

REVISED DRAFT FOR CONSULTATION - JANUARY 2019

# **GREATER MANCHESTER'S PLAN FOR HOMES, JOBS AND THE ENVIRONMENT - OVERVIEW**

GREATER MANCHESTER  
SPATIAL FRAMEWORK  
REVISED DRAFT - JANUARY 2019

# FOREWORD

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.

Our mission in the next 20 years must be to spread prosperity to all parts of Greater Manchester, particularly to the North of our city-region, ensuring every citizen is able to benefit.

Put simply, we want a safe, decent and affordable home and a good job for everyone who lives here, with no-one forced to sleep on the streets.

We want resurgent town centres circling our vibrant city-centre and a reliable transport system that connects people to the job, cultural and leisure opportunities in both.

Crucially, we want everyone to have green space to enjoy and clean air to breathe.

This is an ambitious vision for the future of Greater Manchester - and this latest version of the Greater Manchester Spatial Framework (GMSF) seeks to lay the foundations for it. Since the first version was published, we have listened carefully to what people told us.

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-field 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.

For instance, Greater Manchester's new vision for housing, with an emphasis on building at least 50,000 homes that people can truly afford, is entirely consistent with the "brownfield-first" approach set out in the GMSF.

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](http://www.greatermanchester-ca.gov.uk/gmsf) that will shape the future of our city-region for generations to come.**

The Greater Manchester Plan for Homes, Jobs and the Environment: the Greater Manchester Spatial Framework Revised Draft 2019 (revised Draft GMSF) has been re-written to reinforce our ambition to bring forward brownfield land, reduce the net loss of Green Belt and provide stronger protection for our important environmental

assets. It enables Greater Manchester to meet its local housing need, promotes our new approach to town centres, supports wider strategies around clean air, walking and cycling and underpins our ambition to be a carbon neutral city-region by 2038.

We are striving to become a top global city, with higher levels of international trade, investment, visitors, and students. We need to continue to develop our Research and Development capabilities underpinned by our excellent academic institutions as well as investing in strengthening existing, and creating new, employment locations so that all parts of Greater Manchester are able to contribute to, and benefit from growth as part of a thriving Northern Powerhouse. Town centres are critical to this success and we're working to improve them so that they become quality places to live and work. It is our aspiration that Greater Manchester becomes as well known for the quality of its

environment as for its economic success. Our Green Belt plays a role in this but there are important green spaces, parks, rivers and canals in the heart of our urban communities which are equally valuable.

There are significant challenges. Road congestion is amongst the most severe in the UK, with knock-on impacts on to air quality. The need to decarbonise our economy means we need to look at low carbon energy generation and storage, retrofitting of buildings, and low carbon transport.

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. 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 2037;
- 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.

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.

## **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.

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 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

The Greater Manchester Spatial Framework: Revised Draft 2019 seeks to address these concerns in the following ways.

## **More efficient use of land.**

As part of this consultation we are being as transparent as possible about the land we have identified within the 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](#)).

The majority of development over the plan period will be on land within the urban area, most of which is brownfield land. Within the plan period 87% of housing, 96% 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 greenfield development and the release of a limited amount of land 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

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 Greater Manchester Spatial Framework: Revised Draft 2019 also supports regeneration of our town centres, particularly as locations for new housing. The Mayor launched the Town Centre Challenge in November 2017 and progress is being made across a range and size of centres, for example the potential Mayoral Development Corporation in Stockport Town Centre and the ambitions for growth in Bolton. The recently

announced Future High Street Fund could play an important role in underpinning the contribution of town centres as high quality neighbourhoods of choice.

### Brownfield preference

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 for example. If we cannot demonstrate that our brownfield land is 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 press Government for 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 vital and why we need our bids to the Housing Infrastructure Fund to be successful.

### 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 50% through;

- reducing the number of proposed sites
- reducing the loss of Green Belt within sites
- proposing 'new' Green Belt additions

The net amount of Green Belt land proposed for release is 2419 hectares – this means a 4.1% reduction in the size of the Green Belt compared to an 8.2% reduction in 2016

The Greater Manchester Green Belt currently accounts for 47% of Greater Manchester's overall land area. The proposals in Greater Manchester Spatial Framework: Revised Draft 2019 would result in a Green Belt covering 45% of Greater Manchester.

### 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 supports economic growth. The strategic Green Infrastructure network in Greater Manchester is extensive. Around 60% is within the Green belt and therefore is afforded

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 the city-region. 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 local plans.

Taking the extent of Green Belt and Green Infrastructure together, over 60% of Greater Manchester's land would have an enhanced level of protection from development.

### 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 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 most accessible to public transport, seeking to expand the network of electric vehicle charging points and restricting developments that generate significant pollution. Government has directed Greater Manchester authorities to produce a Clean Air Plan to tackle Nitrogen Dioxide (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 the 2016 GMSF would not deliver affordable housing to meet the needs of local people. The 2019 GMSF policy approach to brownfield land, higher densities and town centre regeneration alongside the proposed allocations in Green Belt demonstrate how we are seeking to deliver a mix of housing to meet the diverse needs of our communities and to support economic growth.

The plan sets a minimum target of 50,000 additional affordable homes to be provided over the plan period.

We are developing a new housing strategy to provide more detail on the type and mix of housing required as well as developing a definition of 'affordable housing' that works for Greater Manchester. We have published a new Housing 'Vision' alongside the GMSF to inform the Strategy and signal our ambition.

Supporting our ambitions for good jobs  
The Greater Manchester Strategy sets out our ambitions to deliver good quality, high-skilled

jobs. Ongoing work on the Local Industrial Strategy will develop this further. 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 a global economy in uncertain times.

The majority of new jobs will be in the City Centre and wider Core Growth Area stretching from Port Salford in the west to the Etihad campus in the east as well as around Manchester Airport. This area encompasses established employment areas such as Trafford Park, locations such as MediaCityUK which has seen strong growth over more recent times and our Universities which are driving growth in world leading research and development.

We are serious that our wider plans and strategies deliver more inclusive growth to benefit all areas of Greater Manchester. Through this plan we are looking to create more favourable conditions for growth by providing sites for advanced manufacturing, digital and tech jobs in areas where the urban land supply cannot support the scale or quality of development required. We have identified more land than our evidence suggest we need over the plan period, although our employment land has reduced by about 25% compared to 2016 GMSF, as several of the sites are large in scale and will take a long time to deliver.

