



Development in the City 2021/2022

The 2021/22 Authority Monitoring Report
of
Manchester City Council

Monitoring the delivery of the Local Plan
April 2021 - March 2022

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1 Executive Summary

Manchester's 2021/22 Authority Monitoring Report (AMR) summarises the City's development in 2021/22, based on key indicators for policies in the Local Plan. The data collected relates to the period up to 31st March 2022, with Covid-19 pandemic restrictions and lockdown affecting a minor proportion of the year.

The City has a strong and competitive economy, good infrastructure, and its population has continued to grow. The latest Census data (2021) from the Office for National Statistics (ONS) is 552,000 and the ONS 2018 based subnational population projections indicate that Manchester's population will reach 563,300 by 2025. The City's latest forecasting model (MCCFM W2021xiii), which takes into account planned development, and differs in its migration assumptions, predicts a stronger rate of growth, with 624,000 residents expected by 2025. Evidence from indicators within this AMR 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 189,000 sqm of employment-related floorspace being completed over the past year. Much of the employment development took place outside the Regional Centre with a large proportion of

logistics at Manchester Airport. 32% however, did take place within the Regional Centre which includes offices, retail, hotels and leisure.

Net housing completions were 3,959 units completed (net of demolitions) between 2021 and 2022 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, social infrastructure and employment locations.

In Manchester's neighbourhoods, district centres have remained 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 previous A1 retail uses has remained stable, despite the growing importance of on-line shopping.

Investment in sustainable modes of transport continued during 2021/22, supporting a rising trend in walking, cycling and public transport use in Manchester, including the development of the Bee Network cycling and walking network.

The Green and Blue Infrastructure (G&BI) Strategy and the accompanying Stakeholder Implementation Plan adopted in July

2015, was refreshed in 2021. It continued to deliver many benefits 'on the ground' throughout 2021/22, such as the Glade of Light, over 2,000 new hedge trees, over 4,000 new trees, and five new community orchards. New development schemes, from strategic regeneration frameworks (SRFs) and masterplans to individual applications, were encouraged to incorporate new or improved G&BI. The work on G&BI continues to inform the evolution of the Council's Climate Change Action Plan and these links will continue to be strengthened.

Measures are being taken to reduce dependency on the car and increase walking, cycling and public transport use. Meanwhile, the most recent BEIS figures for CO₂ emissions indicate a further reduction in 2020 (latest data) to 3.3 tonnes per capita emissions, significantly lower than the regional and national averages.

The Places for Everyone Plan, the Strategic Plan for the nine districts of Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan, progressed to Submission stage in February 2022 with an examination of the plan commencing in November 2022. This will guide the nine districts' local plans, in terms of the scale and location of economic and residential development.

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. Evidence is being gathered across a range of matters to inform the next stage of the Local Plan which will develop a first iteration of a draft plan.

2. Introduction

This is Manchester's Authority Monitoring Report for April 2021 to March 2022.

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 reset as part of the Council's Covid-19 recovery planning in 2021. It focusses 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 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

SO3. 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

SO4. 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

SO5. 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

SO6. 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 2021/22, 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 up to the end of March 2022 so includes some impacts of COVID-19. These impacts are being monitored and the State of the City Report 2022 provides a full picture of the impacts of COVID-19 up until March 2022. 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 Census data (2021) from the Office for National Statistics (ONS) is 552,000 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 latest forecasting model (MCCFM W2021xiii), 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 624,000 residents expected by 2025.

Manchester's economy continues to strengthen with GVA growth between 2018 and 2019 (current available data) at 5.9% above the national average of 3.5%. In Manchester, per head of population in 2019 GVA was £44,356, compared to £29,599 for the UK as a whole. As of August 2022, the highest number of people in jobs in the City was recorded at 243,549 and the number of enterprises increased by 38%, from 17,045 in 2015 to 23,565 in 2021. Increased investor confidence has led to an increased pace of commercial development. Manchester's high-growth sectors in terms of Gross Value Added (GVA) and number of jobs have remained consistent over recent years. These sectors include business, financial and professional services, cultural, creative, digital, wholesale, and retail. In addition to these sectors, there are also significant opportunities for growth in highly skilled sectors such as science, green energy, health innovation and health technology, advanced manufacturing, and construction.

Further information on the demographic and economic context and trends can be found in the State of the City Report 2022.

Manchester City Council is part of the wider Greater Manchester Combined Authority (GMCA) made up of the ten Greater Manchester

