GREATER
MANCHESTER
SPATIAL
FRAMEWORK

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GMCA

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GMCA

| BOLTON | MANCHESTER | ROCHDALE | STOCKPORT | TRAFFORD |
| BURY | OLDHAM | SALFORD | TAMESIDE | WIGAN |
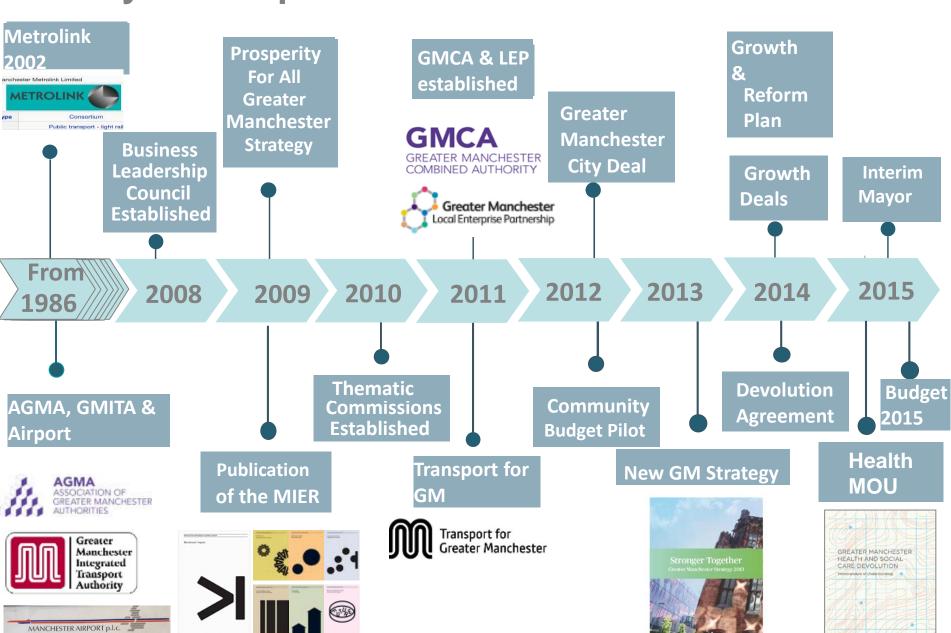
History of co-operation…

Metrolink 2002

Business Leadership Council Established

Prosperity For All Greater Manchester Strategy

GMCA & LEP established

Greater Manchester City Deal

Growth & Reform Plan

Growth Deals

Interim Mayor

From 1986 — 2008 — 2009 — 2010 — 2011 — 2012 — 2013 — 2014 — 2015

AGMA, GMITA & Airport

Publication of the MIER

Thematic Commissions Established

Transport for GM

Community Budget Pilot

New GM Strategy

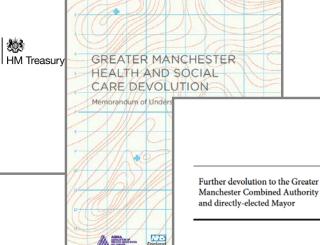**Devolution Agreement**

Budget 2015

Health MOU

GM Devolution: key milestones

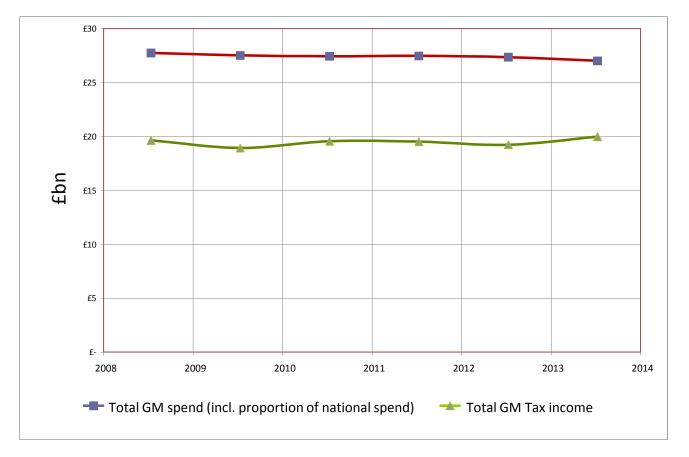| Nov 2014 First Devolution Agreement	Feb 2015 Health & social care MOU	March 2015 Budget Statement	July 2015 Budget Statement	Nov 2015 Spending Review

