Development in the City 2018-20

The 2020 Authority Monitoring Report

of

Manchester City Council

Monitoring the delivery of the Local Plan

April 2018 - March 2020

Contents

1 Executive Summary

Manchester's 2020 Authority Monitoring Report (AMR) summarises the City's development in 2018-20, based on key indicators for policies in the Local Plan. The data collected relates to the period up to 31st March 2020, with Covid-19 pandemic restrictions and lockdown only affecting the last few weeks of this period.

The City has a strong and competitive economy, good infrastructure, and its population has continued to grow, standing at 552,858 according to the mid-year population estimate for 2019 (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 over 300,000 sqm of employment-related floorspace being completed over the past two years. The majority of development took place in the Regional Centre, with 82% of all employment floorspace, which includes offices, retail, hotels and leisure.

Net housing completions increased significantly over the last two years, with 6,830 units completed (net of demolitions) between 2018 and 2020, 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, especially during the Covid-19 pandemic, showing resilience compared to general trends across the country. Vacancy rates were lower than 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 2018 and 2020, supporting a rising trend in walking, cycling and public transport use in Manchester, including the development of the Bee Network cycling and walking network, and the opening of the extended Metrolink network to the Trafford Centre. Per capita and total CO_2 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' throughout 2018-20, 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. The G&BI strategy itself received national recognition, gaining a prestigious award from the highly respected Chartered Institute for Ecology and Environmental Management (CIEEM), for best practice in Knowledge Sharing. A review of the first three years of the G&BI strategy and Implementation Plan was produced in 2018 identifying the ways in which strategic objective SO6 has been delivered (the key highlights are provided later in chapter 3 of this report.) The work on G&BI is also informing the evolution of the Council's Climate Change Action Plan and these links will continue to be strengthened.

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 (NO_2) 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 NO_2 issue and achieving compliance in the shortest possible time (predicted to be 2024 for Manchester). Meanwhile, the most recent BEIS figures for CO_2 emissions indicate a further reduction in 2018 to 3.7 tonnes, significantly lower than the regional and national averages.

Following Stockport's withdrawal from the joint Greater Manchester Spatial Framework work continues on options to progress a city region plan for the remaining nine districts. The strategic planning document will guide the nine districts local plans, in terms of the scale and location of economic and residential development in particular.

In Spring 2020, the review of the Local Plan commenced with the Issues Consultation. This 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. The Issues Consultation included the consideration of a number of key strategic matters. The next stage of the Local Plan will be to develop a first iteration of a draft plan. This will include the consideration of key policy options, where appropriate, and identify a preferred policy approach.

2. Introduction

This is Manchester's Authority Monitoring Report for April 2018 to March 2020.

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. The Manchester Community Strategy was replaced by the Our Manchester Strategy 2015-25 and focused on:

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

It is currently going through a reset as part of the Council's Covid-19 recovery planning. It is a document developed for the city as a whole and is 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 supports the delivery of 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 are accompanied by monitoring indicators that are intended to measure progress towards these objectives. The following chapter analyses the findings of this monitoring for 2018/19 and 2019/20, highlighting some of the significant achievements during this period.

Monitoring the plan on a regular 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.

It is important to note that this AMR considers the position at the end of March 2020 so will predate almost all impacts of COVID-19. These impacts are being monitored and the State of the City Report 2021 will provide a much fuller picture of the impacts of COVID-19 up until March 21. The Council has prepared the Manchester Economic Recovery and Investment Plan, to support the City's recovery from the economic challenges faced by Covid-19.

Setting the Scene

Manchester's population has continued to grow. The latest Mid-Year Estimate (2019) from the Office for National Statistics (ONS) is 552,858 and the ONS 2018 based subnational population projections indicate that Manchester's population will reach 563,300 by 2025. However this is a significant reduction on the ONS 2016 based projection. The City's forecasting model (MCCFM W2020), which takes into account planned development, and differs in its migration assumptions, predicts a stronger rate of growth, with the total population exceeding 600,000 by 2023 and 627,000 residents expected by 2025.

Manchester's economy continues to strengthen with GVA growth between 2017 and 2018 at 3.6% above the national average of 3.4%. In Manchester per head of population in 2018 GVA was £41,177, compared to £28,729 for the UK as a whole. Total employment has continued to grow year on year from 357,000 in 2015 to 400,000 in 2018 and the number of enterprises increased by 34%, from 17,045 in 2015 to 22,850 in 2020. Increased investor confidence has led to an increased pace of commercial development. The largest number of employees in Manchester are employed in the financial, professional and scientific sectors, followed by wholesale and retail and administrative and support services. 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 2020.

Manchester City Council is part of the wider Greater Manchester Combined Authority

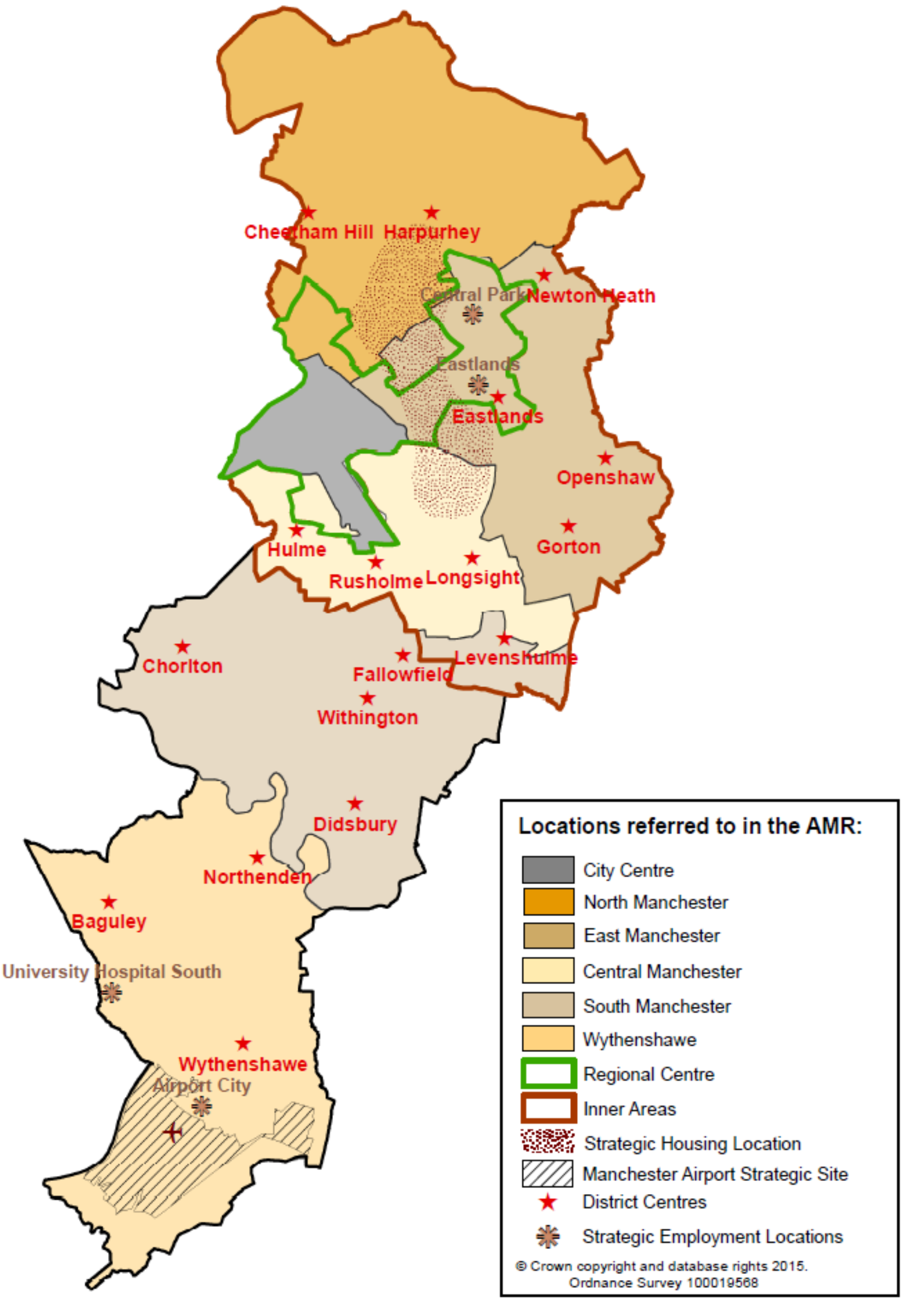
(GMCA) made up of the ten Greater Manchester districts and an elected Mayor. The GMCA has powers in relation to transport, housing, planning, policing, business support, skills, health and social care, together with control over substantial budgets, giving considerable freedom and flexibility to make decisions that meet the city region's needs. The GMCA and nine of the districts are in the process of preparing a strategic plan, Places for Everyone. This strategic planning document will guide the nine 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 2018 to March 2020. 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 2018-20

The following analysis considers whether the strategic Spatial Objectives for Manchester, set out within the Core Strategy, are being successfully delivered. It presents, for 2018-20, achievements and progress in relation to the relevant policy indicators listed in Appendix H to assess the plan's six spatial objectives in turn.

The following map shows the location of key geographical areas within Manchester that are referred to in the analysis. This shows the city divided into 6 areas. These areas were succeeded by 3 larger regeneration areas (North, Central, and South) in 2015, but the Core Strategy still refers to the previous geography and the analysis will continue to relate to them, where appropriate, for 2018-20.



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 a significant amount of high quality living accommodation. During 2018/19, 66% of floorspace and 33% of land developed for employment was in the Regional Centre. During 2019/20, that figure increased with 85% of floorspace and 79% of land. In the last two years completions have included:

- Hanover House NOMA which is occupied by Amazon;
- Spaces - Peter House, 2 Oxford Street offering flexible office and meeting space;
- No. 8 First Street with contactless technologies and other smart systems installed;
- the former Odeon site which now houses Landmark, a fourteen-story office development of some 16,000sqm;
- One Central Park offices for digital and creative businesses;
- a major office refurbishment of London and Scottish House now called Windmill Green.

These developments are supporting the fastest-growing sectors in Manchester: business, financial and professional services; cultural, creative and digital; and science, research and development.

As in previous years, the vast majority of new housing (92%) in 2019/20 was built within the Regional Centre and the Inner Areas, bolstered by significant development in the City Centre and its fringe areas, with several developments delivering in excess of 200 units each within this year. 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 and active travel. 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 2018 (most recent figure) total citywide CO^2 emissions (2,032 kt) were 38% lower than the 2005 baseline, and 2% lower than the previous year. In 2019 the City Council declared a climate emergency, following this we reviewed the carbon emission target and set ourselves the aim of making Manchester a zero-carbon city by 2038 or before.

Manchester Airport passenger numbers had been increasing steadily over the years but took a slight dip by the end of March 2020 due to the loss of business at the start of the Covid-19 pandemic. The aviation sector has been severely affected by the impact of restrictions imposed to reduce the spread of the virus including closing air corridors. Despite this, the Airport is currently going through a £1billion transformation programme of investment and improvement to terminal capacity, allowing greater throughput of passengers and the opportunity to grow to a capacity of 45 million passengers per annum using its two runways. Its economic role is expanding with further development of Airport City North as a high tech business hub and the location of the proposed new Headquarters of The Hut Group. Airport City South continues to attract logistics development from a range of occupiers including The Hut Group, Amazon and DHL. 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 minutes 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 will entail a significant increase in employment.

