

Frequently Asked Questions (FAQs)

These are some of the questions people have been asking - feel free to send any not covered here to planningandhousing@greatermanchester-ca.gov.uk.

FAQs - About the Consultation

1. 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 us everything that's needed, we will not be able to give your response due regard.

- **Name and contact details** - please give us your name *and* at least one way for us to get in touch with you (e.g. your phone number, email address, or postal address).
- **Organisation** - are you representing an organisation or group? Tell us who it is and how we can contact them.
- **What you are commenting on** - tell us 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 give us 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** - tell us 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, let us know about them. Tell us why you think your

approach is better and how it will help us 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

We are 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

2. How long is the consultation open for?

The consultation will last 8 weeks. It officially starts on 21 January 2019, which is when we will have printed copies of the plan available. But people will be able to start giving us their views online as soon as we have full agreement from the Mayor and Greater Manchester's leaders. This is likely to be on (or very soon after) the 14 January 2019.

The consultation closes on Monday 18 March, 2019 at 23:59.

3. Can I respond anonymously?

Unfortunately, we can't accept **anonymous** consultation responses. In order for us to consider your comments as part of the formal planning process, we need to be able to contact you - just your name and an email address is enough.

4. 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 we will be checking for duplicate responses and removing these.

5. 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.

6. What happens next?

Following this consultation, we will review all the responses we receive and consider how we need to revise the plan in light of what you've said.

Our timetable is:

- 21 January 2019 - first phase of consultation begins
- 18 March - 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 inspectors check our consultation processes and what we've done with the feedback (examination phase)
- December 2020 - publication of the final plan ready to rollout

7. When and how will you be publishing the results of this consultation?

Before the second phase of consultation begins in autumn 2019, we will analyse and publish the results and feedback from this initial consultation. These will be available to view on <https://www.gmconsult.org>

FAQs - About Greater Manchester's Plan for Homes, Jobs and the Environment

8. What is Greater Manchester's Plan for Homes, Jobs and the Environment?

Greater Manchester's Plan for Homes, Jobs, and the Environment (the "spatial framework") has been put together by 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 our 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 bricks and mortar. It's about reducing inequalities, improving the lives of our residents, and transforming Greater Manchester into the world-leading city-region we know it can be.

This rewritten plan focuses more heavily on the environment. We've ensured 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.

We have to prove we have enough land available to deliver the homes people need up until 2037. If we don't, we 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 we get this plan right, we can do it our way and steer development in a way that works for us - delivering the coordinated, strategic improvements we need in the city region.

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

Greater Manchester's Plan for Homes, Jobs and the Environment, is just one of a number of radical plans designed to ensure the city-region can thrive at a time of national uncertainty.

- [Greater Manchester leaders reveal bold plans for city-region's future](#) - news item
- [Future of Greater Manchester report](#) - Combined Authority paper
- [Keynote speech from Andy Burnham on the Future of Greater Manchester](#) - news item

9. How has the plan been developed?

Following a recommendation from AGMA Executive Board in November 2014, the 10 Local Planning Authorities in Greater Manchester (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Stockport, Tameside, Trafford and Wigan) agreed to prepare a joint Development Plan Document to set out the approach to housing and employment land across Greater Manchester for the next 20 years.

Three informal consultations have already taken place. The first, in November 2014 was on the scope of the plan and our initial evidence base, the second in November 2015, was on the vision, strategy and strategic growth options, and the third, on a draft plan in October 2016. We have listened to people's feedback, taken into account new and emerging evidence, and have developed this revised version.

In November 2014 the first devolution agreement provided for an elected Greater Manchester Mayor with responsibility to produce a spatial strategy. The first Mayor was elected in May 2017. This radically rewritten plan has been put

together by the Mayor and Greater Manchester's ten local council leaders to support our agreed priorities for the city-region, including safer communities, age-friendly neighbourhoods, and high-quality job opportunities for all.

These priorities are set out in full in the Greater Manchester Strategy: 'Our People, Our Place', which is our plan for making Greater Manchester a great place to grow up, get on, and grow older.