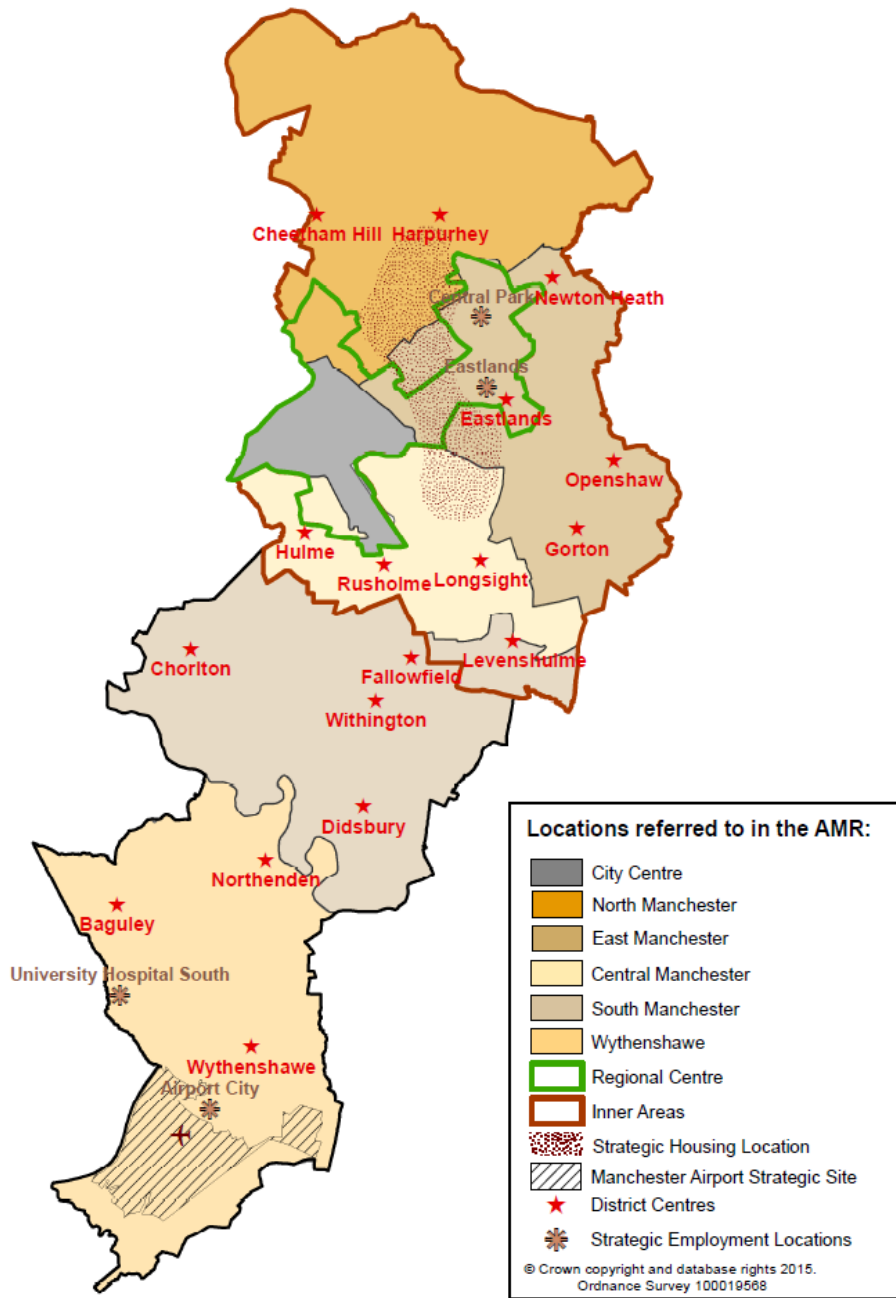
districts and an elected Mayor. The GMCA has powers in relation to transport, housing, planning, policing, business support, skills, health and social care, together with control over substantial budgets, giving considerable freedom and flexibility to make decisions that meet the City region's needs. 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 2021 to March 2022. 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 2021-22

The following analysis considers whether the strategic Spatial Objectives for Manchester, set out within the Core Strategy, are being successfully delivered. It presents, for 2021-22, 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 2021/22.



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 2021/22, 32% of floorspace and 23% of land developed for employment was in the Regional Centre. In the last year completions have included:

- Block 2, 3 and 4 of the Circle Square development
- Premium Serviced Office space at Eleven York Street
- 145 rooms at Moxy Manchester Hotel in the City Centre

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 (93%) in 2021/22 was built within the Regional Centre and the Inner Areas, bolstered by significant development in the City Centre and its fringe areas, with five developments in this location delivering in excess of 200 units each within this year. This includes further ongoing development on the Great Jackson Street Masterplan sites (484 units at the Elizabeth and Victoria Towers on Crown Street) and the conclusion of the Circle Square development (417 units). 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. Good progress has been made towards this target despite a growing population. In 2020 (most recent figure) total Citywide CO² emissions (1.8m t) were 54% lower than the 2005 baseline, and 12% 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. The City Council has started reporting on these targets and they will be reported in next year's AMR.

Manchester Airport passenger numbers had been increasing steadily over the years but have been severely affected by Covid-19 and lockdown measures restricting travel within the UK and international travel resulting in a 79% reduction in passenger numbers compared to the 2019 figure between January 2021 and January 2022. Despite this, the Airport has completed a £1billion transformation programme of investment and improvement to terminal capacity and a redeveloped terminal 2, allowing greater throughput of passengers and the opportunity to grow to a capacity of 55 million passengers per annum using its two runways. Its economic role is expanding with further development of Airport City as a high-tech business hub. Global Logistics 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 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. Manchester's overall GVA grew between 2018 and 2019 (latest data available) by 5.9%, compared to 3.5% for the UK. Total employment has continued to grow year on year from 412,000 jobs in 2020 to 422,000 jobs in