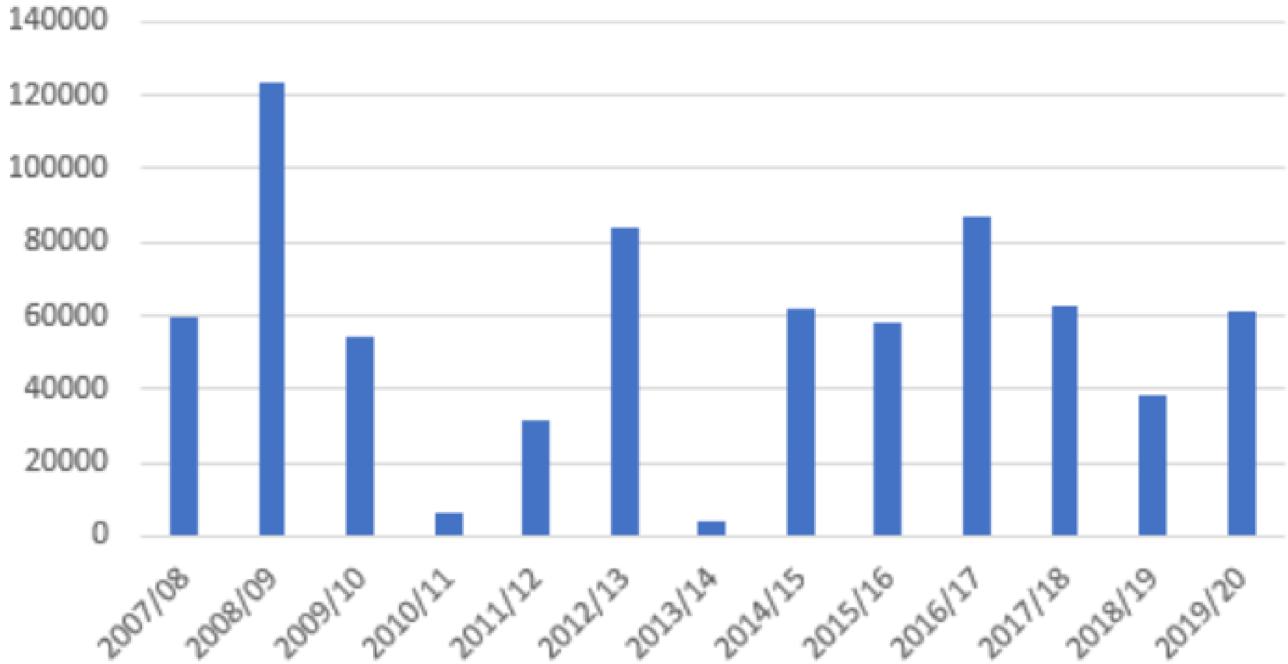
This Core Strategy objective is supported by a suite of policies relating to economic growth, with the focus of this growth being: the Regional Centre, City Centre, Manchester Airport and strategic employment locations.

The City's economy continues to grow with GVA growth between 2017 and 2018 at 3.6% above the national average of 3.4%. Total employment has continued to grow year on year from 357,000 jobs in 2015 to 400,000 jobs in 2018 and the number of enterprises increasing by 34%, from 17,045 in 2015 to 22,850 in 2020. 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 during 2018/19 and 2019/20 respectively, approximately 37,700sqm and 60,000sqm of offices and industrial/ warehousing space was completed in Manchester (see Chart of Employment Completions below). Of this over, 90% was in office development, with 2019/20.

In 2018/19, three significant office completions took place, Hanover House NOMA and Spaces Peter House, 2 Oxford Street in the City Centre and Siemens Campus development near Didsbury. These high-quality schemes offer flexible Grade A office floorspace.

2019/20 saw significant office completions at First Street, the former Odeon site which now houses Landmark, a fourteen-story office development of some 16000sqm and One Central Park, plus a major office refurbishment of London and Scottish House now called Windmill Green.

Chart 1: Employment Completions 2008-2020



In 2018/19 retail completions remained strong at 19,832sqm of new floorspace representing an increase of 33% on the previous year. 40% of completions took place in the city centre including a further 2,900sqm in the NOMA district.

In 2019/20 retail completions continued to be strong at 22,428sqm of new floorspace representing an increase of 13% on the previous year. 85% of completions took place in the city centre including a 1,800sqm at the MODA living development at Angel Gardens in the NOMA district.

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 has increased further during 2019 and 2020. Major developments include completion of 200 luxury serviced apartments at StayManchester on Laystall Street in 2019 and a further 329 rooms at Dakota Hotel, 55 Portland Street.

The challenge going forward, once Covid-19 recovery fully starts, will be supporting the retail and cultural sectors and mitigating the impact of extensive lockdown periods.

Regional Centre

In 2018/19, 66% 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 edge of the city centre.

In 2019/20, 85% of employment floorspace developed for B1 (office), retail, hotel and leisure was in the Regional Centre. Two thirds of this was either in the City Centre or on the edge of the city centre.

In the planning pipeline, a significant proportion of floorspace is within the Regional Centre. Approximately 220,000sqm of office floorspace is under construction, and over 245,000 sqm of office floorspace with planning permission. The continuing delivery of the NOMA masterplan has seen construction commence on a new 11 storey office scheme at 4 Angel Square and permission granted for over 77,000sqm of additional office space including the refurbishment of the CIS Tower and Old Bank Building and a further proposed office scheme comprising an 11 and 12 storey building. The refurbishment of the Hanover Building, which provides flexible working space for the technology and digital sector is complete, and Amazon now occupies this building, its first let outside of London.

Building on the success of Citylabs 1.0, construction has commenced on Citylabs 2.0 providing further commercial floor space within the Oxford Road Corridor Enterprise Zone area. There is new office and retail space under construction at Circle Square. Significant progress is being made at St. Johns with approximately 80,000sqm of office space plus a new theatre The Factory under construction. The University of Manchester is continuing to invest in The Corridor, with the construction of a new engineering campus offering a state-of-the-art education facility. Two large scale office permissions have been granted at Mayfield alongside the first new City Centre park planned in more than 90 years.

Proposed growth in office provision over the next 15 years is also expected in Piccadilly, North Campus (Innovation District), First Street, Manchester Science Park, Great Ducie Street, St. Mary's Parsonage and in parts of East Manchester proposing over 1.4 million sqm of additional floorspace.

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.

In Manchester during 2018/19, there was an increase of almost 30% in the overall unemployment rate (Job Seeker's Allowance and Universal Credit claimants) from 3.1% to 4%. By April 2020 unemployment claims have risen further from 4% to 7% of the working age population. The impact of Covid 19 has caused job losses particularly in hotels, restaurants and bars and in the sports and leisure sector. 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 and active travel measures 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 2018/19, 54,991 sqm employment related development comprising retail, office, leisure/education, hotel and warehousing completed in the City Centre and in 2019/20 a further 158,900 sqm. Over half of 2019/20 growth was down to three schemes, Plot 5 of the First Street masterplan, Landmark at the former Odeon site and the redevelopment at London Scottish House on Mount Street. Growth in employment development is set to continue, as the City Centre office development pipeline stood at approximately 430,000 sqm in 2019/20 and a further 1.37million sqm planned by 2037.

The forecast growth in GVA in Manchester for the period 2017-2027 is in the three fastest growing sectors: wholesale and retail; cultural, creative and digital; and science, research and development. The majority of business in these sectors are located in the City Centre. Cultural, creative and digital industries continue to make a significant contribution to Manchester's economy, making the city a more attractive place to live, visit, work and study. This sector's GVA is forecast to increase by 30.6%, equating to 11,600 jobs, between 2017 and 2027, making it the second fastest-growing sector in the city.

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[1], as expected new apartment-led residential development adds further capacity. In 2018/19 762 units were completed in the City Centre (761 flats and 1 house), in 2019/20 1,395 units were completed and all were flats.

Manchester city centre is made up of a collection of distinct and recognisable neighbourhoods. Featured below are examples of the type of development and approach to areas in the City Centre:

Mayfield – a 20-acre site providing the opportunity to create a distinctive and unique city centre district. Development will see the delivery of up to 1,500 new homes, 150,000sqm of high-quality workspaces, and retail and leisure opportunities, including two hotels and a 6.5 ha new city centre park the first in Manchester for more than 90 years. In the past 12 months, the first phases of development have secured planning consent and work has commenced on the new park.

[1] Manchester City Council Forecasting Model, 2018

First Street – over the past decade, phased development has delivered major regeneration at First Street, creating a mixed-use neighbourhood providing a new cultural facility, 240,000sqm of new commercial space with 100,000sqm of office space, and retail, leisure and hotel space. Having successfully delivered and integrated this quantum of development, an updated framework has now been developed setting out the proposals for future phases of development. This will seek to provide further Grade A commercial floor space, alongside new residential development within the framework area.

Manchester is currently building The Factory, a world-class cultural space in the heart of the city. A unique and one of the biggest developments of its kind in Europe, The Factory will be the permanent home for MIF. It will present a year-round programme, featuring artists from around the world, as well as creating jobs, skills and training opportunities for people from across the city.

Hotel schemes completed in the last two years include Stock Exchange, Dakota Deluxe, Native Manchester, StayCity Aparthotel, Roomzzz at the Corn Echange, OBic Hotel at John Dalton House, Super City Hotel, Premier Inn at Circle Square and Whitworth Locke as part of the New Manchester Square proposal. The London Road Fire Station has a permission and has commenced on site for a mixed use scheme comprising retail, offices and a hotel. Other major commerical schemes under construction include Minshull House and Minto & Turner, which is part of Kampus, plus the Great Northern Complex redevelopment.

In 2018/19 there were 22 major planning approvals, of which 14 were major residential planning approvals, including three 'major' Prior Approvals for more 10+ units and three major approvals for both commercial and residential. These 14 schemes will provide 2,046 units. In 2019/20 there were 18 major planning permissions, of which three were major residential applications, and 2 additional Prior Approvals for more 10+ units. These 5 schemes will provide 968 units.

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 2018/19 as a whole, in the context of an increase in on-line retail nationally, city centre footfall increased by 2%. In 2019/20, footfall decreased by 7%. It is noted that people had started to stay away from the City Centre due to Covid-19 concerns and restrictions in the final weeks of March 2020.

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 destinations had been steadily expanding but air travel has been severely impacted by Covid-19 restrictions. The AMR largely covers the period prior to Covid-19 restrictions and shows passenger numbers at around 28 million per annum by the end of March 2020, slightly down from the previous year.

The Airport is currently going through a £1 billion transformation programme of investment and improvement with new terminal capacity allowing greater throughput of passengers and the opportunity to grow to a capacity of 45 million passengers per annum using its two runways.

The Airport City North is a major new employment area expected to create around 15,000 jobs in a new hi-tech campus (THG Global HQ), providing offices, research and development and two hotels. Airport City South is a global logistics location with infrastructure delivery and take-up of warehouse space by businesses required to co-locate with the Airport to support its growth, including distribution companies such as DHL, Amazon and The Hut Group.

In terms of sustainable access to the airport, the percentage of passengers accessing the airport by non-car modes in 2019 was 25.4%, an increase from 24.6% in 2017. The number of Airport employees travelling to work by non-car modes was 19% in 2018.

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.

Manchester's Residential Growth Strategy (2015–2025) has been developed within the context of the Our Manchester Strategy and sets out the city's approach to providing the right mix of housing for a growing and increasingly diverse population. The Strategy commits to building 32,000 new homes in Manchester between 2015 and 2025, including a minimum of 6,400 new affordable homes. 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 2018/19, a total of 2,592 new homes (gross) were completed across the City, and in 2019/20 the figure was 4,526. Whilst the 2018/19 figure represents a slight drop compared to the previous year the 2019/20 completions figure is the highest since 2007/08. These figures include communal establishments such as purpose built student accommodation and sheltered accommodation which is not made up of self-contained units: different ratios are applied to bedspaces in the various types of communal accommodation to come up with a completions figure, as required by the government's Housing Delivery Test Measurement Rule Book.

There were 233 residential demolitions in 2018/19, the highest number since 2014/15, meaning that net completions in 2018/19 were 2,359 - 441 houses (19%) and 1,918 flats (81%). However demolitions were much lower in 2019/20, at 55, giving a net completions figure for that year of 4,471 dwellings - 617 houses (14%) and 3,854 flats (86%).

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 housing requirement for the purposes of the five year land supply is the LPA's local housing need figure using the government's standard methodology. This will also be the case for the purposes of the government's Housing Delivery Test from 2021, however at present we are still within the period of transitional arrangements for the Housing Delivery Test so the government will use household projections as well as the standard methodology requirement when assessing whether the Housing Delivery Test has been met each year. The Housing Delivery Test looks at net completions over the previous three year period and is used to determine whether a LPA needs to produce an Action Plan to address housing under-delivery (National Planning Policy Framework paragraph 75) and to calculate the level of buffer to add to the fiver year housing supply (NPPF paragraph 73). Achieving 95% of the requirement counts as meeting the Housing Delivery Test, which Manchester City Council has achieved each year since the test was introduced, exceeding the requirement by a significant margin in 2019/20, so the Council has not had to prepare an Action Plan to date.

In total there were 16,984 units in the planning pipeline at the end of March 2020. This comprised 10,886 units in schemes already under construction, and 6,098 units in schemes with planning approval where construction had not yet started at this date. Although the pipeline has fallen slightly over the last few years it is expected that residential completions will remain high over the next few years; while construction slowed following the introduction of the first lockdown measures to combat the spread of COVID-

19 in spring 2020 activity has started to pick up as contractors have started to adopt safe working practices in line with Government guidelines. As such, while it is likely that development timescales will be extended, there remains strong demand for new housing and a development pipeline to match.

