

GREATER MANCHESTER'S PLAN FOR HOMES, JOBS AND THE ENVIRONMENT – GREATER MANCHESTER SPATIAL FRAMEWORK (GMSF)

FREQUENTLY ASKED QUESTIONS – JANUARY 2019

What is the GMSF and what is its purpose?

Greater Manchester's Plan for Homes, Jobs, and the Environment (the "spatial framework") has been put together by the Greater Manchester Combined Authority, which comprises the Mayor of Greater Manchester and the leaders of Greater Manchester's ten local councils.

This plan is about providing the right homes, in the right places, for people across the city region. It's about creating jobs and improving infrastructure to ensure the future prosperity of Greater Manchester.

The plan talks about jobs and homes, but it's about so much more than that. It's about reducing inequalities, improving the lives of residents, and transforming Greater Manchester into a world-leading city-region.

This rewritten plan focuses more heavily on the environment. There is an overall reduction in proposed green belt release of more than 50% by removing some areas that had been earmarked for development in the previous plan, reducing the loss of green belt within sites, and proposing additions to the green belt.

It is important to show that there is enough land available to deliver the homes people need up until 2037. Without that all authorities will have less control over the future shape of Greater Manchester, and growth will take place without being properly planned for the benefit of all.

If it is adopted it will form part of the development plan for each of the ten local planning authorities and therefore will form part of the decision-making template for planning decisions in Stockport. It will not remove the need for Local Plans, nor will it impose targets on Stockport which are not based on evidence.

Why are we doing the GMSF?

Local authorities are required by the Government to produce statutory development plans and keep them up to date. Plans are required which identify enough land to meet local housing and employment needs.

One of the biggest planning issues facing the country is the shortage of new homes - the country is simply not building enough homes to meet need. The GMSF is the means to deal with this vital issue at a strategic level across the ten GM districts, working together to address local and cross-boundary planning issues, including education and health provision, transport infrastructure, provision of open spaces, environmental matters and so on.

To seek to address the imbalance between the south-east and the north of the country, we need to develop the right land in the right locations for the right uses. GMSF provides the opportunity to help do that.

What does the GMSF cover?

This plan:

- sets out how Greater Manchester should develop up until 2037;
- identifies the amount of new development that will come forward across the 10 districts, in terms of housing, offices, and industry and warehousing, and the main areas in which this will be focused;
- supports the delivery of key infrastructure, such as transport and utilities;
- protects the important environmental assets across the city region;
- allocates sites for employment and housing outside of the existing urban area; and
- defines a new green belt boundary for Greater Manchester

What is Stockport's housing figure?

To ensure Stockport has identified sufficient supply to meet the target, we have identified enough land to deliver 15,474 new homes. 3,700 of these will be in the Green Belt, which is a reduction from 12,100 in the previous version of GMSF.

How are the housing figures derived and what is Stockport's target?

National planning policy states that in order to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed. To determine the minimum number of homes needed, strategic policies should be informed by a local housing need (LHN) assessment, conducted using the standard method in national planning guidance.

The LHN for Stockport and across GM has been derived using the government's latest proposed methodology. From there a target has been set. The key figures for Stockport are set out below:

<i>Area</i>	<i>Local Housing Need (2018-37)</i>	<i>GMSF Housing Land Supply Figure</i>	<i>GMSF Housing Target</i>
Stockport	20,653	15,474	14,520

This means that Stockport will be delivering less than the identified housing need for the area. However, across GM all the housing need will be met, because other districts, in particular those in the central and northern areas, will be taking more housing than is required by their own LHN assessment. This will help to address the issue of prosperity becoming increasingly focused in the south and the fact that northern areas currently lack the scale and quality of housing investment to support their regeneration and enable them to make a full contribution to the future economic success of Greater Manchester.

To ensure Stockport has identified sufficient supply to meet the target, we need to add a buffer for non-delivery of a proportion of sites and therefore have identified enough land to deliver 15,474 new homes.

What work has been done since the previous draft version?

Since 2016 all GM authorities, including Stockport, have been looking at ways to increase housing supply in the urban area, particularly on brownfield sites in which the Council's 'Brownfield First' work has helped to identify additional sites in order to help reduce the need to use Green Belt land for housing.

As a result of this work the Council has identified more sites that are considered to be suitable for delivery over the period to 2037 and it has re-examined some of the density assumptions made about potential housing sites, particularly those around district and other centres. In addition, work has been taking place which will seek to significantly increase the amount of housing to be delivered in the town centre and Stockport now has a Mayoral Development Corporation (MDC) which will be an important means of us achieving that.

In addition, all the potential allocations for housing and employment from the previous version of the GMSF have been reviewed.

Is this just about housing?

Greater Manchester's Plan for Homes, Jobs and the Environment is not just about what homes are built where. It has been written to help achieve a number of ambitions in the Greater Manchester Strategy, each designed to get the area moving and growing. For example, improving transport links, better connecting people to employment opportunities, addressing the housing crisis, making the most of our parks and green spaces, and focusing on much-needed urban regeneration.