- [Greater Manchester Strategy: Our People, Our Place](#) - GMCA website

It is intended that this will be the first Spatial Development Strategy prepared outside of London, however at the moment the regulations are not fully in place to allow us to prepare the type of Spatial Development Strategy we require, so we are continuing to prepare the plan as a Development Plan Document. This consultation will therefore be undertaken under regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012 however we hope to move to a Spatial Development Strategy at the next consultation in summer 2019.

The main difference is in the role of the local councils in approving the document. A joint Development Plan Document requires full council approval at the Submission and Adoption stage, whereas a Spatial Development Strategy requires the unanimous approval of the Greater Manchester Combined Authority (but not the full councils).

Although not required to the City Mayor of Salford and the Leaders of the nine councils have all committed to seeking full council approval for the plan at the next and future formal stages of consultation so all 10 councils will have the opportunity to fully debate the plan before it is consulted on next time. All responses received in response to this consultation will be taken forward into the next one.

10. Where can I see Greater Manchester's Plan for Homes, Jobs and the Environment

The plan can be viewed online or downloaded as a pdf. Information and supporting documents are available at:

- www.greatermanchester-ca.gov.uk/gmsf

Physical copies of Greater Manchester's Plan for Homes, Jobs and the Environment (the spatial framework) will also be made available to view at various locations across Greater Manchester. Please visit your local council website for details.

11. What does the plan cover?

The plan has been written to help us achieve a number of ambitions in the Greater Manchester Strategy, each designed to get our city moving and growing.

For example:

- improving transport links
- better connecting people to employment opportunities
- making sure there are enough homes in the right places and at the right prices
- making the most of our parks and green spaces
- regenerating our town and city centres

We want to grow Greater Manchester in a way that is **sustainable, inclusive, and prosperous for all**.

Greater Manchester's Plan for Homes, Jobs, and the Environment:

- 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

12. What's different this time around? How does this rewrite differ from the previous consultation in 2016?

The 2016 consultation on the first draft plan attracted more than 27,000 responses.

The main concerns people raised were:

- Green belt land was being released when there was a lot of brownfield land that could be used instead
- Too much green belt was being proposed for development
- The green belt sites would not be providing housing for local people
- Employment sites were primarily for low density, low value warehousing
- No account had been taken of the infrastructure implications of new development

We've listened to those concerns and, while our goals are broadly the same, the revised plan seeks to address these concerns in the following ways:

More effective use of land

The majority of proposed development will be in urban areas, most of which is brownfield land. The scale and distribution of development required to meet the needs of Greater Manchester means some development on green belt will be needed, but this will be dependent on the appropriate transport and other infrastructure being provided (e.g. access to health and education services) and green belt policy will continue to apply for uses other than those outlined in the allocation policy.

Building at higher densities

Policies to maximise the use of brownfield land and build at higher densities in the most accessible locations have helped to reduce the total amount of land required for new development. The Mayor's Town Centre Challenge, for example, is an ambitious new initiative designed to both regenerate urban centres across Greater Manchester and help meet the demand for housing.

Brownfield preference

We are adopting a "brownfield preference" policy - we will do all that we can to make sure that our brownfield sites come forward in the early part of the plan period, however to do this we need to continue to press central government for support to remediate contaminated land, to provide funding for infrastructure, and to support alternative models of housing delivery.

Reducing the net loss of green belt

The overwhelming majority of responses related to green belt release. We have reduced the net loss of green belt by more than 50% (2437 hectares) by:

- reducing the number of proposed sites
- reducing the loss of green belt within sites
- proposing additions to the green belt

The Greater Manchester green belt currently accounts for 47% of Greater Manchester's land area. The proposals in Greater Manchester Spatial Framework: Revised Draft 2019 would result in a green belt covering 45% of Greater Manchester. The reduction in the size of the green belt would be 4.1% - compared to 8.2% in 2016.