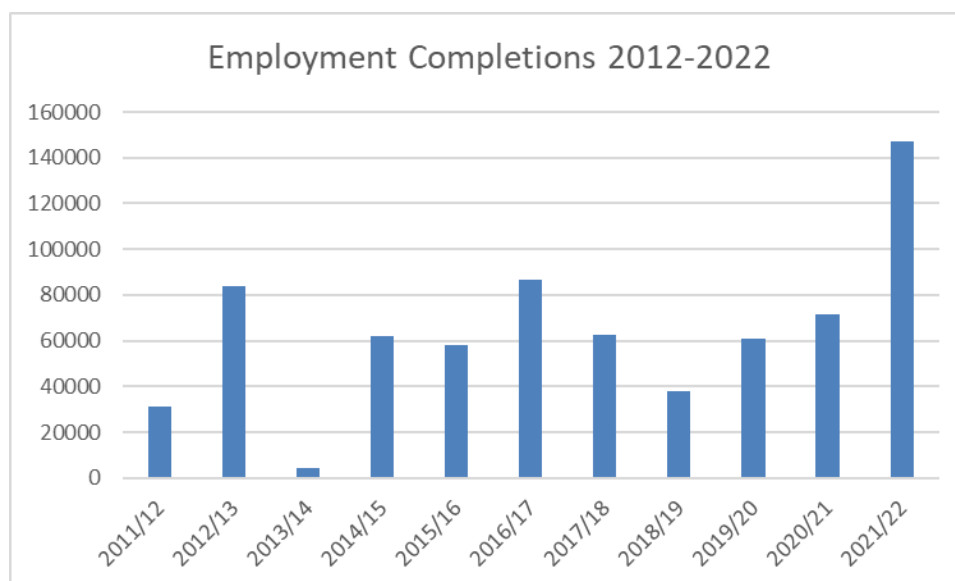
2021*¹. As of August 2022, the highest number of residents in jobs in the City was recorded at 243,549. Significantly, this represents an increase of 3.7% since August 2021. This is in comparison to 220,000 before the pandemic and below 200,000 in 2014/15.

The number of enterprises increased by 34%, from 17,045 in 2015 to 23,565 in 2021. 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 2021/22, 63,535sqm of offices and 83,663sqm of industrial/ warehousing space was completed in Manchester (see Chart of Employment Completions below).

In 2021/22, two significant office completions took place, Plots 2,3 and 4 at the Circle Square development of the old BBC site and Plot 319 at The World Logistics Hub at Airport City. These high-quality schemes offer flexible Grade A office floorspace.

¹ Source: ONS Business Register and Employment Survey, open access. ONS Crown Copyright Reserved [from Nomis on 3 March 2023]

Chart 1: Employment Completions 2012-2022



In 2021/22 retail completions increased considerably at 12,465sqm of new floorspace representing an increase of 99% on the previous year. Of these completions, 33% took place in the City Centre.

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 2021/22 with the completion of 542 bedrooms at Airport City and a further 145 rooms at Moxy Hotel in the City Centre. The expected opening of the new indoor Co-op Arena in 2024, featuring a “smart bowl” design, located at the Etihad Campus, will further boost the visitor economy.

The scale of the challenge of poverty and unemployment was further exacerbated in Manchester by the COVID-19 pandemic and the various periods of lockdown and restrictions. The claimant count in Manchester, made up of Jobseeker's Allowance (JSA) and unemployed Universal Credit peaked in February 2021 with 35,895. Since then, numbers of claimants have dropped each month standing at 23,725 in May 2022.

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.

Regional Centre

In 2021/22, 32% of employment floorspace developed for 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 the planning pipeline, a significant proportion of floorspace is within the Regional Centre. Approximately 221,398sqm of office floorspace is under construction, and over 323,767sqm of office floorspace with planning permission.

In terms of development, major schemes have continued to progress apace throughout 2021. A number of flagship projects and phases have been completed, including Circle Square, a commercially led development that has transformed the former BBC site on the Oxford Road Corridor, adding 213,677sqm of floor space to the City Centre, and over 92,903sqm of commercial space.

Significant progress is being made at St. Johns with approximately 80,000sqm of office space plus a new theatre, The Factory due to open in 2023. In addition, the 6.5-acre public park at Mayfield opened in September 2022 and is the first City Centre park in more than 100 years. The opening of the landmark park, which has already proved very popular, will kick-start further commercial elements of the Mayfield Development scheme. Ambitious plans for commercial space at Mayfield will see the delivery of 146,645 sqm of high-quality workspace, retail and leisure opportunities; there is also the potential for up to 10,000 new jobs. Work is now underway on the first phase of the St Michael's development in the heart of the civic quarter. This first phase consists of 18,581 sqm of new BREEAM

outstanding commercial space, a 1,486 sqm rooftop terrace, and new public realm.

Proposed growth in office provision over the next 20 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.

When larger logistics completions at the airport are removed from figures, the Regional Centre remains the main employment location and economic driver of the City and City Region, in line with Core Strategy policy SP1.

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 2021/22, 56,345 sqm employment related development comprising retail, office, leisure/education, hotel and warehousing completed in the City Centre. Three quarters of 2021/22 growth was down to three schemes, Blocks 2, 3 and 4 of the Circle Square development, Eleven York Street and the Moxy Hotel at Atkinson Street. Growth in employment development is set to

continue over the next 15 years with an additional 1.9 million sqm of offices expected by 2037.

Manchester's high-growth sectors in terms of Gross Value Added (GVA) and number of jobs have remained consistent over recent years. These sectors include business, financial and professional services, cultural, creative, digital, wholesale, and retail. The majority of businesses 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.

