GREATER MANCHESTER'S PLAN FOR HOMES, JOBS AND THE ENVIRONMENT - OVERVIEW
Over the last 20 years, Greater Manchester has made great strides. Parts of our city-region have been transformed. On some of the UK’s oldest industrial sites now stand some of the country’s most modern buildings and industries. Manchester City Centre, MediaCityUK, Trafford Park and the Flourishing Airport City, are all engines of the UK economy with Manchester Airport serving as a gateway to the rest of the world.

Our city was recently named as the “most liveable” in the UK. And, on top of all of this, we have in place a devolution deal with the Government which gives us more freedom to set our own direction.

So now is the right time for pushing forward on our ambitions, set out in the Greater Manchester Strategy.

Planning will always be a difficult question of striking a balance between creating new homes and jobs and protecting the environment.

But the first consultation revealed a strong feeling, shared by many, that the right balance had not been found.

Amongst many views expressed, people said:
• the burden of development was excessively weighted towards green sites;
• this site selection would not result in the building of new homes people could afford;
• it could add pressure on our congested transport system, worsening air quality, with development linked to roads rather than public transport;
• and it was not aligned with other Greater Manchester plans, particularly for transport, housing and other crucial infrastructure.

As a result, I committed to re-writing the first GMSF and I have done so, working with our 10 councils, according to three clear principles:
• a brownfield-first approach to the release of sites for development
• a new priority on town centres for more residential development
• a new drive to protect the existing Green Belt as far as possible

This radically-revised GMSF is as much a vision for the environment and quality of life of Greater Manchester as it is for new development.

It cuts the loss of Green Belt by over half, introduces new protections on other green spaces and a presumption against fracking in Greater Manchester.

It is a prospectus for more sustainable development whilst not diminishing our ambitions for growth in housing and employment.

It is important that it is read alongside other new policy statements being published today, including our plans for clean air, transport and other infrastructure and housing. It also needs to be seen alongside the Local Plans and Core Strategies of our ten councils.

In everything we do through devolution, we seek to involve the people of Greater Manchester fully in our decisions. That is why this plan will be subject to a further round of consultation and will ultimately require the approval of all of our councils.

But we are reaching the point where compromises will have to be agreed and decisions made. Without an agreed plan, our green space will be at greater risk from speculative development.

I can assure you that I will continue to listen. But I recommend this revised GMSF to you as a plan to keep Greater Manchester moving forward in the next 20 years with high ambitions for our people, places and environment.

Andy Burnham, Mayor of Greater Manchester
INTRODUCTION

In this time of national uncertainty, socially and economically, Greater Manchester is taking the initiative to give people, communities and businesses hope and confidence for the future. The Greater Manchester Strategy sets a clear vision for Greater Manchester reflecting that people are at the heart of everything we do. We are already making great strides in implementing this vision but we want to go further, and faster. That is why we are publishing a number of bold plans for consultation www.greatermanchester-ca.gov.uk/gmsf that will shape the Future City Region for generations to come.

The Greater Manchester Plan for Homes, Jobs and the Environment: the Greater Manchester Spatial Framework Revised Draft 2019 is our plan to manage growth so that Greater Manchester is a better place to live, work and visit. It will:

- set out how Greater Manchester should develop over the next two decades up to the year 2038;
- identify the amount of new development that will come forward across the 10 districts, in different political climate we find ourselves in.
- respond to the 2016 consultation responses and taking into account the comments made, new and emerging evidence and the very different political climate we find ourselves in.

The main concerns 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 outside of the urban area.
- Green Belt land was being released when there was a lot of brownfield land that could be used instead.

Three informal consultations have already taken place. The first, in November 2016 was on the scope of the plan and our initial evidence base, the second in November 2016, was on the vision, strategy and strategic growth options, and the third, on a Draft Plan in October 2016.

RESPONDING TO THE 2016 CONSULTATION

The 2016 consultation attracted over 27,000 responses. We have been analysing these responses and taking into account the comments made, new and emerging evidence and the very different political climate we find ourselves in.

More efficient use of land.

As part of this consultation we are being as transparent as possible about the land we have identified within this urban area. We published our Brownfield Registers in December 2017 and our full land supply in March. An updated land supply position is published alongside this consultation (LINK).

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- set out how Greater Manchester should develop over the next two decades up to the year 2038;
- identify 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;
- protect the important environmental assets across the conurbation;
- allocate sites for employment and housing outside of the urban area;
- support the delivery of key infrastructure, such as transport and utilities;
- define a new Green Belt boundary for Greater Manchester.