Stronger protection for important green infrastructure

In addition to the green belt, we have identified our most important "green infrastructure" - for example our parks, open spaces, trees, woodlands, rivers and canals - which provide multiple benefits and make a huge contribution to quality of life, promote good mental and physical health and support economic growth. 40% of this vital green space is not in the green belt, so this plan seeks to give it stronger protection. Taking the extent of green belt and green infrastructure together, more than 60% of Greater Manchester's land would have an enhanced level of protection from development.

Improved focus on the wider environment

The plan sets out proposals to support the Greater Manchester ambition to be a carbon-neutral city region by 2038. A key element of this is to require all new development to be net-zero carbon by 2028 and to keep fossil fuels in the ground. At this time, therefore, Greater Manchester authorities will not support fracking.

We are also looking to improve air quality by locating development primarily in locations that are most accessible to public transport, seeking to expand the network of electric vehicle charging points and restricting developments that generate significant pollution.

Delivering a mix of housing

Most people accepted the need for housing to help to address the housing crisis but thought the 2016 plan would not deliver affordable housing to meet the needs of local people. The revised plan seeks to deliver a mix of housing to meet the diverse needs of our communities and to support economic growth. It also sets a target of 50,000 additional affordable homes.

- [Housing Vision](#) - Combined Authority meeting paper

Supporting our ambitions for good jobs

This plan seeks to provide land to meet the widest range of employment opportunities to ensure that Greater Manchester remains as competitive as possible in uncertain times. Through this plan and other strategies, we want to deliver inclusive growth across the city region for the benefit of everyone. We are looking to achieve this by providing new areas for growth which offer opportunities that the urban land supply does not.

This plan supports the work of the:

- [Local Industrial Strategy](#) - GMCA website
- [Digital Strategy](#) - GMCA website
- [GOOD Employment CHARTER](#) - GMCA website

Impact of new development on infrastructure

Many of the responses raised the issue of the impact of new development on existing infrastructure (e.g. schools and health services). And because the majority of new development will be in the urban area, the capacity of the existing infrastructure is particularly important.

We have looked at the major challenges that we believe our existing infrastructure networks will need to respond to, and are developing an infrastructure framework

alongside this plan which sets these out.

It is our intention to develop an infrastructure strategy for Greater Manchester over the next 12 months. In addition, we have done more work looking at the transport facilities that will be required in order to bring the allocation sites forward.

- [Infrastructure Framework 2040](#) - Combined Authority meeting paper
- [Transport 2040 - Draft Delivery Plan](#) - Combined Authority meeting paper
- [Transport 2040](#) - TfGM website

13. How is Greater Manchester's green belt changing?

This rewritten plan focuses more heavily on the environment. We've ensured 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 and giving new green belt protection to other green spaces.

Last time, approximately 8.2% of the green belt was released for potential development. In this plan it is 4.1%.

Currently 47% of Greater Manchester's total area is designated as green belt. Under these proposals this will reduce to 45%. However, green belt isn't the only type of protected green space, and in total approximately 60% of Greater Manchester's total area comprises green spaces which have protection from development.

In addition we have other safeguards and mitigations in place. Where land has been released for development, only the agreed form of development will be allowed and green belt policy will continue to apply for uses other than those outlined in the allocation policy

And in all areas where green belt land has been allocated for development, it will be dependent on improvements to public transport and other infrastructure. These improvements will form part of any agreed development.

14. How will Greater Manchester's Plan for Homes, Jobs and the Environment affect district local plans?

This plan sets out the strategic planning policy framework for the whole of the

city region. More detailed policies and local matters are dealt with in the local plans across Greater Manchester. The Greater Manchester plan will not cover everything that a local plan would cover and districts will continue to produce their own plans.

15. What do we mean by affordable homes?

This plan is not just about land and buildings, it's our plan for making Greater Manchester's places and spaces fit for now and the future.

One size does not fit all. A mix of homes is what is needed to make Greater Manchester thrive - houses of different sizes, different prices, in places where people want to live.

