No. 2 St. Peter's Square which is occupied by 17 companies including KPMG, Ernst and Young, PWC/ DLA Piper, Lloyds Banking Group, Bank of New York Mellon, General Medical Council and the Manchester Building Society; No1. Spinningfields has also completed and is a 19 storey office block which is occupied by a variety of firms including professional services and law firms; and at the Manchester Science Park, the Bright Building has completed containing tech incubator space and home to City Verve. These developments are supporting the fastest-growing sectors in Manchester: business, financial and professional services; cultural, creative and digital; and science, research and development.

The majority of new housing (88%) was built within the Regional Centre and the Inner Areas, with the largest number of completions (604 studio flats) in a single development being Phase 1a Vita Circle Square on the former BBC site on Oxford Road. This pattern of development enables more residents to live close to 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 2016 (most recent figure) total citywide CO_2 emissions (2,176 kt) were 33.4% lower than the 2005 baseline, and 7.8% lower than the previous year; per-capita CO_2 emissions (4.0 tonnes) were 44.0% lower than in 2005, and 9.8% lower than the previous year.

Manchester Airport has continued to expand, with passenger numbers increasing to 28.3 million in 2018. 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 a foodstore. 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[1] will entail a significant increase in employment.

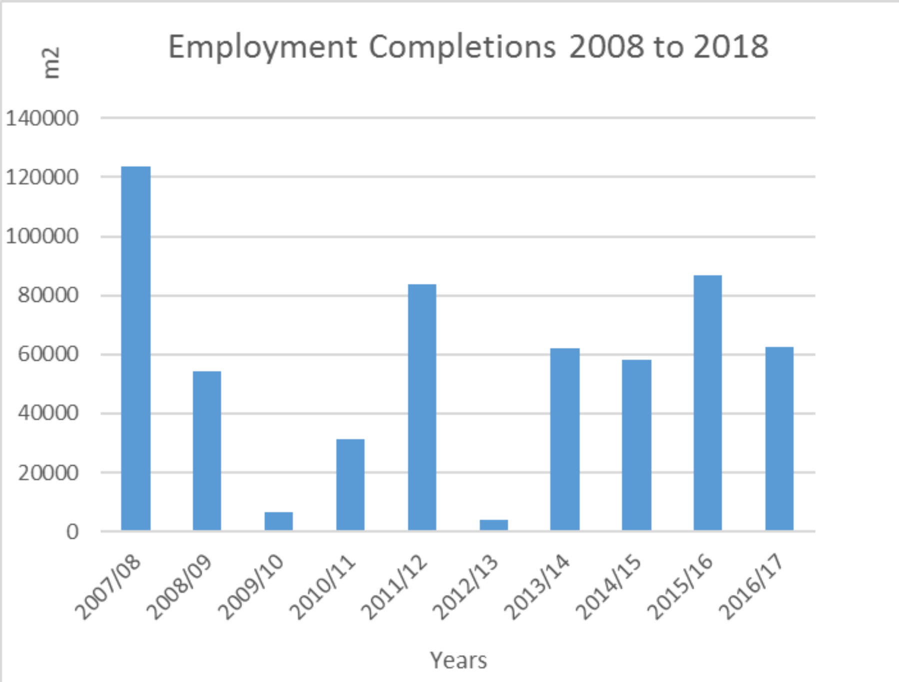
This Core Strategy objective is supported by a suite of policies relating to economic growth, and the foci for this growth: the Regional Centre, City Centre, Manchester Airport and strategic employment locations.

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. In recent years, total employment space completed in the City has reflected this investor confidence and in 2017/18 over 62,000sqm of office (B1), industrial (B2) and storage/distribution (B8) development was completed in Manchester. Of this, 95% was in office development, witnessing the highest floorspace completion in a year in offices since 2013.

In 2017-18, three large scale completions took place in and around the City Centre, with No.2 St. Peter's Square, No. 1 Spinningfields and the Bright Building in Manchester Science Park completing. These are high quality schemes offering flexible Grade A office floorspace. No.2 St. Peter's Square and No. 1 Spinningfields have proved popular with occupiers who have ranged from KPMG, PWc, Ernst & Young to companies renting smaller spaces. The Bright Building is offering tech incubator space and is home to CityVerve the UK's £17 million Internet of Things Smart City Demonstrator project. It is home to the digital incubator hub Mi-

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

IDEA, a collaboration between MSP and technology company CISCO, it will support start-ups to scale and provide a space for co-innovation in the region.



In 2017/18, retail completions remained strong and 14,856m2 of new floorspace was completed, this is up on last year's figure which was approximately 7,000m2. Over half of all completions took place in the City Centre, including a mixed use retail scheme at 36 Bridge Street. In recent years, the proportion of all retail completions within the City Centre and district centres has increased this shows a degree of resilience in our centres, at a time when more shopping is taking place 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 2018 and 2019. Recent openings of Easy Hotel, StayCity and Motel One have been complemented this year with Roomzzz at Manchester Corn Exchange and an extension to a Premier Inn near the Airport. Expected openings include the AC by Marriott, Staybridge Suites, the Stock Exchange Hotel, The Cow Hollow Hotel, The Crowne Plaza, Whitworth Locke, Indigo Hotel and Go Native London Warehouses. This injection of new hotels will boost Manchester's hotel room count to 14,500 by the end of 2018, a growth of 9% since December 2017, with 10,300 of these being located in the City Centre itself.

Regional Centre

In 2017/18, 80% of employment floorspace developed for B1 (office), retail, hotel and leisure was in the Regional Centre. The majority of this was either in the City Centre or on the city centre fringe.

In the planning pipeline, a significant proportion of floorspace is within the Regional Centre. This includes approximately 124,000 sqm of office floorspace under construction, and over 230,000 sqm of office floorspace with planning permission. The continuing delivery of the NOMA masterplan has seen the refurbishment of the Hanover Building, which provides flexible working space for the technology and digital sector, and Amazon is to occupy this building, its first let outside of London. No.2 St. Peter's Square opened in 2017/18. At Spinningfields, the construction of No.1 Spinningfields has added further high quality Grade A office space. Building on the success of Citylabs 1.0, construction is expected to 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 and the recent completion of the expansion to the Schuster Building, a four storey expansion to the School of Physics and Astronomy.

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.

There has been a slight increase in the overall unemployment rate (Job Seeker's Allowance and Universal Credit claimants) in Manchester during 2017/18, from 2.7% to 3.1%. 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 resident population from all areas of the city. This will mean ensuring that new employment generating development continues to be located and designed to be accessible by a range of transport means and 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 2017/18, 62,382 sqm employment related development was completed in the City Centre, following on from last year's 30,700sqm. 70% of this growth was down to three schemes, No. 1 Spinningfields, No.2 St. Peter's Square and Roomzz Hotel at the Corn Exchange. Growth in employment development is set to continue, as the City Centre office development pipeline stood at approximately 342,122m2 in 2017/18, 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 are 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[2], as expected new apartment-led residential development adds further capacity. In 2017/18, 1,557 new residential units (1,501 flats and 56 houses) were completed in the City Centre.

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 with a major letting by Amazon, the first office location outside London. In the Civic Quarter and Spinningfields, new Grade A commercial space and retail amenity completed, with No.2 St Peter's Square and No.1 Spinningfields respectively. The Henry Royce Institute, offering a facility for advanced materials, research and innovation, is due to open in 2019.

There were 34 major development schemes approved in the City Centre in 2017/18. Major commercial office schemes approved in the City Centre included the former Bauer Millet site near the GMex and Deansgate Metrolink Station, a major scheme in the Civic Quarter. Hotel schemes have featured this year with proposals for a 4/5 star Dakota Hotel on Ducie Street, Whitworth Locke as part of the New Manchester Square proposal, Lighthouse and Light Aparthotel and 33-35 Piccadilly Hotel. The London Road Fire Station has a permission for a mixed use scheme comprising retail, offices and a hotel. Other major retail schemes include Minshull House and Minto & Turner which is part of Kampus, plus the Great Northern Complex redevelopment.

Among the 34 major schemes above, there were also 15 major residential schemes and 8 part-residential mixed-use schemes approved, with a total of 2,921 residential units. These included two purpose built student accommodation schemes, at New Wakefield Street and River Street, for a total of 604 cluster flats / studios (1,048 bedspaces); and 375 flats in a forty storey tower in the mixed use Found Space development on the former Bauer Millet site on Albion Street. In addition, there were 2 new 'major' Prior Approvals (schemes with ten plus units) granted in the City Centre, for a change of use from office to residential, totalling a further 129 apartments.

City Centre footfall is measured at four locations (King Street, Market Street, New Cathedral Street, Exchange Square – Arndale steps), giving an insight into trends in the number of city centre shoppers. Taking the year as a whole, in the context of an increase in on-line retail nationally, city centre footfall increased by 5.8% in 2017/18, following a similar increase in the previous 12 months of 5.6%.