Economic and population growth will place significant pressure on our infrastructure, roads, public transport, energy and water as well as schools and hospitals. Future climate change pressures will also require the city-region to adapt to bigger shocks and stresses, such as increased heat, drought and flood risk, which may require new sources of funding to be identified.

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- define a new Green Belt boundary for Greater Manchester.
The majority of development over the plan period will be on land within the urban area which is brownfield land. Within the plan period 87% of housing, 76% of offices and 50% of industrial and warehousing development is within the urban area.

The scale and distribution of development required to meet the needs of Greater Manchester will necessitate some green field development and brownfield sites, for example if development from the Green Belt. Development in the Green Belt will be dependent on the appropriate transport and other infrastructure being provided and Green Belt policy will continue to apply for uses other than those outlined in the allocation policy.

Building at higher densities
Planning permission for new brownfield land and build at higher densities in the most accessible locations have reduced the total amount of land required for new development.

The Greater Manchester Spatial Framework Revised Draft 2019 also supports regeneration of our town centres, particularly as locations for new housing and offices. The Mayor launched the Town Centre Deal which will be protected Open Land or Green Belt.

Net loss of Green Belt
National planning policy does not support a ‘brownfield first’ approach, as Local Authorities are required to be able to provide a 5 year supply of housing sites which are available and deliverable (and this is something which most of our districts currently struggle with) then we are required to identify other land which is this may be Protected Open Land or Green Belt.

We are adopting a ‘brownfield preference’ approach - we will do all that we can to make sure that our brownfield sites comes forward in the early part of the plan period however to do this we need to continue to provide support for remediation contaminated land, to provide funding for infrastructure and to support alternative models of housing delivery. This is why discussions on the Housing Package are important role in underpinning the contribution of our town centres as high quality neighbourhoods of significant policy protection. The remaining 40% (20,000 hectares) does not meet the tests of Green Belt but it is very important for the continued wellbeing of Greater Manchester this plan seeks to give stronger protection and priority to this land at a strategic level. The detail of this will be developed in district level plans.

Taking the extent of Green Belt and Green Infrastructure together we are proposing a 50% reduction of Greater Manchester’s land would have an enhanced level of protection from development.

Wider environment
This plan proposes to support the Greater Manchester ambition to be a carbon neutral city-region by 2028. A key element of this is our commitment to all new development not zero carbon by 2028 and to keep fossil fuels in the ground. At this time therefore Greater Manchester authorities will not support fracking. The plan sets a minimum target of 50,000 additional affordable homes to be provided over the plan period.

We are also seeking to deliver a net gain in biodiversity assets over the plan period and to contribute to improving air quality primarily by locating development in locations which are accessible to public transport, seeking to expand the network of electric vehicle charging points and restricting developments that generate significant levels of pollution. The Greater Manchester authorities to provide a Clean Air Plan to tackle Nitrogen Deoxide (NO2) concentrations and bring them within limit values in the shortest possible time. The ten districts have chosen to do this collectively and an Outline Business Case will be presented to GMCA and submitted to Greater Manchester authorities for approval in 2019.

Delivering a mix of housing
Most people accepted the need for housing to help to address the housing crisis but considered that GMFS would not deliver affordable housing to meet the needs of local people. The plan sets out to provide more detail on the type and mix of housing required as well as developing a definition of support to remediate contaminated land, to provide funding for infrastructure and to support alternative models of housing delivery. This is why discussions on the Housing Package are important role in underpinning the contribution of our town centres as high quality neighbourhoods of significant policy protection. The remaining 40% (20,000 hectares) does not meet the tests of Green Belt but it is very important for the continued wellbeing of Greater Manchester this plan seeks to give stronger protection and priority to this land at a strategic level. The detail of this will be developed in district level plans.

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Impact of new development on Infrastructure
Many responses highlighted the impact of new development on existing infrastructure. As 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 facing current infrastructure networks and we intend to work with partners to develop new infrastructure networks in the area.

More than 65 transport projects will be delivered in the next five years, including Metrolink’s Trafford Park Line, an upgrade of Salford Central Station, £160m new walking and cycling infrastructure across all ten districts, upgrading the city region’s electric vehicle charging network, and new interchanges in Tameside and Stockport.