One of the issues we need to address urgently is the housing crisis. Right now there simply aren't enough affordable homes for people to make that first step on the housing ladder. This isn't fair, and is contrary to our plans for sustainable, inclusive growth which benefits us all.

We want to work more closely with responsible landlords to develop higher standards for people renting, and we want to work with developers to ensure more new-build schemes include affordable homes as well as luxury or aspirational properties in their proposals. This plan will help us do this.

We've developed a housing vision and are working on a housing strategy for Greater Manchester. Alongside this Plan for Homes, Jobs, and the Environment, the housing strategy will help us ensure we have the right homes in the right places to meet the needs and aspirations of current and future citizens, with at least 50,000 more affordable homes over the next 20 years, and a Greater Manchester definition of "affordability".

- [Housing Vision](#) - Combined Authority meeting paper

16. How have you calculated how many homes we need?

Central government requires local authorities to have a clear and consistent understanding of the number of new homes needed in an area - the local housing need. They provide the methodology by which we need to calculate this

need.

Our plan is based on the assumption that 201,000 additional homes will be required up until 2037. This figure is based on an anticipated population growth in Greater Manchester over the period of the plan of 250,000 people, and uses the nationally-agreed methodology to calculate how many homes will be required.

The methodology has three main stages: the first stage is to take the average of projected household growth over ten years for each district in Greater Manchester.

This average growth figure is then adjusted to take into account affordability pressures in each district to provide a housing need figure.

Finally we sum the housing need figures for each district to come to our total. Our total housing requirement is worked out annually and then multiplied by 19 to give the total figure needed up until 2037.

All the data used to work out the figure are official government statistics from the Office for National Statistics and the Ministry for Housing, Communities and Local Government. Further details on the method can be found the SHMA evidence paper chapter 3.

Through our Plan for Homes, Jobs, and the Environment we are now setting out where we think these homes should be in order to provide maximum benefit to the whole of Greater Manchester.

If we don't prove we can deliver the homes Greater Manchester needs, we will have less control over the future shape of Greater Manchester, and growth will take place anyway, without being properly planned for the benefit of all.

If we get this plan right, we can do it our way and steer development in a way that works for us - delivering the coordinated, strategic improvements we need in the city region.

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 us achieve a number of ambitions in the Greater Manchester Strategy, each designed to get

our city 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 within our towns and cities.

- [Changes to planning policy and guidance including the standard method for assessing local housing need \(gov.uk\)](#)
- [Greater Manchester Strategy: Our People, Our Place](#) - GMCA website

17. Why do we need this plan?

It gives us much more control over how our city region will grow and develop in the next few years.

We can use it to support the ambitions of our Greater Manchester Strategy, help focus regeneration on areas that are most in need of a boost, and we can push for more affordable homes in the mix. Importantly, we can also ensure that other supporting infrastructure is in place to support new developments - for example transport links, schools, and health services.

We have to prove we have enough land available to deliver the homes people need up until 2037. If we don't, we 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 we get this plan right, we can do it our way and steer development in a way that works for us - delivering the coordinated, strategic improvements we need in the city region.

18. Are you doing everything you can to avoid using green belt land for development?

We're doing everything we can to increase the land available for development within our existing towns and neighbourhoods, while minimising the impact on our green spaces.

The Mayor's Town Centre Challenge is an ambitious new initiative designed to both regenerate urban centres across Greater Manchester and help meet the demand for housing.

The Combined Authority's 'One Public Estate' programme is exploring whether various public sector organisation estates - facilities, space and buildings - could be better shared, perhaps co-locating or sharing some public services across Greater Manchester in order to free up more land for homes.

Building on brownfield land is more expensive for developers (because they need to clean and prepare the land for building on), which means they often seek out green spaces first. We have secured funding from central government to help us prioritise and improve the viability of brownfield development, and reduce demand on our green spaces.

We have a legal duty to provide homes for people, but we also want to protect our green spaces. We believe that using green belt should always be a last resort, but it is a difficult balancing act. We can ask developers to build homes on brownfield land first, but it is ultimately up to them, in line with planning laws.