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 network of direct flight

[2] Manchester City Council Forecasting Model, 2018

destinations is steadily expanding; at the time of writing, the Airport had recently announced new routes to Los Angeles, Addis Ababa and Mumbai. 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 28.3 million in 2018, representing an increase of 1.7% on the previous year. A £1-billion ten-year investment plan, agreed in 2015, 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 2017 was 24.6%, an increase from 23% in 2016. 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, as expected, is seeing mainly apartment developments and high-density mixed-use schemes, much of which is in the private-rented market, whereas elsewhere a wider range of types and tenures is being completed, including family housing.

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 confidence has returned 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 and economy, particularly in the City Centre. Manchester needs to maintain these higher levels of private investment in development, to deliver the housing growth required, and to prevent a housing supply shortage that could constrain economic growth.

In 2017/18, a total of 3,029 new homes (gross) were completed across the City. This is the highest figure since 2007/08 by a significant margin and continues the trend of increasing net housing completions in recent years. Demolitions have remained low for the second year running, meaning that the net completions figure, at 2,986, is also much higher than previous annual net completions figures within the last decade; of these, 688 were houses and 2,298 were apartments, 23% and 77% respectively.

Manchester's Core Strategy was adopted in 2012, which means that its housing requirement became out of date in 2017. In the absence of an up-to-date adopted local plan requirement, the National Planning Policy Framework requires local authorities to use the government's standard methodology to calculate the future housing requirement for the purpose of establishing whether the district has a five year supply of deliverable sites.

The transitional arrangements within the Housing Delivery Test Measurement Rule Book state that the 2017-18 housing requirement is to be based on projected household growth from the 2014-based household projections, using an annual average of the growth over a ten year period from 2017 to 2027[3]. In Manchester's case there is a projected increase of 24,000 households over this period, equating to an average of 2,400 per annum, therefore our net completions for 2017/18 exceed this requirement.

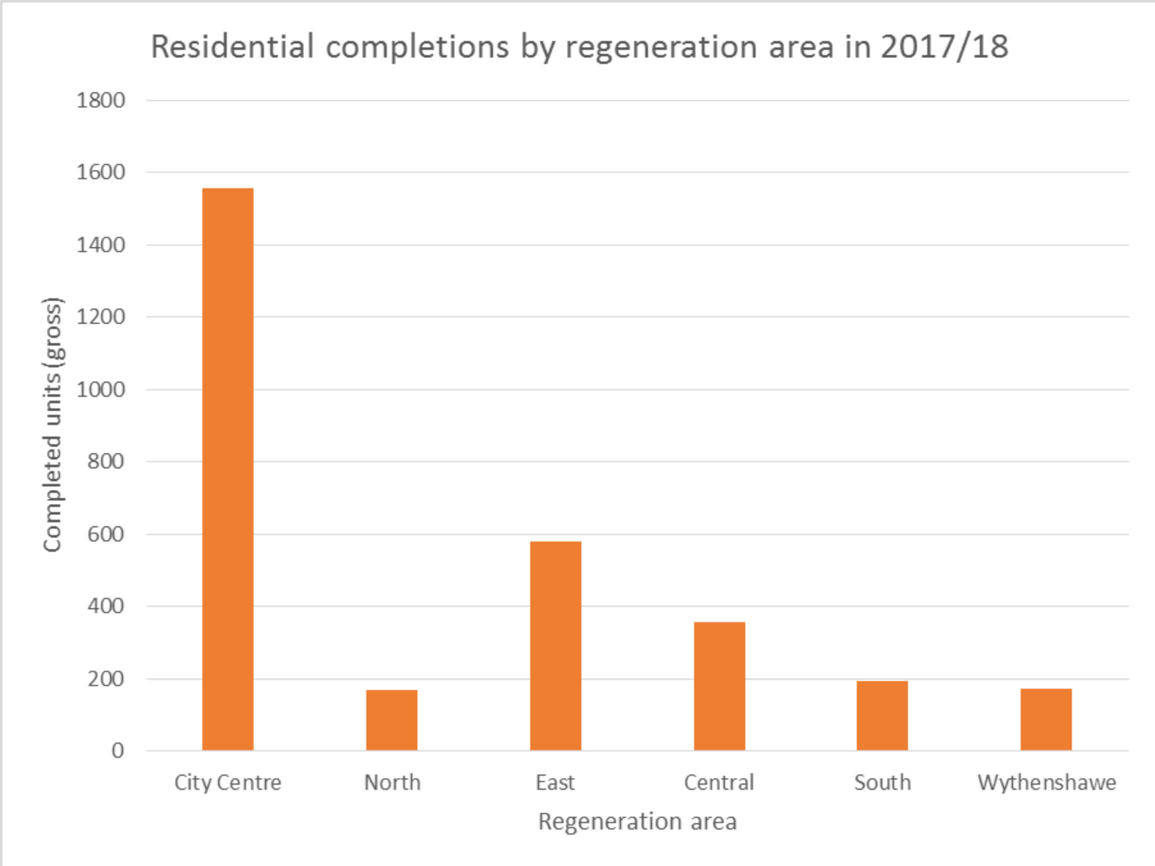
In total there were 20,302 units in the planning pipeline at the end of March 2018. This comprised 8,621 units in schemes already under construction, and 11,681 units in schemes with planning approval where construction had not yet started at this date. This an increase compared to the pipeline position last year, indicating that housing delivery is likely to remain high over the next few years. This is in no small part the result of a number of joint venture partnerships including Manchester Life (Manchester City Council and the Abu Dhabi United Group, the first phase of which has 1,200 units completed or on-site, including around 900 available for owner-occupiers, and a further 300 units with planning permission in Ancoats; with further phases planned across Eastern Gateway), and Far East Consortium (756 units with planning permission and a long-term vision for 15,000 new homes, including a significant proportion for owner-occupiers, creating vibrant neighbourhoods to the north of Victoria Station, around NOMA, New Cross, the Lower Irk Valley and Collyhurst, as part of the Northern Gateway). Through the Greater Manchester Devolution Agreement, the city region secured a £300million Housing Fund to invest in residential development over ten years; in Manchester this investment has addressed funding shortfalls on seven sites during the last year, which will help to deliver in excess of 1,000 units (in Ancoats, Piccadilly, Bradford, Moss Side, Crumpsall, and the City Centre).

The graph below shows gross housing completions in 2017/18 by strategic regeneration framework (SRF) area4. This year, completions in the City Centre accounted for just over half of the completions in the city, driving the large increase in residential completions this year.

[3] The requirement for 2018-19 would then be the standard methodology requirement (in the absence of an up to date adopted Local Plan requirement).

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

Large numbers of units were completed on Phase 1a of the Vita Circle Square development (604 studio flats) on the former BBC site on Oxford Road, and at the One Regent Street development (301 flats and 6 houses) on Water Street.



77% of residential completions in Manchester in 2017/18 were flats and 23% were houses; this is a higher proportion of flats than in the previous year, due to the much higher number of units completed in the city centre. The average density of residential completions within the City Centre was 1,371 units per hectare (ha), well in excess of 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 2018 was 10,658 units - almost exactly the same number of units as at this point a year earlier and therefore indicating that completions in this location are likely to remain high into the future. The pipeline consists of 4,404 units remaining to be built on sites under construction, and a further 6,254 units on sites with extant planning permission or prior approval where construction had not started on 31st March 2018.

The number of empty homes on the Council Tax register at the end of March 2018 was higher than in 2017, but rather than this reflecting a decline in overall occupancy levels it is a reflection of the high number of new residential units completed this year which appear as empty when they are first added to the council tax register but in reality are then occupied very quickly.

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, 297 new affordable housing units (281 net of demolitions) were completed in 2017/18 for social rent, affordable rent, and shared ownership; of these, 17 were delivered as part of a Section 106 agreement (on the former Booth Hall hospital site).

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 earning below-average incomes, including social housing, affordable rent, shared ownership, shared equity, rent-to-buy, and lower-cost market housing. In October 2017 the Council approved the establishment of a Manchester Housing Affordability Fund, to bring together a range of funding streams into one pot, including financial developer contributions through Section 106, to be invested by the Council to help deliver as much affordable housing as possible. In December 2018, the Council approved a set of affordable housing policy ideas, and in September 2019 proposals for 'Delivering Manchester's Affordable Homes to 2025' were agreed, including disposal of suitable sites and partnership arrangements with Homes England and registered providers. As part of this renewed affordable housing drive, the Council has identified four initial Housing Affordability Zones, which will be in North Manchester, Clayton, Beswick and Wythenshawe town centre. The zones are areas where the Council owns a significant amount of land and can help deliver affordable housing most quickly and efficiently, but developments across the city have the potential to include homes that are affordable. In addition, the City is also determined to make the best use of its existing social housing stock, which at 68,000 represents a third of all homes in Manchester.