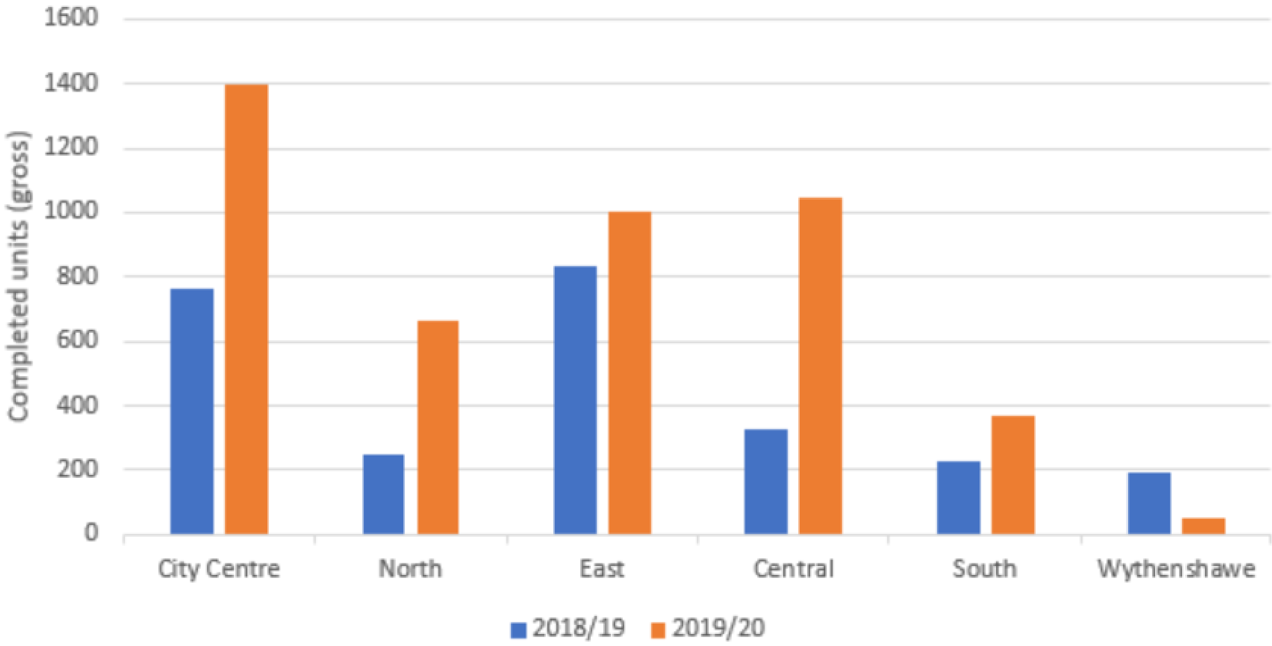
Over half of the planning pipeline is within the City Centre (9,163 units). Build to Rent schemes are becoming an increasingly large part of the housing market in this area, with around 5,000 units operational across the City Centre and its edges in 2019/20 and almost the same number under construction. However looking forward, as the demand for housing continues to grow and opportunities for largescale development sites in and around the City Centre become harder to find, there are increasing opportunities in new locations close to the city centre. In some instances this involves repurposing existing residential and commercial sites that require significant infrastructure investment, including opportunities within the Northern Gateway and other parts of north Manchester. Expanding outwards from the City Centre, the residential-led Northern Gateway regeneration project has the potential to contribute up to 15,000 new homes over the next 10–15 years, of which 20% will be affordable. The Northern Gateway is the city's biggest opportunity to deliver an ambitious affordable housing plan. A well-planned, place-based approach to development, it will provide a diversity of housing types that reflect the city's changing demographic, including much-needed family homes.

The graph below shows gross housing completions in 2018/19 and 2019/20 by strategic regeneration framework (SRF) area[2]. The City Centre remains a focus for development in 2019/20 with notable completed developments in this location including 496 homes at Deansgate Square (South Tower) and 172 at Axis Tower, Deansgate Locks. In addition, there have been large numbers of completions to the east of the City Centre in the last two years and in the Central SRF area in 2019/20. The high completions figures in the East SRF area are principally apartments in the city centre fringe, where residential completions have been increasing in recent years – this location is outside the Core Strategy City Centre boundary. Completions in Central Manchester were much higher in 2019/20 than

[2] 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.

in earlier years – this is due to the completion of the University of Manchester's 1,122 bedspace Unsworth Park Hall of Residence adjacent to the Fallowfield Campus which equates to 449 residential completions after the student accommodation ratio is applied.

Chart 2 : Residential Completions by Regeneration Area in 2018/19 and 2019/20



81% of net residential completions in Manchester in 2018/19 and 86% in 2019/20 were flats, with the high proportion of flats reflecting the increasing completions in the city centre fringe. The average density of residential completions within the City Centre was 780 units per hectare (ha) in 2018/19 and 1,201 units per ha in 2019/20, well in excess of the target density of at least 100 dwellings per ha for this part of the city, as has always been the case. There has continued to be a healthy residential pipeline in the City Centre, at 31st March 2020 this stood at 9,163 units indicating that completions in this location are likely to remain high into the future.

The number of empty homes on the Council Tax register in 2020 was less than in 2018. Empty property figures can sometimes be misleading in Manchester as new properties may be technically empty, for example a new tower block in the City Centre but it is being occupied for the first time. There has also been an increase in the number of additional affordable housing units added in the housing stock over the last two years. In 2018/19, 338 additional units have been added, 56 social rent; 136 affordable rent; 141 shared ownership; 5 rent to buy (net 334 units as there were 4 demolitions of affordable units). In

2019/20 437 additional units had been added 27 social rent; 88 affordable rent; 131 shared ownership; 191 rent to buy (net 436 units as there was 1 demolition).

Increasing the delivery of housing and this includes affordable new homes, will be a key part of city's recovery following the Covid-19 pandemic. With this in mind, the Council is working to significantly upscale the delivery of new affordable homes through a number of programmes of work designed to help the city meet and exceed the Residential Growth Strategy target of delivering a minimum of 6,400 new affordable homes by 2025. As part of this, the council is looking to maximise the use of its land assets through the Affordable Homes Programme including via Project 500 which, in partnership with our Registered Provider (RP) partners, is set to deliver over 600 homes on small sites (under 25 homes) and through This City – the Council's local housing development vehicle – which is looking to develop new affordable homes on sites across the city including in and around the city centre. Alongside this, the Council is continuing to work with RPs and developers to bring forward large scale opportunities across the Northern Gateway and other areas within the conurbation core. In addition, the Council is also looking to improve energy efficiency of its existing social housing stock – which represents around a third of all homes in Manchester - in line with our zero carbon ambitions.

There were 233 residential demolitions in 2018/19 which is an increase from 2017/18, but this figure decreased again in 2019/120 to 55. Most of the 2018/19 demolitions were as part of the Brunswick neighbourhood redevelopment, whereas the 2019/20 demolitions were spread across the city and were small scale with the exception of a block of 31 flats in Brooklands, which will be replaced by a new development of 11 houses and 23 flats.

The efficient use of both land and buildings is supported through several Core Strategy policies. The Council encourages development in sustainable, brownfield locations and 91% of residential completions in 2018/19, and 89% in 2019/20, were on brownfield land, very close to the Core Strategy target of 90%.

S04. Centres[3]

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

District Centres are the core commercial and service hubs at the heart of Manchester's neighbourhoods, where people access key services and have the chance to meet and interact with their community. Retailing has been experiencing wider changes in how people shop in general with more shopping taking place online and less shopping taking place 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 district centres have so far proved relatively resilient in the face of these prevailing national trends.

The City Council has been working with the Institute of Place Management to run pilot projects in district centres. The pilots investigated how we can work in partnership with local stakeholders to improve the vitality and viability of our district and local centres. The work includes participation in Area Based Collaborative Entrepreneurship (ABCitiEs), a European funded project. Policies and strategies are being developed to help establish and support partnerships to work effectively to improve centres.

In 2018/19 and 2019/20, 3,503sqm and 2,008sqm respectively of commercial floorspace was created in district centres. Despite being below the overall Core Strategy target, in recent years retail provision has increased in district centres. 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

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

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 2019 showed that the proportion of shops (A1) remained at a similar level to previous survey results in 2015, at 44%. Vacancy levels were at 9% across the city's district centres, which is significantly below the national average of 12.1%[4] 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 2019. There was a decrease in the number of hot food takeaways from 10% in 2017 to 9% in 2019. This can be attributed to the adoption of 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. The 2040 Strategy has been given a light-touch refresh to take account of progress made and

4– Local Data Company Vacancy Rate for High Streets 12.1% in December 2019 the wider context, along with a Five-Year Delivery Plan and Local Implementation Plans for each GM district, which were adopted in February 2021. Sitting as part of the 2040 suite of documents, a brand new City Centre Transport Strategy was consulted on between September and November 2020 and is expected to be adopted in March 2021.

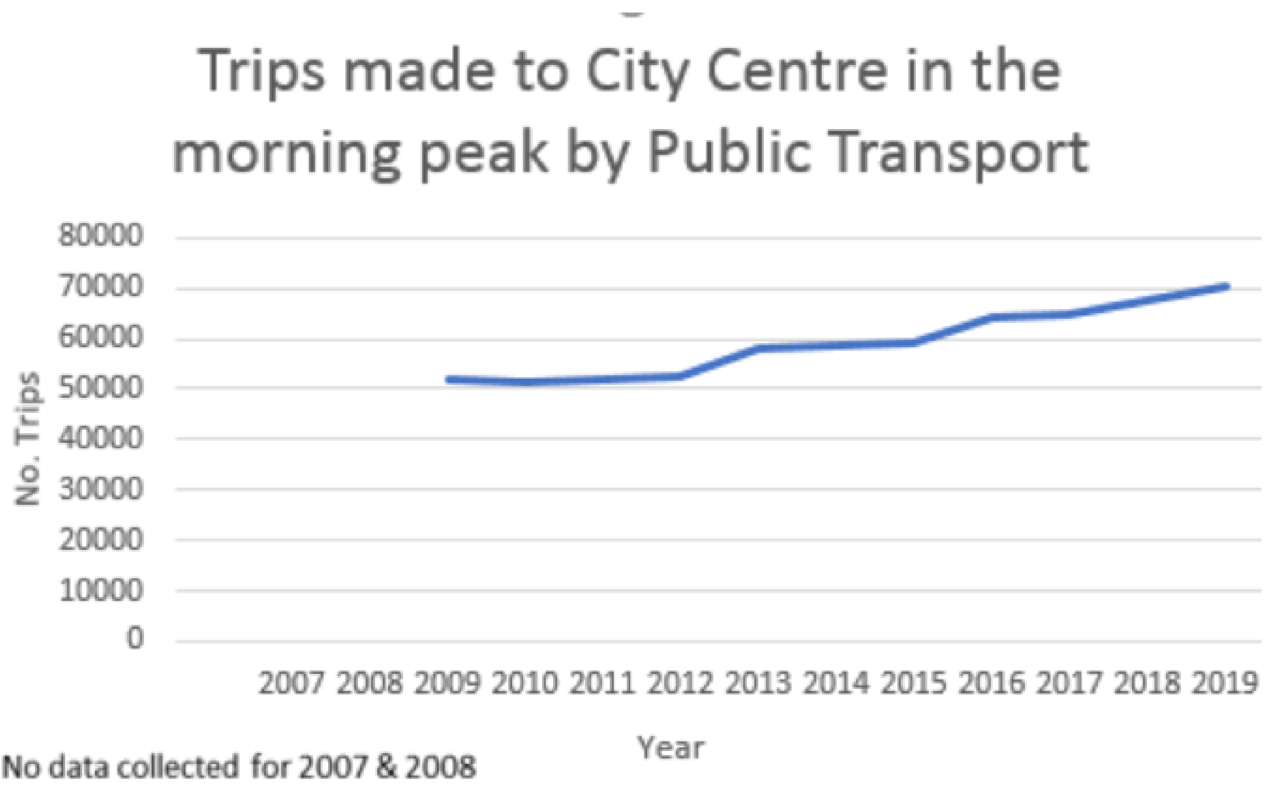
Manchester is working with Transport for Greater Manchester and Highways England to increase the capacity, quality, accessibility and integration of the highways network, to achieve the goal of a comprehensive, efficient, and sustainable transport system that supports a growing economy and a larger number 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 CO^2 emissions and air quality.