In addition we have done more work looking at transport and other infrastructure that will be required in order to bring the allocation sites forward. The detailed policies for site allocations will not come forward unless it can be demonstrated this will be provided. Proposals for new Metrolink stops, development of orbital public transport links and capacity enhancements to the rail network will all form part of the overall package of measures identified. The 2040 Transport Strategy demonstrates this will be provided. Proposals for new Metrolink stops, development of orbital public transport links and capacity enhancements to the rail network will all form part of the overall package of measures identified. The 2040 Transport Strategy demonstrates this will be provided.
SUMMARY

CONTEXT

Greater Manchester is home to 2.8 million people and provides around 1.4 million jobs. We are one of the most economically diverse city regions in the UK, generating nearly 40% of total output (GVA) in the North West and 19% across the North of England.

We want to make Greater Manchester one of the best places in the world to grow up, get on, and grow older. By the end of the plan period (2037), Greater Manchester will be a top global city, attracting international investment and providing its residents with a high quality of life.

OUR VISION

The plan is designed to support the overall vision for the future of Greater Manchester - to make Greater Manchester one of the best places in the world to grow up, get on, and grow old - as set out in the Greater Manchester Strategy: Our People, Our Place.

OUR STRATEGY

We want to deliver inclusive growth across the city region for the benefit of everyone.

This chapter looks at boosting northern competitiveness, inner area regeneration, sustaining south competitiveness with the City Centre continuing to be the driver of growth.

We plan to make the most of our key locations and assets, addressing disparities, make efficient use of land and prioritise development of brownfield sites. It also looks at the role of the town centres, green infrastructure and a sustainable transport network in delivering the vision for Greater Manchester.

A SUSTAINABLE AND RESILIENT GREATER MANCHESTER

We want Greater Manchester to grow in a sustainable way whilst also making the city region more resilient.

This chapter looks at the carbon and energy policy, which sets out ways planning can help make Greater Manchester carbon neutral by 2038. We want to keep fossil fuels in the ground and we do not support fracking.

The chapter also includes policies relating to heat and energy networks, flood risk and the water environment, air quality and resource efficiency.

A PROSPEROUS GREATER MANCHESTER

This plan will help make all sectors and places in Greater Manchester more productive and prosperous for the good of everyone living in the city region.

This chapter sets out our employment land targets and identifies the land supply necessary to deliver them. It identifies key locations which will support long-term economic growth across Greater Manchester.

HOMES FOR GREATER MANCHESTER

Greater Manchester has a diverse range of housing and residential neighbourhoods, capable of meeting the wide variety of needs of our residents.

Despite this, Greater Manchester is facing a housing crisis. It is adversely affected by the broken housing market that affects the country as a whole.

This plan is one of the tools we will use to address this issue.

This chapter sets out our housing requirement and the land supply necessary to deliver it. It also sets out an ambition of delivering 50,000 new affordable homes across Greater Manchester, and explores a Greater Manchester definition of affordability.

A GREENER GREATER MANCHESTER

As well as supporting wildlife and helping to reduce the impacts of climate change, our green spaces make a huge contribution to our quality of life. They promote good mental and physical health, create nice places to live, and support economic growth. Many of our landscapes are central to our local identity and pride, and are well-loved by local residents.

This chapter seeks to protect and enhance our environment, explores how we can achieve a net gain of biodiversity, establishes a network of strategic green infrastructure, identifies key elements (e.g. river valleys and waterways) which will have enhanced protection within the city region, and sets out our policy for managing the Green Belt.

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The chapter also includes policies relating to heat and energy networks, flood risk and the water environment, air quality and resource efficiency.
A GREATER MANCHESTER FOR EVERYONE

Although Greater Manchester has an excellent range of employment, housing and leisure opportunities, some neighbourhoods have not shared in the benefits of recent economic growth. There are places in Greater Manchester where a significant proportion of the population suffer from deprivation with low levels of educational attainment, and poor health and life expectancy. And many people are unable to find a suitable home at a cost they can afford.

This plan aims to help address these inequalities and disadvantages.

A CONNECTED GREATER MANCHESTER

We want to make Greater Manchester one of the best connected places in the world, both by transport and digitally.

This chapter looks at how we will ensure that new developments will be well served by transport and sets out the proposed improvements to transport infrastructure.

The chapter identifies our plans to improve the transport network so that at least 50% of all journeys can be made by walking, cycling and public transport by 2040.

It sets out our plans for digital connectivity and how we will make sure there is affordable, high-quality digital infrastructure across Greater Manchester.

PROPOSED ADDITIONAL SITES (ALLOCATIONS)

To achieve the vision set out in this plan, and deliver the scale of development required to meet housing need and increase economic prosperity, we need to allocate a number of strategic sites across Greater Manchester.

Whilst most new development over the plan period will take place on currently identified sites within the urban area, some additional development sites are required to meet housing need and boost the economic competitiveness of Greater Manchester.