GM devolution is based on:

- strong, stable and effective governance arrangements
- a clear and evidenced strategic vision
- a proven track record of delivery
- a "roadmap" to reform and a recognition that full devolution will take time and require a staged approach
- a series of clear propositions to Government, setting out what we would do differently and the benefits that would bring

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What does devolution mean for planning?

- Power to create a **statutory spatial framework** for Greater Manchester - approved by a unanimous vote of the Mayor's Cabinet

- Ability to create **Mayoral Development Corporations/ compulsory purchase powers** for the Mayor (in agreement with the leader of the Greater Manchester local authority in which it would have powers).

- Power to introduce a **GM Community Infrastructure Levy**

- Related housing delivery powers, **Housing Investment Fund, Land Commission**

- Business case for a '**Land Programme**' linked to the Spatial Framework
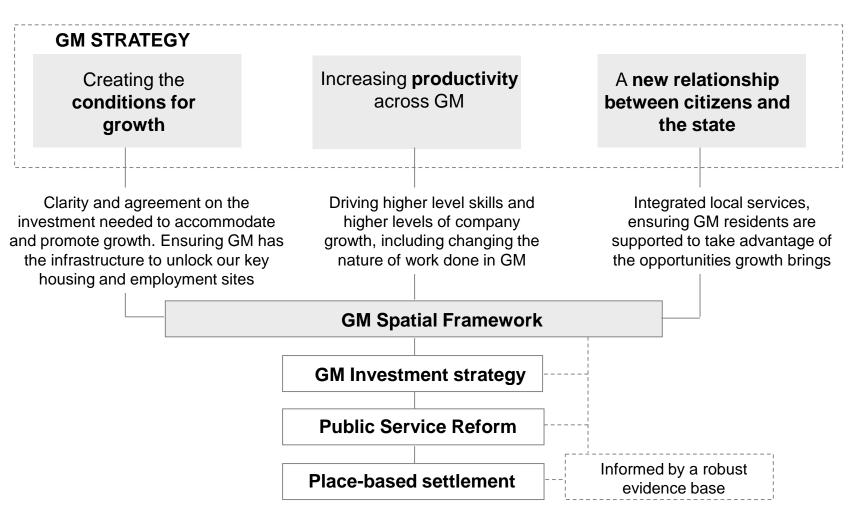
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GM as a net contributor to the national economy

- A vision to move GM from being a **Tax taker** to a **Tax generator** to national public finances
- GM's economy currently generates £20 billion in taxes but requires £27 billion in public spending

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Our priorities – quick summary

Growth = more jobs and reform = more people in work

GM STRATEGY

Creating the **conditions for growth**	Increasing **productivity** across GM	A **new relationship between citizens and the state**

Clarity and agreement on the investment needed to accommodate and promote growth. Ensuring GM has the infrastructure to unlock our key housing and employment sites	Driving higher level skills and higher levels of company growth, including changing the nature of work done in GM	Integrated local services, ensuring GM residents are supported to take advantage of the opportunities growth brings

GM Spatial Framework

GM Investment strategy

Public Service Reform

Place-based settlement

Informed by a robust evidence base

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The GM Spatial Framework

Scope

- identify the level and type of growth we should be planning for – our 'Objectively Assessed Need'

