



Development in the City 2022/2023

The 2022/23 Authority Monitoring Report
of
Manchester City Council

Monitoring the delivery of the Local Plan
April 2022 - March 2023

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1 Executive Summary

Manchester's 2022/23 Authority Monitoring Report (AMR) summarises the City's development in 2022/23, based on key indicators for policies in the Local Plan. The data collected relates to the period up to 31st March 2023.

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 624,300 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 steady, with almost 107,000 sqm of employment-related floorspace being completed over the past year. 62% of the employment development floorspace took place inside the Regional Centre which includes offices, industry and warehousing, retail, hotels and leisure.

Net housing completions were 1,891 units completed (net of demolitions) between 2022 and 2023, with 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, showing resilience compared to general trends across the country. Vacancy rates were lower than national levels, and the proportion of E(a) retail uses has remained stable, despite the growing importance of on-line shopping.

Investment in sustainable modes of transport continued during 2022/23, 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 2022/23, 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 2021 (latest data) to 3.4 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 and an examination of the plan commenced between November 2022 and July 2023 and heard from individuals and organisations who have engaged with previous consultations on the plans. This had guided the nine districts' local plans, in terms of the scale and location of economic and residential development. On 11 August 2023 Inspectors appointed by the Secretary of State (Levelling Up, Housing and Communities) confirmed that the Places for Everyone plan is ready to move to the next stage of the process. The nine authorities are now consulting on a set of modifications to clarify the wording of the policies however the vision, objectives and Spatial Strategy for the Places for Everyone Joint Development Plan

of nine Greater Manchester districts remain unchanged.

In Spring 2020, the review of the Local Plan commenced with the Issues Consultation. An updated Local Plan 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 2022 to March 2023.

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

- 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 2022/23, 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 2023 and the State of the City Report 2022 provides a full picture of the impacts of COVID-19 up until March 2023.

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, PRI, MCC 2023), 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 over 624,000 residents expected by 2025.

Manchester's economy continues to strengthen with GVA growth between 2020 and 2021 (current available data) at 9.2% compared to the national rate of 7.1%. In Manchester, per head of population in 2021 GVA was £48,108, compared to £30,443 for the UK as a whole. As of July 2023, the highest number of residents in jobs in the City was recorded at 281,300 (ONS annual population survey) and total employment in the City was 426,000. The number of enterprises increased by 34%, from 17,045 in 2015 to 22,835 in 2021.

Data from 2021 shows that the largest sectors that contribute to Manchester's GVA are Financial and Insurance activities & Professional, Scientific and Technical activities. These two sectors account for 15.8% and 12.5% of Manchester GVA respectively. Between 2015 and 2021 Financial and insurance activities grew by 4,000 employees, a rise of 0.1 percentage points in jobs from 5.4% to 5.5% share of the jobs in Manchester. Over the same period the Professional, Scientific and technical activities sector grew by 18,000 employees, a rise of 2.5 percentage points from 11.2% to 14.2% share of the jobs in Manchester. This rise was the largest seen across all of the 18 employee sectors in Manchester.

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 finalising 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