### Impact of new development on Infrastructure

Many of the responses raised the issue of 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 that we consider our existing infrastructure networks will have to respond to and are consulting on a Draft Infrastructure Framework alongside 2019 Draft GMSF which sets these out (LINK to Infrastructure report on website). 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 and other infrastructure that will be required in order to bring the allocation sites forward. The detailed policies for site allocations set out the necessary infrastructure requirements and sites 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 all form part of the overall package of measures identified. The 2040 Transport Strategy Delivery Plan 2020-2025 will be published in draft alongside the new draft GMSF in January 2019. It sets out all the transport projects we hope to achieve in the next five years to ensure that the planned new housing and employment can be sustainably integrated into Greater Manchester's

existing transport infrastructure as far as possible.

More than 65 transport projects will be delivered in the next five years, including Metrolink's Trafford Park Line; the purchase of 27 new trams; an upgrade of Salford Central Station; £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.

### Relationship with District Local Plans

Greater Manchester's Plan for Homes, Jobs and the Environment is the strategic spatial plan for Greater Manchester and sets out the planning policy framework for the whole of the city-region. It is a strategic plan and does not cover everything that a local plan would. Districts will continue to produce their own Local Plans setting out more detailed policies reflecting local circumstances.

Once Greater Manchester's Plan for Homes, Jobs and the Environment is finally agreed all of the Greater Manchester district local plans will be required to be in general conformity with it. The evidence that underpins the Greater Manchester Plan for Homes, Jobs and the Environment will also inform district level plans. The Greater Manchester authorities have worked together for many years and have collaborated for example on work around Brownfield Registers, land supply, Strategic Flood Risk Assessment and Strategic Housing Market Assessment.

### Process for Producing the GMSF

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. 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. It is intended that this will be the first Spatial Development Strategy prepared outside of London. 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 be undertaken under consultation will 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). The City Mayor of Salford and the Leaders of the 9 councils have all committed to seeking full council approval for the plan at the next and future formal stages of consultation however so all 10 Councils will have the opportunity to fully debate the plan before it is consulted on next time.

We now want to consult with Greater Manchester residents as well as a wide range of stakeholders about our spatial strategy, strategic policies and site allocations. All responses received in response to this consultation will be considered and influence the Draft Plan at the next stage.

### Timetable

Following this consultation, all responses will be analysed and a Draft plan will be produced for consultation in Summer 2019. This will be subject to approval by the 10 Councils as well as the GMCA (or GMCA/AGMA Executive Board depending on whether the SDS Regulations are in place).

The final plan will be submitted for examination in early 2020 and adopted late 2020/early 2021.

### How to Get Involved

Involving local people, organisations and businesses is an important part of the planning process. We want to give people the chance to comment on the proposals in this plan. The

consultation is an opportunity for you to have your say on the way in which Greater Manchester will develop over the next 20 years.

The easiest way to respond is online - it counts just as much as a postal submission and is easy to do. You can access the online consultation at **gmconsult.org**. However, we know that some people prefer to respond by email or post, please be sure to include the following information.

**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 the 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 by:

email to: **planningandhousing@**

**greatermanchester-ca.co.uk**

post to: **Planning Team Consultation, GMCA, Churchgate House, 56 Oxford Street, Manchester, M1 6EU**

In order to be open and transparent, the questions that are asked on **www.gmconsult.org** are also shown within this full document, to ensure that everybody – however they choose to access the information and potentially respond to the plan - can see the same questions.

# 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 get old - as set out in the Greater Manchester Strategy: Our People, Our Place.

**WE WANT TO  
MAKE GREATER  
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WORLD TO GROW  
UP, GET ON, AND  
GROW OLD.**

## 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 afflicts 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.



## 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

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TO GROW IN A  
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WAY WHILST ALSO  
MAKING THE CITY  
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RESILIENT.**

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# 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**