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. New apartment-led residential development will add further capacity in the future. In 2021/22 2,435 units were completed in the City Centre (2,421 flats and 14 houses).

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 City Centre district. Development will see the delivery of 1,300 new homes, 150,000 sqm of high-quality workspaces, and retail and leisure opportunities, including two hotels and the newly completed 6.5 ha new City Centre park, the first in Manchester for more than 90 years. The first phases of development have secured planning consent. Work on the new park was completed and it opened to the public in September 2022.

First Street – over the past decade, phased development has delivered major regeneration, creating a mixed-use neighbourhood providing a new cultural facility, 240,000 sqm of new commercial space with 100,000 sqm 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.

St. Johns -due for completion in 2023 is The Factory, a world-class cultural space in the heart of the City. It is 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.

Over the past year, the nine storey Moxy hotel development on Atkinson Street has been completed in a former hat factory, Invicta House, adding 146 high quality rooms to the Spinningfield district. 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 commercial schemes under construction include former the former Bauer Millet site; and The Factory Arts Centre and St John's Central Village, both at Enterprise City.

In 2021/22 there were 18 major planning approvals, of which six were major residential planning approvals. The six residential schemes will provide 1,378 units. Seven were major office schemes (one of these was a major residential as well) and there were six major mixed-use schemes.

City Centre footfall is measured at five locations (King Street, Market Street, New Cathedral Street, St Ann's Square, Exchange Square – Arndale steps), giving an insight into trends in the number of City Centre shoppers. Taking 2021/22 as a whole, in the context of an increase in on-line retail nationally and the lifting of Covid restrictions and the ending of lockdowns throughout the year, City Centre footfall increased by 106%. This follows a 169% increase the year previously as Covid restrictions were eased.

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 was severely impacted by Covid-19 restrictions. The AMR covers the period during which some Covid-19 restrictions were in place and with passenger numbers at around 6,085,103 million per annum by the end of January 2022, down significantly on 2019 figures (28,213,000 million passengers).

The Airport has completed 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 55 million passengers per annum using its two runways.

The Airport City is a major new employment area expected to create around 15,000 jobs in a new hi-tech campus, providing offices, research and development and two hotels. Global Logistics is a large-scale 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 the first six months of 2022 was 17%.

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.

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. There continues to be a need for social housing delivered by registered providers and the City Council. 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 launched a new Housing Strategy in June 2022. It aims to meet demand for all types of housing in every part of the City, while committing to build 36,000 homes up to 2032. Of these, 10,000 will be social and affordable housing.

A total of 3,972 new homes (gross) were completed across the City in 2021/22, which is slightly less than in 2020/21. 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 13 residential demolitions in 2021/22, meaning that net completions in 2020/21 were 3,959 units – comprising of 441 houses (11%) and 3,518 flats (89%).

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 calculated using the government's standard methodology. This is also the case for the purposes of the government's Housing Delivery Test. 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 five 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, so the Council has not had to prepare an Action Plan to date. The Housing Delivery Test 2021 (results published Jan 2022) showed Manchester had delivered 169 % of the required housing over the past three years.

In total there were 17,469 units in the planning pipeline at the end of March 2022. This comprised 9,795 units in schemes already under construction, and 7,674 units in schemes with planning approval where construction had not yet started at this date. It is expected that residential completions will remain high over the next few years.

Over half of the planning pipeline is within the City Centre (9,102 units). 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.