- ensure we have an appropriate supply of land to meet this need
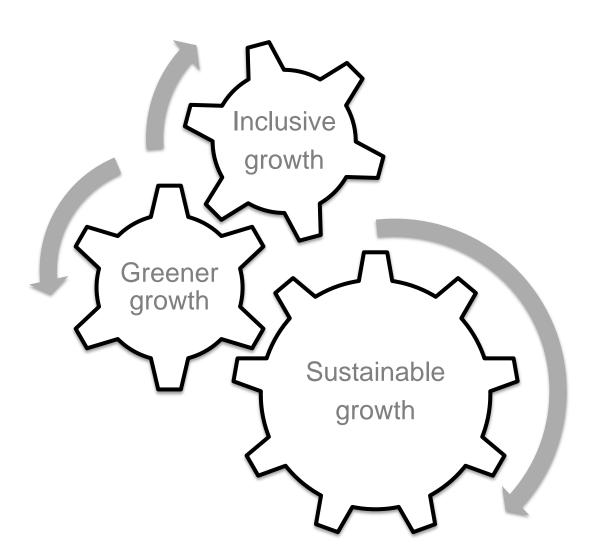
It will help us to:

- take a 'strategic view' on the big issues, greenbelt, flood risk

- evidence a 5 year supply of housing land and therefore control development – otherwise planning 'by appeal'

- allow us to consider 'redistribution' of development across GM

- plan for infrastructure collectively and more effectively

- protect our most 'valuable' land and assets

- develop a policy framework which is applied consistently across all 10 districts

- Provide a context for more detailed local work
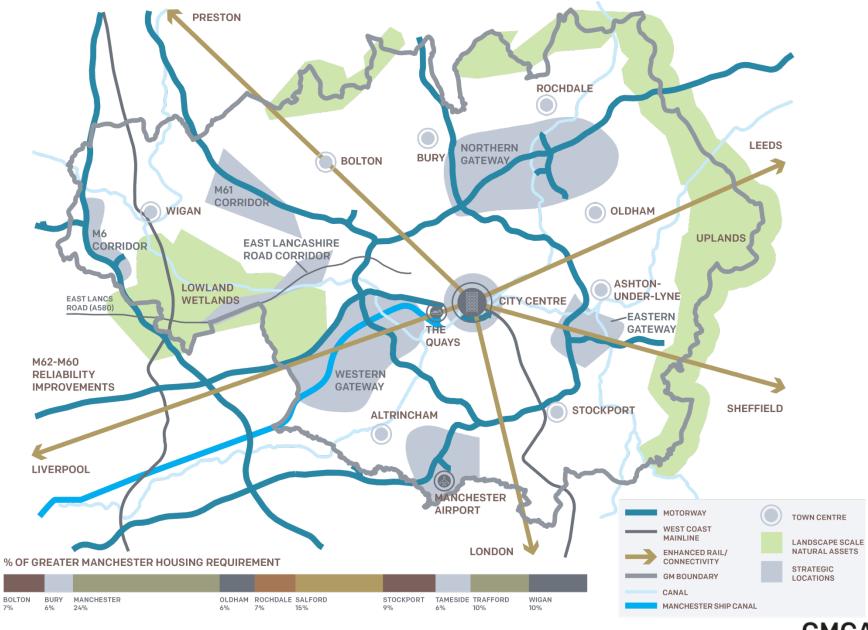
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What are we planning for?

- Greater Manchester Forecasting Model (GMFM) provides baseline
- Accelerated Growth Scenario prepared to reflect our leading role in Northern Powerhouse
- Reviewed in the light of most up to date evidence and Brexit