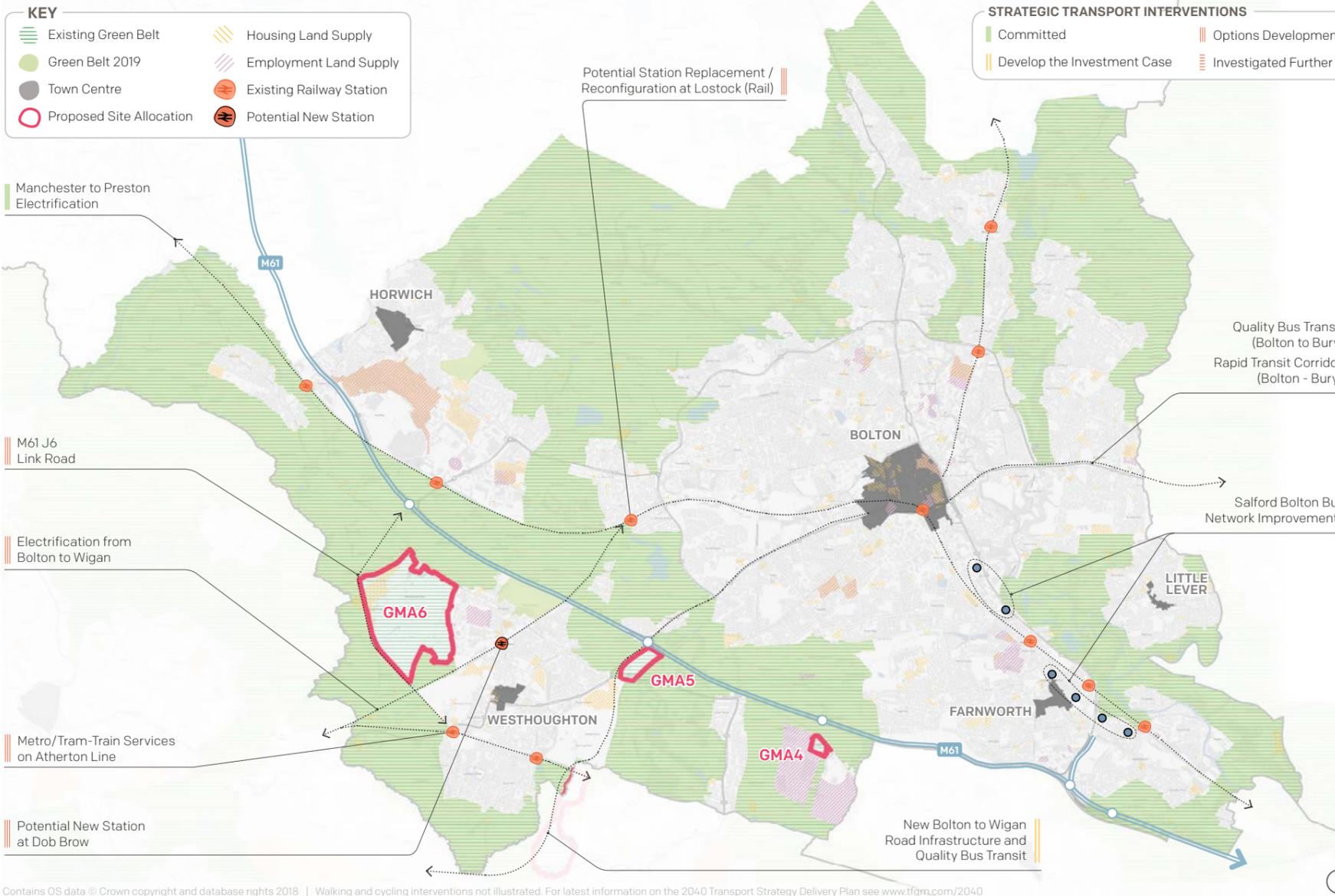
GM Allocation 5 – **Chequerbent North**

GM Allocation 6 – **West of Wingates / M61 Junction 6**

To find out more about your area visit:

[www.gmconsult.org](http://www.gmconsult.org)

## BOLTON DISTRICT OVERVIEW



# BURY



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](http://www.gmconsult.org)

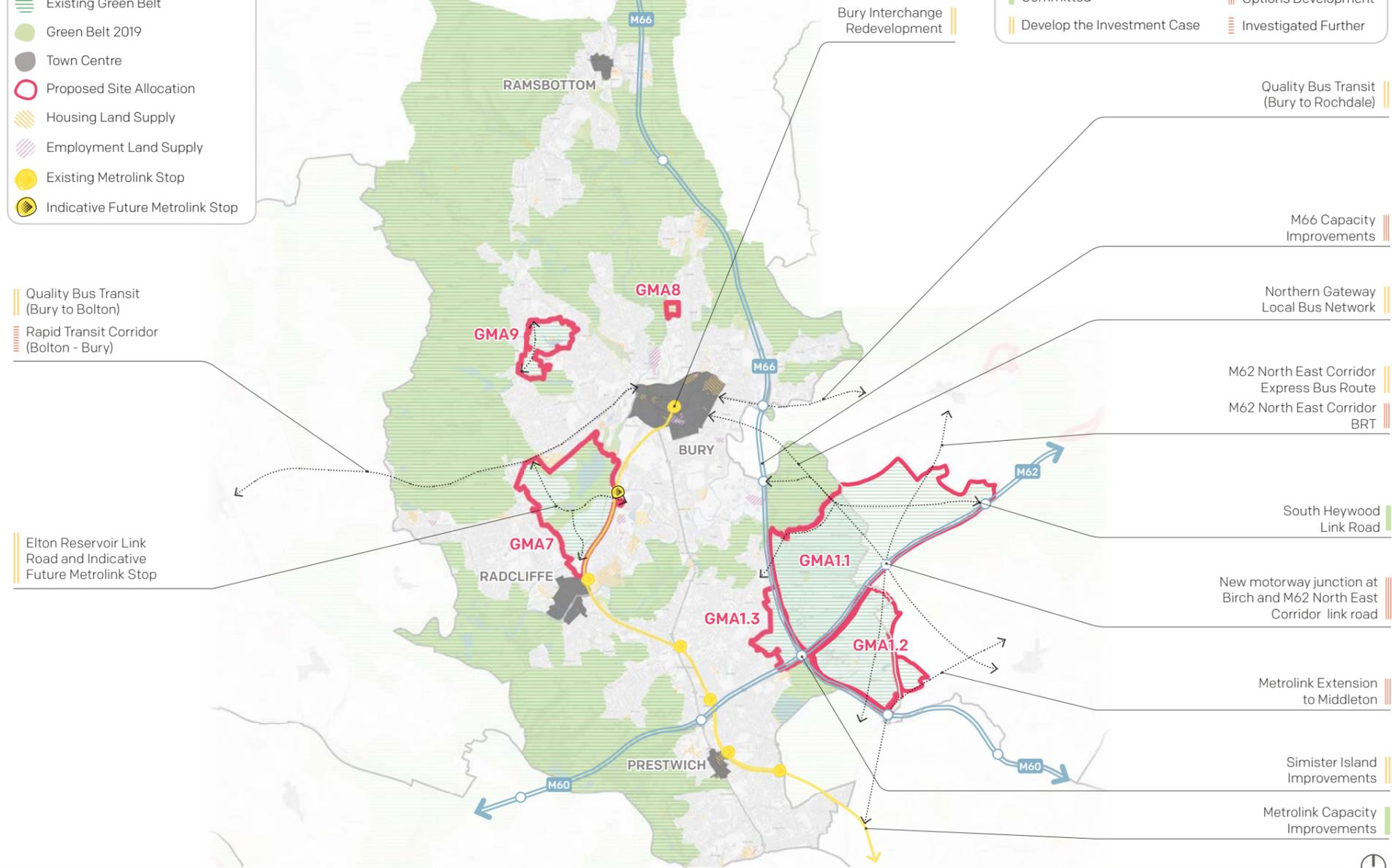
## BURY DISTRICT OVERVIEW

### KEY

- Existing Green Belt
- Green Belt 2019
- Town Centre
- Proposed Site Allocation
- Housing Land Supply
- Employment Land Supply
- Existing Metrolink Stop
- Indicative Future Metrolink Stop

### STRATEGIC TRANSPORT INTERVENTIONS

- Committed
- Develop the Investment Case
- Options Development
- Investigated Further