Residential demolitions in 2017/18 were lower than in the previous year, with just 43 properties demolished across the city this year compared to 72 in 2016/17. These were spread across mostly central and south Manchester with the largest clusters being 9 student flats demolished at Broomhurst Hall in Didsbury and 9 flats at Plymouth Grove in Ardwick, to be replaced by new build residential on both sites.

The efficient use of both land and buildings is supported through several Core Strategy policies. The Council encourages development in sustainable, brownfield locations and 95% of residential completions in 2017/18 were on brownfield land. The percentage of development on brownfield land is the same as last year and meets the Core Strategy target of 90%.

S04. Centres[5]

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

District Centres are the core commercial and service hubs at the heart of Manchester's neighbourhoods, where people access key services and have the chance to meet and

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

interact with their community. Whilst the economic downturn following the 2008 recession had a clear impact on centres across the UK, general trends in retailing have presented a more structural challenge because less shopping takes place on the high street[6]. 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 so far proved relatively resilient in the face of these prevailing national trends.

In 2017/18, 2,039sqm of commercial floorspace was created in district centres. This is below target, but evidence produced on behalf of the Council has shown that district centres 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. The survey in 2017 showed that the proportion of shops (A1) remained at a similar level to previous survey results in 2015, at 44%. Vacancy levels were at 10% across the city, which is significantly below the national average of 14.7%7 and a sign of stability. The number of pubs in centres has been decreasing as they close and change use, making up only 3% of all uses in centres in 2017. There was an increase in hot food takeaways from 8% in 2009 to 10% in 2017. 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.

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.

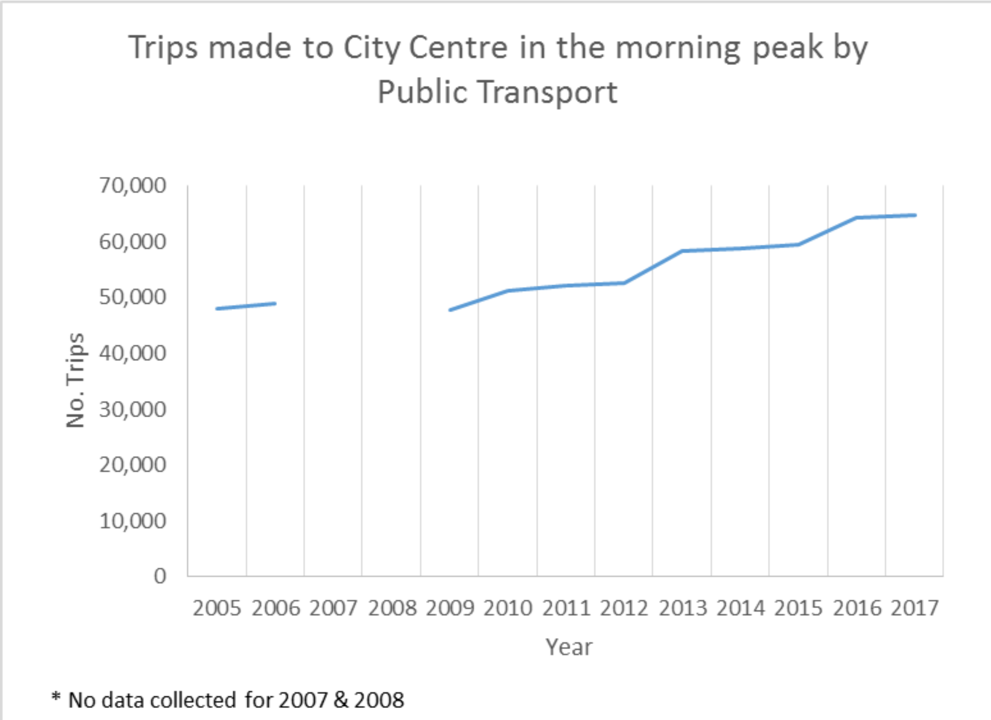
Manchester has a well-established local network of train, bus and tram services, and good connections to other areas of the country and beyond; with Manchester Airport providing global connectivity. A key challenge over the coming years is to ensure that the necessary public transport capacity is in 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.

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

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. In 2017, 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)			



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[8] report published in 2014, set out proposals for road and rail improvements which will link the cities of the north through higher speed rail connections and improved road links. 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 2019. 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. 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.

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

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

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 has been 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. A scheme for the Chorlton Cycleway has been developed and plans will be finalised following public consultation. A scheme for improved cycle connectivity in the Northern Quarter is also being developed, which should all lead to an increase in cycling trips to and through the City Centre in the next few years. During 2018 the draft Beelines network was published to provide a comprehensive walking and cycling network across GM, and funding has been made available over a five year period through the Mayor’s Challenge Fund to assist in implementing this network. 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 2017/18.

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 target of 41% reduction in carbon emissions by 2020 (from a 2005 baseline), and good progress has been made so far (despite a growing population) as shown in the following table.

CO2 emissions in Manchester since 2005				
	Total CO_2 emissions (Kilotonnes/KT)	% change from 2005 baseline	Per capita emissions (tonnes)	Manchester population (mid-year estimate)
2005	3,275.6	-	7.2	455.7
2006	3,365.7	2.8%	7.3	463.7
2007	3,225.8	-1.5%	6.9	470.5
2008	3,229.8	-1.4%	6.8	477.4
2009	2,884.5	-11.9%	6.0	483.8
2010	3,029.5	-7.5%	6.2	492.6
2011	2,744.8	-16.2%	5.5	502.9
2012	2,949.2	-10.0%	5.8	510.5
2013	2,851.6	-12.9%	5.6	513.7
2014	2,458.1	-25.0%	4.7	518.8
2015	2,373.3	-27.5%	4.5	529.8
2016	2,203.3	-32.7%	4.1	541.3
2017	2,087.9	-36.3%	3.8	545.5
Source: DECC Estimated CO_2 emissions dataset 2005-2017				

The latest figure shows continued progress in the right direction. Meeting the target will require the city to become even more energy and fuel-efficient and to generate more low carbon and renewable energy. The Manchester Climate Change Strategy 2017-2050 published in December 2016, with a commitment to become a zero-carbon city by 2050, will help to achieve this. Manchester's emissions are affected by a number of factors, some of which the city has limited control over, 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.

Manchester's built environment must be designed to be resilient to the likely impacts of climate change. 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 seek to direct development away from high probability flood areas. In 2017-18, 7.2% of completions were on sites at least partly within a Flood Zone 3 (FZ3) boundary, which exceeded the Core Strategy target of <5% for this indicator; all but 2 of these dwellings were apartments in large conversion schemes (one via a Prior Approval, where all the dwellings are above floor level; the other addressed flood risk via agreed floor levels, and Conditions relating to safe exit routes, flood resilience and drainage); in the previous 5 years there had been an average of only one completion per year in or overlapping with FZ3. Yet again, no planning permissions in 2017-18 were granted contrary to Environment Agency advice.

Manchester adopted a Green and Blue Infrastructure (G&BI) Strategy ('Manchester's Great Outdoors') 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. In 2017-18, this continued to deliver many benefits 'on the ground' such as improvements to the city's waterways, new hedgerows, tree planting schemes, and new community orchards. The strategy encourages development schemes, from strategic regeneration frameworks (SRFs) and masterplans to individual applications, to incorporate new or improved G&BI, 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 Quality Guidance' which was approved as interim planning guidance in March 2017. The latter will be reflected in the new Local Plan in due course, and in the meantime is being considered for an SPD; it contains sections on landscape, waterways, biodiversity, street trees, microclimate and SUDs. Currently, a number of Strategic Regeneration Frameworks/Masterplans are being progressed which have G&BI as a key component, including the Northern Gateway SRF which includes proposals to integrate the River Irk and natural landscape into a new city river park, and the Mayfield SRF (approved in February 2018) which seeks to deliver a major new 6-acre city centre park.

Another objective of the G&BI Strategy is to improve accessibility to green space both within and beyond Manchester. As of September 2017, the cross-city bus package has been 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. The council is also working with partners on the delivery of new improved walking and cycle routes through both the Green Connections programme and the Bee Network, to encourage these modes when travelling relatively short distances to places including green spaces and parks; these projects will help to enhance the network of G&BI, in addition to improving air-quality, congestion and opportunities for exercise.

The refreshed Tree Action Plan, approved in January 2017, contains a commitment to produce a document setting out the 'Principles of Tree Management' for Manchester, which has now been drafted; it seeks to provide an easy point of reference for members of the public, councillors and council officers regarding the council's practice and advice around tree management. A new 10-year Park Strategy, launched in December 2017, provides the vision for Manchester's 144 parks and a summary of the work required to achieve that vision, and the strategic context for the development of individual Park Plans. Work is now underway, in partnership with the local Wildlife Trust, to produce a new biodiversity strategy for Manchester, and a refreshed Biodiversity Action Plan.