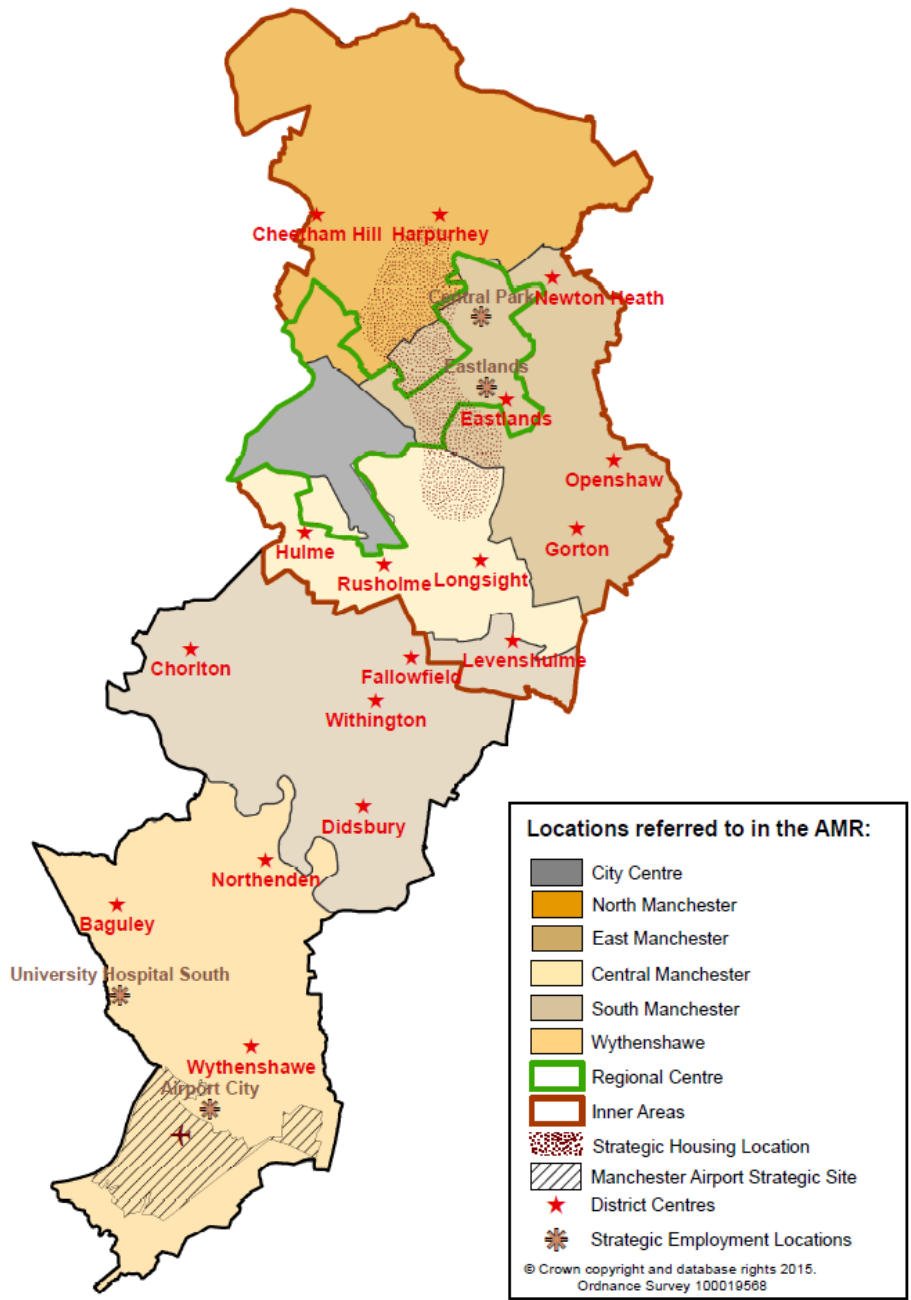
development in particular.

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 2022 to March 2023. 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 2022-23

The following analysis considers whether the strategic Spatial Objectives for Manchester, set out within the Core Strategy, are being successfully delivered. It presents, for 2022-23, 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 2022/23.



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 2022/23, 67% of floorspace and 60% of land developed for employment was in the Regional Centre. In the last year completions have included:

- 9 storey office building at the old Granada Studios site
- Brazenose House Office space in the City Centre
- 224 rooms at Staycity in the Northern Quarter
- Christie Hospital Patterson Cancer Research Centre
- The Manchester College Campus on the former Boddingtons site

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

As in previous years, the vast majority of new housing (91%) in 2022/23 was built within the Regional Centre and the Inner Areas. The schemes with the largest numbers of completed units this year were spread across a wider geographical area within the Regional

Centre and Inner Areas, including 105 units on Pottery Lane and 90 and 96 units respectively on the former bus depot site in Moss Side and on the Axis development on Stockport Road in Ardwick.

Although City Centre completions were lower than last year there were still significant units completed adjacent at Angel Meadow (286 flats), plus the final units at Potato Wharf within the City Centre itself were completed in 2022/23 (191 flats).

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 moving towards its target of reducing carbon emissions to be net zero by 2038. Good progress has been made towards this target despite a growing population. In 2021 (most recent figure) total Citywide CO² emissions (1.8m t) were 56% lower than the 2005 baseline, and 7% higher than the previous year largely due to the ending of lockdown. 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. However, over a five-year period from 2018 to 2022, Manchester emitted 9.54 million tonnes of CO² (m t CO²), against a total carbon budget of 15m t CO², allocated to last until 2038 and beyond (until 2100). This means that 63% of the City's total carbon budget has

been utilised in its first five years. Despite an overall downward trajectory, with the City's emissions reducing by 44% between 2005 and 2021, urgent action at pace and scale is needed in all sectors to ensure Manchester stays within its carbon budget.