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# MANCHESTER



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**

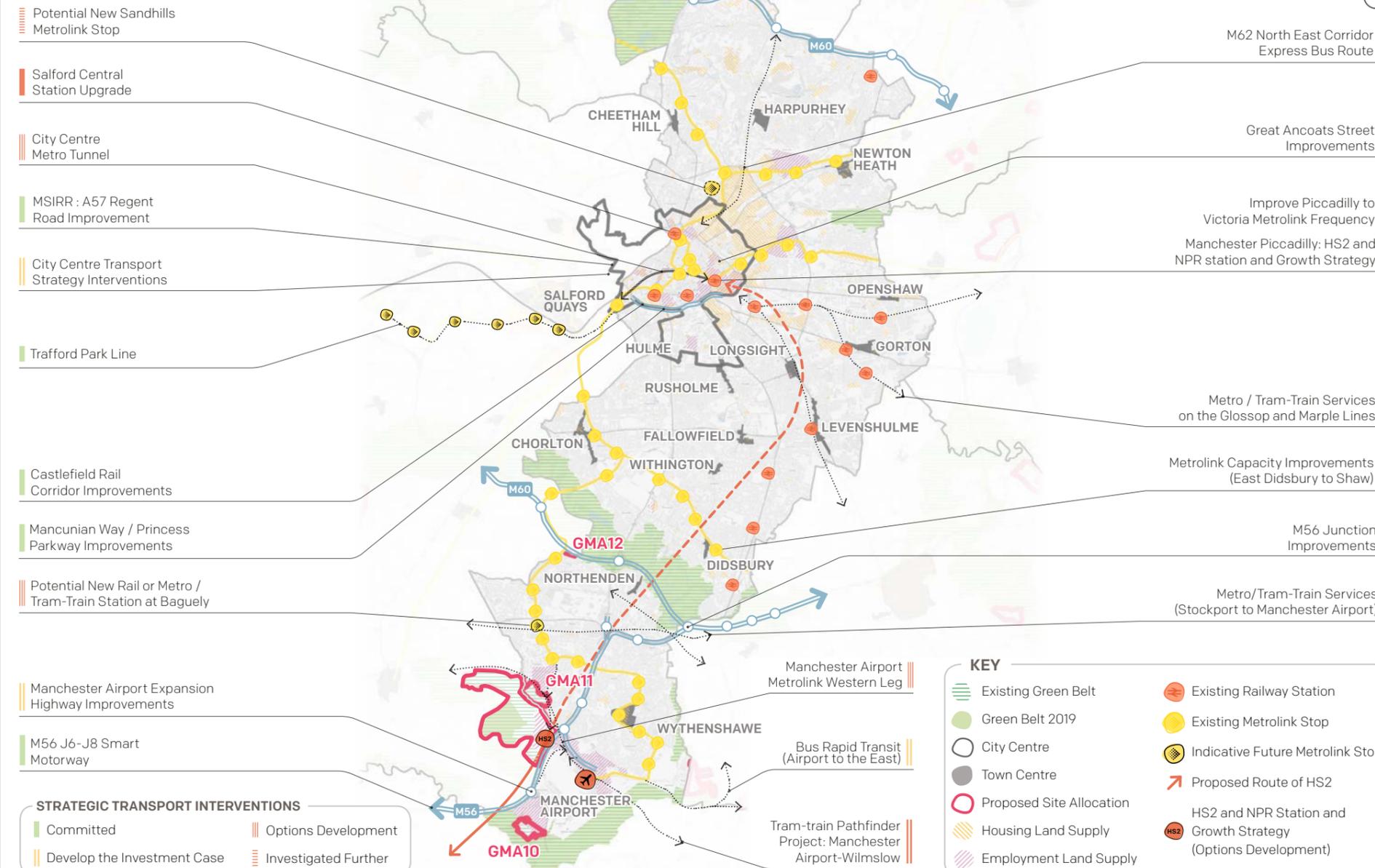
GM Allocation 11 - **Roundthorn Medipark Extension**

GM Allocation 12 - **Southwick Park**

To find out more about your area visit:

[www.gmconsult.org](http://www.gmconsult.org)

## MANCHESTER DISTRICT OVERVIEW



# OLDHAM



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.

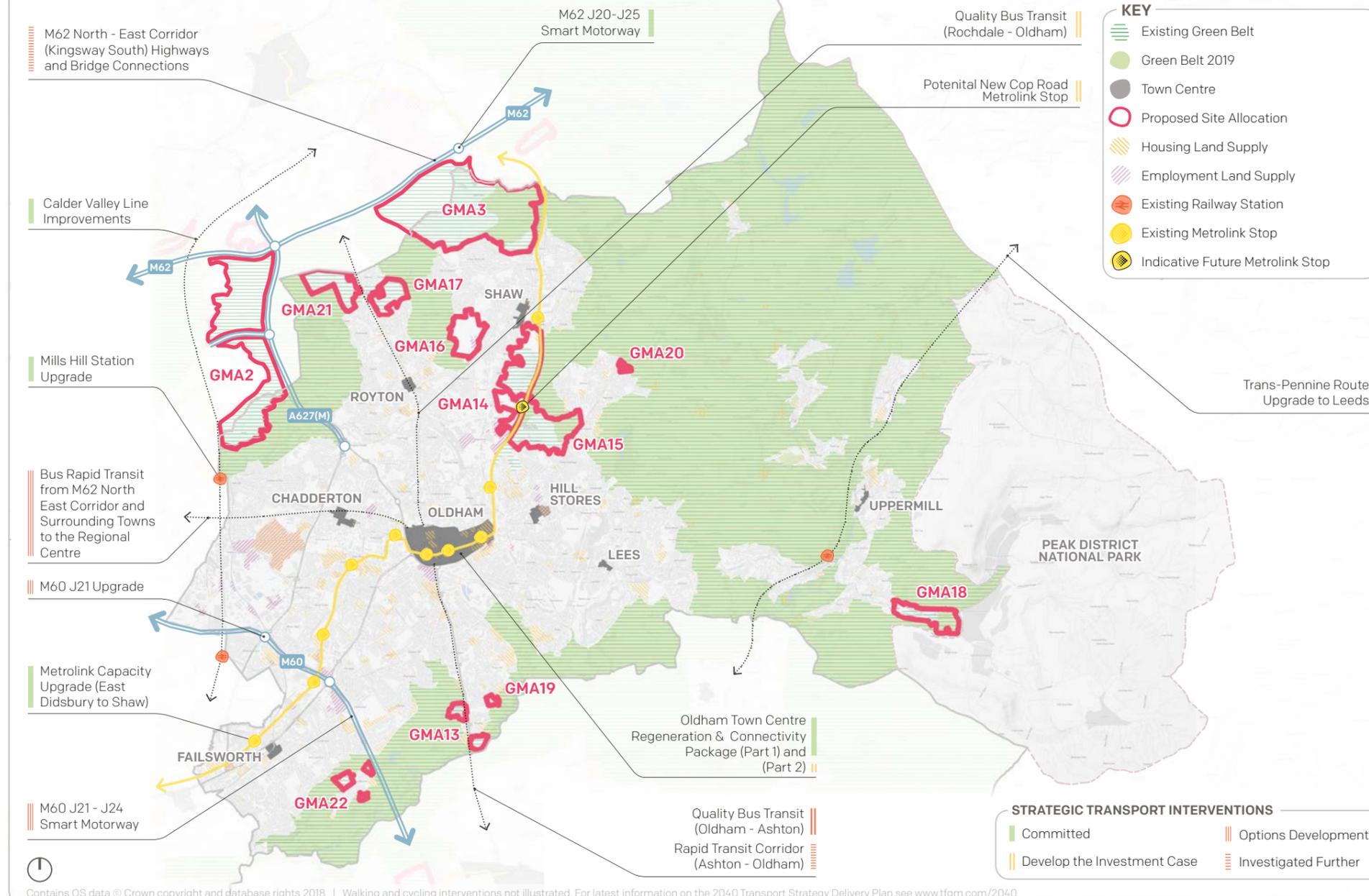
These ten allocations are:

- 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 - **Broadbent Moss**
- GM Allocation 16 - **Cowlshaw**
- GM Allocation 17 - **Hanging Chadder**
- 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](http://www.gmconsult.org)

## OLDHAM DISTRICT OVERVIEW



# ROCHDALE



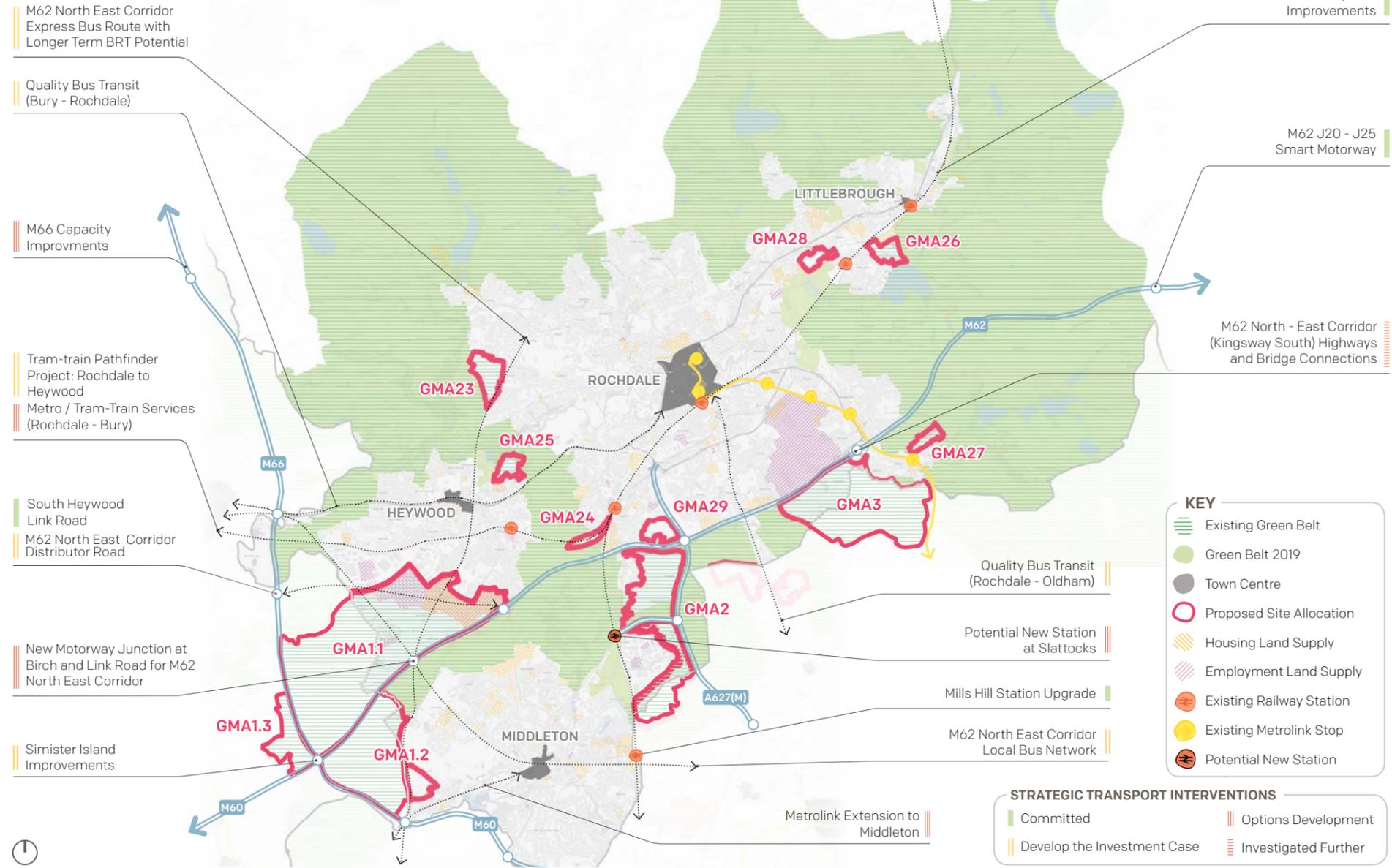
There are seven allocations located solely in Rochdale. These will provide the land for almost 3,600 homes. There are 10 allocations in total, of which three are cross-boundary

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](http://www.gmconsult.org)