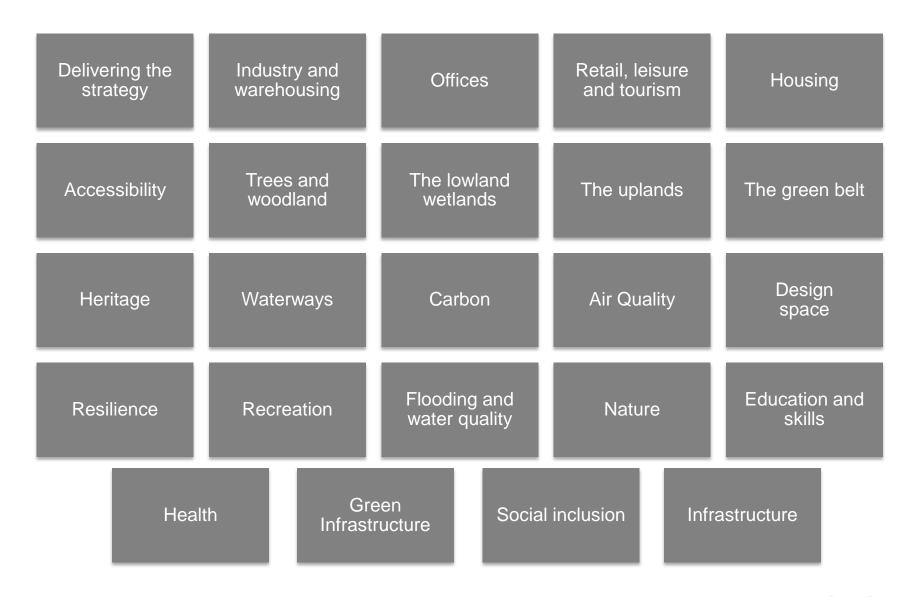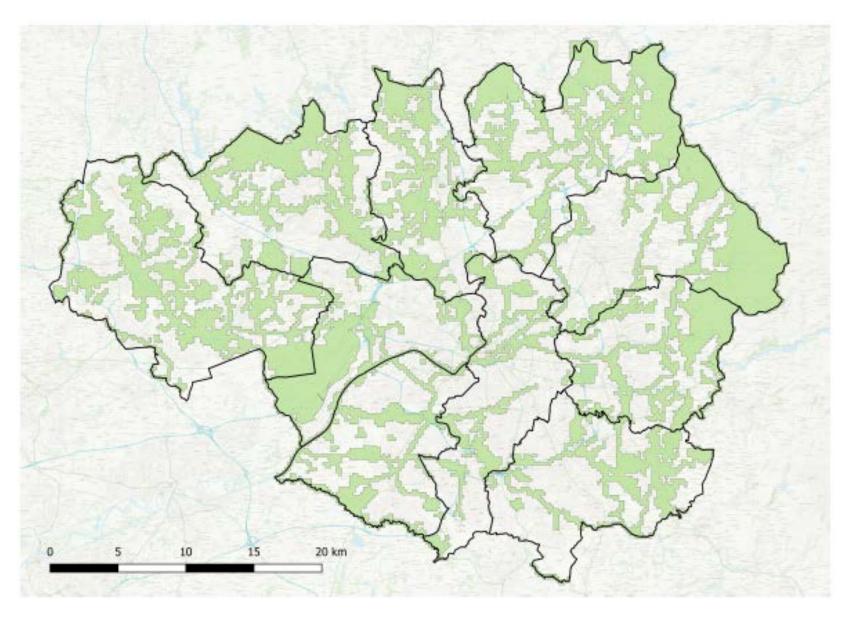| Forecast name	GVA net change	Employment net change	Population net change	Resident employment rate (2035)	Dwellings (net requirement)
OE – GMFM Baseline 2015	£33.1bn	146,600	235,100	72.8%	8,282
OE – AGS 2015	£38.1bn (+£5bn 0.2% p.a difference)	199,700 (+53,100 0.2% p.a difference)	294,800 (+59,700 0.1% p.a difference)	74.3%	11,281

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The GMSF is a plan for growth …

Inclusive growth

Greener growth

Sustainable growth

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Strategic locations

Map labels:

PRESTON
ROCHDALE
BOLTON
BURY
NORTHERN GATEWAY
LEEDS
M61 CORRIDOR
OLDHAM
WIGAN
M6 CORRIDOR
EAST LANCASHIRE ROAD CORRIDOR
UPLANDS
LOWLAND WETLANDS
EAST LANCS ROAD (A580)
CITY CENTRE
ASHTON-UNDER-LYNE
EASTERN GATEWAY
THE QUAYS
M62-M60 RELIABILITY IMPROVEMENTS
WESTERN GATEWAY
ALTRINCHAM
STOCKPORT
SHEFFIELD
LIVERPOOL
MANCHESTER AIRPORT
LONDON

% OF GREATER MANCHESTER HOUSING REQUIREMENT

BOLTON 7%
BURY 6%
MANCHESTER 24%
OLDHAM 6%
ROCHDALE 7%
SALFORD 15%
STOCKPORT 9%
TAMESIDE 6%
TRAFFORD 10%
WIGAN 10%

Legend:
MOTORWAY
WEST COAST MAINLINE
ENHANCED RAIL/CONNECTIVITY
GM BOUNDARY
CANAL
MANCHESTER SHIP CANAL
TOWN CENTRE
LANDSCAPE SCALE NATURAL ASSETS
STRATEGIC LOCATIONS

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Thematic Policies

Delivering the strategy	Industry and warehousing	Offices	Retail, leisure and tourism	Housing
Accessibility	Trees and woodland	The lowland wetlands	The uplands	The green belt
Heritage	Waterways	Carbon	Air Quality	Design space
Resilience	Recreation	Flooding and water quality	Nature	Education and skills
	Health	Green Infrastructure	Social inclusion	Infrastructure

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Delivering a Successful Greater Manchester
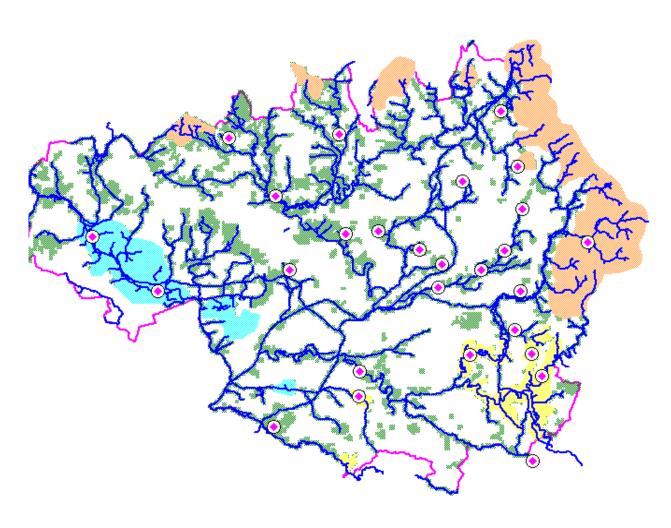
- Maximise development in most sustainable locations
- Secure redevelopment/reuse of previously developed land and buildings
- Deliver improved infrastructure, facilities, environmental quality for existing neighbourhoods
- Consider use of CPOs, direct development to accelerate development in urban areas
- Sites outside of urban area must complement regeneration and fund infrastructure needed to support development
- Infrastructure and other policy requirements need to be reflected in land value

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Green Infrastructure network