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. However, the latest figures indicate that passenger numbers are now approaching pre pandemic levels. The Airport has also 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 expected to expand further with the future development of Airport City North.

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 minute 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 2020 and 2021 (latest data available) by 9.2%, compared to 7.1% for the UK. In Manchester, per head of population in 2021 GVA was £48,108, compared to £30,443 for the UK as a whole. As of July 2023, the number of residents in jobs in the City was recorded at 281,300 and the number of enterprises increased by 34%, from 17,045 in 2015 to 22,835 in 2021.

Data from 2021 shows that the largest sectors that contribute to Manchester's GVA are Financial and Insurance activities & Professional, Scientific and technical activities. These two sectors account for 15.9% and 12.5% of Manchester GVA respectively. Between 2015 and 2021 Financial and insurance activities grew by 4,000 employees, a rise of 0.1 percentage points. This led to a rise of 15.8% to 15.9%. Over the same period the Professional, Scientific and technical activities sector grew by 18,000 employees, a rise of 2.5 percentage points. This led to a rise of 10% to 12.5%. This rise was the largest seen across all of the 18 employee sectors in Manchester.

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 2022/23, 49,614sqm of offices and 16,179sqm of industrial/warehousing space was completed in Manchester (see Chart of Employment Completions below).

Chart 1: Employment Completions 2022-2023



In 2022/23, two significant office completions took place, a brand new office building on Brazennose Street and the Christie Hospital Patterson Cancer Research Centre. These high-quality schemes offer flexible Grade A office floorspace.

In 2022/23 retail completions were at 4,258sqm of new floorspace and of these completions, 63% took place in the City Centre. New Century Hall re-opened after years being closed and includes a food hall providing 5 different food quarters.

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 2022/23 with the completion of 224 bedrooms in the Northern Quarter. The opening of Aviva Studios (The

Factory) in 2023 to host the Manchester Festival is the largest investment in a national cultural project since the Tate Modern in London in 2000. It is estimated that the economic impact of new cultural space will be considerable with 1,500 direct and indirect jobs created and adding £1.5 billion to the City's economy over a decade. 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 did peak in February 2021 at 35,895, this was then followed by a period of decline until February 2022 when the claimant count was 25,795. There was another period of decline up until October 2022, when it fell to 21,995. Since then there has been a period of increases and the latest figures for August 2023, the claimant count was at 23,610.

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 2022/23, 62% of employment floorspace developed for office 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 363,498sqm of office floorspace is under construction, and over 191,091qm of office floorspace with planning permission.

In terms of development, major schemes have continued to progress apace throughout 2022/23. The erection of a five-storey education building, led by the LTE Group (an integrated education and skills group comprising 5 key organisations including The Manchester College and UCEN) adding 18,495 sqm of floor space. Significant progress is being made at St. Johns with approximately 80,000sqm of office space plus a new theatre, Aviva Studios opened in June 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 approximately 150,000 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, ID (Innovation District) Manchester, 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 2022/23, 32,377 sqm employment related development comprising retail, office, leisure/education, hotel and warehousing completed in the City Centre and Fringe. Over half of 2022/23 growth was down to a new five storey Manchester College Campus on the former Boddingtons site in Cheetham. Growth in employment development is set to continue over the next 15 years with an additional 2.2 million sqm of offices expected by 2039.

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; cyber security; digital; advanced materials and manufacturing; wholesale, and retail. The majority of businesses in these sectors are located in the City Centre. Cultural, health, innovation, 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 2022/23 405 units were completed in the City Centre (396 flats and 9 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, approximately 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 100 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 - completed in June 2023 is Aviva Studios (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, Aviva Studios (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.

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; the Manchester Goods Yard at Enterprise City and M&M on Pollard Street.

In 2022/23 there were 27 major planning approvals, of which nine were major residential planning approvals. The nine residential schemes will provide 4,272 units. Eight of remaining approvals were for major office development whilst the rest consisted of a variety of uses.

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 2022/23 as a whole, City Centre footfall increased by 11% vs 2021/22. This follows an 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 in recent years. However, the rolling the 12 month passenger figure for Manchester Airport Nov'22 – Nov'23 was 27,816,68 which was a 23.4% increase on Nov'21 – Nov'22 and the expectation is that it will very soon be surpassing pre-covid traffic levels.

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 2023 was 16%.

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 1,893 new homes (gross) were completed across the City in 2022/23. 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.