## ROCHDALE DISTRICT OVERVIEW



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# SALFORD



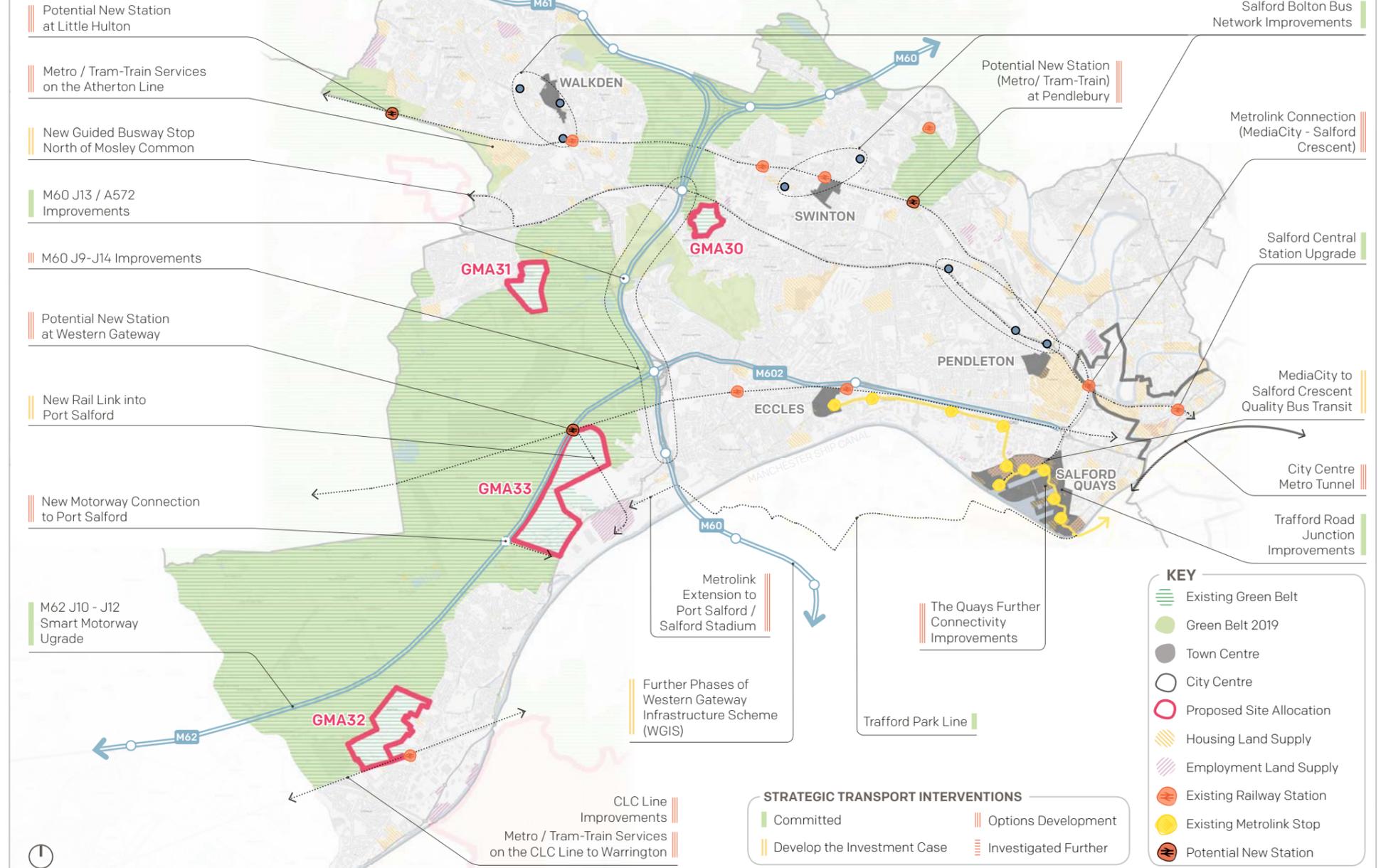
Salford has four allocations. Three of these will provide the land for 2,300 homes, whilst the fourth will deliver 320,000 square metres of employment floorspace through the expansion of Port Salford.

These four allocations are:

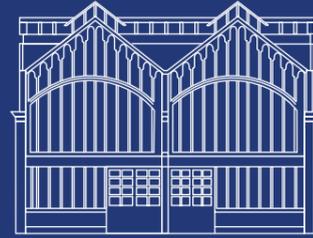
- GM Allocation 30 – Land at Hazelhurst Farm
- GM Allocation 31 – Land East of Boothstown
- GM Allocation 32 – North of Irlam Station
- GM Allocation 33 – Port Salford Extension

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## SALFORD DISTRICT OVERVIEW



# STOCKPORT



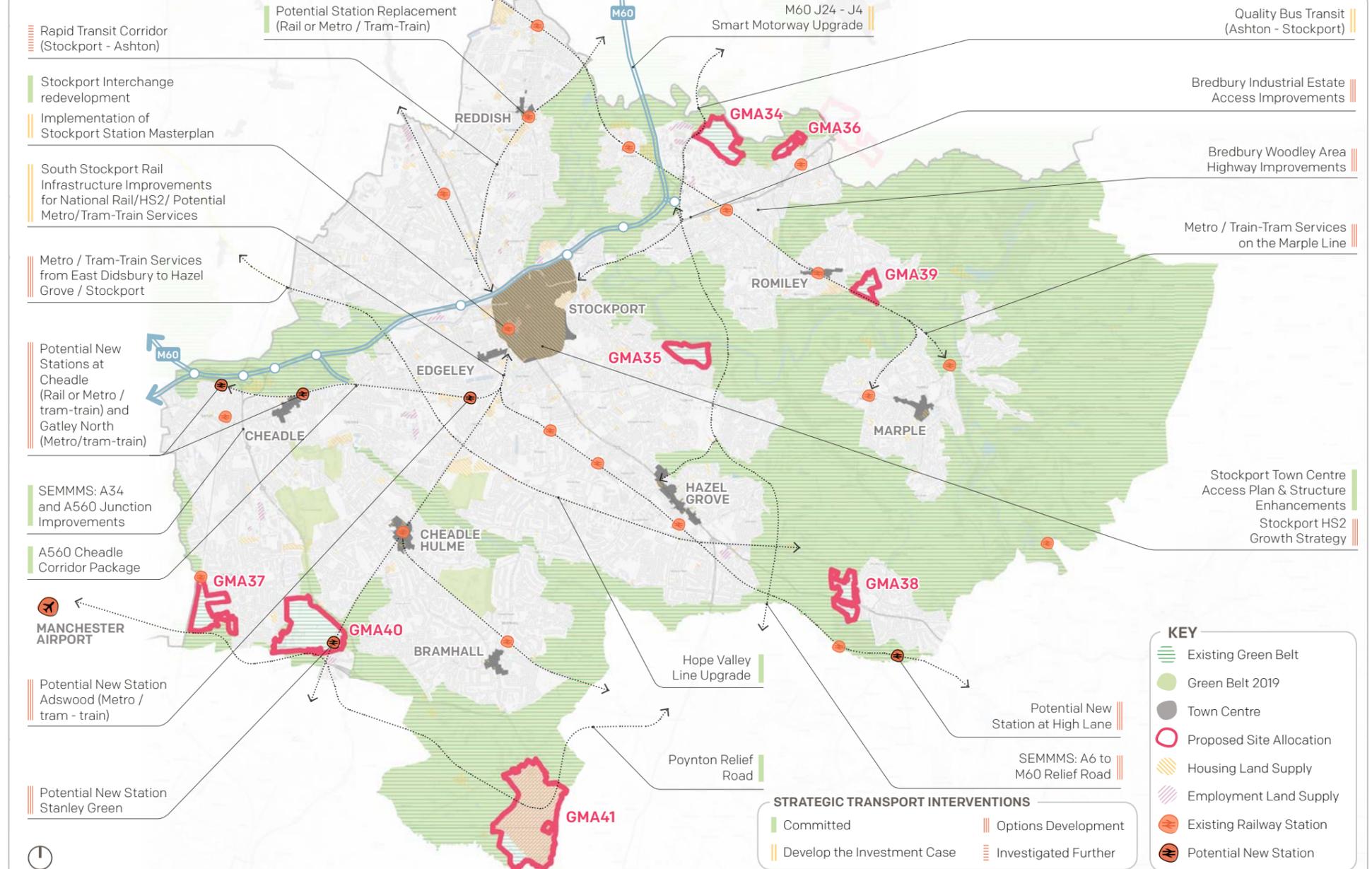
Stockport has eight allocations, the first of which will provide around 90,000sqm of industrial and warehouse floor space. The other seven will provide the land for 3,700 homes.