This is why agreeing this plan is important. Through it we can allocate potential sites in a way that brings maximum benefit to the city region and supports the objectives of our Greater Manchester Strategy.

19. What is the green belt?

The term 'green belt' describes what the land is there to do (prevent urban sprawl), not what it looks like. You can find both brownfield and greenfield sites within the green belt, and green belt land is not always the lush, untouched green fields people tend to think of.

This is why the term green belt should not be confused with green fields and green spaces - you can have green spaces in urban areas, and you can have brownfield sites within the green belt.

Development on green belt land is restricted. Greater Manchester's green belt has not been assessed since the 1980s.

In addition to the green belt, we have identified our most important "green infrastructure" - for example our parks, open spaces, trees, woodlands, rivers and canals - which provide multiple benefits and make a huge contribution to quality of life, promote good mental and physical health and support economic growth. 40% of this vital green space is not in the green belt, so this plan seeks

to give it stronger protection.

Taking the extent of green belt and green infrastructure together, more than 60% of Greater Manchester's land would have an enhanced level of protection from development.

20. Why do we need to use land within the green belt for housing? Why not leave it alone?

We have a legal obligation to make sure we can provide the homes people need up until 2037. We are focusing our attention on urban areas, but some green belt land is still needed to meet this obligation.

Our current green belt land was designated in 1984, when our population was much lower. It was supposed to have been reviewed back in the early nineties, but this didn't happen.

Green belt sites will only be used where absolutely necessary and they must meet a strict set of criteria.

In addition to the green belt, we have identified our most important "green infrastructure" - for example our parks, open spaces, trees, woodlands, rivers and canals - which provide multiple benefits and make a huge contribution to quality of life, promote good mental and physical health and support economic growth. 40% of this vital green space is not in the green belt, so this plan seeks to give it stronger protection.

Taking the extent of green belt and green infrastructure together, more than 60% of Greater Manchester's land would have an enhanced level of protection from development.

21. What is a greenfield site?

Greenfield sites are undeveloped green spaces found in both urban and rural areas. Greenfield sites are not all found within the green belt. A park in an urban area, for example, is also often a greenfield site.

We will use this plan to improve the quality of our natural environment and access to our green spaces, including parks and playgrounds.

22. What is a brownfield site?

Brownfield land is land that has previously been developed. It might be overgrown and look like a green space. It might still have a building on it. Or it might be a derelict site.

23. Are you building on brownfield sites first?

We're doing everything we can to increase the land available for development within our existing towns and neighbourhoods, while minimising the impact on our green spaces both in urban areas and within the green belt.

We're taking a "brownfield preference" approach to development, making the most of the brownfield (previously developed) land that we have available. Initiatives such as the Mayor's Town Centre Challenge are helping to make sure that our proud town centres are being revitalised to create thriving, vibrant communities in well-connected places where people want to live.

We can influence development - which is one of the aims of this plan - but we can't force development to take place in some locations and not others.

Building on brownfield land can be more expensive to build on because it often needs clearing and preparing for use first. This means development is easier and cheaper on undeveloped greenfield sites.

To help alleviate the demand on our green spaces and improve the viability of brownfield development, we are negotiating a "housing package" with central government. This includes a £50m land fund to help bring forward brownfield sites to deliver additional housing, improved flexibility in how we manage our £300m housing investment loan fund, and £8m to support Greater Manchester's districts and the Combined Authority in doing the work needed to unlock housing sites. At time of writing (December 2018), these negotiations are still ongoing.

Some greenfield sites will still have to be considered, however, if we are to meet our housing need (a legal requirement set by the government) and deliver the ambitions set out in our Greater Manchester Strategy.

- [Mayor's Town Centre Challenge](#) - GMCA website

24. What are compulsory purchase orders and how are they used?

Compulsory purchase powers are important mechanisms available to the Mayor and to the districts to support regeneration - for example the Mayor is currently consulting on a proposed Mayoral Development Corporation in Stockport, and compulsory purchase orders will be part of the toolkit. But compulsory purchase powers are only used as a last resort - **if** a strategic site cannot be purchased voluntarily then a CPO could be considered.