Residential completions in 2022/23 were lower than the previous year, in part due to no significant tower blocks being completed during 2022/23 with further large schemes completed in 2021/22. It is also a reflection of the knock on effect of the slowdown in construction during Covid – whilst activity returned to sites relatively soon after the announcement of the first lockdown, social distancing measures and ongoing restrictions meant that schemes took longer to build out. The impact was that homes expected to complete in 2022/23 have subsequently slipped into 2023/24 for their likely completion date. The number of completions is expected to recover

in 2023/24 as overall, the pipeline is showing good signs of resilience despite the ongoing volatility and economic challenges.

There were two residential demolitions in 2022/23, meaning that net completions were 1,891 units – comprising 329 houses (17%) and 1,562 flats (83%).

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 most recent published Housing Delivery Test is 2021 (results published Jan 2022) and showed Manchester had delivered 169 % of the required

housing over the past three years.

In total there were 21,211 units in the planning pipeline at the end of March 2023. This comprised 13,670 units in schemes already under construction, and 7,541 units in schemes with planning approval where construction had not yet started at this date.

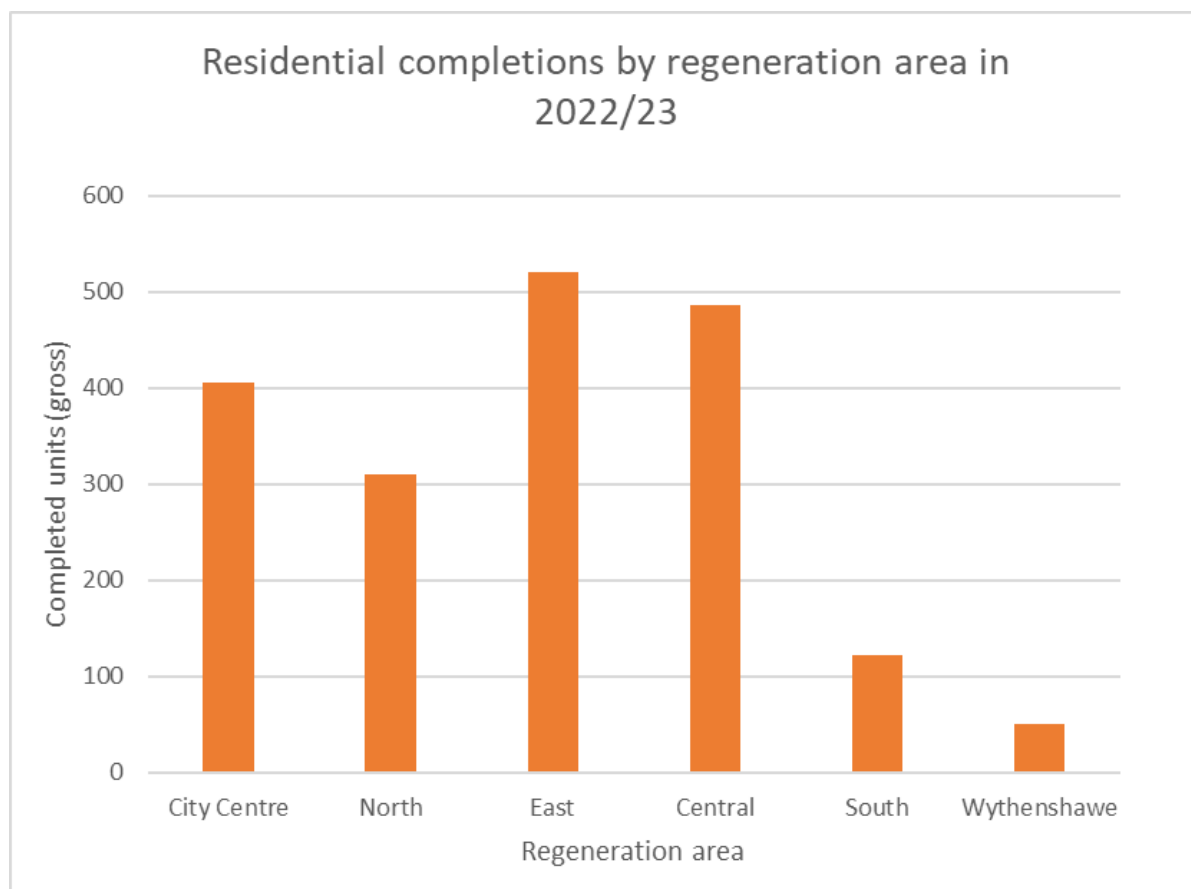
The City Centre contains 60% of the planning pipeline (12,658). However, looking forward, as the demand for housing continues to grow and opportunities for largescale development sites in and around the City Centre become harder to find, there are increasing opportunities in new locations close to the 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 adjacent to the extending City Centre including Holt Town and Miles Platting. Towards the eastern edge of the