Manchester has one Site of Special Scientific Interest, ancient woodland at Cotterill Clough in Wythenshawe, which remains in a 'favourable' condition; and 38 sub-regionally designated Sites of Biological Importance (SBIs), 23 of which are currently in active conservation management, one more than last year (Gib Lane Wood within Wythenshawe Park). The City has so far designated 8 Local Nature Reserves (LNRs) covering 392 hectares, and is working towards the Natural England target of 1ha of LNR per 1000 residents. The Water Framework Directive requires all waterways to achieve 'good' ecological status or potential by 2027; in Manchester in 2016, none were 'good', 13 were 'moderate' and 4 were 'poor'.

There continue to be 35 Conservation Areas within Manchester, designated to manage and protect areas of special architectural and historic interest. Work has begun on drafting area appraisals, but none were completed in 2018. The number of Grade I listed buildings remained the same, while Grade II* listed buildings increased by one. Overall, including Grade II, there were 8 new designations for listed buildings and 4 de-listings during 2018.

Manchester has a substantial amount of brownfield land, which is an important resource for future development. The Council's Contaminated Land Strategy[9] and the Local Plan together support the remediation and safe re-use of potentially contaminated land, with 15ha remediated through Planning's development management process in 2017/18, compared with 7ha in the previous 12 months.

The total amount of household waste has continued to fall despite a further increase in the city’s population, and the proportion of this which is recycled and composted has continued to rise, with 38.6% recycled/re-used/composted in 2017-18, compared with 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 continues to meet the Local Air Quality Management objectives for six of the seven pollutants prescribed in the national air quality strategy (lead, sulpher dioxide, benzene, 1,3 butadiene, carbon monoxide, PM10 particulates, and nitrogen dioxide), which are based on EU limits for these pollutants. Both particulates and NO2 remain a serious concern in Manchester, as they do in many other urban areas, and the daily limit for particulates was exceeded in Manchester on a number of occasions in 2017-18, but the annual EU limits for PM10 were not exceeded. However Manchester, along with the rest of GM, continued to exceed the annual mean EU limits for NO2, the main source of which is road vehicles, in particular older diesel vehicles. Following on from publication of the Greater Manchester Low-Emission Strategy and Air Quality Action Plan in 2016, the 10 Greater Manchester Authorities are currently working with GMCA and TFGM to produce a Clean Air Plan, aimed at reducing NO2 emissions to legal levels by tackling air pollution from traffic. A GM-wide Clean Air Zone, with wide-ranging support measures, has been identified as the best way forward for tackling Greater Manchester’s NO2 issue and achieving compliance in the shortest possible time (predicted to be 2024 for Manchester). The zone would consist of all roads in the local authority controlled highway networks in Greater Manchester; motorways and certain major trunk roads are being dealt with by Highways England. Within the designated area, higher-pollution vehicles (excluding private cars, motorbikes and mopeds) would pay a daily charge to drive, with the aim of encouraging upgrades to cleaner vehicles and a reduction in the number of the most polluting vehicles travelling in the designated area. There would be help available through government-funded schemes for people, businesses and organisations who need to upgrade their vehicles. There are also proposals to increase the number of electric vehicle charging points, review council parking policies, and increase bus travel. A draft of this proposal is currently with Government.

[9] MCC Contaminated Land Strategy, updated March 2011

4. Conclusion

Manchester has a strong, competitive economy and good infrastructure, and there are many indicators in the 2018 AMR which show substantial progress over the year towards achieving the sustainable development goals set out in the Local Plan. The City's population has continued to grow. Economic development has remained at a high level, especially for offices, retail, hotels and leisure in the Regional Centre. District Centres have also remained vibrant, and the proportion of retail uses has remained stable, despite the growing importance of on-line shopping. Net housing completions increased significantly, and the residential pipeline also increased, which will support forecast growth in the population. Investment in sustainable modes of transport continued, matched by a rise in walking, cycling and public transport use. Carbon emissions continued to fall. Significant investment in the city's green and blue infrastructure took place, with more planned through both large and small-scale development schemes. 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. A broader range of socio-economic and environmental measures are included in the State of the City Report 2018 (see below).

From the 1st April 2016, Local Authorities have been 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 2017 to 31 March 2018, 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 the review of the Local Plan, thus helping to deliver a flexible planning system that is responsive to local circumstances and the needs of the area.

As Manchester's Core Strategy was adopted in July 2012, its housing requirement figures became out of date in July 2017. In the absence of an up to date local plan requirement, the local authority is required to use the government's standard methodology to calculate the housing requirement, and for 2017/18, which falls within the period covered by transitional arrangements in the Housing Deliver Test Measurement rulebook, to base the requirement on household projections. The Core Strategy indicators (in Appendix H) which relate to housing delivery are still included in the AMR, but the target for city-wide delivery is now the new requirement. In the absence of new area-based requirements (e.g. for housing deliver by SRF area), the indicators relating to area-based delivery are still included for information and to provide comparison with previous years.

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. The State of the City Report 2018 provides the latest 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 2018 can be found at:
https://www.manchester.gov.uk/downloads/download/6964/state_of_the_city_report_2018_whole_document

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 or can be downloaded via the link below.

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,	Employment	Economy

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

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

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

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

Appendix D
Local Development Scheme

Revisions since the last Authority Monitoring Report

The Council has revised the Local Development Scheme (LDS) twice since the previous AMR. The first revision covered the period 2018-2021 and came into effect in February 2018. The latest version came into effect in November 2018, and it now covers the period 2018-2022. 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.

The LDS 2018-2022 sets out the existing Development Plan Documents that make up the Manchester Local Plan.

It also sets out the proposed timetables for the new Local Plan documents to be prepared during this period, with details of each stage of their preparation. These include the Greater Manchester Spatial Framework and the Manchester Local Plan.

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 current SCI was adopted in June 2018 and be viewed online at https://www.manchester.gov.uk/info/200074/planning/7538/statement_of_community_involvement along with a schedule of comments during the consultation on the draft SCI and the Council's response to these, and the Equality Impact Assessment Relevance Assessment.

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.

No Neighbourhood Areas or Neighbourhood Forums were designated in Manchester in the period covered by this AMR, nor were any designations applied for. No Neighbourhood Development Plans or Neighbourhood Development Orders were adopted in this period.

Up-to-date details of Neighbourhood Planning in Manchester, including guidance and current designations, 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 2017/18. 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 April 2017 and March 2018	Outcome of Discussion	Geographical Scale of the Issue
GM Planning and Housing Commission	The 10 districts and GMCA	5 April 2017 14 Sep 2017 14 Dec 2017 16 Mar 2018		Greater Manchester
GMSF - Statement of Common Ground: .	Joint meetings were undertaken between each district within GM and the Environment Agency, Natural England and United Utilities on the emerging evidence base and concept planning for each allocation. The objective being to discuss key environmental issues and opportunities as well infrastructure requirements	Between 2017 and early 2018	In undertaking early pro-active engagement outside of the statutory plan consultation this has ensured best practice is applied in taking statutory consultee/infrastructure advice as part of the plan making process and to refine emerging	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** **April 2017 and March 2018**	**Outcome of Discussion**	**Geographical Scale of the Issue**
			options	
GM Land Supply meetings	Land Supply reps from each of the 10 districts, the GMSF team and the GMCA data team GMSF Land Supply meetings from were held on:-	10 May 2017 12 July 2017 7 Sept 2017 12 Oct 2017 16 Jan 2018 6 March 2018		Greater Manchester
GM Housing Land Supply – Database Workshop	The 10 districts and GMCA	17 Jul 2017		Greater Manchester
GMSF Site Selection	Each district met with GMCA separately	Manchester's meeting: 18 Jan 2018		Greater Manchester
GM Natural Environment Board	Natural Environment Leads from the 10 districts and GMCA	13 Dec 2017		Greater Manchester
GM Flood and Water Management Board	Flood Risk reps from the 10 districts, with EA and UU	29 June 2017 21 Sep 2017 25 Jan 2018		Greater Manchester
GMSF Transport Evidence Base	The 10 districts and GMCA	3 Aug 2017 29 Sep 2017	Review and Validation of Issues Papers Draft Evidence Base report Challenge session	Greater Manchester
GM Clean Air Plan	Senior Leadership Steering Group Executive Member session	20 Oct 2017 28 Feb 2018		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-2017) **is 545,501.** The population, which has increased by over 27% in the last 15 years since 2002, 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	Target: 70% (reviewed annually)	2017/18 **80%** of Floorspace **32%** of Land	**44.5%** of Floorspace **23.3%** of Land 2016/17 30% in 2015/16	

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**
	leisure)			62% in 2014/15 16% in 2013/14	
	Percentage of new housing in Regional Centre and Inner Areas	Target: 90%	**88%** (gross) in 17/18	77% in 16/17 80% in 15/16 87% in 14/15 75% in 13/14 84% in 12/13 72% in 11/12 (all figures are 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)*	March 2017 – December 2018: Very good or good - 52% OK - 30% Poor or very poor - 18%	In 2016/17, the number of responses from the new on-line survey was not yet large enough to be statistically robust.	