Greater Manchester's Plan for Homes, Jobs and the Environment sets out the spatial strategy that Greater Manchester Combined Authority considers appropriate to support the objectives set out in the Greater Manchester Strategy.

The sites we have identified both within the urban area and in the Green Belt are considered necessary and suitable for development.

The planning process relies on willing landowners making their land available - **if** landowners in the allocation sites are not willing to make their land available, **they should make this clear as part of the consultation.**

Inclusion of a site in this draft of the plan does not mean that it will be compulsorily purchased - this is a consultation from which a further revised draft will be developed. The revised draft will also be subject to a consultation *and an independent examination by planning inspectors* before the final plan is finally published.

25. Won't developing in town centres make pollution worse in these areas?

Through initiatives like the Mayor's Town Centre Challenge, we are bringing new life into our town and district centres, helping them become places where people want to live, work, and socialise.

We all have the right to breathe clean air. Some of the areas with the poorest quality air are our town and city centres, which makes it all the more necessary to take prompt and effective action now to reduce pollution.

Greater Manchester's Plan for Homes, Jobs, and the Environment (the spatial framework) supports the Greater Manchester Clean Air Plan currently being developed, which aims to bring harmful roadside emissions of nitrogen dioxide (NO₂) within legal limits. Our most polluted roads are causing poor health for many people in Greater Manchester. Taking action now won't just make the air cleaner - it will save lives.

We are looking to improve air quality by locating development primarily in locations that are most accessible to public transport, seeking to expand the network of electric vehicle charging points and restricting developments that generate significant pollution. People who live in town and city centres tend to have lower levels of car ownership, reducing local congestion and associated air pollution.

This rewritten plan focuses more heavily on the environment. We've ensured 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 and giving new green belt protection to other green spaces.

We're also exploring how we manage flood risk, make the most of our natural resources, and - in line with recommendations coming out of the Mayor's 'Green Summit' - design a Greater Manchester that is healthier, less congested, and more sustainable.

This plan sets out proposals to support the Greater Manchester ambition to be a carbon-neutral city region by 2038. A key element of this is to require all new development to be net-zero carbon by 2028 and to keep fossil fuels in the ground. At this time, therefore, Greater Manchester authorities will not support fracking.

- [Green Summit](#) - GMCA website
- [Clean Air Plan](#) - Clean Air website

26. Does this plan overwrite local planning processes?

No - this plan provides the bigger picture of how we see Greater Manchester growing in the future, with a view to bringing economic benefits across the region.

It will influence local plans, but it won't remove the need for them, nor will it impose targets that have not already been agreed based on local evidence.

By the 10 local councils working together in this way, we can help shape a city region that makes the most of its shared natural environment as well as providing enough homes for its residents in places where people want to live: flourishing communities that are well connected to green spaces, transport networks and job opportunities.

27. 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.

Our transport delivery plan sits closely alongside this plan for homes, jobs and the environment. It identifies the transport infrastructure needed to support movement across the city-region, taking into account current and future demands.

We all have the right to breathe clean air and a Greater Manchester Clean Air Plan to tackle harmful levels of roadside nitrogen dioxide (NO₂) air pollution and bring them within legal limits is being developed. Our most polluted roads are causing poor health for many people in Greater Manchester. Taking action now won't just make the air cleaner - it will save lives.

- [Transport 2040 - Draft Delivery Plan](#) - Combined Authority meeting paper
- [Transport 2040](#) - TfGM website
- [Clean Air Plan](#) - Clean Air website

28. 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.

Our transport delivery plan also supports our proposals. It identifies the transport infrastructure needed to support movement across the city region, taking into account current and future demands.

- [Infrastructure Framework 2040](#) - Combined Authority meeting paper
- [Transport 2040 - Draft Delivery Plan](#) - Combined Authority meeting paper
- [Transport 2040](#) - TfGM website

29. What will this plan do for jobs in Greater Manchester?

We want everyone in Greater Manchester to have the skills they need to get on in life and reach their full potential, with access to high-quality jobs.