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**

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## STOCKPORT DISTRICT OVERVIEW



# TAMESIDE



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**

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## TAMESIDE DISTRICT OVERVIEW

### STRATEGIC TRANSPORT INTERVENTIONS

- Committed
- Options Development
- Develop the Investment Case
- Investigated Further

Quality Bus Transit (Oldham - Ashton)

M60 J21 - J24 Smart Motorway

Trans-Pennine Route Upgrade to Leeds

Metrolink Frequency Improvements to Ashton

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

Denton Island Improvements

A57 Hyde Road Localised Widening

M60 J24 - J4 Smart Motorway

Rapid Transit Corridor (Stockport to Ashton)

Potential New Station at Dewsnap

Rapid Transit Corridor (Ashton - Oldham)

Trans Pennine Upgrade to Leeds

Ashton Interchange Redevelopment

Metrolink Extension to Stalybridge

Quality Bus Transit (Ashton-Stockport)

Metro / Tram-Train Services on the Glossop Line

Tintwistle and Hollingworth Further Interventions

Mottram Moor and A57 (T) to A57 Link Road

### KEY

- Existing Green Belt
- Green Belt 2019
- Extent of Town Centre
- Proposed Site Allocation
- Housing Land Supply
- Employment Land Supply
- Existing Railway Station
- Potential New Station
- Potential New Station South-Facing Access and Foot / Cycle Bridge
- Existing Metrolink Stop

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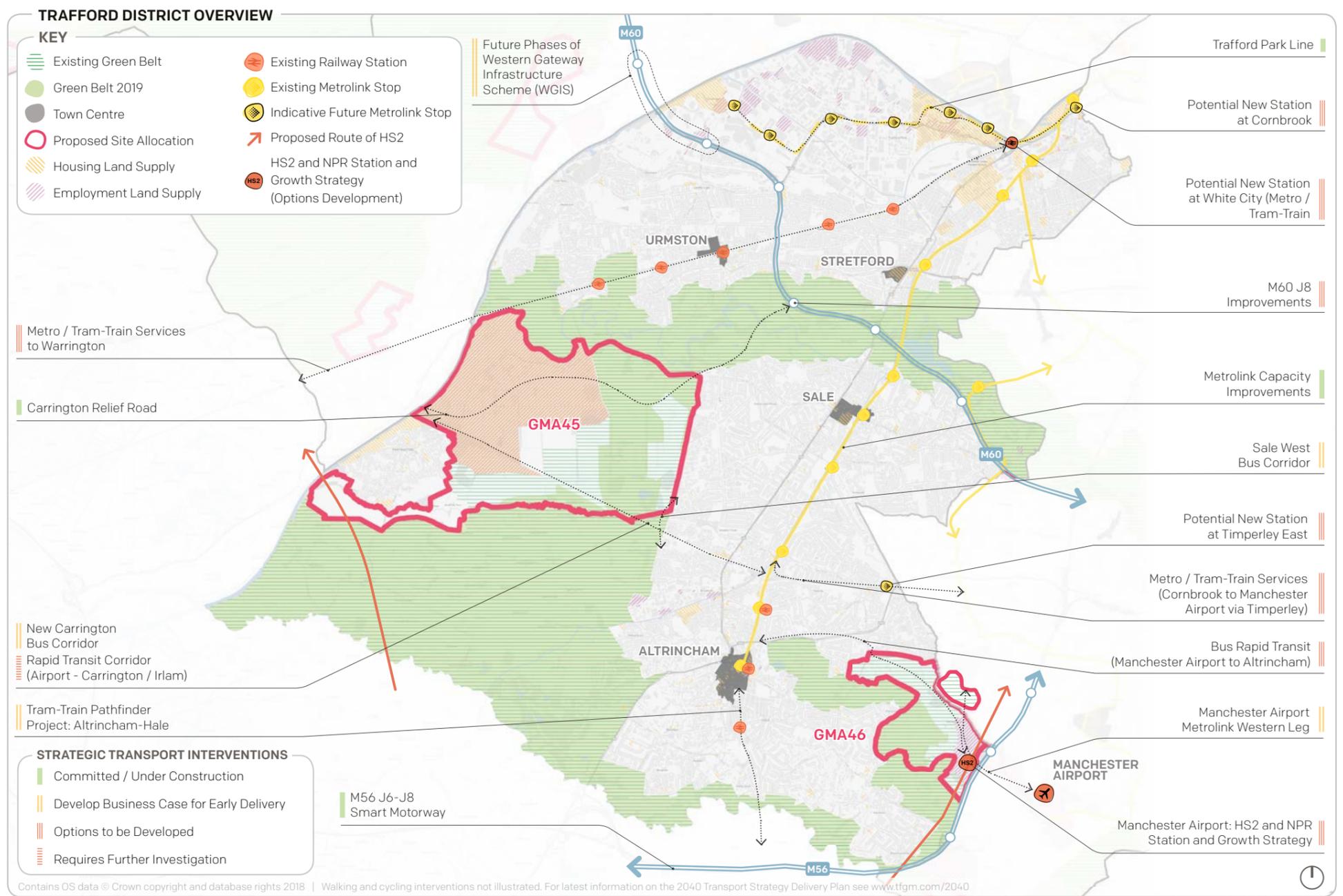
# TRAFFORD