local authority area, planning approval has now been granted for over 650 new homes on the Jackson's Brickworks site (May 2023), and a number of recently approved sites in Newton Heath are now under construction. At the southern end of the city, it was confirmed in November 2023 that Wythenshawe town centre will benefit from £20 million from the Government's Levelling Up Fund - regeneration plans there will deliver around 1,600 new homes on Council-owned land over the next 10-15 years, as well as a new public square, new shops and net zero commercial, community and cultural space.

The graph below shows gross housing completions in 2022/23 by strategic regeneration framework (SRF) area¹. Whilst completions across the rest of the City have remained at a similar level as in 2021/22, there have been significantly fewer completions in the City Centre this year. This is expected to pick up again in 2023/24, as set out earlier.

¹ 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.

Chart 2 : Residential Completions by Regeneration Area in 2022/23



In 2022/23, 83% of net residential completions in Manchester were flats. The average density of residential completions within the City Centre was 383 units per hectare in 2022/23 - 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 2023 was 2.21%. 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.

In 2022/23 there has also been 415 additions to the number of affordable housing units added consisting of:

- 127 social rent;
- 70 affordable rent;
- 199 shared ownership; and
- 19 rent to buy.

Despite a slight reduction in the number of affordable completions in 2022/23, however, through work launched following the publication of the Housing Strategy (2022-2032) the affordable pipeline is beginning to expand rapidly with c.1,250 new affordable homes currently under construction (incl. over 750 expected to complete in 2023/24) and a further c.1,800 with planning permission.

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 was given planning approval in September 2022 and includes 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 95% of residential completions in 2022/23 were on brownfield land, exceeding 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 has been sought, such as the Levelling Up Fund and Shared Prosperity Fund, to continue our investment in these centres.

In 2022/23, 2,927sqm 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 similar to the 2015 survey, at 44%. Vacancy levels were at 8% across the City's district centres, which is significantly below the national average of 13.8% 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 compared to 5% in 2009. 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. This figure has now remained consistent over the past decade.

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. The Manchester Active Travel Strategy and Investment Plan was adopted by the Council in February 2023 and sets out the scale of our ambition for walking, wheeling and cycling.

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 2022, 74% of all

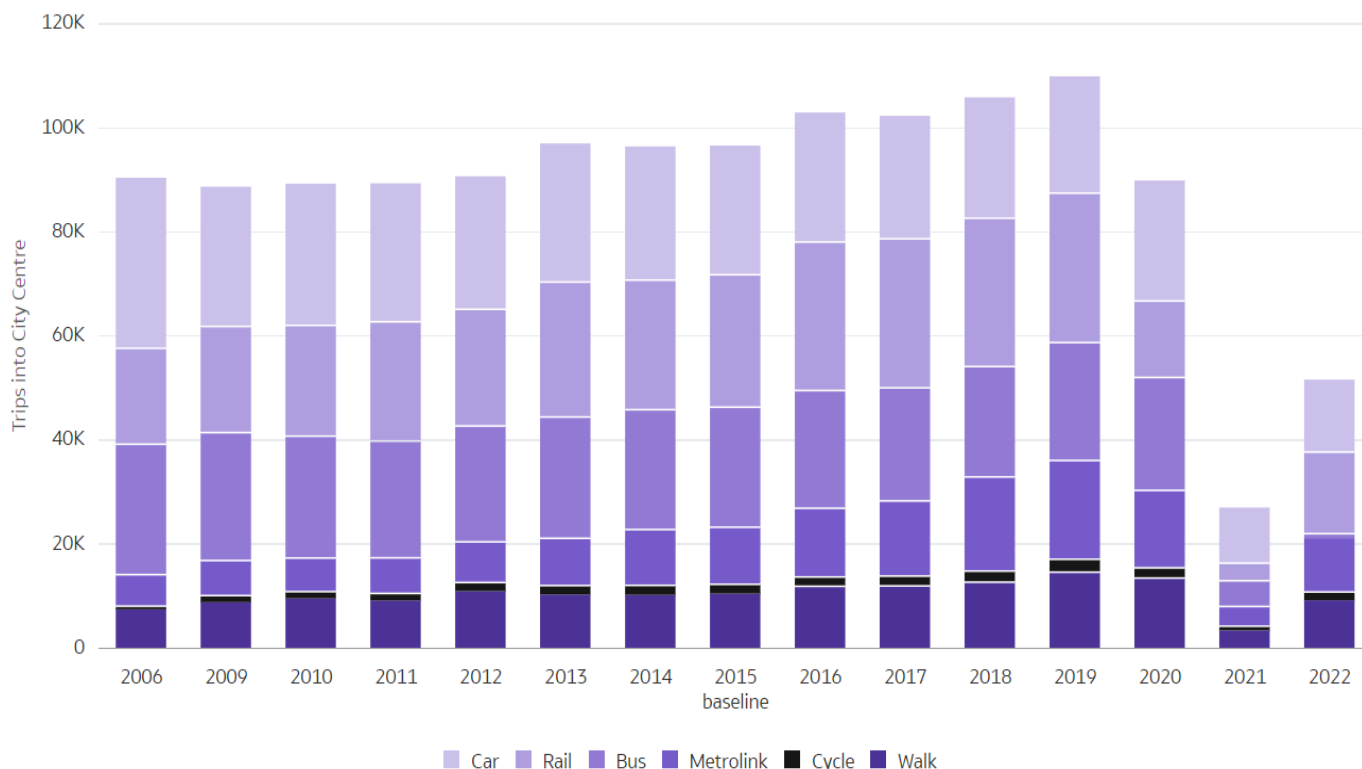
trips into the City Centre in the morning peak (7.30-9.30am) were by non-car modes (public transport, walking and cycling), which is almost at pre-pandemic levels.