Within the City, up to the Covid-19 pandemic, recent investment in transport improvements had been supporting 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 2019, 79.4% 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.

Table 1: Trips made to City Centre in the morning peak by non-car modes (%) (The morning peak is 07:30-09:30)

	2019	**2018** **(1 year earlier)**	**2005** **(12 yrs earlier)**
All non-car modes*:	**79.4%**	77.9%	**62.7%**
Public transport	**64%**	66.5%	**55.0%**
Bicycle	**2.3%**	2%	**0.6%**
Walking	**13.2%**	**11.8%**	**7.0%**

* Source: Manchester city centre cordon count, TfGM © Crown Copyright 2020



Source: Manchester city centre cordon count, TfGM

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[5] 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. Further details and refinements to these proposals are set out in the Strategic Transport Plan published in February 2019 by Transport for the North. With the accompanying Investment Plan setting out a number of projects. Proposals for Northern Powerhouse Rail gained support from the government in March 2017 and feature in this plan as a way of connecting the northern cities with high speed rail connections, improving rail journey times and frequency of services. 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.

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

The on-going expansion of the Metrolink network is improving connectivity across Manchester and the wider city region. Services now run on seven lines to 99 stops, covering nearly 105km. An extension of the network to Trafford Park opened in March 2020, 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 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. Transport for Greater Manchester, on behalf of the Greater Manchester Combined Authority, has prepared an assessment of bus-reform options. This included assessing partnership and franchising options in accordance with the Bus Services Act. The assessment concluded that a proposed franchising scheme was the preferred option and a subsequent public consultation occurred, which ended on Wednesday 8 January 2020. An assessment of the impact of the Covid-19 pandemic concluded that the franchising scheme was still the most preferable option, and a public consultation on this assessment ran from 2 December 2020 to 29 January 2021.

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 Bee 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 (MCF) to assist in implementing this network. The council currently has nine MCF schemes either already under construction or at development stage as part of the MCF Bee Network funding. Walking continues to increase its share of morning peak journeys into the City Centre. 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 2020.

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. A new target has been adopted for the City to be zero carbon by 2038 but the monitoring data trails two years behind with CO² emission and the new targets will be measured against the data as it catches up.

Table 2: 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**
2018	**2,032.1**	**-38%**	**3.7**	**549.8**

Source: BEIS Estimated CO_2 emissions dataset 2005-2018

The latest figures show continued progress in the right direction. Meeting the zero carbon by 2038 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 Framework 2020-2025 published in February 2020, sets out the approach to achieving this target over the next 5 years. 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 address resilience 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 2019-20, 0.001% of completions were on sites at least partly within a Flood Zone 3 (FZ3) boundary, which achieved the Core Strategy target of <5% for this indicator. Yet again, no planning permissions in 2018-20 were granted contrary to Environment Agency advice.

Manchester's work on green and blue infrastructure has continued to be guided by the Green and Blue Infrastructure (G&BI) Strategy and the accompanying Stakeholder Implementation Plan adopted in July 2015. This supports and provides more detail to underpin the environment policies within the Core Strategy

In 2018 a three year progress review highlighted some of the key deliverables that had been achieved; 12,500 trees planted, £77million committed to G&BI projects, £800,000 worth of volunteer support, 1.7million people attending activities in our parks and open spaces. The Strategy received national recognition, receiving a prestigious award from the highly respected Chartered Institute for Ecology and Environmental Management (CIEEM). The Strategy won the award for best practice in Knowledge Sharing.

In 2019/20 key evidence-based projects were initiated to inform decision making and develop best practice approaches. These will provide key evidence to underpin the review of Local plan policies and include:

- Nature of Manchester – Natural Capital Assessment of green infrastructure across the city
- Horizon 2020 Grow Green project - Delivering Climate Resilience in Neighbourhoods
- IGNITION – Opportunities for GI Investment
- Our Rivers Our City – three new River Valley Action plans commissioned
- Managing Manchester's Trees - a new Commission supported by a £1million tree planting programme which aims to increase the amount of carbon stored and

sequestered in our tree stock and improve climate resilience, though appropriate planting and best practice tree management.

- My Wild City – Development of a New Vision for Biodiversity in Manchester

Key large scale GI related schemes have also been identified; a 6.5ha park within a development at Mayfield within the City Centre and the Northern Gateway - a 155-hectare development site which incorporates a strategic enhancement of greenspace located alongside the River Irk, as part of a network of new and improved parks and open spaces running through the heart of the development area.

Another objective of the G&BI Strategy is to improve accessibility to green space both within and beyond Manchester. 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 a variety of ways including 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.

Manchester has one Site of Special Scientific Interest, ancient woodland at Cotterill Clough in Wythenshawe, which remains in a 'favourable' condition; and 37 sub-regionally designated Sites of Biological Importance (SBIs), 23 of which are currently in active conservation management. The City has so far designated 8 Local Nature Reserves (LNRs) covering 392 hectares, and is working towards the Natural England target of 1ha of LNR per 1000 residents. The Water Framework Directive requires all waterways to achieve 'good' ecological status or potential by 2027; in Manchester in 2019, none were 'good', 12 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. The number of Grade I and II listed buildings remained the same at 15 Grade I, and 82 Grade II. Overall, including Grade II, there were 10 new designations for listed buildings and 4 de-listings since 1st Jan 2018.

Manchester has a substantial amount of brownfield land, which is an important resource for future development. The Council's Contaminated Land Strategy[6] and the Local Plan together support the remediation and safe re-use of potentially contaminated land, with 44ha remediated through Planning's development management process in 2019/20, compared with 25.5ha 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 40.4% recycled/re-used/composted in 2019-20, 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, sulphur dioxide, benzene, 1,3 butadiene, carbon monoxide, PM10 particulates, and nitrogen dioxide (NO2)), which are based on EU limits. Both particulates and NO2 remain a serious concern in Manchester, as they do in the rest of Greater Manchester and most other urban areas. Manchester continued to exceed the annual mean EU limit for NO2, the main source of which is road vehicles, in particular older diesel vehicles. The daily and annual EU limits for PM10 were not exceeded during 2018-19 or 2019-20. PM2.5 particulates have significant importance for human health however there is no regulatory standard for local authorities in England, although Manchester has pledged to meet World Health Organisation recommended levels for this pollutant by 2030.

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 roadside NO2 emissions to legal levels by tackling air pollution from traffic. A GM-wide Class C Clean Air

[6] MCC Contaminated Land Strategy, updated March 2011

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, but may be brought within the remit of the Clean Air Plan. 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. Some of these measures such as funding to begin bus retrofit upgrades and for electric vehicle charging points have begun, but the wider package remains subject to funding agreement from government. The ten GM districts and TfGM are reviewing the impact of COVID-19 on the proposals and will publish their final Clean Air Plan no later than summer 2021.

4. Conclusion

Manchester has a strong, competitive economy and good infrastructure, and there are many indicators in the 2018 to 2020 AMR which show substantial progress over the two year period 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 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 first steps in reviewing the Local Plan has commenced and will be informed by the emerging strategic plan at the city-region level called Places for Everyone, 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 and inclusive 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. The primary purpose of the 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.

The AMR comprises 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 2020* (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 2018 to 31 March 2020, 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 2018/19 and 2019/20, as set out in the Housing Deliver Test Measurement rulebook. 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. Indicators relating to areas defined in the Core Strategy are 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' is identified in the Sustainability Appraisal of the Core Strategy to measure other aspects of the socio-economic and environmental impact of policies. However, a similar set of sustainability indicators is reported on in considerable detail in the Council's annual 'State of the City' report* and therefore, rather than duplicate much of this monitoring, the AMR focusses on the Core Strategy indicators 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 long-term vision and objectives outlined in the Our Manchester Strategy (2016-2025). The State of the City Report 2020 provides the latest analysis of progress towards the vision and objectives 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 2020 can be found on the Manchester City Council website.

Appendix B

The Local Plan

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

- **Manchester Core Strategy** (now under review, see below) – 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 regularly – 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 Manchester City Council website.

Review of Local Plan

Work began in 2020 on the review of the Local Plan (Core Strategy, Proposals Map and Extant UDP policies). The Manchester Local Plan will set out how the city should meet the need for new development over the next 15–20 years. It will identify where new development should happen, which green spaces and other aspects of the environment should be protected or enhanced, and how transport and other infrastructure will be improved. From February to May 2020, the City Council invited comments on the initial stage of the review. The Issues Consultation set out the key issues that will influence the Manchester Local Plan and identified approaches that could be particularly important for development in Manchester.

Approximately 560 responses were received from individuals, landowners, developers, campaigning organisations, statutory consultees and partner organisations. All comments will be considered when drafting the second stage of the review, the Preferred Options Consultation which is expected to be published in 2021.

Appendix C

Saved UDP policies

A full list of the Saved UDP Policies can be found on the Manchester City Council website.

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

Saved UDP policies	Most relevant indicators in AMR	Find under Core Strategy Policy
LL15 (pedestrian safety & disabled parking in shopping areas); WB2 (impact of employment development on traffic/parking); DB7 (parking on residential streets); WW8 (community centre allocation); DC26.1 – DC26.6 (noise)	Residents satisfaction with local area / neighbourhood as place to live	**SP1**
T1.8 (re. safeguarding Metrolink routes) **WW10 (extra stations on rail line)**	Amount of new residential development within 30mins public transport time of health facilities, schools, employment and major retail areas	**SP1**
Extant UDP policies: EW13 (control of further off-airport car-parking)	Total employment area developed for alternative uses [i.e. 'lost']	**EC2**
CC10, CC16, HC10, **HC11, EM5, EM17, HU9, HU10, AB8, AB9, GO6, RF6, RF7, LL7, LL8, LL9, WB3, DB12, DB13, WW2, EW8,**	Employment land available	**Economy**

EW9, EW11, EW12, RC20 (site/area allocations under 'Industrial and Commercial Uses') **CC14, CC15, AB7 (site allocations for commercial employment/business uses)**	- by type	
S1.2 (District Centres), DC10.2, DC12.2, DC12.3, CC16, CC18, CC19, HC4, EM11, AB5, GO6, RF6, LL7, LL13, LL14, RC20	Amount of completed retail, office and leisure development.	**Economy**
BM8, CC6, HC4, HC9, EM8, AB3, GO5, GO8, RF6, LL7, LL10, LL11, WW7, RC20 (housing site allocations/ improvement areas)	Total net residential units provided since 2009	**H1**
CC9 (permanent sites for Travelling Show People)	Number of new pitches provided for Travelling Show People [net]	**H9**
DC10.1, 10.3 – 10.5 (food & drink establishments)	Total proportion of space for additional town centre uses development that falls within the City Centre, district centres and local centres.	**C1,C2,C8,C9**
DC12.1, DC12.4 (Commercial uses above ground floor retail)	Proportion of non-retail uses within the Primary Shopping Area (ground floor)	**C2,C10**
S1.2 (District Centres), DC10.2, DC12.2, DC12.3, CC16, CC18, CC19, HC4, EM11, AB5, GO6, RF6, LL7, LL13, LL14, RC20	Amount and percentage of completed retail, office and leisure development in centres.	**Centres**
CB10	Percentage of A4, A5 and similar sui generis uses in centre	**C10**

Extant UDP policies: BM14, HC15, AB10, GO10, GO11, RF12, WB11, DB9, WW9 – safer roads, junctions & crossings; WW10 (extra stations on rail line); WW15 (cycle route); DC22.1 (protect pedestrian routes)	Trips made by non-car modes	**T1 - T3**
Extant UDP policies: **WW11 (road access to Wythenshawe hospital)**	Congestion: average journey time per mile	**T1 - T3**
DC19.1 (Listed buildings)	Buildings of Grade 1 and 2* at risk of decay	**EN1-EN3**
BM6 – Crab Lane Conservation Area **RF3 – Victoria Park Conservation Area;** **DC18.1 (Conservation areas)**	Review of Conservation Areas / up-to-date character appraisals	**EN1-EN3**
E3.4 (create a network of linear recreational routes), GO4, GO12-16, RF4, LL4, CB13, (including historic Nico Ditch), WB9, DB10	Increased levels of Green Infrastructure	**EN9**
CC3	No. of planning permissions compliant with EN10 (Safeguarding Open Space, Sport and Recreation Facilities)	**EN10 - EN12**

BM2,3,5 (all relate to open spaces/linear recreational routes); CC2; HC5; CB2,24,25,26,27,50,56; DB23,25; WW3; EW3,36	Changes in designated areas of biodiversity importance (SBIs)	**EN15**
DC28.1-3; DC28.12-14 **CB41;** **DC28.4-11; 28.15-17 (minerals)**	Production of primary land aggregates won	**EN20**
DC28.1-3; DC28.12-14	Production of secondary/recycled aggregates	**EN20**
CB15-59, DB15-29, WW12, WW13, WW14, EW17, EW37-41 (Mersey Valley)	**Covered by:** **a range of CS indicators relating to GI, quality of open space, etc.**	**Environment**

Appendix D

Local Development Scheme

Revisions since the last Authority Monitoring Report

The Council has not revised the Local Development Scheme (LDS) since the previous AMR. The latest version came into effect in November 2018, and it covers the period 2018-2022. This is available online on the Manchester City Council website.