DELIVERING THE PLAN

This chapter describes how the plan will be delivered. Many of the actions lie outside its direct scope and will be taken forward through other strategies, plans and programmes.

This chapter also describes our approach to securing the infrastructure investment required to support the plan.

WE WANT GREATER MANCHESTER TO GROW IN A SUSTAINABLE WAY WHILST ALSO MAKING THE CITY REGION MORE RESILIENT.
BOLTON

Bolton has three allocations, all of which are located near to the M61 motorway. These will provide land for warehouses, industrial space, distribution and manufacturing.

These three allocations are:
- GM Allocation 4 – Bewshill Farm
- GM Allocation 5 – Chequerbent North
- GM Allocation 6 – West of Wingates / M61 Junction 6

To find out more about your area visit: www.gmconsult.org
There are four allocations in Bury. These will provide land for a broad mix of almost 5,500 houses within the plan period, including affordable homes.

These four allocations are:

- GM Allocation 1.1, 1.2, 1.3 - Northern Gateway (cross boundary with Rochdale)
- GM Allocation 7 - Elton Reservoir Area
- GM Allocation 8 - Seedfield
- GM Allocation 9 - Walshaw

To find out more about your area visit: www.gmconsult.org
Manchester has three allocations, all located in the south of the borough. These will help to maximise economic growth by providing cargo and operational facilities for the airport and industrial space. One of the allocations will also provide homes for 20 families.

These three allocations are:
GM Allocation 10 - Global Logistics
GM Allocation 11 - Roundthorn Medipark Extension
GM Allocation 12 - Southwick Park

To find out more about your area visit: www.gmconsult.org
There are 10 allocations in Oldham which will provide the land for more than 4,000 homes. Some sites will also enable the building of employment floor space.

These ten allocations are:

- GM Allocation 2: Stakehill (cross boundary with Rochdale)
- GM Allocation 3: Kingsway South (cross boundary with Rochdale)
- GM Allocation 13: Ashton Road Corridor
- GM Allocation 14: Beal Valley
- GM Allocation 15: Radburn Moss
- GM Allocation 16: Cowlishaw
- GM Allocation 17: Hanging Chandler
- GM Allocation 18: Robert Fletchers
- GM Allocation 19: South of Rosary Road
- GM Allocation 20: Spinners Way/Alderney Farm
- GM Allocation 21: Thornham Old Road
- GM Allocation 22: Woodhouses Cluster

To find out more about your area visit: www.gmconsult.org

OLDHAM DISTRICT OVERVIEW

OLDHAM DISTRICT OVERVIEW

To out more about your area visit: www.gmconsult.org
There are seven allocations located solely in Rochdale. These will provide the land for almost 3,600 homes. There are 10 allocations in total, of which three are cross-boundary.

These 10 allocations are:
- GM Allocation 1.1, 1.2, 1.3 - Northern Gateway
- GM Allocation 2 - Stakehill (cross boundary with Oldham)
- GM Allocation 3 - Kingsway South (cross boundary with Oldham)
- GM Allocation 23 - Bamford/Norden
- GM Allocation 24 - Castleton Sidings
- GM Allocation 25 - Crimble Mill
- GM Allocation 26 - Land North of Smithy Bridge
- GM Allocation 27 - Newhey Quarry
- GM Allocation 28 - Roch Valley
- GM Allocation 29 - Trows Farm

To find out more about your area visit: www.gmconsult.org
Salford has four allocations. Three of these will provide the land for 2,300 homes, whilst the fourth will deliver 320,000 square metres of employment floorspace through the expansion of Port Salford.

These four allocations are:
- GM Allocation 30 – Land at Hazelhurst Farm
- GM Allocation 31 – Land East of Boothstown
- GM Allocation 32 – North of Irlam Station
- GM Allocation 33 – Port Salford Extension

To find out more about your area visit: www.gmconsult.org
Stockport has eight allocations, the first of which will provide around 90,000sqm of industrial and warehouse floor space. The other seven will provide the land for 3,700 homes.