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
	Reduction in carbon (CO_2) emissions (total & per- capita) in LA area	Targets: 41% reduction from 2005 levels by 2020 (City-wide – MACF target); 4.3 tonnes per- capita in 2020.	In 2017*, total estimated CO_2 emissions in Manchester were **2,088 kt**; of this, 38% came from business (industry & commerce), 30% from domestic sources, & 32% from transport. Per-capita emissions were an estimated **3.8 tonnes** in 2017, therefore already below the level of the 2020 target.	This 2017 figure represents a **36.3%** reduction since 2005, and a reduction of 5.2% since the previous year. In 2017, per-capita emissions were 47.2% lower than in 2005 (7.2 t); and 7.3% lower than in 2016 (4.1 t).	Still significantly lower per-capita emissions (tonnes) than: NW (5.4), England (5.1) UK (5.3) averages in 2017.
	* Most recent data published by Govt (Department for Business, Energy and Industrial Strategy) in June 2019 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	Target: Maintain level at 100% for GP	In 2016*, **100%** of Manchester residents were within 30	100% has been maintained for the	* most recent data published by Govt (Department for

SO1. Spatial Principles

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Policy	Indicator	Target	Latest figure	Trend	Comparators
	public transport time* of health facilities, schools, employment and major retail areas	surgery, a primary and secondary school, an employment area, and a major retail centre	minutes travel time* by public transport/walking of a GP surgery, a primary and secondary school, an employment area and a foodstore; 98% were within 30 minutes of a town centre (100% were within 45 minutes travel time)	past 9 years	Transport)
	* 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	2017/18: **14.2 Ha** B1= 10.74 ha B2= 0 ha B8 = 3.46 ha	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**	

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
				1.2 ha B1 + 0.6 ha B2 + 1.7 ha B8	
	Total amount (m2) of employment floorspace completed - by type		2017/18: Total = 62,384**m^2** B1 = 59,315m^2 B2 = 267m^2 B8 = 2802m^2	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= 57,262m^2; B2 = 2,542m^2; B8 = 2,272m^2 2013/14: Total = **4,111m^2** B1 = 1,368m^2; B2 = 297m^2; B8 = 2,446m^2	

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
	Amount of completed retail, leisure and hotel development		2017/18: Retail = **14,856m^2,** Leisure =**10,532 m^2** Hotels = **6,813 m^2**	2016/17: Retail = **7,030m^2,** Leisure = **6,304 m^2** Hotels = **869m^2** 2015/16: Retail= 10,607m^2, Leisure = 24,569m^2 Hotels = 8,701m^2 2014/15: Retail= 2,839 m^2, Leisure = 3,318 m^2 Hotels = 1,078 m^2 2013/1 4: Retail= 11,960m^2, Leisure = 13,954m^2 Hotels = 17,981m^2	

SO2. Economy

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

Policy	Indicator	Target	Latest figure	Trend	Comparators
	Employment land available - by type		2017/18: Extant Planning Permissions: **Ha 101.63ha** B1 = 41.78 ha B2 = 1.55ha B8 = 58.3 ha Additional extant UDP allocations which remain part of the UDP and Core Strategy Strategic Locations = **97.92ha** Total Employment land available (ha) = **(97.92 ha + 101.63ha) = 199.55 ha**	2016/17: 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) = 208.24 ha** 2015/16: Extant Planning	Figure includes allocations and planning permissions

SO2. Economy

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

Policy	Indicator	Target	Latest figure	Trend	Comparators
				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**	

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	2017/18: **2.46ha**	2016/17: **5.23 ha** <u>2015/16:</u> **0.56 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**
				2014/15: **2.4 ha** 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	2017/18: B1 = **83%** B2 = **0%** B8 = **0%** Total = **83%**	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%	

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**
EC3	Amount of employment floorspace completed on previously developed land – by type	Target: to increase amount	2017/18: B1 = **100%** B2 = **100%** B8 = **100%** Total = **100%**	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	**0.15 ha** in 2017/18	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* = **3.9%** in April 2018 *JSA + UC claimants	**3.6%** in April 2017	City average = 3.1% UK average = 2.2%
	EC5	Total employment land developed in East Manchester	80 – 85 ha by 2027 >5ha per annum	**2.71 ha** in 2017/18	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	**0.04 ha** in 2017/18	0.08 ha in 2016/17 0 ha in 2015/16 1.92 ha in 2014/15	

SO2. Economy

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

Policy		Indicator	Target	Latest figure	Trend	Comparators
					0 ha in 2013/14	
	EC7	Total employment land developed at Eastlands	45 ha by 2027 >2-3 ha per annum	**0 ha** in 2017/18	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* = **4.5%** in April 2018 *JSA + UC claimants	**3.6%** in April 2017	City average = 3.1% UK average = 2.2%
	EC8	Total employment land developed in Central Manchester	14 ha by 2027 1 ha per annum	**4.9 ha** in 2017/18	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* = **3.3%** in April 2018 *JSA + UC claimants	**3.1%** in April 2017	City average = 3.1% UK average = 2.2%

SO2. Economy

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

Policy		Indicator	Target	Latest figure	Trend	Comparators
	EC9	Percentage employment development in existing employment locations and District Centres in South Manchester	At least 90% of employment development within areas identified in policy	**0.008 ha** in 2017/18	0 ha in 2016/17 0 ha in 2015/16 0 in 2014/15 0 in 2013/14	
		Total employment land developed in South Manchester		**0.09 ha** in 2017/18	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	**2.67 ha** in 2017/18	4.74 ha in 2016/17 9.21 ha in 2015/16 0.24 ha in 2014/15 1.27 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
		Unemployment rate in Wythenshawe	Moving towards City average	Unemployment rate* = **3.4%** in April 2018 *JSA + UC claimants	**3.3%** in April 2017	City average = 3.1% UK average = 2.2%
	EC11	Total employment land developed in Airport City	30 ha in total by 2027 2 ha per annum	**0ha** in 2017/18	2.51 ha in 2016/17 7.89 ha in 2015/16 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 2017/18	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 2017/18: Total Employment = **7.37 ha** Retail = 8,277m^2 (1.1ha) Office = 52,291m^2 (4.38ha) Leisure = 8,016m^2 (1.4ha) Hotel = 6,120m^2 (0.5ha) Industrial = 0m^2 (0 ha) Warehousing = 0m^2 (0ha)	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)	

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**
				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 Retail = 10,895 m^2 (2ha) Office = 258 m^2 (0.04 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
				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	**3,090 m2** (0. ha) in 2017/18	**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: Core Strategy housing requirement figures became out of date in July 2017. The	In 2017/18: **1,557 units** (gross). 1,501 flats, 56 houses. Running total since 09/10 = **3,596 units**.	16/17: 333 (gross) 15/16: 163 (gross) 14/15: 361 (gross) 13/14: 106 (gross) 12/13: 549 (gross) 11/12: 0 dwellings 10/11: 230 dwellings (gross) 09/10: 297 dwellings (net)	

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**
		2017/18 requirement for the city is based on household projections (see H1) but is not broken down by area.		Please note that student accommodation is included from 2012/13 onwards.	
	Density of [residential] development in the City Centre (units/ha)	Target: At least 100 units/ha	2017/18: **1,371 units/ha**	16/17: 766 units/ha 15/16: 455 units/ha 14/15: 1,400 units/ha 13/14: 589 units/ha 12/13: 1,454 units/ha	
	Residential pipeline in the City Centre		2017/18: **10,658 units in the planning pipeline in the City Centre on 31st March 2018** (4,404 remaining in schemes under construction, a further 6,254 with planning permission / prior approval	31st March 2017: 10,691 31st March 2016: 4,383 31st March 2015: 3,195	

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
			where construction had not started).		
	Number of major development schemes* approved in City Centre	Target: 10 per annum	2017/18: **34 major schemes** approved. 15 residential (including two purpose built student accommodation schemes) 8 mixed use 11 non-residential (retail / office / hotel / education) Prior Approvals in the City Centre in 2017/18: 2 'major' (10+ units) for change of use from office to residential for 129 units. Total no. units in CC major schemes, or prior approvals of at least ten units, given permission in 2017/18 = 3,050 units (please note that	In 2016/17 36 major planning approvals and 9 'major' (10+ units) prior approval schemes approved in the City Centre for change of use from office to residential, totalling 342 units. Residential units in major schemes given PP/PA in 2016/17 = 7,183 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. Residential units in major	