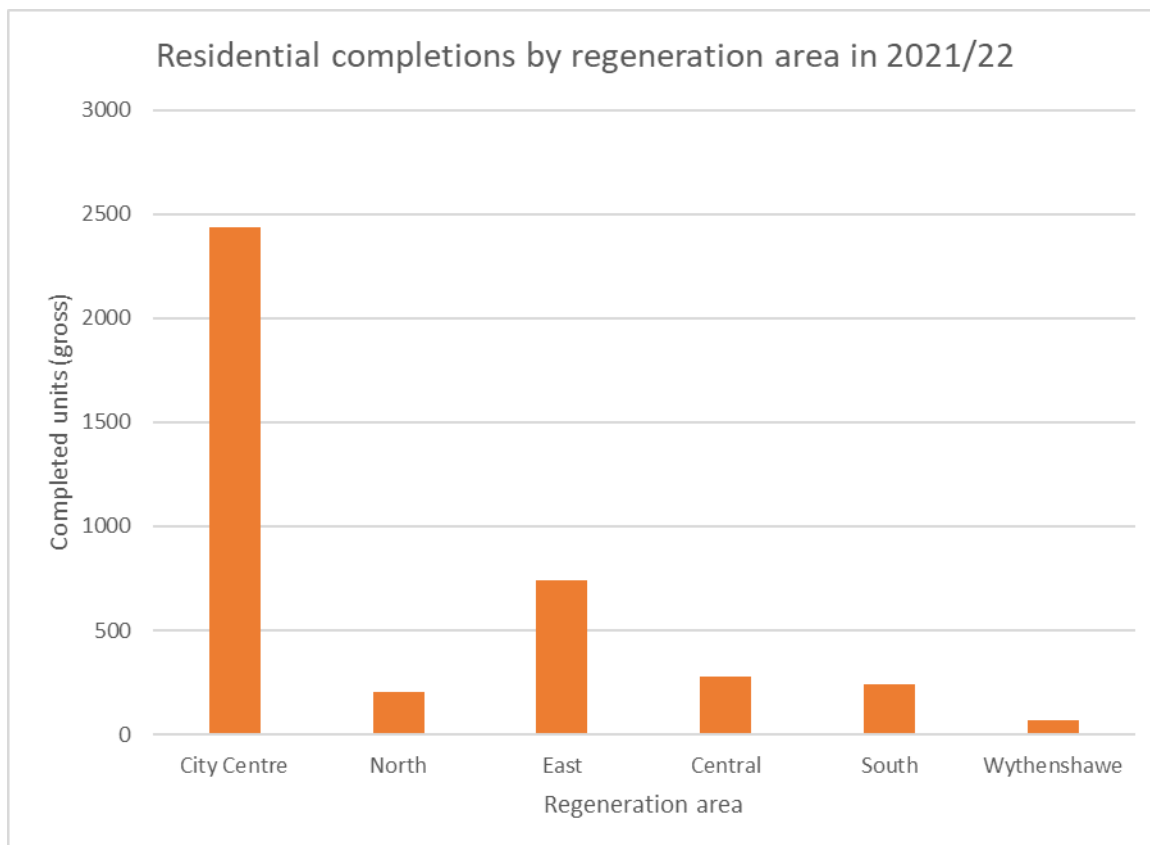
In some instances, this involves repurposing existing residential and commercial sites that require significant infrastructure investment, including opportunities within Victoria North and other parts of north Manchester. Expanding outwards from the City Centre, the residential-led Victoria North regeneration project has the potential to contribute up to 15,000 new homes over the next 10–15 years, of which 20% will be affordable. Victoria North 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. There are also opportunities as the City Centre extends, as in the adjacent areas in Miles Platting and Newton Heath towards the eastern edge of the local authority area, where plans are being developed for the Jackson’s Brickworks site, as well as a number of smaller scale sites in Newton Heath district centre, some of which have already received planning permission.

The graph below shows gross housing completions in 2021/22 by strategic regeneration framework (SRF) area². As expected, the City Centre is clearly the focus for development, with over half of residential completions in 2021/22 taking place within the Core

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.

Strategy City Centre boundary. Completions in this area included 484 flats on the Elizabeth and Victoria Towers on Crown Street and 417 units on the Circle Square development.

Chart 2 : Residential Completions by Regeneration Area in 2021/22



89% of net residential completions in Manchester in 2021/22 were flats, with the high proportion of flats reflecting the very high number of completions in the City Centre and its fringes. The average density of residential completions within the City Centre was 1,080 units per hectare in 2021/22 - well in excess of the target density of

at least 100 dwellings per hectare for this part of the City, as has always been the case.

The number of empty homes on the Council Tax register in 2022 was 2.22%. 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 which in time will be occupied. There has also been an increase in the number of additional affordable housing units added in the housing stock over the last three years. In 2021/22, 532 additional units have been added, consisting of:

- 256 social rent;
- 107 affordable rent;
- 65 shared ownership;
- 40 rent to buy; and
- 64 homes that were previously in private ownership that have been bought by RPs and let as affordable housing.

We want our residents to live in the homes they want and need. 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 deliver the homes needed by our most vulnerable residents. Working collaboratively with our Registered Provider (RP) partners and through our joint ventures in Victoria North and the Eastern Gateway will be fundamental to our success.

At the same time, This City – the Council’s housing delivery vehicle – will be bringing forward new affordable homes on sites across the City including in and around the City Centre. Its scheme at Rodney Street in Ancoats has now been submitted for planning and proposes 30% affordable housing and low-carbon certification. The affordable element of This City will be homes priced at the pioneering Manchester Living Rent level, which is pegged to the Local Housing Allowance rate to ensure they remain truly affordable for lower-income residents. 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 net zero carbon ambitions. It is also progressing Project 500, a housing initiative that will deliver new low carbon affordable housing on smaller Council-owned brownfield sites across the City in partnership with Manchester’s network of registered providers. This programme will increase the number of low carbon affordable homes available to Manchester residents, while bringing underused brownfield sites back into use.

The efficient use of both land and buildings is supported through several Core Strategy policies. The Council encourages development in sustainable, brownfield locations and 90% of residential completions in 2021/22 were on brownfield land, on par with the Core Strategy target of 90%.

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.

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. Manchester's district centres have proved relatively resilient when compared to national trends with few closures or increases in vacancy rates. Footfall was more resilient in most district centres compared to the City Centre during the pandemic, and this confirms the importance of our district centres to their neighbourhoods. Access to funding will be sought, such as the Levelling Up Fund and Shared Prosperity Fund, to continue our investment in these centres.

The City Council has been working with the Institute of Place Management to investigate how we can work in partnership with local stakeholders to improve the vitality and viability of our district and local centres. The work included 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 2021/22, 1,684sqm 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 and are also visited to access services for those living in the local community 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 2022 showed that the proportion of shops remained at a similar level to previous survey results in 2015, at 44%. Vacancy levels were at 8% across the City's district centres, which is significantly below the national average of 14.1% 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 2022. The Council adopted a Hot Food Takeaway Supplementary Planning Document (SPD) in March 2017, to protect the vitality and viability of centres and also consider the food environment around schools. Previous AMR report monitoring data demonstrates that the growth of hot food takeaways has stabilised over recent years as hot food takeaways make up 9% of district centre uses in 2022.