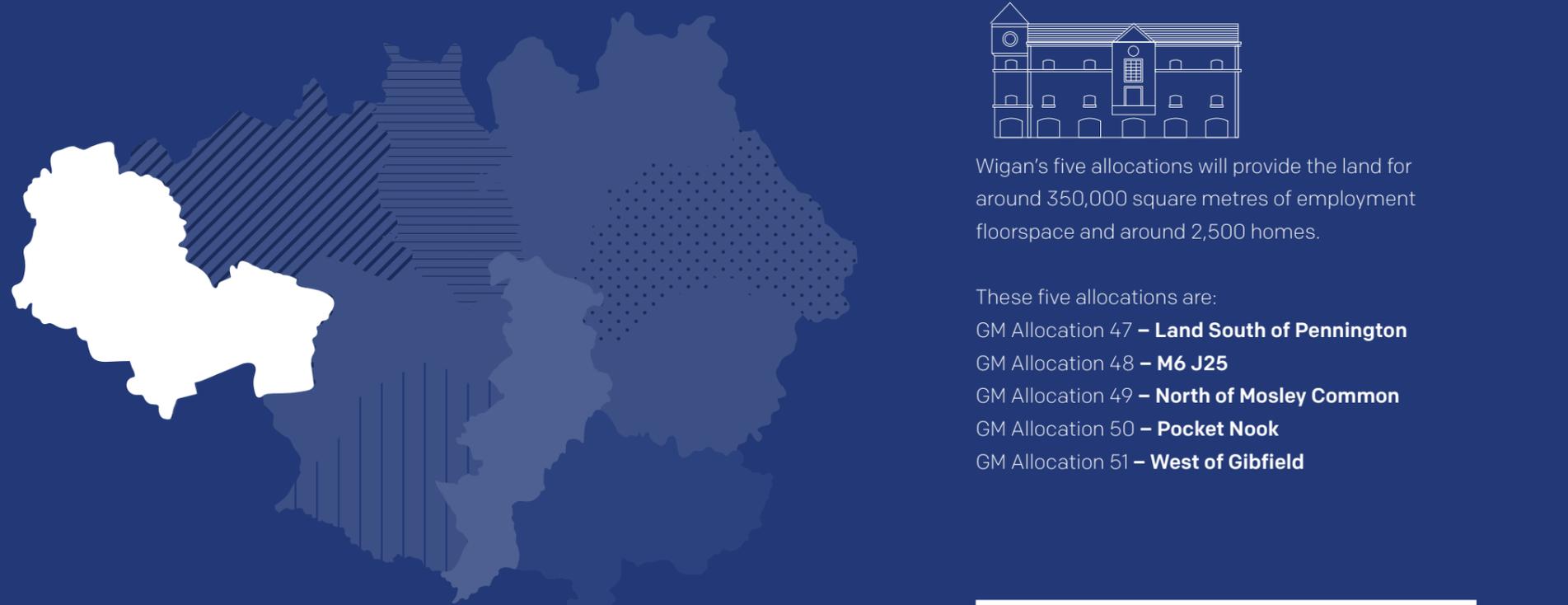
Trafford has two allocations, delivering around 8,500 homes in the plan period. The Carrington allocation will deliver a minimum of 6,100 of homes in the plan period and up to 10,000 new homes in total. It will also deliver over 400,000 square metres of employment floor space up to 2037.

These two allocations are:  
GM Allocation 45 – **New Carrington**  
GM Allocation 46 – **Timperley Wedge**

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# WIGAN

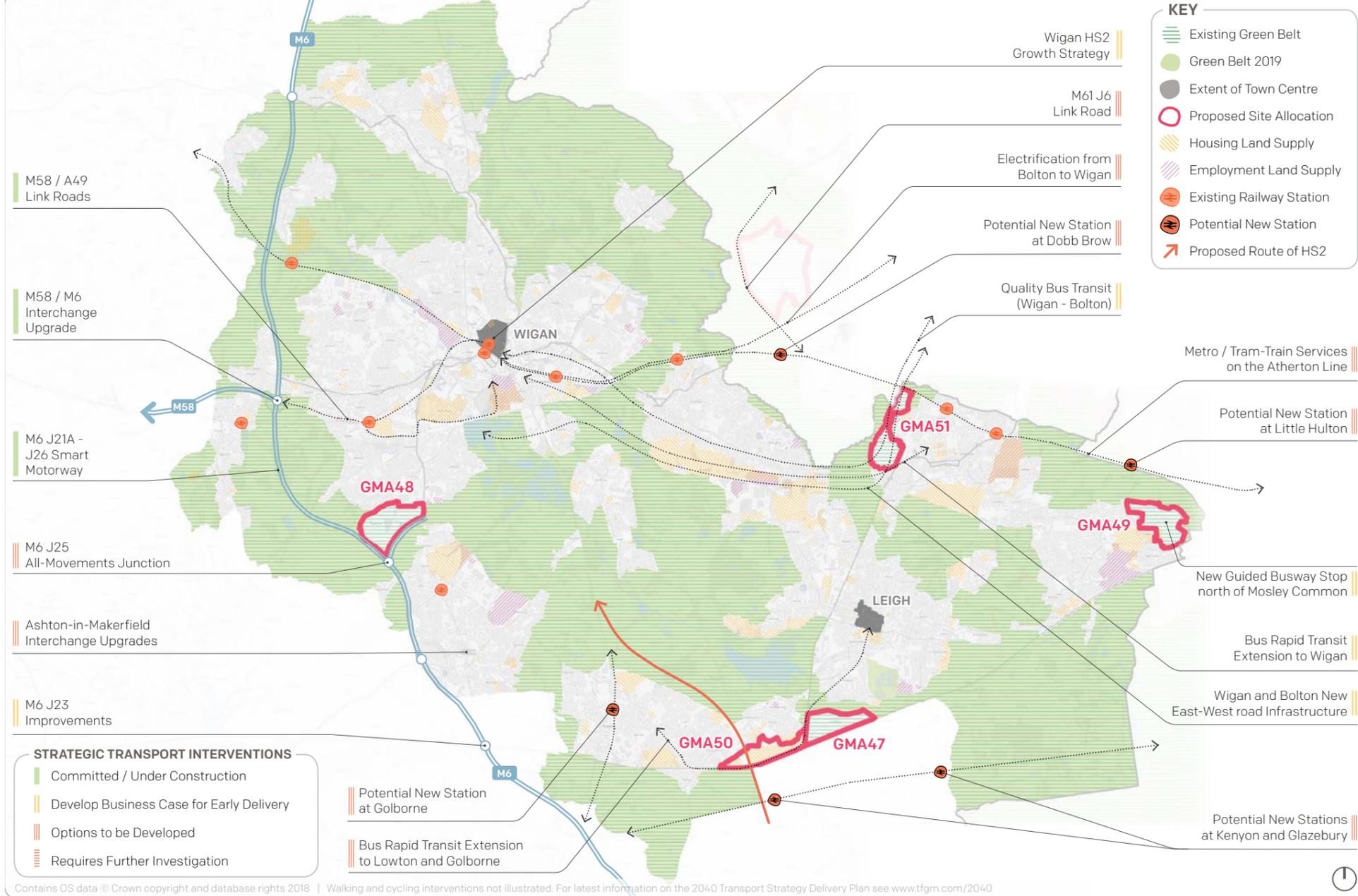


Wigan's five allocations will provide the land for around 350,000 square metres of employment floorspace and around 2,500 homes.

- 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

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## WIGAN DISTRICT LAND SUPPLY



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