SO2. Economy					
Objective: **Support a significant further improvement of the City's economic performance and spread the benefits of this growth across the City to reduce economic, environmental and social disparities, and to help create inclusive sustainable communities**					
Policy	**Indicator**	**Target**	**Latest figure**	**Trend**	**Comparators**
			the student units are counted as one units per self-contained flat rather than as bedspaces, some cluster flats contain multiple student bedrooms)	schemes given PP/PA in 2015/16 = 1,707	
	* '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 2018)		
	Percentage of peak time journeys made to the City Centre other than by means other than private car		Awaiting update on: **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 Site	Passenger throughput of Airport in million passengers per annum (mppa)	Target: Passenger capacity of Airport (mppa):- 35 by 2020 45 by 2030	2018: **28,268,592**	Increasing each year: 2017: 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 reported change since 17/18	
	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 2017 Daytime 19.8 km^2 Night-time 7.3 km^2	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	Latest (2017) CAA data shows **24.6%** of passengers accessed the airport by non-car modes; (also 24.6% for Jan-Sept 2018).	2016: 23% 2015: 16% 2014: 17%	

Airport					
Policy	**Indicator**	**Target**	**Latest figure**	**Trend**	**Comparators**
		Transport)"		2013: 16%	
	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 staff 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 they 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 2017/18: **3,029 gross** completions* 2,491 completed units were in schemes finished in 17/18; 538 new units were in schemes still 'under construction' on 31st March 2018. The gross completions consist of 710 houses (23%), and 2,319 apartments (77%).	Gross completions: 16/17: 1,872 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: The Core Strategy target became out of date in July 2017,	In 2017/18: **2,986 net** completions The net completions consist of	Numbers (net) are below the yearly targets for each year:	

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
		therefore Manchester's requirement for 2017/18 is 2,400[10].	688 houses (23%), and 2,298 apartments (77%). This net figure takes into account 43 **demolitions** recorded in the same period.	16/17: 1,800 15/16: 1,466 14/15: 1,245 13/14: 727* 12/13: 1,538 11/12: 868 10/11: 554 09/10: 1,496	
	Total net units provided since 2009 *	The Core Strategy target was approx. 60,000 dwellings by 2027, however this	Total net dwellings since 2009: 14,068		

[10] Transitional arrangements within the Housing Delivery Test Measurement Rule Book state that in the absence of an up to date adopted local plan requirement the 2017-18 housing requirement is to be based on projected household growth from the 2014-based household projections, using an annual average of the growth over a ten year period from 2017 to 2027.

S03. Housing					
Objective: **Provide for a significant increase in high quality housing provision at sustainable locations throughout the City, to both address demographic needs and to support economic growth**					
Policy	**Indicator**	**Target**	**Latest figure**	**Trend**	**Comparators**
		became out of date in July 2017 and this indicator is provided for information only.			
* 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) *	The Core Strategy target was 60,102 minus net completions to date, divided by the number of years remaining until 2027. This target became out of date in July 2017 and this information is provided for information only.	**46,034** from 2018 to 2027		
	Empty homes brought back into use *		2017/18: -562 (with 8,929 voids on the council tax register 1/4/2018)	2016/17: 270 2015/16: 346 2014/15: 1,308	* net change in the total number of voids

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 residential properties		March 2018: **4.1%** of all residential properties on the Council Tax Register	Had been reducing, but empty properties increased this year due to the high level of residential completions this year, as properties go onto the council tax register before they are occupied: 2017: 3.7% 2016: 3.9% 2015: 4.0% 2014: 4.7%	
	Residential development on brownfield (previously developed) land (%)	90% (H1 in CS)	2017/18: **95.4%** of new dwellings	2016/17: 95.4% 2015/16: 87.1% 2014/15: 93.2% 2013/14: 94.4%	

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
	Properties in Council Tax band A		March 2018: **58.0%**	The gradual fall is continuing; in 2015 the figure was 58.7%, in 2016 58.6% and in 2017 58.3%.	Much higher than comparators: GM: 46.1%; NW: 41.4%; England: 24.5%
	Properties in Council Tax bands D and higher		March 2018: **10.6%**	Slight increase again; in 2015 & 2016 the figure was 10.4% and 2017 10.5%	Much lower than comparators: GM: 17.2%; NW: 21.0%; England: 34.1%
	Prior Approvals*		2017/18: **15** Prior Approval schemes approved for a total of **187 dwellings**. 5 of the prior approvals were in the City Centre and accounted for 141 units.	2016/17: **22** Prior Approvals for a total of **495** dwellings (350 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
				2015/16: **13** Prior Approvals for a total of **91** dwellings (41 of which were in the City Centre). 2014/15: 20 Prior Approvals, for a total of 331 dwellings (293 of which were in the City Centre).	

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

	Planning Pipeline (units with planning approval		31st March 2018: **20,302 units are in the pipeline.** 8,621 units	31st March 15: 13,421	

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
	not yet completed)		are in schemes under construction; a further 11,681 units have planning permission / prior approval.	31st March 2016: 11,385 31st March 2017: 18,843	
H2 Strategic Housing Location	Average density of new residential development	Target: 40-50 dph (excepting development in Holt Town and Lower Irk Valley)	2017/18: 32 dwellings per hectare	2016/17: 96/ha 2015/16: 68/ha 2014/15: 66/ha 2013/14: 29/ha 2012/13: 41/ha 2011/12: 48/ha	
	Number of gross units provided since 2009 within Strategic Housing Location	Target: Core Strategy housing requirement figures became out of date in July 2017. The 2017/18 requirement for the city is based on household projections (see H1) but is not broken down by area.	2017/18: 145 dwellings	16/17: 236 15/16: 256 14/15: 95 13/14: 89 12/13: 210 11/12: 91 10/11: 40 09/10: data not available	

S03. Housing

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

Policy	Indicator	Target	Latest figure	Trend	Comparators
H3 – H7 Regeneration Areas	Number of [net] units provided since 2009 in North, East, Central, South Manchester & Wythenshawe	Target: Core Strategy housing requirement figures became out of date in July 2017. The 2017/18 requirement for the city is based on household projections (see H1) but is not broken down by area.	North Mcr **17/18: 170 gross** 16/17: 137 gross 15/16: 235 gross 14/15: 250 gross 13/14: 253 gross 12/13: 210 gross 11/12: 146 gross 10/11: 162 gross East Mcr **17/18: 580 gross** 16/17: 415 gross 15/16: 356 gross 14/15: 642 gross 13/14: 333 gross 12/13: 409 gross 11/12: 242 gross	There is no clear pattern over the past 5 years, though generally completions have been higher in recent years. Although completions for the city in 2017/18 were much higher than in recent years the increased level of growth was seen in the city centre rather than in these	

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: 170 gross Central Mcr **17/18: 356 gross** 16/17: 526 gross 15/16: 443 gross* 14/15: 293 gross 13/14: 215 gross 12/13: 215 gross 11/12: 299 gross 10/11: 83 gross South Mcr **17/18: 195 gross** 16/17: 252 gross 15/16: 178 gross 14/15: 181 gross 13/14: 170 gross 12/13: 195 gross	areas.	

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**
			11/12: 104 gross 10/11: 132 gross Wythenshawe **17/18: 171 gross** 16/17: 209 gross 15/16: 155 gross 14/15: 70 gross 13/14: 151 gross 12/13: 63 gross 11/12: 158 gross 10/11: 142 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)	2017/18: Gross: **297** units* (20 social rent; 180 affordable rent; 97 shared ownership)	In 16/17, the gross and net figures were 254 and 197 respectively); of these, none	

S03. Housing

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

Policy	Indicator	Target	Latest figure	Trend	Comparators
			Net: **281** units (net of **16** demolitions of affordable units) Of these additions, 17 had been secured via policy H8 / s106 (as part of the Booth Hall development)	were secured via policy H8 / s106	
* 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.					
	Affordable Housing pipeline (new homes not yet built but with funding for affordable rent or shared ownership)		Jan 2019: **2,094** 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)	In January 2018: **2,160** were in the pipeline up to March 2021. This was up from 787 in 2017.	
H9 Gypsies and Travellers & Travelling Showpeople	Number of new pitches provided for Gypsies and Travellers [net additional]	Target: 60 new pitches by 2016	**0** in 2017/18	0 in 2016/17, or 15/16	
	Number of new pitches provided for Travelling	20 new pitches by 2016	**0** in 2017/18	0 in 2016/17, or 15/16	