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.

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 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, co-produced by Manchester and Salford City Councils and Transport for

Greater Manchester, a brand-new City Centre Transport Strategy was adopted in March 2021.

Manchester is working with Transport for Greater Manchester and National Highways 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 are a key requirement for reducing CO² emissions and improving air quality.

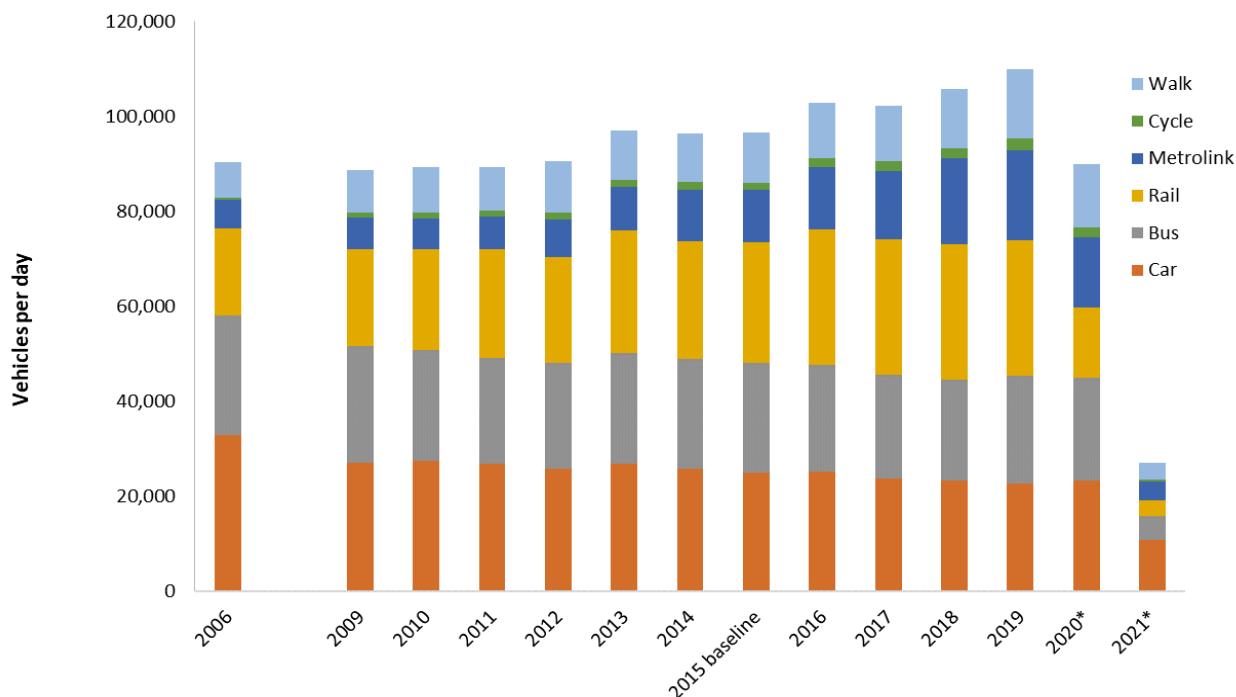
Within the City, up to the Covid-19 pandemic, recent investment in transport improvements had been supporting a rising trend in public transport patronage and a continuation of the shift towards more sustainable modes in peak commuting patterns into the City Centre, in line with the Core Strategy objective of further developing the City's sustainable and accessible transport networks. In 2021, 60% 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), down on 2018 figures which is mainly attributed to the impacts of the pandemic.

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

Modes of transport	2021	2020	2018	2005
All non-car modes*³:	60%	74%	78%	63%
Public transport	45%	64%	67%	55%
Bicycle	2%	2%	2%	0.6%
Walking	13%	15%	12%	7.%

³ Source: Manchester City Centre cordon count, TfGM © Crown Copyright 2020

Trips into Manchester City Centre (7.30–9.30am) by various modes of transport



Source: Source: Manchester City Centre cordon count, TfGM © Crown Copyright 2021 -

The cordon count takes place in March each year

Note: No data is available for 2007 and 2008.

***Rail surveys in 2020 and 2021 were affected by the Covid-19 pandemic**

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 North⁴ report published in 2014, set out proposals for road and rail

⁴ *One North* is a strategic proposition for transport in the North, to transform connectivity in the North of England, led by the City regions of Leeds, Liverpool, Manchester, Newcastle and Sheffield, published in July 2014.

improvements 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.

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 can result in significant changes in how bus services are planned and provided. Following the preparation of an assessment of bus reform options by Transport for Greater Manchester which included franchising and partnership options, and two public consultations, the Greater Manchester Combined Authority approved the recommendation to adopt a franchised bus network in March 2021. Under franchising, GMCA will coordinate the bus network and contract bus companies to run the services. This will enable GMCA to develop an integrated, multimodal public transport network that can meet the demands of both passengers and the city-region's economy, with integrated ticketing and service planning between bus and other forms of public transport. Franchising is expected to be implemented in three phases, concluding by the end of 2024.