This plan seeks to provide land to meet the widest range of employment opportunities to ensure that Greater Manchester remains as competitive as possible in uncertain times. We are looking to provide new areas for growth which offer opportunities that the urban land supply does not.

The baseline economic forecast foresees an increase of around 110,000 jobs by 2037, although a more ambitious accelerated growth scenario estimates an increase of about 180,000 jobs.

Through this plan and other strategies, we want to deliver inclusive growth across the city region for the benefit of everyone. As well as this plan, our local industrial strategy, digital strategy, and good employment charter will help us deliver this.

- [Local Industrial Strategy](#) - GMCA website
- [Digital Strategy](#) - GMCA website
- [Good Employment Charter](#) - GMCA website

30. What happens if we just refuse to identify sites as available for development?

If local councils across Greater Manchester are not able to prove they can deliver the homes people need, developers can argue that they should be allowed to build anything anywhere, so long as it contributes to the required housing need.

This is not ideal because we want a more strategic approach to development to take place, one that is driven by the needs of the people in Greater Manchester.

We're using this plan to spread wealth and development across the whole of Greater Manchester. We want a development strategy that delivers affordable homes, different types of housing, and thriving communities that are well connected to transport and other facilities, such as health and education.

Without this plan, there is a risk that future development - and the accompanying regeneration and economic growth - will continue to be centred on Manchester and Salford (in line with market forces), leaving the rest of Greater Manchester to fall behind, or on green belt land. We would also have little say in the types of homes and developments being built, nor would we be able to prepare for the supporting infrastructure that would be needed, such as transport links, health services and access to education.

31. Who owns the land being discussed in this plan?

Lots of different people. Councils own some of it and some of it is owned by property developers. Other sites may be simply be owned by a private landowner.

32. What is the 2040 Transport Strategy Draft Delivery Plan?

The Greater Manchester Transport Strategy 2040 Draft Delivery Plan (2020-2025) accompanies the GM Spatial Framework. It sets out all the transport improvements that will be delivered in the next five years to support the 2040 Transport Strategy, and Greater Manchester's strategic aims to support growth, tackle congestion, protect our environment and improve residents' quality of life.

- [Infrastructure Framework 2040](#) - Combined Authority meeting paper
- [Transport 2040 - Draft Delivery Plan](#) - Combined Authority meeting paper
- [Transport 2040](#) - TfGM website

How does the Transport Strategy Draft Delivery Plan align with the spatial framework?

The Delivery Plan has been developed to ensure we can support the growth planned in the Greater Manchester Spatial Framework. The initiatives in the plan have been designed to ensure that any significant new housing and employment areas are connected to Greater Manchester's existing transport network, with enough capacity to support the increase in journeys.

Will everything in the Transport Strategy Draft Delivery Plan happen?

The Delivery Plan builds on projects that we already have funding for and the major expansion of Metrolink seen over the past decade, as well as the investment in town centre interchanges. Those we are completing the business case for and those we are currently exploring potential options.

The plan identifies more than 65 transport projects that will definitely be delivered in the next five years, including the Metrolink Trafford Park Line; the purchase of 27 new trams; £160m new walking and cycling infrastructure across all ten districts; expanding the city-region's electric vehicle charging network; and new interchanges in Tameside and Stockport.

It also identifies longer-term ambitions and priorities for transport investment and infrastructure across Greater Manchester beyond the five years, including future Metrolink expansion; quality bus connections between the town centres; ongoing investment in walking and cycling infrastructure; new tram-train services; sustainable freight projects; and preparation for the arrival of HS2 and NPR.

Where will funding for the Transport Strategy Draft Delivery Plan come from?

Some development funding is in place to complete business cases or fully design a number of these schemes, but a step change in funding for development and delivery of any of these longer-term priorities will be needed to realise the scale of ambition set out in the Delivery Plan.