What has changed since 2016 and what does this mean in terms of Green Belt loss?

Stockport	Identified Local Housing Need (LHN)	Baseline Supply	Homes to be delivered in the Green Belt	GMSF Housing Land Supply Figure
2016	20,212	7,200	12,100	19,300
2019	20,653	11,774	3,700	15,474

As can be seen, the work on increasing the supply, primarily on brownfield urban sites, combined with an increased amount of the housing need being taken by other districts means that the Green Belt requirement has significantly reduced.

How much Green Belt land will be lost in Stockport?

The difference in the number of homes to be delivered in the Green Belt amounts to a 69% reduction. In 2016 GMSF proposed a reduction in Stockport Green Belt land of approximately 520 hectares (Ha) or a 9% loss. With the revised requirement and proposed allocations, including the employment allocation, the reduction would be 288 Ha or a 5% loss.

As part of the Green Belt work officers have also looked at land that serves the function of Green Belt, but is not currently designated as such. This adds around 165Ha to the Green Belt so that the net loss of Green Belt is reduced by around 123 Ha. This means the net loss of Green Belt in Stockport would be approximately 2.1%.

Will all land being released from the Green Belt be developed?

Not all of the land is that proposed to be released from the Green Belt will be built on. There will be a requirement to provide open land and recreation areas within the developments, which will then be protected through planning policies. The masterplanning work will identify which would be done in advance of development taking place and therefore at this stage it is too early to determine the exact size and locations of those areas.

What would the housing number be if Stockport were not part of the GMSF ?

This would mean that we would have to deliver our housing need in full i.e. 20,653 unless we could reach agreement with other authorities to take some of this need. . The Council would still need to meet the requirements set out in the National Planning Policy Framework (NPPF) and in law to prepare a Local Plan. So if Stockport were not part of GMSF then the Council would have to cover the same matters within its own Local Plan. The government is clear that authorities need to plan to meet their housing need.. In that event, because we feel that we have optimised our potential supply in the urban area, land for the provision of the additional c.5,000 units would need to be found and it is likely that this would result in further development in the Green Belt.

Which are the Stockport allocations in the current version of the GMSF?

Site Name	Capacity (housing units unless otherwise stated)
Bredbury Park Extension	90,000sqm employment (B2/B8) floorspace
Gravel Bank Road/Unity Mill	250
Hyde Bank Meadows	250
Former Offerton High School	250
High Lane	500
Woodford Aerodrome	750
Griffin Farm, Stanley Green	850
Heald Green	850

Are you taking into account transport links when developing this framework?

Yes – Transport for Greater Manchester is already exploring the ways it can improve the transport network in order to build transport links where they are needed to support future developments, and to improve capacity in those areas that are already very busy.

A transport delivery plan sits closely alongside this plan for homes, jobs and the environment. It identifies the transport infrastructure and interventions needed to support movement across the city-region, taking into account current and future demands. Included in the policies which support the allocations are requirements to deliver transport solutions to help deliver those developments.

The interventions seek to ensure that proposed developments are supported by the necessary transport infrastructure.

The key proposed transport interventions for Stockport include :-

- Town Centre Access Plan
- Potential new rail / tram train stations at Cheadle, Adswold, High Lane and Stanley Green
- Review of option to increase services at Reddish South
- Bus Rapid Transit: Hazel Grove to Manchester Airport
- Poynton Relief Road
- A6 to M60 Relief Road
- Bredbury-Woodley Highway Improvements
- Quality Bus Transit: Stockport-Ashton
- Metro/Tram-Train service on the Marple line (including links to Stockport and Manchester); from East Didsbury to Hazel Grove/Stockport; and Stockport to the Airport
- Bredbury Industrial Estate Access Improvements
- Stockport Interchange Redevelopment
- Rail Infrastructure Improvements for National Rail/HS2
- Hope Valley Line Upgrade
- HS2 Growth Strategy and redevelopment of Stockport Rail Station
- A34 and A560 corridor packages
- M60 Smart motorway upgrade J24-J4

Are you taking into account the impact that new development will have on demand for infrastructure (e.g. access to schools and health services)?

We have looked at the major challenges that we believe our existing infrastructure networks will need to respond to, and are developing a draft infrastructure plan alongside this plan which sets these out.

As with transport, officers have worked closely together to identify shortfalls and potential impacts from these proposals, so that the right levels of educational provision, health facilities and so on can be delivered alongside the housing.

How can we be certain that supporting infrastructure will actually be provided?

The policies supporting the proposed draft GMSF allocations set out that various forms of supporting infrastructure will be required. Where the detail of that requirement is known, it has been included in the relevant policy. The policies require that this infrastructure provision be provided as part of the development of the allocation. This will include a requirement for on-site provision of educational, health or community facilities where appropriate or the provision of a financial contribution towards things like the provision of new school places.