These eight allocations are:

GM Allocation 34 - Bredbury Park Industrial Estate Expansion
GM Allocation 35 - Former Offerton High School
GM Allocation 36 - Gravel Bank Road / Unity Mill
GM Allocation 37 - Heald Green
GM Allocation 38 - High Lane
GM Allocation 39 - Hyde Bank Meadows / Oak Wood Hall
GM Allocation 40 - Griffin Farm, Stanley Green
GM Allocation 41 - Woodford Aerodrome

To find out more about your area visit: www.gmconsult.org
TAMESIDE DISTRICT OVERVIEW

Committed

Rapid Transit Corridor (Ashton - Oldham) Smart Motorway

Develop the Investment Case

Frequency Improvements to Ashton

Investigated Further

Potential Station Replacement (Rail or Metrolink / Tram-Train)

Potential New Station at Dewsnap

Rapid Transit Corridor (Stockport to Ashton)

Potential New Station at Gamesley

Trans Pennine Upgrade to Leeds

Hattersley Station South – Facing (Ashton & Tintwistle)

Tame Valley Walkway

Denton Island Improvements

Metrolink Extension to Stalybridge

Quality Bus Transit (Ashton - Stockport)

Trans Pennine Route Upgrade to Leeds

Metrolink / Tram-Train Services on the Glossop Line

To find out more about your area visit: www.gmconsult.org

Tameside has three allocations, two of which will provide the land for around 2,790 homes. The third will deliver around 175,000 square metres of high-quality employment floorspace.

These three allocations are:

GM Allocation 42 – Ashton Moss West
GM Allocation 43 – Goodley Green Garden Village
GM Allocation 44 – South of Hyde

To find out more about your area visit: www.gmconsult.org

 Contains OS data © Crown copyright and database rights 2018 | Walking and cycling interventions not illustrated. For latest information on the 2040 Transport Strategy Delivery Plan see www.tfgm.com/2040
Trafford has two allocations, delivering around 8,500 homes in the plan period. The Carrington allocation will deliver approximately 4,200 homes in the plan period and up to 10,000 new homes in total. It will also deliver over 400,000 square metres of employment floor space up to 2037.

These two allocations are:

- GM Allocation 45 – New Carrington
- GM Allocation 46 – Timperley Wedge

To find out more about your area visit: www.gmconsult.org

TRAFFORD DISTRICT OVERVIEW

**KEY**

- Existing Green Belt
- Green Belt 2019
- Town Centre
- Proposed Site Allocation
- Housing Land Supply
- Employment Land Supply
- Existing Railway Station
- Existing Metrolink Stop
- Indicative Future Metrolink Stop
- Proposed Route (HS2)
- HS2 and NPR Station and Growth Strategy (Options Development)
- Airport
- Existing Road
- Potential New Road
- Motorway
- Proposed Station
- Potential New Station
- New Journey
- New Metrolink Stop
- HS2
- HS2 and NPR Station and Growth Strategy (Options Development)
- Proposed Route (HS2)
- HS2
- Road
- Metro / Tram-Train Services
- Metrolink Western Leg
- Manchester Airport: HS2 and NPR
- Station and Growth Strategy
- Tram-Train Pathfinder Project: Altrincham-Hale

**FUTURE PROJECTS OF TECHNICAL Feasibility and development (TfGM, DfT, LEP and MHCLG)**

**METRO / TRAM-TRAIN SERVICES**

- Cornbrook to Manchester Airport via Timperley
- Mannock to Urmston
- Sale Badly
- Manchester Airport to Altrincham
- Manchester Airport to Warrington

**METRO / TRAM-TRAIN SERVICES TO WARRINGTON**

**METRO / TRAM-TRAIN SERVICES**

- Cornbrook to Manchester Airport via Timperley
- Manchester Airport to Altrincham
- Manchester Airport to Warrington

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**METRO / TRAM-TRAIN SERVICES**

- Cornbrook to Manchester Airport via Timperley
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- Manchester Airport to Warrington
Wigan’s five allocations will provide the land for around 350,000 square metres of employment floorspace and around 2,500 homes. These five allocations are:

- GM Allocation 47 – Land South of Pennington
- GM Allocation 48 – M6 J25
- GM Allocation 49 – North of Mosley Common
- GM Allocation 50 – Pocket Nook
- GM Allocation 51 – West of Gibfield

To find out more about your area visit: www.gmconsult.org
HOW TO GET INVOLVED

Greater Manchester’s Plan for Homes, Jobs and the Environment: Greater Manchester Spatial Framework

This Plan is all about making Greater Manchester fit for the future and one of the best places in the world to live and work.

It’s important you have your say to make sure the final plan reflects your views.

The plan talks about homes and jobs, 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 we know it can be.

The easiest way to tell us what you think is by taking part in our online survey. Here you will find more information about the plan and you can answer as many or as few questions as you want:

www.gmconsult.org

Other ways you can have your say are:
planningandhousing@greatermanchester-ca.gov.uk
Planning Team Consultation, GMCA,
Churchgate House, 56 Oxford Street,
Manchester, M1 6EU

The consultation closes on Monday 18 March, 2019 at 11:59pm.