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. 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 13 schemes either already under construction or at development stage as part of the MCF Bee Network and other funding such as DfT Active Travel Fund. 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 Report 2022.

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.

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 has been collectively working towards a target of 41% reduction in carbon emissions by 2020 (from a 2005 baseline), and has actually achieved 45% 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

Year	Total CO₂ emissions (Kilotonnes/KT)	% change from 2005 baseline	Per capita emissions (tonnes)	Manchester population ('000s, mid-year estimate)
2005	3,366.6	-	7.4	455.7
2006	3,445.1	2.33%	7.4	463.7
2007	3,299.6	-1.99%	7.0	470.5
2008	3,298.4	-2.03%	6.9	477.4
2009	2,953.6	-12.27%	6.1	483.8
2010	3,105.2	-7.76%	6.3	492.6
2011	2,823.4	-16.13%	5.6	502.9
2012	3,026.3	-10.11%	5.9	510.5
2013	2,927.4	-13.05%	5.7	513.7
2014	2,567.7	-23.73%	4.9	518.8
2015	2,480.0	-26.34%	4.7	529.8
2016	2,298.0	-31.74%	4.2	541.3
2017	2,186.7	-35.07%	4.0	545.5
2018	2,148.3	-36.19%	3.9	547.6
2019	2,066.5	-38.62%	3.7	552.9

2020	1,810.5	-46.22%	3.3	555.7
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Source: BEIS Estimated CO₂ emissions dataset 2005-2020

Table 5.1: Air quality statistics – annual mean concentrations of nitrogen dioxide (NO₂) and particulate matter PM₁₀ (shown as a concentration value µg/m³)

Year	Manchester Oxford Road NO₂ (µg/m³)	Manchester Oxford Road PM₁₀ (µg/m³)	Piccadilly Gardens NO₂ (µg/m³)	Piccadilly Gardens PM₁₀ (µg/m³)
2015 (baseline)	66	28	39	20
2016	66	27	40	20
2017	65	27	36	20
2018	62	30	35	21
2019	59	26	36	20
2020	36	18	27	15
2021	44	18	30	15

Source: Air Quality England

both sites were below the legal annual mean limit of 40 µg/m³. In 2021, Piccadilly remained below the legal limit while Oxford Road exceeded it.

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 2021/22, 18.7% of completions were on sites at least partly within a Flood Zone 3 (FZ3) boundary, (development is not occurring within the FZ3 part of the site) which is above the Core Strategy target of <5% for this indicator. The figure has increased significantly in 21/22 due to recent changes in the flood zone boundaries. Yet again, no

planning permissions in 2021-22 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 and refreshed in 2021. This award-winning Strategy provides more detail to underpin the environment policies within the Core Strategy and creates the vision that encourages the collaborative approach needed to achieve the high-quality green infrastructure referred to in SO6.

The new Environment Act 2021 (England and Wales) will create a new governance framework for the environment and will act as an enabler for priorities within a national 25 Year Environment Plan. During 2021 the Green and Blue Strategy Implementation Plan was refreshed and streamlined to ensure it remains relevant within the context of the current challenges and opportunities faced by the City. In 2021/22 work continued on key projects with the aim of providing better evidence to inform decision making and develop best practice approaches. This updated evidence will underpin the review of Local Plan policies and included:

- EU funded Horizon 2020 Grow Green project - Delivering Climate Resilience in Neighbourhoods.

- IGNITION – the demonstration of practical benefits of G&BI and opportunities for GI Investment.
- Our Rivers Our City – including the commissioning of three new River Valley Action plans, incorporating learning from the sponge city work at West Gorton Community Park.
- Managing Manchester’s Trees – a detailed assessment of Manchester’s treescape. Work began in 2020 and will be completed by Spring 2022.
- Tree Action MCR - £1million capital programme delivering the most focused programme of street tree-planting undertaken in recent years. All wards have been or are in the process of being surveyed for new street tree planting.
- Park Development Programme – developing and delivering the Park’s Strategy.

The momentum behind key large scale GI related schemes has continued. Mayfield, is a 24-acre brownfield site alongside the River Medlock. In 2021, green infrastructure improvements began on site, which included the historic “daylighting” of a 400m stretch of the River Medlock, making it visible again for the first time in nearly 100 years. The park opened in September 2022.

The Glade of Light is a memorial commemorating the victims of the 22 May 2017 terrorist attack at Manchester Arena. It was completed

in January 2022, with an official opening ceremony in Spring. The Glade of Light has been designed to be a living memorial, a tranquil garden space for remembrance and reflection. Its peaceful surroundings are intended as the setting for commemorative events in the City relating to the attack. It features a central white marble 'halo', and plants which grow naturally in the UK countryside have been selected to provide year-round colour and echo the changing seasons. 43 new trees were planted as part of this scheme. Around the anniversary, every year, the white flowers of a hawthorn tree planted at its centre will bloom. Located within the Medieval Quarter, it has been designed to complement the wider area's regeneration.