The intention is to update the LDS in the near future to reflect the latest proposals for the strategic plan for the nine Greater Manchester authorities and the next steps for Manchester's Local Plan.

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 a strategic plan for Greater Manchester 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 on the Manchester City Council website 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.

The Northenden Neighbourhood Forum, first designated in 2013 was re-designated in March 2020. No Neighbourhood Areas were designated in Manchester in the period covered by this AMR, nor were any area 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 on the Manchester City Council website.

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 or strategic matters. 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 from 1 April 2018 to 31 March 2020. 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.

Meeting/ 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 between April 2018 and March 2020	Outcome of Discussion	Geographical Scale of the Issue
Joint GMCA/ AGMA	GM Leaders and GM Mayor	11th January 2019	Approved the Revised Draft GMSF 2019	**Greater Manchester**
GM Planning and	Public and private sector representatives	13 Sept 2018	Agree approach to GMSF development and draft documents	**Greater Manchester**

Housing Commission	including the 10 districts (Lead Officers for Place) and GMCA.	12 Sept 2019 24 Jan 2020	to be reported for approved by districts	
GMSF Statement of Common Ground Event	GMCA, GM authorities, neighbouring authorities, advisory bodies and infrastructure providers.	January 2019	A Statement of Common Ground event was held bringing together for discussion DtC bodies. It covered the Revised GMSF 2019. .	**Greater Manchester**
GM Land Supply meetings	Land Supply reps from each of the 10 districts, the GMSF team and the GMCA data team	Monthly	Planning and proposing to POG approach to monitoring land supply and setting targets for GM strategic plan.	**Greater Manchester**
Green Infrastructure & Blue & Green GM district leads	GMCA and 10 GM District reps	Various	Planning and proposing to POG approach to Environmental Standards, Blue & Green issues and Nature Recovery Networks	**Greater Manchester**

GM Green City Regional Board	Natural Environment Leads from the 10 districts and GMCA	Various.	Proposing policy approaches for the GM strategic plan.	**Greater Manchester**
Flooding Evidence	10 GM Authorities, Environment Agency, GMCA	June 2017 to September 2020	Level 1 and Level 2 Strategic Flood Risk Assessment and Strategic Flood Risk Management Framework	**Greater Manchester**
GM strategic plan - Transport Evidence Base	10 GM districts, GMCA and neighbouring authorities outside of GM, plus Manchester Airport and Network Rail.	September 2020	A series of meetings took place to discuss the approach to transport evidence and other duty to co-operate matters.	**Greater Manchester**
GM Clean Air Steering Group	Group coordinated by TfGM and members include reps from all 10 districts and Highways England	Meetings held twice per calendar month	Oversees Clean Air Plan design, coordination, governance and implementation	**Greater Manchester**
Utilities provision	United Utilities	21 Nov 2018 3 Dec 2019	Annual liaison meetings to review planned development	**Manchester Citywide**
Rochdale Draft Allocations Plan	Rochdale MBC and its neighbouring districts including Oldham and Bury.	1 Feb 2018	Duty to Cooperate meeting discussed cross-boundary issues re Rochdale's draft Allocations Plan	**Rochdale, Oldham, Bury, Calderdale and Rossendale**
Planning Officers Group	**GMCA and 10 GM District reps**	**Every two weeks**	**Manage and Inform approach to GM strategic plan**	**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-2019) **is 552,858.** The population, which has increased by approximately 30% in the last 18 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 SP1 Spatial Principles Indicator	Policy SP1 Spatial Principles Target	Policy SP1 Spatial Principles Latest figure	Policy SP1 Spatial Principles Trend	Policy SP1 Spatial Principles Comparators
Percentage of new employment land in the Regional Centre (within Manchester City Council boundary – figure relates to floorspace and includes B1, B2, B8, retail, hotel and leisure)	Target: 70% (reviewed annually)	2019/20: **85%** of Floorspace **79%** of Land 2018/19:	80% of Floorspace 32% of Land 2017/18 44.5% of Floorspace 23.3% of Land 2016/17 30% in 2015/16 62% in 2014/15	

Policy SP1 Spatial Principles Indicator	Policy SP1 Spatial Principles Target	Policy SP1 Spatial Principles Latest figure	Policy SP1 Spatial Principles Trend	Policy SP1 Spatial Principles Comparators
		66% of Floorspace **33%** of Land	16% in 2013/14	
Percentage of new housing in Regional Centre and Inner Areas	Target: 90%	**92%** (gross) in 19/20 **85%** (gross) in 18/19	88% 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)*	2019/20 **51%** V Good/Good **30%** OK **18%** satisfied 2018/19 **54%** V Good/Good **29%** OK	March 2017 – December 2018: Very good or good - 52% OK - 30% Poor or very poor - 18%	

Policy SP1 Spatial Principles Indicator	Policy SP1 Spatial Principles Target	Policy SP1 Spatial Principles Latest figure	Policy SP1 Spatial Principles Trend	Policy SP1 Spatial Principles Comparators
		17% satisfied		

Policy SP1 Spatial Principles Indicator	Policy SP1 Spatial Principles Target	Policy SP1 Spatial Principles Latest figure	Policy SP1 Spatial Principles Trend	Policy SP1 Spatial Principles 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. New Target 2020: Reduce Emissions by at least 13% year on year	In 2018*, total estimated CO_2 emissions in Manchester were **2,032 kt**; of this, 38% came from non-domestic (industry & commerce), 30% from domestic sources, & 32% from transport. Per-capita emissions were an estimated **3.7 tonnes** in 2018, therefore already below the level of the 2020 target.	This 2018 figure represents a **37.9%** reduction since 2005, and a reduction of 2% since the previous year.	**Still significantly lower per-capita emissions (tonnes) than: NW (5.3), England (5.0) UK (5.2) averages in 2018.**

Policy SP1 Spatial Principles Indicator	Policy SP1 Spatial Principles Target	Policy SP1 Spatial Principles Latest figure	Policy SP1 Spatial Principles Trend	Policy SP1 Spatial Principles Comparators
Amount of new residential development within 30mins public transport time* of health facilities, schools, employment and major retail areas	**Target: Maintain level at 100% for GP surgery, a primary and secondary school, an employment area, and a major retail centre**	**In 2017*,** 100% **of Manchester residents were within 30 minutes travel time* by public transport/walking of a GP surgery, a primary and secondary school, an employment area and a foodstore; 98% were within 30 minutes of a town centre (100% were within 45 minutes travel time)**	**100% has been maintained for the past 10 years**	*** most recent data published by Govt (Department for Transport)**

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 EC1: Employment and Economic growth in Manchester

Indicator	Target	Latest figure	Trend	Comparators
Total hectares of employment land developed (B1+B2+B8)	Target: 200ha between 2010 and 2027 At least 12ha per year	2019/20: **15.5 ha** B1= 4.5 ha B2= 0 ha B8 = 10.9 ha 2018/19: **10.05 ha** B1= 8.15 ha B2= 0.8 ha B8 = 1.1 ha	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:	

Indicator	Target	Latest figure	Trend	Comparators
			3.5 ha 1.2 ha B1 + 0.6 ha B2 + 1.7 ha B8	
Total amount (sqm) of employment floorspace completed - by type		2019/2020**:** Total = **60,959sqm** B1 = **54,890sqm** B2= 0 B8= **6,069sqm** 2018/19: Total = **37,968 sqm** B1 = **22,758 sqm** B2 = **4,968 sqm** B8 = **10,242 sqm**	2017/18: Total = 62,384sqm B1 = 59,315sqm B2 = 267sqm B8 = 2,802sqm 2016/17: Total = 86,874 sqm B1 = 30,871 sqm B2 = 6,956 sqm B8 = 49,047 sqm 2015/16: Total = 58,055 sqm B1 = 18,018sqm B2 = 595sqm; B8 = 39,442sqm 2014/15: Total= 62,076 sqm; B1= 57,262sqm; B2 = 2,542sqm;	

Indicator	Target	Latest figure	Trend	Comparators
			B8 = 2,272sqm 2013/14: Total = 4,111sqm B1 = 1,368sqm; B2 = 297sqm; B8 = 2,446sqm	
Amount of completed retail, leisure and hotel development		2019/20: Retail= **22,428sqm** Leisure = **43,989sqm** Hotels = **59,042sqm** 2018/19: Retail = **19,832 sqm** Leisure =**11,493 sqm** Hotels = **33,163 sqm**	2017/18: Retail = 14,856sqm Leisure =10,532 sqm Hotels = 6,813 sqm 2016/17: Retail = 7,030 sqm Leisure = 6,304 sqm Hotels = 869 sqm 2015/16: Retail= 10,607 sqm Leisure = 24,569 sqm Hotels = 8,701 sqm 2014/15: Retail= 2,839 sqm Leisure = 3,318 sqm Hotels = 1,078 sqm 2013/1 4:	

Indicator	Target	Latest figure	Trend	Comparators
			Retail= 11,960 sqm Leisure = 13,954 sqm Hotels = 17,981 sqm	
Employment land available - by type		2019/20: Extant Planning Permissions: **68.7 ha** B1 = 56 ha B2 = 1.4 ha B8 = 11.3 ha Additional extant UDP allocations which remain part of the UDP and Core Strategy Strategic Locations = **78.52 ha** Total Employment land available (ha) = **(68.7 ha + 78.52 ha) = 147.22 ha** 2018/19:	2017/18 = 199.55 ha 2016/17 = 208.24 ha 2015/16 = 221.74 2014/15 = 217 ha 2013/14 = 180 ha	Figure includes allocations and planning permissions

Indicator	Target	Latest figure	Trend	Comparators
		Extant Planning Permissions: **Ha 127.09ha** B1 = 48.84 ha B2 = 1.5 ha B8 = 76.75 ha Additional extant UDP allocations which remain part of the UDP and Core Strategy Strategic Locations = **82.9 ha** Total Employment land available (ha) = **(82.9 ha + 127.09ha) = 209.99 ha**		

EC2 Existing employment space

Indicator	Target	Latest figure	Trend	Comparators
Total employment area 'lost' /developed for alternative uses	Less than 2 ha per year	2019/20: **3.7 ha** 2018/19: **1.67ha**	2017/18: 2.46ha 2016/17: 5.23 ha 2015/16: 0.56 ha 2014/15: 2.4 ha 2013/14: 2.05 ha	

EC3: The Regional Centre

Indicator	Target	Latest figure	Trend	Comparators
Percentage of employment land developed for B1, B2 and B8 in the Regional Centre –based on floorspace figures	Target: At least 70% of total	2019/20 B1 = **98%** B2 = **0%** B8 = **36%** 2018/19: B1 = **81%** B2 = **22%** B8 = **2%**	2017/18: B1 = 83% B2 = 0% B8 = 0% 2016/17: B1 = 30% B2 = 3.6% B8 = 5.3% 2015/16: B1 = 14% B2 = 0%	

Indicator	Target	Latest figure	Trend	Comparators
			B8 = 0% <u>2014/15:</u> B1= 41% B2= 0% B8= 21%	
Amount of employment floorspace completed on previously developed land – by type	Target: to increase amount	2019/20: B1 = **100%** B2 = 0**%** B8 = **100%** Total = 100**%** 2018/19: B1 = **90%** B2 = **100%** B8 = **100%** Total = **96.66%**	2017/18 = 100% 2016/17 = 46% 2015/16 = 86% 2014/15 = 100 2013/14 =100%	

EC4 – EC12: Economic Development Outside the City Centre – Strategic Regeneration Areas and Strategic Locations

EC4: North Manchester

Indicator	Target	Latest figure	Trend	Comparators
Total employment land developed in North Manchester	14 ha in total by 2027 1ha per annum	**0.1** ha in 2019/20 **0.1 ha** in 2018/19	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* = **9.4%** in April 2020 **5.2%** in April 2019 *JSA + UC claimants	**3.9%** in April 2018 **3.6%** in April 2017	**2020** City average = 7.4 %; UK average = 5.1% **2019** City average = 4.0%; UK average = 2.7%