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
	Showpeople [net]				
H10 Housing for people with additional support needs	Number of developments to cater for people with additional support needs allowed on appeal	Target: 0	**2** in 2017/18	None in 2016/17	
H11 HMOs	Number of developments for HMOs allowed on appeal	Target: 0	**1** HMO development allowed on appeal in 2017/18	4 in 2016/17 0 in 15/16; 3 in 14/15	
	Change in no. of Output Areas (OAs) with >10% HMOs *	Target: no increase	**133** OAs in March 2018 with >10% HMOs*	No increase from last year: 16/17: 133 15/16: 126 14/15: 133	
* Student Exemptions plus non-exempt Licensed HMOs, counting pre-2011 OA boundaries as number of boundaries changed					
H12 Purpose Built Student Accommodation	Number of developments for new purpose-built Student Accommodation allowed on appeal	Target: 0	**0** in 2017/18	0 in 2016/17	
Self-Build and Custom	Applicants on Manchester City		**219** applicants (216 individuals and 3 associations) on the	30/10/16: 17 applicants on	

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
Housebuilding Register	Council's Self and Custom Build Register.		register on 30/10/18). 244 plots have been applied for at present but one of the associations currently on the register is likely to request additional plots in the future. Around half of the applicants have expressed a geographical preference for the location of their plot. South Manchester is the most popular location, with 84 applicants (**35%** of all applicants on the register at 30/10/18) stating that this is their preferred location for a plot. Of the applicants who expressed a preference for a specific house type the most popular was a 3+ bedroom / family house – 43% of all applicants on the register (105 applicants)	the register 30/10/17: 129 applicants on the register South Manchester was also the preferred location for plots in 2017. 19% of applicants on the register in 2017 had indicated an interest in building a sustainable / eco / energy efficient home.	

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
			31% of all applicants specifically expressed a preference for building a detached house (75 applicants) 21% have indicated an interest in building a sustainable / eco / energy-efficient home (51 applicants)		

S04. Centres

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

Policy	Indicator	Target	Latest figure	Trend	Comparators
C1,C2,C8,C9 Centres & Out-of-Centre Development	Total proportion of space for additional town centre uses development that falls within the City Centre,	Target: 90%	**68%** in 2017/18	55% in 2016/17 62% in 2015/16	

S04. Centres					
Objective: **Provide a network of distinctive, attractive and high quality centres, strengthening local identity, providing essential services close to homes and local access to healthy food**					
Policy	**Indicator**	**Target**	**Latest figure**	**Trend**	**Comparators**
	district centres and local centres.			76% in 2014/15 79% in 2013/14	
C2 District Centres & **C10** Leisure & the Evening Economy	Proportion of non-retail uses within the Primary Shopping Area (groundfloor)	Target <40%	The average for all 17 district centres was **23%** in 2018	The average for all 17 district centres was **22%** in 2015 18% in 2013	
	Vacancy Rate	Target: <15%	**10%** in 2018	**8%** in 2015 7.2% in 2013	
C2,C3,C4,C5, C6,C7 District Centres	Number of different town centre uses within a District Centre	Target: >4	**94%** of District Centres met or exceeded the target in 2018	94% in 2013 and 2015	
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 • 12,500m2 between 2010-2015 • 9000m2 between 2015-	**2,039m²** in 2017/18 (91%)	**3,714 m²** in 2016/17 (53%) 173 m² in 2015/16	

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
		2020 • 13,500m2 between 2020-2027		0 m^2 in 2014/15 2013/14 = 541 m^2 (4.5% of all retail)	
	Amount and percentage of employment floorspace developed within district centres (sq m gross)		In 2017/18 B1= 0 B2= 0 B8= 0 Total = 0	In 2016/17 B1= 0 B2= 0 B8= 0 Total = 0 In 2015/16 B1= 0 B2= 0 B8= 0 Total = 0 In 2013/14 & 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
				B1= 0 B2= 0 B8= 0 Total = 0	
	Amount and percentage of completed leisure and hotel development in district centres		In 2017/18 Leisure = 208m² (0.02ha) Hotel = 0 Total = **208 m² (0.02ha)**	In 2016/17 Leisure = 3160m² (0.44ha) (permission is for both A1 and D2) Hotel = 0 Total = **3160 m² (0.44ha)** 2015/16 Leisure = 2,438m² (0.55ha) Hotel = 0 2013/14 & 2014/15 Leisure = 0	

S04. Centres					
Objective: **Provide a network of distinctive, attractive and high quality centres, strengthening local identity, providing essential services close to homes and local access to healthy food**					
Policy	**Indicator**	**Target**	**Latest figure**	**Trend**	**Comparators**
				Hotel = 0 Total = 0	
C10 Leisure & the Evening Economy	Percentage of A4, A5 and similar sui generis uses in centre	<15%	**20%** in 2018 [11]	20% in 2015 [12] 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.

[12] 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	**37,970,164, 5.8%** higher in 2017-18 than in the previous 12 month period	Increased by 5.6% over the previous 12 month period (2016-17).	During the same period, 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 2015	Still awaiting update;	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	71.8% by 2016	2017: **76.8%**	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	Still awaiting update; 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%	

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
				in 2005, 29.3% in 2002	
	Trips made to City Centre* by cycle (morning peak**)	Target: To increase modal share	Still awaiting update; 2017: **1.8%**	An increase from 1.7% for the 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	Still awaiting update; 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 & 10am; **5.15 minutes** in morning rush hour	Congestion has increased over the last few years: Up from: 4.08 in 12/13; 4.25 in 13/14 4.37 in 14/15 Up from: 4.58 in 12/13; 4.86 in 13/14	2015/16 GM: 3.57 mins GM: 4.04 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
			(8am-9am);	4.98 in 14/15	
			5.74 minutes in evening rush hour (5pm-6pm)	Up from: 4.95 in 12/13; 5.19 in 13/14 5.36 in 14/15	GM: 4.19 mins

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 **3** Grade II* Listed Buildings (secular) 'at risk' in Manchester in 2018, and **6** grade I/II* Places of Worship. This represents 11.3**%** of the Manchester's 97 Grade I/II* listed buildings. There are 15 Grade I buildings and 82 Grade II* in Manchester.	In 2017 the figure was 12.5% at risk - there is one fewer Grade II* buildings at risk in the latest year. The total number of Grade I/II* buildings in Manchester has increased by one since 2017.	
EN1-EN3 Design, Character &	Buildings of Grade 2 at risk of decay	Target: National average	**12** Grade II listed buildings were at risk on the local list in 2018, out	Overall, including Grade II, there have been 8 new designations for listed buildings and 4 de-listings	

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			of 747 Grade II buildings* in Manchester, representing 1.6%.	since 1st January 2018.	
* In 2018, the number of listed buildings in Manchester was taken from a more up-to-date and accurate source, resulting in a change to the total count for Grade II of 747 rather than 799; taken together with the 15 Grade I and 82 Grade II*, there were 844 Listed Buildings in Manchester at the end of 2018.					
EN1-EN3 Design, Character & Heritage	Review of Conservation Areas and their Character Appraisals	Target: All reviewed by 2016 (5-year programme starting in 2011)	**0** conservation area appraisal reviews completed by Dec 2018	There are 35 conservation areas in total	
EN1-EN3 Design, Character & Heritage	% of appeals based on EN2 (tall buildings policy) dismissed	100%	No appeals on tall buildings in 2017-18	0 in 2016-17	N/A
EN4 - EN7 Carbon Emissions	Reduction in CO_2 emissions (total & per capita) in LA area		*See above under SP1 (Spatial Principles)*		

S06. Environment

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

Policy	Indicator	Target	Latest figure	Trend	Comparators
	Days p/a on which air pollution reaches moderate or higher levels		*See below under EN16 - Air Quality*		
EN8 Adaptation to Climate Change	Number of planning permissions granted contrary to the advice of the Environment Agency	0	*0 (see below under EN14 – Flood Risk)*	*(see below under EN14 – Flood Risk)*	
EN8 Adaptation to Climate Change	New developments incorporating Sustainable Urban Drainage Systems (SuDS)	Target: Year-on-year increase	**2017/18:** 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	Last year, 358 planning applications were approved that included attenuation in line with National Standards for SuDS, although the vast majority were conventional attenuation tanks and over-size pipes, not true ‘green’ SuDS, as National	

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**
			were either wholly or partially 'green'.	Standards do not request use of green SuDS. Until this changes, there will be little scope to insist on green solutions.	
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* Increase in quality, maintenance and function of Green and Blue Infrastructure	*Target: In line with emerging Greater Manchester Green Infrastructure Strategy* In line with the Manchester Green & Blue Infrastructure Strategy *	*No update since 2013, when **58%** of land in Manchester was classified as GI.* The indicators under EN10-12, EN15 & EN17 all measure aspects of the quality, maintenance and function of green/blue		

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**
			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 resources.	Nov 2018: **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 park) and Alexandra Park. All **4** main cemeteries in Manchester (101 ha - **97%** of publicly available cemetery land) have retained their Green Flag	The number of parks receiving a Green Flag award is the same as last year, but has dropped from 9 in 2014. No change for cemeteries.	