What affordable housing provision will be required?

The policies for each of the allocations set out the level of affordable housing provision to be made, which reflect the current Stockport specific policies on affordable housing which vary across the borough dependent upon the identified need for affordable housing and the viability of development in different locations.

<i>Site Name</i>	<i>Capacity (housing units)</i>	<i>Affordable Requirement</i>
Gravel Bank Road/Unity Mill	250	30%
Hyde Bank Meadows	250	30%
Former Offerton High School	250	40%
High Lane	500	30%
Woodford Aerodrome	750	40%
Griffin Farm, Stanley Green	850	30%
Heald Green	850	30%

How does the GMSF relate to the Stockport Local Plan?

If the GMSF is adopted the site allocations and the policies would become part of the development plan for Stockport. The housing and employment figures will form the basis for an assessment of future allocations and policies in a Stockport Local Plan. However, the Local Plan will consider a wide range of topic areas, such as transport, retail, open space, etc. at a Stockport level. The evidence bases, the issues raised and the options that exist for the Council will all still need to be assessed in the development of a Stockport Local Plan. That will be subject to a separate consultation on a Draft Plan later this year.

Where will the GMSF be available to view?

The GMSF will be available on the GMCA website using this link: www.gmconsult.org, via our own website at <https://www.stockport.gov.uk/greater-manchester-spatial-framework> and a hard copy of the GMSF will be in Fred Perry House. In addition, copies will also be placed on deposit at each of our libraries across the borough.

How can I take part in the consultation and give you my views?

Involving local people, organisations and businesses is an important part of the planning process.

The easiest way to respond is **online** – it counts just as much as a postal submission, and is easy to do. It saves you the price of a stamp and you can answer as much or as little of the consultation as you like.

- Access the consultation at www.gmconsult.org

If you would like to respond by **email** or **post**, please be sure to include the following information. If you don't send everything that's needed, the Combined Authority will not be able to give your response due regard.

- **Name and contact details** – please provide your name *and* at least one way for you to be contacted (e.g. your phone number, email address, or postal address).
- **Organisation** – are you representing an organisation or group? Tell the Combined Authority who it is and how they can contact them.
- **What you are commenting on** – be clear about which part of the plan you are writing to us about. Include the question, chapter names, and the reference number of the policy you're referring to. If known, please also provide page numbers and paragraph numbers. If talking about a particular site, please use the same

site name/description used in the plan itself. If you have comments about more than one part of the document then set them out separately.

- **Your comments** – say what you do or don't like about the part of the plan you are commenting on, and include your reasons why.
- **Suggestions/alternatives** – if you have better ideas or want to offer up alternative proposals, include information about them. Say why you think your approach is better and how it will help achieve the aims of the plan.

If not responding online, please send your completed response to:

- planningandhousing@greatermanchester-ca.gov.uk
- OR post to Planning Team Consultation, GMCA, Churchgate House, 56 Oxford Street, Manchester, M1 6EU

The Combined Authority is unable to record or consider comments if they:

- are made verbally
- are made in person
- are made by telephone
- are posted onto any social media web pages, including our own pages
- contain offensive, defamatory or discriminatory language

The consultation is scheduled to run officially from 21st January for a period of 8 weeks, closing on Monday March 18th.

Can I respond more than once?

Please don't respond more than once. If you respond online, you don't also need to send something through the post, and vice-versa. During analysis of the feedback the Combined Authority will be checking for duplicate responses and removing these.

How do I submit a petition and how will it be treated?

If you are submitting a petition, please send your completed petitions to:

- planningandhousing@greatermanchester-ca.gov.uk
- OR post to Planning Team Consultation, GMCA, Churchgate House, 56 Oxford Street, Manchester, M1 6EU

Each petition will be entered onto our system as a single response and the number of people who have signed up to it will be recorded, but not their individual names and contact details.

How will concerns raised by the general public be taken into account?

All comments made in response to the draft GMSF document will be assessed by the joint team working on the GMSF and will be used to inform the next stage of the consultation. This joint team includes representation by Stockport Council officers. It is important to note that this is a draft document and that there will be further opportunities for comments at the next plan stage. The differences between this version of GMSF and that produced in 2016 shows that people's views are important and can have an impact on how the plan develops and what it contains.

What happens next?

Following this consultation, all the responses received will be reviewed and consideration will be given as to how to revise the plan in light of what you've said.

The current timetable is:

<i>Date</i>	<i>Event</i>
21 st Jan 2019	First phase of consultation begins
18 th March 2019	First phase of consultation closes Analysis and publication of feedback and responses before second phase of consultation begins
Autumn 2019	Second phase of consultation begins
March 2020	Planning inspector checks our consultation processes and what we've done with the feedback (examination phase)
December 2020	Final plan ready to roll out