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	2022	2021	2020	2018	2005
All non-car modes*²:	74%	60%	74%	78%	63%
Public transport	59%	45%	57%	64%	55%
Cycle	2%	2%	2%	2%	0.6%
Walking	13%	13%	15%	12%	7.%

² 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 2022 -

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 North³ report published in 2014, set out proposals for road and rail

³ *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 decision to cancel the planned delivery of HS2 to Piccadilly and Manchester Airport is a significant setback for the potential to enhance capacity and connectivity on routes to London and the Midlands, and to free up capacity on the classic rail network for local, regional and freight services. The Council, along with key partners, is continuing to lobby for delivery of Northern Powerhouse Rail in full and is awaiting further detail on future rail investment from central government.

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. The first tranche of franchised services, primarily in Bolton and Wigan, began operation in September 2023. Tranche 2, covering services through North and East Manchester will commence operation in March 2024, with the final tranche covering south Manchester and beyond to follow in January 2025.

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 17 schemes either already under construction or at development stage as part of the MCF and other funding such as DfT Active Travel Fund. Walking has maintained its share of morning peak journeys into the City Centre and we anticipate this to rise with improvements to the City Centre public realm and an increasing residential population in and on the fringe of 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 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. Manchester's Climate Change Partnership (MCCP) and Manchester Climate Change Agency are responsible for setting the City's targets for all partners.

Manchester’s direct energy-related emissions were 1.87m t CO₂ in 2021, equivalent to a 7.1% increase from 2020. This increase can largely be attributed to an increase in activity, particularly travel, as the City came out of Covid-19 lockdowns. The carbon budget for 2021 was to emit no more than 1.28m t CO₂, so emissions were 4.7% higher than the target. Despite the trajectory being downward, with the City’s emissions reducing by 44% between 2005 and 2021, urgent action at pace and scale is needed in all sectors to ensure Manchester stays with its carbon budget.

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	3,319.3	-	7.3	455.7
2006	3,394.5	2.27%	7.3	463.7
2007	3,244.9	-2.24%	6.9	470.5
2008	3,238.6	-2.43%	6.8	477.4
2009	2,896.2	-12.75%	6.0	483.8

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2010	3,049.1	-8.14%	6.2	492.6
2011	2,768.6	-16.59%	5.5	502.9
2012	2,964.8	-10.68%	5.8	507.0
2013	2,868.7	-13.58%	5.7	507.7
2014	2,508.6	-24.42%	4.9	511.1
2015	2,414.3	-27.26%	4.7	518.0
2016	2,235.7	-32.65%	4.2	533.0
2017	2,128.6	-35.87%	4.0	534.1
2018	2,081.8	-37.28%	3.9	533.9
2019	2,011.8	-39.39%	3.7	544.0
2020	1,750.6	-47.26%	3.2	543.2
2021	1,874.3	-43.53	3.4	549.9

Source: BEIS Estimated CO₂ emissions dataset 2005-2021

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
2022	43	18	29	17

Source: Air Quality England

In 2022, both sites were below the legal annual mean limit of 40 µg/m³ for PM₁₀. Piccadilly remained below the legal limit for NO₂ while Oxford Road exceeded it.