EC5: East Manchester

Indicator	Target	Latest figure	Trend	Comparators
Total employment land developed in East Manchester	80 – 85 ha by 2027 >5ha per annum	**2 ha** in 2019/20 **4.6 ha** in 2018/19	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: Central Park Strategic Employment Location

Indicator	Target	Latest figure	Trend	Comparators
Total employment land developed in Central Park	60 ha by 2027 4 ha per annum	**1.6 ha** in 2019/20 **3.7 ha** in 2018/19	0.04 ha in 2017/18 0.08 ha in 2016/17 0 ha in 2015/16 1.92 ha in 2014/15 0 ha in 2013/14	

EC7: Eastlands Strategic Employment Location

Indicator	Target	Latest figure	Trend	Comparators
Total employment land developed at Eastlands	45 ha by 2027 >2-3 ha per annum	**0 ha** in 2019/20 **0.02 ha** in 2018/19	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: East Manchester, EC6: Central Park Strategic Employment Location, EC7: Eastlands Strategic Employment Location

Indicator	Target	Latest figure	Trend	Comparators
Unemployment rate in East Manchester	Moving towards City average	Unemployment rate* = **10%** in April 2020 **5.8%** in April 2019 *JSA + UC claimants	**4.5%** in April 2018 **3.6%** in April 2017	**2020** City average = 7.4 %; UK average = 5.1% **2019** City average = 4.0%; UK average = 2.7%

EC8: Central Manchester

Indicator	Target	Latest figure	Trend	Comparators
Total employment land developed in East Manchester	80 – 85 ha by 2027 >5ha per annum	**2 ha** in 2019/20 **4.6 ha** in 2018/19	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	
Unemployment rate in Central Manchester	Moving towards City average	Unemployment rate*= **4.5%** in April 2020 **4.0%** in April 2019 *JSA + UC claimants	**3.3%** in April 2018 **3.1%** in April 2017	**2020** City average = 7.4 %; UK average = 5.1% **2019** City average = 4.0%; UK average = 2.7%

EC9: South Manchester

Indicator	Target	Latest figure	Trend	Comparators
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 ha** in 2019/20 **2.6 ha** in 2018/19	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		**0.02 ha** in 2019/20 **3 ha** in 2018/19	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: Wythenshawe

Indicator	Target	Latest figure	Trend	Comparators
Total employment land developed in Wythenshawe	55 ha in total by 2027 >3 ha per annum	**0.7 ha** in 2019/20 **1.13 ha** in 2018/19	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	

Indicator	Target	Latest figure	Trend	Comparators
Unemployment rate in Wythenshawe	Moving towards City average	Unemployment rate* = **8.7 %** in April 2020 **4.5%** in April 2019 *JSA + UC claimants	**3.4%** in April 2018 **3.3%** in April 2017	**2020** City average = 7.4 %; UK average = 5.1% **2019** City average = 4.0%; UK average = 2.7%

EC11: Airport City Strategic Employment Location

Indicator	Target	Latest figure	Trend	Comparators
Total employment land developed in Airport City	30 ha in total by 2027 2 ha per annum	**0 ha** in 2019/20 **0 ha** in 2018/19	0 ha in 2017/18 2.51 ha in 2016/17 7.89 ha in 2015/16 0 in 2014/15 0 in 2013/14	

EC12: University Hospital South Manchester Strategic Employment Location

Indicator	Target	Latest figure	Trend	Comparators
Total employment land developed in University Hospital South Manchester	1.3 ha in total by 2027	**0ha** in 2019/20 **0ha** in 2018/19	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

City Centre CC1 - CC10 City Centre policies

Indicator	Target	Latest figure	Trend	Comparators
Total employment land by type developed in the City Centre and Fringe	Target: 58ha in total by 2027 4ha per annum	In 2019/20: Total Employment = **11.6 ha** Retail = 19,119 sqm (2 ha) Office = 42,517 sqm (1.6 ha) Leisure/education = 40,000 sqm (4.8 ha) Hotel = 55,281 sqm (2.8 ha) Industrial = 0 sqm (0 ha) Warehousing = 2000 sqm (0.4 ha)	In 2017/18: Total Employment = **7.37 ha** Retail = 8,277 sqm (1.1ha) Office = 52,291 sqm (4.38ha) Leisure = 8,016 sqm (1.4ha) Hotel = 6,120 sqm (0.5ha) Industrial = 0 sqm (0 ha)	

Indicator	Target	Latest figure	Trend	Comparators
		In 2018/19: Total Employment = **6.26 ha** Retail = 7,883 sqm (0.96ha) Office = 16,596 sqm (3.4ha) Leisure = 0 sqm (0ha) Hotel = 30,512 sqm (1.5ha) Industrial = 0 sqm (0 ha) Warehousing = 0 sqm (0ha)	Warehousing = 0 sqm (0ha) In 2016/17: Total Employment = **2.49 ha** Retail = 2,377 sqm (0.33 ha) Office = 26,044 sqm (1.51 ha) Leisure = 1,257 sqm (0.12 ha) Hotel = 219 sqm (0.03 ha) Industrial = 800 sqm (0.07 ha) Warehousing = 100 sqm (0.43 ha)	

Indicator	Target	Latest figure	Trend	Comparators
			In 2015/16: Total = **3.41 ha** Retail = 8,879 sqm (1.83 ha) Office = 7,626 sqm (1.23 ha) Leisure = 6,875 sqm (1.1 ha) Hotel = 8,701 sqm (0.26 ha) In 2014/15: Total = **1.68 ha** Retail = 1,037 sqm (0.1 ha) Office = 45,602 sqm (1.01 ha) Leisure = 0 sqm (0 ha)	

Indicator	Target	Latest figure	Trend	Comparators
			Hotel = 1,078 sqm (0.1 ha) In 2013/14: Total = 5.24 ha Retail = 10,895 sqm (2ha) Office = 258 sqm (0.04 ha) Leisure = 7,430 sqm (1.2 ha) Hotel = 17,981 sqm (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	**14,492 sqm** in 2019/20 **4,045** sqm in 2018/19	3,090 sqm in 2017/18 0 sqm in 2016/17 683 sqm in 2015/16 910 sqm in 2014/15 3,064 sqm in 2013/14	
Number of [residential] units provided since 2009 in the City Centre	Target: Government's standard	In 2019/20: **1395units** (gross).1395 flats, 0 houses.	17/18: 1,557 (gross) 16/17: 333 (gross)	

Indicator	Target	Latest figure	Trend	Comparators
	methodology (see explanation under H1). No area based targets.	In 2018/19: **762 units** (gross). 761 flats, 1 house. Running total since 09/10 = **5,753 units**.	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) 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	2019/20: **1,201 units/ha** 2018/19: **780 units/ha**	17/18: 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	

Indicator	Target	Latest figure	Trend	Comparators
Residential pipeline in the City Centre		2019/20: **9,163 units on 31st March 2020** 2018/19: **11,682 units on 31st March 2019**	31st March 2018: 10,658 31st March 2017: 10,691 31st March 2016: 4,383 31st March 2015: 3,195	
Number of major development schemes* approved in City Centre	Target: 10 per annum	2019/20: **18 major planning permissions** including 3 major planning applications which included residential development, and 2 additional Prior Approvals for more 10+ units. These 5 schemes will provide 968 units. 2018/19: **22 major planning approvals** including **14 major 10+ residential planning approvals**, (incl. 3 'major' Prior Approvals for more 10+ units and 3 major approvals for both commercial and residential).	In 2017/18 =34 In 2016/17= 36 In 2015/16 = 18	

Indicator	Target	Latest figure	Trend	Comparators
		These 14 schemes will provide 2,046 units.		

* ‘Major’ development schemes are those with a floorspace of 1,000 sqm or more, or at least 10+ residential units.

CC1 - CC10 City Centre policies

Indicator	Target	Latest figure	Trend	Comparators
Review of conservation areas in City Centre		No reviews complete to date (November 2020)		
Percentage of peak time journeys made to the City Centre other than by means other than private car		**79%** in morning peak in 2019 **78%** in morning peak in 2018 *(see below under Transport for more details)*	**76.8%** in morning peak in 2017 **Change in non-car modal share since 2002** Increased from 63% to 78%	

Airport

Policy MA1 – Manchester Airport Strategic Site

Indicator	Target		Latest figure	Trend	Comparators
Passenger throughput of Airport in million passengers per annum (mppa)	Target: Passenger capacity of Airport (mppa):- 35 by 2020 45 by 2030		2020 : **28,229,942** 2019: **28,576,919**	Prior to Covid-19 impact, increasing each year since 2014: 2018: 28,282,797 2017: 27,826,054 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 (latest survey 2014)		

Indicator	**Target**		**Latest figure**	**Trend**	**Comparators**
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)		2019 (latest) Daytime 19.2 km^2 Night-time 7.6 km^2 2018 Daytime 18.8 km^2 Night-time 7.2 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 Transport)"		Latest (2019) CAA data shows **25.4%** of passengers accessed the airport by non-car modes; (also 27.3% for 2018).	2017: 24.6% 2016: 23% 2015: 16% 2014: 17% 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)"		<u>2018</u> **19%** of staff surveyed did not use private car or taxi	<u>2010/11</u>: **24.3%** of staff surveyed did not use private cars or taxis.	

SO3. 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**

H1: Overall Housing Provision

Indicator	Target	Latest figure	Trend	Comparators
Gross completions		In 2019/20: **4,526 gross** completions* 3,495 completed units were in schemes finished in 19/20; 1,031 new units were on sites still 'under construction' on 31st March 2020 The gross completions consist of 627 houses (14%), and 3,899 apartments (86%). In 2018/19: **2,592 gross** completions* 1,870 completed units were in schemes finished in 18/19; 722 new units were on sites still 'under construction' on 31st March 2019. The gross completions consist of 644 houses (26%), and	Gross completions: 17/18: 3,029 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	

Indicator	Target	Latest figure	Trend	Comparators
		1,928 apartments (74%).		

*The main data source currently used to count residential completions is direct Manchester's Council Tax register; for the larger schemes (10+ units) this is supplemented with intelligence from the Council's Regeneration Teams, and information from the developer or their agent.

H1: Overall Housing Provision

Indicator	Target	Latest figure	Trend	Comparators
Net additional dwellings in last year	Target: The Core Strategy target became out of date in July 2017, therefore Manchester's requirement for 2018/19 and 2019/20 is 2613[1].	In 2019/20: **4,471 net** completions The net completions consist of 617 houses (14%), and 3,854 apartments (86%). This net figure takes into account 55 **demolitions** recorded in the same period In 2018/19:	Numbers (net) are below the yearly targets for each year: 17/18: 2,896 16/17: 1,800 15/16: 1,466 14/15: 1,245 13/14: 727* 12/13: 1,538	

[1] The Core Strategy target became out of date in 2017. In the absence of an adopted Local Plan requirement, the requirement is the LPA's local housing need figure using the government's standard methodology (and during the transitional period the government will also use household projections when assessing whether the Housing Delivery Test has been met over the previous three year period). The standard methodology gives a requirement of 2,613 units p.a. for both 2018/19 and 2019/20 for Manchester.

Indicator	Target	Latest figure	Trend	Comparators
		2,359 net completions The net completions consist of 441 houses (19%), and 1,918 apartments (81%). This net figure takes into account 233 **demolitions** recorded in the same period.	11/12: 868 10/11: 554 09/10: 1,496	

H1: Overall Housing Provision

Indicator	Target	Latest figure	Trend	Comparators
Total net units provided since 2009 *	The Core Strategy target was approx. 60,000 dwellings by 2027, however this became out of date in July 2017 and this indicator is provided for information only.	2019/20 Total net dwellings since 2009: **20,898** 2018/19 Total net dwellings since 2009: **16,427**		

* 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.