Greater Manchester is working with Government to review options for this future funding strategy, building on the successful Greater Manchester Transport Fund

1 which delivered significant improvements to transport over the past ten years including the expansion of Metrolink, major new interchanges across Greater Manchester, the A6 to Manchester Airport Relief Road and the Leigh Guided Busway. It is estimated that circa £3bn capital investment is needed to ensure funding for a transport system which delivers world class connections that support long term, sustainable economic growth and access to opportunity for all.

Our approach fits closely with the recommendations that Government received from the National Infrastructure Commission in 2018 for a new "Devolved Cities" funding regime.

33. What is the Clean Air Plan?

Greater Manchester is working hard to tackle air pollution, which is damaging our health. Unless we take action, roads across Greater Manchester will continue to have dangerously high levels of pollutants including harmful nitrogen dioxide (NO₂).

The government has instructed Greater Manchester and many other areas to develop Clean Air Plans to reduce high levels of NO₂ on local roads as soon as possible.

Greater Manchester has considered a wide range of measures that could help reduce roadside NO₂ levels and we have carried out extensive work to help develop a proposed package of measures.

These measures would clean up the air we breathe as quickly and effectively as possible, while also protecting local people, businesses and the economy.

- CleanAirGM.com – clean air website
- [Clean Air Plan](#) – about the clean air plan

Has the Clean Air Plan been delayed?

No. A tremendous amount of work has already taken place to develop a plan to tackle roadside air pollution in Greater Manchester. By comparison with other cities and local authorities across the UK which are also developing Clean Air

Plans, we're in a unique situation as a combined authority with 10 local councils producing a single Clean Air Plan. Government agrees that this joined-up approach will offer the most effective and swift reduction in emissions across the whole of the city-region and avoid displacing polluted air from one area of the region to another.

While we're working at pace to deliver the right solution for Greater Manchester, the scale and complexity of the work we're undertaking is quite unlike any other area.

Given that each of our 10 local authorities needs to approve the Clean Air Plan Outline Business Case, fully considering any proposed measures and their potential impacts, more time is required than that originally set out by the government.

What support do you need from central Government?

To support any future Clean Air Plan, the Mayor of Greater Manchester has written to the Secretary of State for the Environment on behalf of Greater Manchester local authorities, highlighting specific actions needed to support the city-region. These include:

- o Clear arrangements and funding to develop workable, local vehicle scrappage/upgrade measures. We are proposing a number of government-funded schemes to help Greater Manchester HGV, bus, coach, taxi, private hire vehicle operators and businesses upgrade to cleaner vehicles:
 - Clean Freight Fund: £59m for HGVs
 - Clean Bus Fund: £29m for buses and coaches
 - Clean Taxi Fund: £28m for taxis and private hire vehicles
 - Greater Manchester loan scheme: FSA-regulated loans and at preferential rates for those who are taking advantage of the clean vehicle funds
 - If we receive the full government funding and drivers make the switch to cleaner vehicles, we estimate that the vast majority of vehicles would not need to pay a penalty if a Clean Air Zone was introduced.
 - We would not introduce a Clean Air Zone unless this funding was made available to help businesses upgrade

to cleaner vehicles.

- o Short-term effective actions in vehicle and technology manufacturing, led by national government, to ensure a ready supply of compliant vehicles.
- o Early funding for the replacement and/or retrofit of non-compliant buses to safeguard future public transport provision.
- o A clear instruction to Highways England to work closely with Greater Manchester to implement measures which deliver compliance with legal limits for NO₂ on the Strategic Road Network (motorways and major trunk roads), for which they are responsible.

What are the next steps?

Work is ongoing to assess different options in terms of their air quality impact (and timeframe of this impact), technical feasibility, cost-benefit and socio-economic impact.

Work will take place to understand the impacts any measures may have on growth and inclusion, alongside work to better understand Highways England activity to reduce NO₂ and to encourage greater cooperation in contributing to the Clean Air Plan. It is anticipated that a report on the Clean Air Plan Outline Business Case will be made to the GMCA and the 10 local councils in spring 2019.