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Draft green and blue space network
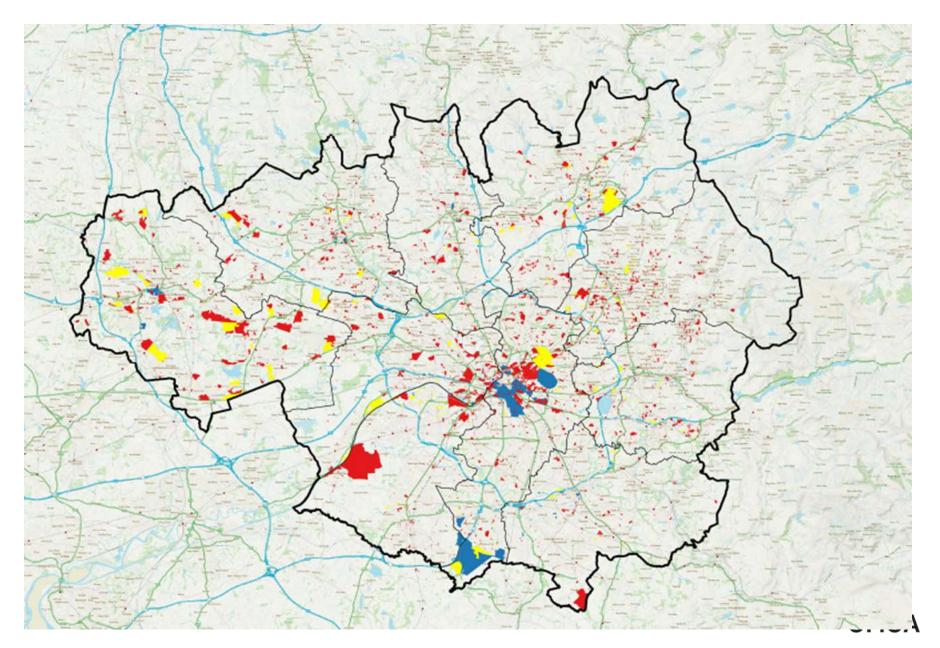
- **Uplands**
- **Lowland Wetlands**
- **River Valleys and Canals**
- **Woodlands and Trees**
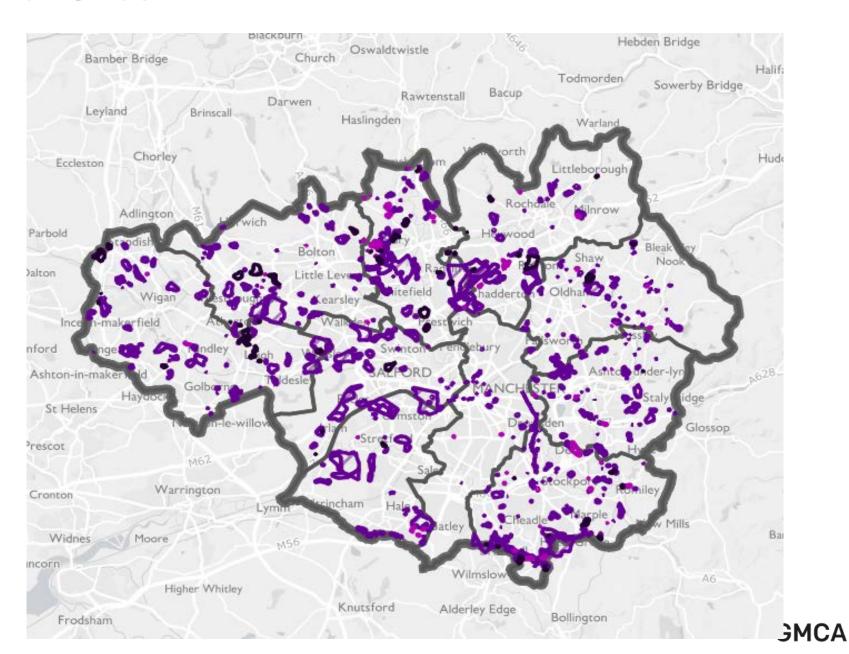- **Major Parks and Greenspaces**

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Accommodating growth

- **Urban first approach**
- **Significant supply of land already identified though SHLAA's, ELR's**
- **Sufficient office floorspace identified**
- **Land for around 180k units identified- over 75% of housing supply in and around our towns**
- **3million m^2 industry and warehousing floorspace identified**