Indicator	Target	Latest figure	Trend	Comparators
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.	**39,204** from 2020 to 2027 **43,675** from 2019 to 2027		
Empty homes brought back into use *		2019/20 : **2527** 2018/19: **2353**	2017/18: 2235 2016/17: 270 2015/16: 346 2014/15: 1,308	* net change in the total number of voids figures from 2017 onwards based on the revised definition of Empty Homes in national statistics
Empty residential properties		2020: **1.62%** 2019: **1.62%** of all residential properties on the Council Tax Register *	2018: 1.67 2017: 3.7% 2016: 3.9% 2015: 4.0% 2014: 4.7%	Figures from 2017 onwards based on the revised definition of Empty Homes in national statistics
Residential development on brownfield (previously	90% (H1 in CS)	2019/20: **89%** of new dwellings	2017/18: 95.4% 2016/17: 95.4% 2015/16: 87.1% 2014/15: 93.2%	

Indicator	Target	Latest figure	Trend	Comparators
developed) land (%)		2018/19: **91%** of new dwellings	2013/14: 94.4%	
Properties in Council Tax band A		March 2020: **57.2%** March 2019: **57.7%**	The gradual fall is continuing; in 2015 the figure was 58.7%, in 2016 58.6%, in 2017 58.3% and in March 2018: 58.0%.	Much higher than comparators: GM: 45.4%; NW: 40.8%; England: 24.1%
Properties in Council Tax bands D and higher		March 2020: **10.9%** March 2019: **10.6%**	Slight increase again; in 2015 & 2016 the figure was 10.4%, 2017 10.5%, and in March 2018: 10.6%	Much lower than comparators (2020 data): GM: 17.5%; NW: 21.3%; England: 34.4%
Planning Pipeline (units with planning approval not yet completed)		31st March 2020: **16,984 units are in the pipeline.** 10,886 units are in schemes under construction; a further 6,908 units have planning permission / prior approval.	31st March 15: 13,421 31st March 2016: 11,385 31st March 2017: 18,843 31st March 2018: 20,302	

Indicator	Target	Latest figure	Trend	Comparators
		31st March 2019: **21,218 units are in the pipeline.** 12,800 units are in schemes under construction; a further 8,418 units have planning permission / prior approval.		

HS2: Strategic Housing Location

Indicator	Target	Latest Figure	Trend	Comparator
Average density of new residential development	Target: 40-50 dph (excepting development in Holt Town and Lower Irk Valley)	2019/20: 37 dwellings per hectare 2018/19: 36 dwellings per hectare	2017/18: 32/ha 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: No target - The Core Strategy housing requirement became out of	2019/20: 127 dwellings 2018/19: 97 dwellings	17/18: 145 16/17: 236 15/16: 256 14/15: 95	

Indicator	Target	Latest Figure	Trend	Comparator
	date in 2017. following the introduction of Government's standard methodology.		13/14: 89 12/13: 210 11/12: 91 10/11: 40 09/10: data not available	

H3 – H7: Regeneration Areas

Indicator	Target	Latest Figure	Trend	Comparator
Regeneration Areas	Number of [net] units provided since 2009 in North, East, Central, South Manchester & Wythenshawe	Target: The Core Strategy housing requirement became out of date in 2017. 2018/19 & 19/20 requirements for new housing follow the government's standard methodology, these are requirements for the city as a whole and are not broken down by geographical area within Mcr.	North Mcr **19/20: 662 gross** **18/19: 248 gross** East Mcr **19/20: 1,003 gross** **18/19: 835 gross** Central Mcr **19/20: 1,046 gross**	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

Indicator	Target	Latest Figure	<u>Trend</u>	Comparator
			18/19: 323 gross 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 <u>South Mcr</u> **19/20: 366 gross** **18/19: 230 gross** <u>Wythenshawe</u> **19/20: 54 gross** **18/19: 194 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 10/11: 170 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 11/12: 104 gross 10/11: 132 gross Wythenshawe:

Indicator	**Target**	**Latest Figure**	**Trend**	**Comparator**
				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

H8: Affordable Housing

Indicator	**Target**	**Latest Figure**	**Trend**	**Comparator**
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)	2019/20: Gross: **437** units* (27 social rent; 88 affordable rent; 131 shared ownership; 191 rent to buy) Net: **436** units (net of **1** demolitions of affordable units)	In 17/18, the gross and net figures were 297 and 281 In 16/17, the gross and net figures were 254 and 197	

Indicator	Target	Latest Figure	Trend	Comparator
		2018/19: Gross: **338** units* (56 social rent; 136 affordable rent; 141 shared ownership; 5 rent to buy) Net: **334** units (net of **4** demolitions of affordable units)		

* 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.

H8: Affordable Housing

Indicator	Target	Latest Figure	Trend	Comparator
Affordable Housing pipeline (new homes not yet built but with funding for affordable rent or shared ownership)		Jan 2020 **2,177** affordable units with planning permission Jan 2019:	In January 2018: **2,160** were in the pipeline . This was up from 787 in 2017.	

Indicator	Target	Latest Figure	Trend	Comparator
		2,094 affordable housing units in the pipeline. (this covers social rent, specialist social rent, affordable rent, shared ownership and rent to buy)		

H9: Gypsies and Travellers & Travelling Showpeople

Indicator	Target	Latest Figure	Trend	Comparator
Number of new pitches provided for Gypsies and Travellers [net additional]	Target: 60 new pitches by 2016	0 in 2019/20 0 in 2018/19	0 in 2017/18, 2016/17, or 15/16	
Number of new pitches provided for Travelling Showpeople [net]	20 new pitches by 2016	0 in 2019/20 0 in 2018/19	0 in 2017/18, 2016/17, or 15/16	

H10 : Housing for people with additional support needs

Indicator	Target	Latest Figure	Trend	Comparator
Number of developments to cater for people with additional support needs allowed on appeal	Target: 0	0 in 2019/20 0 in 2018/19	2 in 2017/18 None in 2016/17	

H11: Houses in Multiple Occupation

Indicator	Target	Latest Figure	Trend	Comparator
Number of developments for HMOs allowed on appeal	Target: 0	**2** HMO development allowed on appeal in 2019/20 **2** HMO development allowed on appeal in 2018/19	**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	**126** OAs in both 2018/19 and in 2019/20 with >10% HMOs*	No increase from last year: 17/18: 126 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

Indicator	Target	Latest Figure	Trend	Comparator
Number of developments for new purpose-built Student Accommodation allowed on appeal	Target: 0	**0** in 2019/20 **0** in 2018/19	0 in 2017/18 0 in 2016/17	

Self-Build and Custom Housebuilding Register

Indicator	Target	Latest Figure	Trend	Comparator
Applicants on Manchester City Council's Self and Custom Build Register.		Total number of additions to the register between 31/10/18 and 30/10/19 was 101 and between 31/10/19 to 30/10/20 was 105 of which 1 was an association. Cumulative total at 30/10/20: 425 of which 4 are associations Of all entries to 30/10/20, around half of the applicants have expressed a geographical preference for the location of their plot. South Manchester is the most popular location, with 159 applicants (37%) stating the South	2020 : 105 2019 : 101 2018 : 92 2017 : 110 2016 : 17	

Indicator	Target	Latest Figure	Trend	Comparator
		as their preferred or one of their preferred locations for a plot. Of the applicants who expressed a preference for a specific house type the most popular are 3 or 4 bedroom / family houses. Of all entries 23% reference 4 bed and 20% reference 3 bed preferences (NB figures include overlap of the two). 22% have indicated an interest in building a sustainable / eco / energy-efficient home (94 applicants)		

SO4. 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: C1,C2,C8,C9 Centres & Out-of-Centre Development

Indicator	Target	Latest figure	Trend	Comparators
Total proportion of space for additional town centre uses development that falls within the City Centre, district centres and local centres.	Target: 90%	**79%** in 2019/20 **72%** in 2018/19	55% in 2016/17 62% in 2015/16 76% in 2014/15 79% in 2013/14	

Policy: C2 District Centres & **C10** Leisure & the Evening Economy

Indicator	Target	Latest figure	Trend	Comparators
Proportion of non-retail uses within the Primary Shopping Area (groundfloor)	Target <40%	The average for all 17 district centres was **22%** in 2019	23**%** in 2017 22% in 2015 18% in 2013	
Vacancy Rate	Target: <15%	**9%** in 2019	10% in 2017 8% in 2015 7.2% in 2013	

Policy: C2,C3,C4,C5,C6,C7 District Centres

Indicator	**Target**	**Latest figure**	**Trend**	**Comparators**
Number of different town centre uses within a District Centre	Target: >4	**94%** of District Centres met or exceeded the target in 2019	94% in 2013, 2015 & 2017	

Policy: C2,C3,C4,C5,C6,C7 District Centres

Indicator	**Target**	**Latest figure**	**Trend**	**Comparators**
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 2015-2020 • 13,500m2 between 2020-2027	**2,008m²** in 2019/20 (28%) **3,503sqm** in 2018/19 (30%)	2,039m² in 2017/18 (91%) 3,714 m² in 2016/17 (53%) 173 m² in 2015/16 0 sqm in 2014/15 2013/14 = 541 sqm (4.5% of all retail)	
Amount of employment floorspace developed		In 2019/20	In 2017/18: B1= 0; B2= 0; B8= 0	

Indicator	Target	Latest figure	Trend	Comparators
within district centres (sq m gross)		**B1= 258 sqm;** B2= 0; B8= 0 Total = **258 sqm** In 2018/19 **B1= 264 sqm;** B2= 0; B8= 0 Total =**264 sqm**	In 2016/17: B1= 0; B2= 0; B8= 0 In 2015/16: B1= 0; B2= 0; B8= 0 In 2013/14 & 2014/15: B1= 0; B2= 0; B8= 0	
Amount and percentage of completed leisure and hotel development in district centres		In 2019/20 Leisure = 1,095 **sqm** Hotel = 0 In 2018/19 Leisure = **465 sqm** Hotel = 0	<u>In 2017/18</u> Leisure = 208 sqm (0.02ha); Hotel = 0 Total = 208 sqm (0.02ha) <u>In 2016/17</u> Leisure = 3160 sqm (0.44ha) (permission is for both A1 and D2); Hotel = 0 Total = 3160 m^2 (0.44ha) <u>2015/16</u> Leisure = 2,438 sqm (0.55ha) Hotel = 0	

Indicator	Target	Latest figure	Trend	Comparators
			2013/14 & 2014/15 Leisure = 0; Hotel = 0 Total = 0	

Policy: C10 Leisure & the Evening Economy

Indicator	Target	Latest figure	Trend	Comparators
Percentage of A4, A5 and similar sui generis uses in centre	<15%	**19%** in 2019	20% in 2017 20% in 2015 [2] 16% in 2013	

[2] 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.

SO5. 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**

T1 - T3 Sustainable Transport, Accessible Areas & Strategic Integration

Indicator	Target	Latest figure	Trend	Comparators
City Centre footfall (Figures based on 4 cameras in the City Centre: on Market Street, New Cathedral Street, King Street, and Exchange Square – Arndale Steps)	Increase year on year	**36,213m,** -7% lower in 2019/20 than in the previous 12 months **38,826m,** 2% higher in 2018/19 than in the previous 12 month period	Increased by 5.8% over the previous 12 month period (2017-18).	During the same period, footfall fell in other monitored Regional Cities, and the UK as a whole.
Trips made to City Centre* in the morning peak** by means other than private car	Target: To increase modal share of non-car modes; City Centre Transport Strategy – 90% by 2040 82% by 2025	2019: **79.4%** 2018: **77.9%**	Increasing – from: 76.8% in 2017 75.6% in 2016 74.1% in 2015 73.2% in 2014 72.7% in 2013 71.7% in 2012	

Indicator	Target	Latest figure	Trend	Comparators
			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	2019: **64%** (all public transport) Rail: **26.1%** Tram: **17.2%** Bus: **20.6%** 2018: **64%** (all public transport) Rail: **26.9%** Tram: **17.1%** Bus: **20%**	Up from 63.4% in 2017, 62.5% in 2016, 61.6% in 2015; and 55.0% in 2005, 55.8% in 2002 Rail: despite the total figures increasing as a proportion of all trip rail travel has dropped from 27.7% in 2016. Previous figures are 26.3% in 2015; 19.2% in 2005, 19.3% in 2002 Tram: up from 12.8% in 2016; 11.3% in 2015; 7.5% in 2005, 7.3% in 2002 Bus: down from 22.0% in 2016; 23.9% in 2015; 28.3% in 2005, 29.3% in 2002	
Trips made to City	Target: To increase modal	2019: **2.25%**		

Indicator	Target	Latest figure	Trend	Comparators
Centre* by cycle (morning peak**)	share	2018: **2%**	An increase from 1.8% in 2017, 1.7% for the preceding 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	2019: **13.15%** 2018: **11.8%**	Maintaining the percentage of 11.6% in 2017, which was 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	2017/18 (latest available): **4.64 minutes** per mile between 7am & 10am; **5.20 minutes** in morning rush hour (8am-9am);	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 4.54 in 15/16 4.62 in 16/17 Up from:	2017/18 GM: 3.73 mins