The Council has identified its own target to reduce CO₂ emissions as part of its contribution to the overall City-wide target. The Council is on track to meet its carbon budget and is making progress on delivering the MCC estate carbon reduction programme, and new low carbon social housing in Newton Heath. 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. Yet again, no planning permissions in 2022-23 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.

Places for Everyone (PfE), the joint plan of nine of the Greater Manchester Districts, (excluding Stockport) and referred to in the Introduction, is currently going through an Examination in Public. This sets out strategic level policies including those relating to the environment, such as green infrastructure and biodiversity.

In 2022/23 work continued on key projects with the aim of providing better evidence to inform decision making and develop best practice approaches. This updated evidence, including key new studies and

strategies, will underpin the review of Local Plan policies and included:

- The new Manchester Biodiversity Strategy, was endorsed by Executive in October 2022. This is helping identify where priority interventions are needed to address both biodiversity enhancement and environmental inequalities. It provides a ten year comprehensive multi-agency Action Plan of activity and commitments to support positive Citywide biodiversity impact. The Manchester Biodiversity Action Group, made up of sixteen actively engaged stakeholder organisations, continue to meet bi-monthly to help co-ordinate delivery of the action plan including collaborating on new investment to deliver benefits for G&BI and residents in Manchester.
- Our Rivers Our City; a long term Strategy for the City's river valleys, was launched in 2021 and is already yielding results. It was a catalyst for Groundwork's successful £1.2million bid for the Resilient River Valleys project, helping create thirty-eight new roles providing training and capacity building for citizens, with twenty-two of these roles being for unemployed young people. Over 200 training courses have been provided, and 5,700 people have been engaged in activities and events in areas in Wythenshawe, Burnage, Moston and Collyhurst.

- Manchester's Open Space Study, an audit to understand the distribution of different types of open space across the City has been completed. The study shows that most parts of the City have reasonable access to open space although not to all types of open space.
- In 2022 Manchester delivered Managing Manchester's Trees, a comprehensive assessment of the City's tree and woodland resource. This provides an informative look back at the evolution of our treescape over the last 100 years, whilst Citywide capacity mapping allows a ward-based analysis identifying opportunities for improving and enhancing the City's tree scape. The documents are now published and are underpinning the development of a new Tree and Woodland Action Plan.
- Tree Action MCR – This £1million capital investment programme is now in its final phase. In total, during phase 1 and 22,288 standard trees have been planted as part of the programme across all of the City, with 59 planted in cemeteries, 287 in parks, and 1,942 on streets, verges and along highways.

The momentum behind delivering key large scale GI related schemes has continued, as illustrated by the schemes identified below:

- **Mayfield Park.** Opened on 22nd September 2022, Mayfield is the first new park to be created within Manchester's City Centre in over 100 years. A successful £23 Million project, it was delivered on budget and on time, despite being delivered during the pandemic. This four acre park includes a restored section of river, two minute walk from Manchester's main train station. Mayfield incorporates sponge City thinking with landscape, quality, and function at its heart to reduce flooding.
- **Castlefield Viaduct:-** A twelve-month pilot was opened officially in early 2022, by the National Trust (NT). This utilises the grade II the grade II listed Castlefield viaduct to create a new multi-functional elevated open space in the City Centre. The aim of the National Trust is to bring the viaduct back into use and transform it into a freely accessible green space. Visitor sessions were booked up instantly online and as of end of December the Trust had engaged 15,915 people since May. The pilot will run into Summer 2023.
- **Glade of Light.** This new public realm area is a memorial commemorating the victims of the 22 May 2017 terrorist attack at Manchester Arena. 43 new trees have been planted and around the anniversary, the white flowers of a hawthorn tree

planted at its centre will bloom. The memorial was officially opened on 10th May 2022.