- **Shortfall of land to accommodate around 45,000 homes and 1million m2 of I&W floorspace**
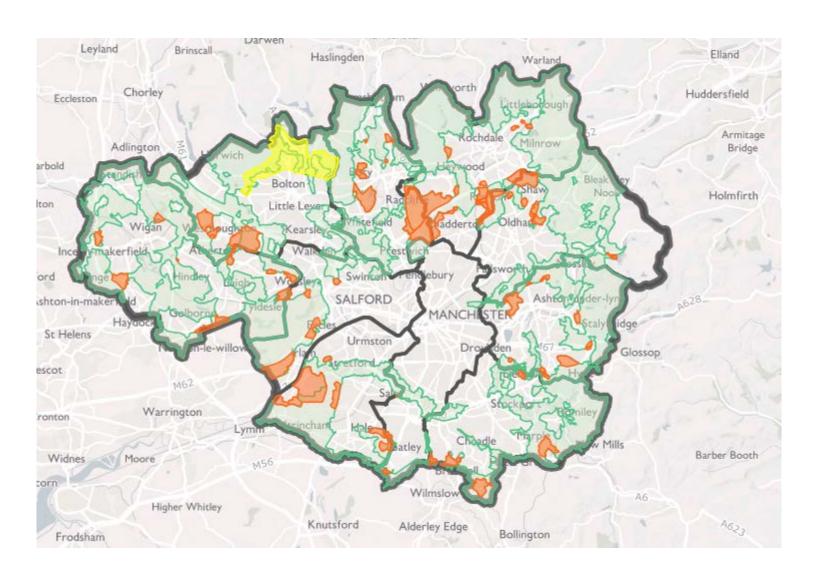
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Existing supply

Call for Sites

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Site Selection Criteria

- make the best use of any spare infrastructure capacity in the urban area

- ensure a range of housing sites across Greater Manchester to meet a variety of different housing requirements

- meet market demand for housing and attract skilled labour

- meet the future demands of the economy

- deliver the necessary levels of new infrastructure to support sustainable communities through to 2035 and beyond

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- minimise the effects on strategic green and blue infrastructure such as the river valleys and uplands

- maximise the potential of new development to enhance green and blue infrastructure

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Site Allocations with current Green Belt

GMSF Supporting Documents

- Greater Manchester Strategic Housing Market Assessment October 2016
- Economic Evidence Report
- Employment Requirement Approach
- Accelerated Growth Scenario Summary Report
- Economic Forecasting Summary
- Economic Deep Dive Research Summary
- Town Centres Topic Paper
- Natural Environment
- Historic Environment
- Minerals and Waste Issues
- Green Belt Assessment 2016
- Flood Risk and Water Management Evidence Paper
- Options Consultation Report
- Integrated Assessment Scoping Report
- Integrated Assessment of Strategic Spatial Options
- Habitats Regulation Assessment
- Spatial Energy Plan
- Industrial and Warehousing Site Prioritisation Framework
- Engagement Statement with Neighbouring Authorities
- Approach to Accommodating the Land Supply Shortfall

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WE WANT TO HEAR FROM YOU

Get involved and have your say. Visit

www.greatermanchester-ca.gov.uk/info/ 20018/greater_manchester_spatial_framework

to download the full draft and access the consultation portal.

🐦 **@GMSpatialFrame**
Stay posted on our plans for an even Greater Manchester

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Consultation responses

Almost 20,000 responses received

Overwhelming majority in relation to Green Belt sites;

- Infrastructure provision not emphasised as much as it should be – transport but also schools and health
- Brownfield before greenbelt
- Loss of open space
- Housing needs to affordable
- Transport network already congested – how will it cope?
- Needs to make sure existing flooding, air quality issues are not made worse

Challenge to growth figures – from both sides

What Now?

- Analysing consultation responses – first report to AGMA/GMCA in March
- Political discussions
- Impact of elected mayor
- Housing White Paper – some answers, more questions

- Planning on next consultation in September 2017

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