Victoria North is the North of England's biggest urban regeneration project, and the largest renewal project Manchester has ever seen. With landscape at the heart of the vision, jointly developed and funded by the Far East Consortium (FEC) and the City Council, the ambition is to create 15,000 new homes across 155 hectares and seven neighbourhoods over the next twenty years. At the heart of Victoria North will be the City River Park, which will cover 46 hectares of new and improved parkland. The park will vary in character, providing a diverse and active new recreational corridor for the community, including parks and smaller amenity spaces. The Council is undertaking core infrastructure works that will create a development platform. In Collyhurst, planning consent has been agreed for Phase 1 of a new Community Park, forming part of the

46ha linked green space. Funding is in place for the construction of the park and works have commenced to create the SUDS infrastructure with a view to the park being fully delivered in a few years as it is the last element of a programme of housing construction, demolition works and public realm improvements.

During 2021/22 work continued on the development of a new Biodiversity Strategy for Manchester, led by the Lancashire Wildlife Trust under the My Wild City Programme. A new Biodiversity Action Group, consisting of key stakeholders, statutory bodies and academic institutions was established and is helping to oversee strategy development. The new strategy will bring a citywide focus to the idea of a people's nature recovery network and includes developing around 75 new species action plans across five broad habitat areas in the City.

Another objective of the G&BI Strategy is to improve accessibility to green space both within and beyond Manchester. Almost £30million is committed to Bee Network travel route improvements in Manchester. This network improves accessibility, via active modes of travel to facilities across Manchester including our open spaces. These improved networks will encourage the use of active transport when travelling short distances to places including green spaces and parks, helping to enhance the network of G&BI, in addition to improving air-quality, congestion and opportunities for exercise.

Parks in Manchester recorded a 30% increase in usage during 2020 and into 2021. Green space which has always played a key role in the City and it became demonstrably even more important during the pandemic. The Council has announced a major park development programme, which will help improve these key green assets even further. This is also reflected in the refreshed G&BI Implementation Plan.

Awareness of the benefits of G&BI continued to be raised throughout 2021/22. Despite the challenges faced by all over the last two years, much innovative and creative work was undertaken by partners in delivering engagement activity across the City. An example of this was the Wildlife Trust's programme of events and activity in North Manchester as part of the North Manchester Nature Recovery Network, working with communities to improve habitats and record species.

Manchester has one Site of Special Scientific Interest, an area of ancient woodland at Cotterill Clough in Wythenshawe, which remains in a 'favourable' condition. There are 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 (latest data available), none were 'good', 12 were 'moderate' and four 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, II* and II listed buildings is respectively 15 Grade I, and 83 Grade II* and 751 Grade II.

Manchester has a substantial amount of brownfield land, which is an important resource for future development. The Council's Contaminated Land Strategy⁵ and the Local Plan together support the remediation and safe re-use of potentially contaminated land, with 52ha remediated through Planning's development management process between Jan-Dec 2021.

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 39.7% recycled/re-used/composted in 2021/22, compared with only 3.3% in 2001-02.

⁵ MCC Contaminated Land Strategy, updated March 2011

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 all but one (nitrogen dioxide: NO₂) of the pollutants prescribed in the national air quality strategy. Despite meeting legal limits for particulates, this pollutant and NO₂ remain a serious concern in Manchester, as they do in the rest of Greater Manchester and most other urban areas. The main source of NO₂ is road vehicles, in particular older diesel vehicles, but for fine particulates (PM_{2.5}) the main source is from domestic solid fuel burning. Manchester is working with the other Greater Manchester councils to try and reduce the impact of this pollutant by discouraging the use and misuse of appliances such as wood burning stoves, and reminding residents of smoke control area rules.

Following on from publication of the Greater Manchester Low-Emission Strategy and Air Quality Action Plan in 2016, the 10 Greater Manchester Authorities, working with GMCA and TFGM have produced a Clean Air Plan, aimed at reducing roadside NO₂ emissions to legal levels by tackling air pollution from traffic. The current Greater Manchester Clean Air Plan was prepared with government to meet the terms of this direction to achieve legal NO₂

Limit Values in the shortest possible time, and by 2024 at the latest.

In March 2020, the government issued a legal direction requiring the ten Greater Manchester Councils to address the clean air issue by introducing a Category C charging clean air zone –mainly commercial vehicles including HGVs, buses, coaches, minibuses, vans, taxis and Private Hire Vehicles which do not meet set national standards for NO₂ emissions. GM districts consulted on a Clean Air Plan to meet the 2020 Direction, including charging for non-compliant vehicles.

In February 2022, GM districts and GMCA agreed with government to pause the implementation of the Clean Air Plan due to the difficulties in upgrading vehicles caused by global supply chain issues and the financial impact of the COVID-19 pandemic. The government also cancelled the 2020 Direction and issued a new Direction which requires compliance with roadside NO₂ limits in the shortest possible time and by no later than 2026. GM districts are working to formulate a revised Clean Air Plan to meet this Direction, to submit to government by July 2022.

Now that the 2020 Direction has been lifted, the charging elements of the Clean Air Zone which had been due to commence in May 2022 will not now go ahead. Any possible charging or non-charging measures will be set out in the new Clean Air Plan in July 2022.

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4. Conclusion

Manchester has a strong, competitive economy and good infrastructure, and there are many indicators in the 2021/22 AMR which show substantial progress over the year period towards achieving the sustainable development goals set out in the Local Plan. The City's population has continued to grow. Economic development completions 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 remained high, which will support forecast growth in the population. Investment in sustainable modes of transport continued. 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 have commenced and will be informed by the emerging city-region plan called Places for Everyone, which will guide district-level local plans in terms of the scale and location of economic and residential development. 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.