S06. Environment					
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Policy	**Indicator**	**Target**	**Latest figure**	**Trend**	**Comparators**
			Awards this year.		
	Registered historic parks & gardens at risk		Dec 2018: There are 8 in Manchester, all Grade II (including 3 cemeteries) - **0** (0%) were at risk in 2018	No change	6% of registered parks & gardens were at risk in England in 2018
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	No. (and %) of dwellings within EA		March 2018:	**2,661** in 2017	Total no. of dwellings in the

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Policy	Indicator	Target	Latest figure	Trend	Comparators
Risk	Flood Risk Zone 3 in Manchester		**2,852** (1.2% of total housing stock) in Flood Zone 3 (high risk)	Flood risk boundaries are regularly reviewed by the Environment Agency	City: 228,296 (Source: Council Tax)
EN14 Flood Risk	No. of new dwellings in high probability flood areas (FZ3)	Target: <5% over plan period	17/18: **2 houses and 216 apartments (in two large conversion schemes, one via a Prior Approval)** completed in 17/18 were (at least partly) within Flood Zone 3 (FZ3) boundary; this represents 7.2% of total (gross)	1 in 16/17 2 in 15/16 0 in 14/15 2 in 13/14 0 in 12/13 In previous years since the plan was adopted in July	

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Policy	**Indicator**	**Target**	**Latest figure**	**Trend**	**Comparators**
			completions in 17/18.	2012, there has been an average of one dwelling per year completed in FZ3.	
In the case of the Prior Approval (114 apartments in a former office block in the City Centre), it was assumed by the developer that flood risk was not an issue because all the dwellings were above ground floor level; for the other completions (including 102 apartments in/adjacent to the Former Welsh Baptist Chapel in Ardwick), flood risk was addressed via agreed floor levels, and Conditions relating to safe exit routes, flood resilience and drainage.					
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 2017/18	None in 2016/17; nor in the previous 10 years	
EN15 Biodiversity	Changes in the condition of SSSIs (Sites of Special Scientific Interest)	Target: No deterioration	**100%** (both sections) of Cotterill Clough are in a 'favourable' condition (total area 10.5ha, in 2 sections); this is Manchester's only SSSI,	The larger section (7.1ha - 68%) has been in a 'favourable' condition for many years; the smaller section (3.4ha, 32% of the site) has been in a	Nationally (England), 38.7% of total area of SSSIs is currently in a 'favourable'

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Policy	Indicator	Target	Latest figure	Trend	Comparators
			ancient woodland located near the airport.	'favourable' condition since 2014. No reported change since then.	condition
EN15 Biodiversity	Changes in (locally) designated areas of biodiversity importance (SBIs)	Target: <5% decrease in area	2017-18: Total current area of Sites of Biological Importance (SBIs): **307 ha** (**38 SBIs**). This includes one SSSI (Cotteril Clough, within the SBI of the same name*)	Number of SBIs is unchanged since 2016-17. SBIs are reviewed regularly by the Greater Manchester Ecology Unit	Of the 38 SBIs, 7 = Grade A (the best); 13 = Grade B; 18 = 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)					
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 2018: **23** of the 38 SBIs (61**%**) covering 222.5 ha	One more than last year (Gib Lane Wood SBI, part of the Wythenshawe Park LNR), maintaining the average increase of 1 site p/a over the previous 9	In England in 2017/18, the average was 48% of local sites.

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Policy	**Indicator**	**Target**	**Latest figure**	**Trend**	**Comparators**
				years.	
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	

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Policy	Indicator	Target	Latest figure	Trend	Comparators
EN16 Air Quality	Days per annum on which air pollution reached 'moderate or higher' levels	Local target: Zero days p/a UK objectives/EU limits: NO_2 (nitrogen dioxide): no more than 18 exceedances of the hourly mean 200 µg/m³ (micrograms per cubic metre) PM_{10} (particulates): no more than 35 days >50 µg/m³ p/a	In 2017-18, **3** days at Piccadilly Gardens (1 due to NO_2 and 2 due to PM10) and **14** days at Oxford Road (14 due to PM10, 0 due to NO_2), **0** days at Sharston (Manchester South site replacement). In addition, there were **2** days at Piccadilly Gardens due to PM2.5, and **3** days at Sharston due to ozone.	Long term trends show that there has been an improvement in air quality but areas still remain above the annual mean air quality objective for NO2.* The annual mean concentration of PM10 at Manchester monitoring locations did not reach 40 µg/m3, therefore none exceeded annual EU limits for PM10.	UK average for urban sites was 8.4 days in 2018. There was on average a greater number of days of moderate or higher pollution at UK urban pollution monitoring sites in 2018 compared with 2017. This goes against the established trend of an ongoing decline in days of moderate or higher pollution at urban sites.

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Policy	Indicator	Target	Latest figure	Trend	Comparators
* 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 are likely to exceed an annual mean NO_2 concentration of 35 µg/m^3; the legal limit is 40 µg/m^3 annual mean but 35 µg/m^3 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 data: Using the revised boundaries and standards* for 2015-21, of 17 watercourses: • Good: **0** • Moderate: **13** (82%) • Poor: **4** (19%) • Bad: **0** All 3 Canals sections are 'Moderate'; All 3 Aquifers (Groundwater) are 'Poor'; 10 river sections are	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
			‘Moderate’, ‘1 is Poor’.		
EN18 Contaminated Land	Contaminated land remediated	Target: Monitor and increase	**15** hectares of contaminated land (0.5%), was remediated in 2017/18, leaving 2985.6 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.	7 ha of potentially contaminated land (0.23%) was remediated during 2016/17, 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		**161,299 tonnes** household waste in total in 2017/18	Total amount of household waste has fallen by 2.4% since 2016/17, despite a further increase in the City's population; this followed a decrease in household waste of 2.7% the previous year.	
EN19 Waste	Household waste recycled or composted (%)	GM Joint Waste DPD target: 50% recycled/ composted by 2017/18, increasing to 60% by 2025 (this is a national target)	In 2017/18: **19.25%** recycled **19.08%** composted **0.3%** re-used Recycled / re-used / composted combined =**38.6%**	The proportion recycled has increased (from 17.9%) and the proportion composted has increased (from 17.9%) over the last year; the combined figure has risen, from 36% last year	Recycling rates have increased substantially since 2001/02, when only 3.3% of the City's household waste was recycled

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Policy	Indicator	Target	Latest figure	Trend	Comparators
EN19 Waste	Residual waste per household	Reduction each year (to 50% by 2020) - GM Joint Waste DPD target	**61.4%** in 2017/18	Decreased from 64% in 2016/17	
	Capacity and throughput of new waste management facilities by type		Nothing new within Manchester in 2017/18	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 Appendix J for more details of source document.		

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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 (17 districts in total) – see Appendix J for more details of source document.		

Development Management & Planning Obligations

Policy	Indicator	Target	Latest figure	Trend	Comparators
DM1-3 Development Management	Number of developments allowed on appeal	Zero	**36** (of these, 16 were adverts)	There were 27 in 2016/17	

PA1 Developer Contributions	Total developer contributions per annum	No target	Contributions actually received in 2017-18: **£999,895** **14** new s106 agreements were signed in 2017/18. 8 of these were for affordable housing (3 in the City Centre ward, 3 in Hulme, 2 in Ancoats & Clayton), the agreed contributions for which totalled £1,682,000. *	In 2016/17: contributions received: £490.355 13 s106 agreements were signed	

* The majority of s106 agreements in Manchester which provide for affordable housing do so via a financial contribution “towards the provision of affordable housing within the administrative boundaries of Manchester in accordance with policy H8 of the Local Development Framework Core Strategy”. October 2017 saw the establishment of a Manchester Housing Affordability Fund (HAS). The objective of HAS is to bring together a range of funding streams targeted at the provision of affordable homes to rent or buy across the City. This will include development contributions through both the planning process [s106] and the City as landowner, and other funding streams into one pot.

Appendix I

Waste Development Monitoring

Waste Applications determined in Manchester 2017-18						
Ref.	Applicant	Agent	Address	Details	Status	Tonnage per annum
No Waste applications determined this year in Manchester.						

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. For more details, contact Urban Vision via www.urbanvision.org.uk.

Appendix J Minerals Development Monitoring

Minerals Applications determined in Manchester 2017-18						
Ref.	Applicant	Agent	Address	Details	Status	Tonnage per annum
No Minerals applications determined this year in Manchester.						

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 www.urbanvision.org.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%