Indicator	Target	Latest figure	Trend	Comparators
			4.58 in 12/13; 4.86 in 13/14 4.98 in 14/15 5.15 in 15/16 5.19 in 16/17	GM: 4.23 mins
		5.70 minutes in evening rush hour (5pm-6pm)	Down from: 4.95 in 12/13; 5.19 in 13/14 5.36 in 14/15 5.74 in 15/16 5.73 in 17/18	GM: 4.28 mins

SO6. 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**

EN1-EN3 Design, Character & Heritage

Indicator	Target	Latest figure	Trend	Comparators
Buildings of Grade I and II* at risk of decay (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.)		In 2020 there are **2** Grade I, and **3** Grade II* Listed Buildings (secular) 'at risk' in Manchester, and **5** 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 2018 there were 11.3**%** of the Manchester's 97 Grade I/II* listed buildings at risk In 2017 the figure was 12.5% at risk - there is one fewer Grade II* buildings at risk in the latest year.	
Buildings of Grade 2 at risk of decay	Target: National average	**14** Grade II listed buildings were at risk on the local list in 2020, out of 748 Grade II buildings* in Manchester, representing 1.9%.	Overall, including Grade II, there have been 10 new designations for listed	

Indicator	Target	Latest figure	Trend	Comparators
			buildings and 4 de-listings since 1st January 2018.	
Review of Conservation Areas and their Character Appraisals		**0** conservation area appraisal reviews completed by April 2020	There are 35 conservation areas in total	
% of appeals based on EN2 (tall buildings policy) dismissed	100%	No appeals on tall buildings between 2018-20	0 in 2016-17	N/A

EN4 - EN7 Carbon Emissions

Indicator	Target	Latest Figures	Trend	Comparators
Reduction in CO2 emissions (total & per capita) in LA area		*See above under SP1 (Spatial Principles)*		
Days p/a on which air pollution reaches moderate or higher levels		*See below under EN16 - Air Quality*		

EN8 Adaptation to Climate Change

Indicator	Target	*Latest Figures*	*Trend*	Comparators
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)*	
New developments incorporating Sustainable Urban Drainage Systems (SuDS)	Target: Year-on-year increase	**2018 to 20:*** Establishing a monitoring system for SuDS schemes is underway at the moment and until in place monitoring SUDs will remain a challenge.		

*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

Indicator	Target	Latest Figures	Trend	Comparators
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	**58%** of land in Manchester was classified as Green Infrastructure. A review of Green Infrastructure Coverage is expected Winter 2021. The indicators under EN10-12, EN15 & EN17 all measure aspects of the quality, maintenance and function of green/blue infrastructure (see below).		

EN10 - EN12 Open Space

Indicator	Target	Latest Figures	Trend	Comparators
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	Nov 2020: 9 parks Birchfields, Debdale, Didsbury, Gorton, Heaton, Marie Louise Gardens, Riverside, Vine Street Community and Whitworth.	No change for parks.	

Indicator	Target	Latest Figures	Trend	Comparators
	more effective use of resources.	All **4** main cemeteries in Manchester – Blackley, Gorton, Philips Park and Southern.	No change for cemeteries.	
Registered historic parks & gardens at risk		Dec 2020: There are 8 in Manchester, all Grade II (including 3 cemeteries) - 0 (0%) were at risk in 2020	No change	6% of registered parks & gardens were at risk in England in 2020

EN13 Green Belt

Indicator	Target	Latest Figures	Trend	Comparators
Changes to Green Belt boundary	No further change	The Green Belt boundary was amended via the adoption of the Core Strategy to cover 1,279.2 ha. No further change to date.		

EN14 Flood Risk

Indicator	Target	Latest Figures	Trend	Comparators
No. (and %) of dwellings within EA Flood Risk Zone 3 in Manchester		March 2020: **1,826** (0.8% of total housing stock) March 2019: **1,826** (0.7% of total housing stock) In Flood Zone 3 (high risk)	**2,852** in March 2018 **2,661** in 2017 Flood risk boundaries are regularly reviewed by the Environment Agency	In 2020 total no. of dwellings in the City 234, 252. In 2019 total no. of dwellings in the City: 230,868 (Source: Council Tax)
No. of new dwellings in high probability flood areas (FZ3)	Target: <5% over plan period	<u>2019/20</u> 3 completed; this represents 0.001% of total (gross) completions 2019/20. <u>2018/19 :</u> 0 completed; this represents 0% of total	218 in 2017/18 1 in 16/17 2 in 15/16 0 in 14/15 2 in 13/14 0 in 12/13	

Indicator	Target	Latest Figures	Trend	Comparators
		(gross) completions in 18/19. Were (at least partly) within Flood Zone 3 (FZ3) boundary;	In previous years since the plan was adopted in July 2012, there has been an average of one dwelling per year completed in FZ3.	
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 2019/2020** **0 in 2018/2019**	None in 2017/18; nor in the previous 11 years	

EN15 Biodiversity

Indicator	Target	Latest Figures	Trend	Comparators
Changes in the condition of SSSIs	Target: No deterioration	**100%** (both sections) of Cotterill Clough are in a 'favourable' condition	The larger section (7.1ha - 68%) has been in a 'favourable' condition for many	Nationally (England), 38.4% of total area of

Indicator	Target	Latest Figures	Trend	Comparators
(Sites of Special Scientific Interest)		(total area 10.5ha, in 2 sections); this is Manchester's only SSSI, ancient woodland located near the airport.	years; the smaller section (3.4ha, 32% of the site) has been in a 'favourable' condition since 2014. No reported change since then.	SSSIs is currently in a 'favourable' condition
Changes in (locally) designated areas of biodiversity importance (SBIs)	Target: <5% decrease in area	2020 Total current area of Sites of Biological Importance (SBIs): **284 ha** (**37 SBIs**). This includes one SSSI (Cotteril Clough, within the SBI of the same name*)	2017/18 **307 ha** (**38 SBIs**). Number of SBIs has reduced by one. Area of lost SBIs is **23 ha** This is 8% of total area of SBIs so falls outside target of <5% SBIs are reviewed regularly by the Greater Manchester Ecology Unit	Of the 37 SBIs, 7 = Grade A (the best); 14 = Grade B; 16 = 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

Indicator	Target	Latest Figures	Trend	Comparators
SBIs in positive conservation management 'Improved Local Biodiversity'	Target: Increase of 1-5% per annum An increase of between 1 – 5% each year	2019/20 **23** of the 37 SBIs (62.16**%**) covering 217ha 2018/19 **24** of the 38 SBIs (63.16**%**) covering 226.7ha	Increase of 1 per year was maintained 2018/19, with the addition of Rosehill Wood – Wythenshawe, but reversed 2019/20 with the loss of Barlow Eye – Chorlton.	In England in 2018/19, the average was 47% of local sites.
Total area of Local Nature Reserves (LNRs)	Target: 1 ha per 1000 population	2019/20: **8** LNRs (**392 ha**)	No change since 2013	

EN16 Air Quality

Indicator	Target	Latest Figures	Trend	Comparators
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	**2019/20** In 2019-20, 3 days at Piccadilly Gardens (0 due to NO2 and 3 due to PM10) and 5 days at Oxford Road (5 due to PM10, 0 due to NO2), 0	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.*	UK average for urban sites was 11.1 days in 2019.‡ From 2011 to 2015 there was an overall decrease

Indicator	Target	Latest Figures	Trend	Comparators
	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	days at Sharston (Manchester South site replacement). In addition, there were 3 days at Piccadilly Gardens due to PM2.5, and 12 days at Sharston due to ozone. **2018/19** In 2018-19, 5 days at Piccadilly Gardens (0 due to NO2 and 5 due to PM10) and 28 days at Oxford Road (25 due to PM10, 3 due to NO2), 0 days at Sharston (Manchester South site replacement). In addition, there were 6 days at Piccadilly Gardens due to PM2.5,	The annual mean concentration of PM10 at Manchester monitoring locations did not reach 40 µg/m3, therefore none exceeded annual EU limits for PM10.	in the average number of days of 'Moderate' or higher pollution at urban monitoring sites. However, since this time the number of days has followed an increasing trend.

Indicator	Target	Latest Figures	Trend	Comparators
		and 18 days at Sharston due to ozone		

* 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

Indicator	Target	Latest Figures	Trend	Comparators
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'	2019 data: Using the revised boundaries and standards for 2015-21, of 17 watercourses: • Good: **0** • Moderate: **12** (71%) • Poor: **4** (24%) • Bad: **1** (5%).	2016 data: Using the revised boundaries and standards for 2015-21, of 17 watercourses: • Good: **0** • Moderate: **13** (82%) • Poor: **4** (19%) • Bad: **0**	

Indicator	Target	Latest Figures	Trend	Comparators
			2015: Good: 0 Moderate: 13 (81%) Poor: 3 (19%) Bad: 0	

EN18 Contaminated Land

Indicator	Target	Latest Figures	Trend	Comparators
Contaminated land remediated	Target: Monitor and increase	2019-20 - 44 hectares of potentially contaminated land was remediated under the development control process between April 2019 to March 2020. Leaving 2916.1 hectares of potentially contaminated land. 2018-19 - 25.5 hectares of potentially contaminated land was remediated under the development control process between April 2018	**2017/18 = 15** ha (0.5%) 2016/17 = 7 ha (0.23%).	

Indicator	Target	Latest Figures	Trend	Comparators
		to March 2019. Leaving 2,960.1 hectares of potentially contaminated land. 0ha was remediated under Part 2A of the Environmental Protection Act 1990.		

EN19 Waste

Indicator	Target	Latest Figures	Trend	Comparator
Amount of household waste arising		**159,943 tonnes** household waste in total in 2019/20 **155,619 tonnes** household waste in total in 2018/19	Total amount of household waste has fallen by 0.84% since 2017/18, despite a further increase in the City's population.	
Household waste recycled or composted (%)	GM Joint Waste DPD target: 60% recycled/ composted by 2025, (this is a national target)	In 2019/20: **20.14**% recycled, **19.99**% composted, **0.3**% re-used	The proportion recycled has increased (from 19.25%) and the proportion composted has increased (from	Recycling rates have increased substantially since 2001/02, when only 3.3% of the City's

Indicator	Target	Latest Figures	Trend	Comparator
		Recycled / re-used / composted combined =**40.4**% In 2018/19: **19.9%** recycled, **19.81%** composted, **0.4%** re-used Recycled / re-used / composted combined =**40.11%**	19.08%) over the last year; the combined figure has risen, from 38.6% last year	household waste was recycled
Residual waste per household	Reduction each year (to 50% by 2020) - GM Joint Waste DPD target	**59.6%** in 2019/20 **59.9%** in 2018/19	Decreased from 61.4% in 2017/18	
Capacity and throughput of new waste management facilities by type		Nothing new within Manchester in 2018/19 and 2019/20	Construction on GMWDA plants is now complete but maintenance issues are ongoing.	

EN20 Minerals

Indicator	Target	Latest Figures	Trend	Comparators
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.		
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

DM1-3 Development Management

Indicator	Target	Latest figure	Trend	Comparators
Number of developments allowed on appeal	Zero	23 in 2019/20 37 in 2018/19	30 in 2017/18 There were 27 in 2016/17	

PA1: Developer Contributions

Indicator	Target	Latest figure	Trend	Comparators
Total developer contributions per annum	No target	Contributions received in 2019/20: £907,878 6 s106 agreements were signed in 2019/20 Contributions received in 2018/19: £966,865 16 s106 agreements were signed in 2018/19	Contributions received in 2017/18: £990,880 19 s106 agreements were signed in 2017/18 Contributions received in 2016/17: £988,925 13 s106 agreements were signed in 2016/17. In 2015/16: contributions received: £902,093 And 17 s106 agreements 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 2018-20

Ref.	Applicant	Agent	Address	Details	Status	Tonnage per annum
No Waste applications determined 2018-20 in Manchester.						

The **Greater Manchester Joint Waste Development Plan** forms part of the Local Plan for Manchester. The Minerals & Waste Planning Unit at Capita produce **a separate AMR** for this DPD in December of each year.

Appendix J Minerals Development Monitoring

Minerals Applications determined in Manchester 2018-20

Ref.	Applicant	Agent	Address	Details	Status	Tonnage per annum
No Minerals applications determined 2018-20 in Manchester.						

The **Greater Manchester Joint Minerals Development Plan** forms part of the Local Plan for Manchester. The Minerals & Waste Planning Unit at Capita produce **a separate AMR** for this DPD in December of each year.

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%