- Jacksons Brick Works. A scheme at the former Jackson's Brickworks, Newton Heath, received a minded to approve decision at a meeting of the Planning Committee in October 2022. The proposal for 378 dwellings together with commercial floorspace and a new secondary school, has included significant remediation works due to land contamination. The development includes the planting of 373 trees together with a deep landscaped buffer to an adjoining canal towpath as well as native hedging with native herbaceous planting to water retention swales and rainwater gardens. Public realm will be brought forward through a 1.36ha park together with several smaller pocket parks/play areas. Water run-off and flood mitigation will be dealt with through the provision of swales, rainwater gardens and attenuation basins which also provide habitats as part of biodiversity enhancements.
- Victoria North is the North of England's biggest urban regeneration project, and the largest renewal project Manchester has ever seen. 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 City River Park, a network of greenspaces which will help link the different neighbourhoods.

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. Greater Manchester has become the first place in England to re-take control of its buses after nearly 40 years of deregulation, with the launch of the historic Bee Network – ushering in radical improvements to the City-region's public transport network. As part of the Bee Network, joint tram and bus travel is now 20% cheaper with a new AnyBus + tram ticket. This comes after the Mayor announced £2 capped adult fares for all Greater Manchester bus services in 2022.

Green space which has always played a key role in the City and it became demonstrably even more important during the pandemic. Parks in Manchester recorded a 30% increase in usage during 2020 and into 2021. The Park Development Programme is a key

mechanism for delivering the Park's Strategy. Circa £4.6m has been invested across the existing Parks estate, with over 107 capital projects identified and delivered in collaboration with Manchester residents. The foundations for the investment to continue at pace have been set with strategic support given to the further development of an additional £4m of investment in the pipeline expected to generate £2m in match funding from partners.

Awareness of the benefits of G&BI continue to be raised throughout 2022/23. Despite the challenges faced by all, over the last three years, much innovative and creative work was undertaken by partners in delivering engagement activity across the City. Examples included:

In Our Nature Programme:- This large scale multi-agency partnership has been awarded £2.5m from The National Lottery Community Fund. Over three years, it will help Manchester residents deliver over 50 community led projects, designed to reduce carbon emissions, introduce urban greening and nature-based solutions.

Protecting Playgrounds Study:- The findings of the Protecting Playgrounds research project have been published. The evidence shows that selective planting of certain 'tredges' (trees maintained as

hedges) between roads and playgrounds can significantly reduce traffic-derived air pollution.

GrowGreen programme:- The GrowGreen programme came to an end this year, culminating in a final event in Brest, France in November 2022. The five year, EU Horizon 2020 project has been a resounding success, with Manchester orchestrating and leading the entire 11.2 million Euro Project across six EU Countries and Wuhan in China. All partner Cities presented updates at the final event around their demonstrator projects (in Manchester, this was the £1.2 million West Gorton Community Park which was opened in July 2020) and the development of GI/Nature Based Solution Strategies in their Cities.

Key Environmental Assets

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), 24 of which are currently in active conservation management.

In 2022/23, two new Local Nature Reserves were designated including Kenworthy Wood in Northenden and Broadhurst Clough in

Moston. The City has so far designated 10 Local Nature Reserves (LNRs) covering 442 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 82 Grade II* and 752 Grade II.

Manchester has a substantial amount of brownfield land, which is an important resource for future development. The Council's Contaminated Land Strategy⁴ and the Local Plan together support the remediation and safe re-use of potentially contaminated land, with 25.7ha remediated through Planning's development management process between Jan-Dec 2022.

The total amount of household waste has continued to fall despite a further increase in the City's population, and the proportion of this

⁴ MCC Contaminated Land Strategy, updated March 2011

which is recycled and composted has continued to rise, with 39.1% recycled/re-used/composted in 2022/23, 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 all 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 have worked to formulate a revised Clean Air Plan to meet this Direction. In January 2023, the Government asked for more evidence to support the case for an investment-led, non-charging Clean Air Plan. Work with the Government has continued to ensure Greater Manchester has an agreed Clean Air Plan as soon as possible.

4. Conclusion

Manchester has a strong, competitive economy and good infrastructure, and there are many indicators in the 2022/23 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 rose slightly this year but progress is being made through various interventions to deliver net zero by 2038. 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 emerging Local Plan will be informed by a comprehensive evidence base. The Council has commissioned studies across a range of issues including housing needs; retail and leisure

trends/needs; biodiversity net gain and urban green factor; net zero new development; open space study; employment land review; and a hotels/short term lets study.

The Places for Everyone Joint Local Plan was subject to public hearings for its examination from November 2022 through to March 2023. Places for Everyone will guide district-level local plans in terms of the scale and location of economic and residential development; and provide thematic policies that will apply across the nine authorities involved in the joint plan. 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.

