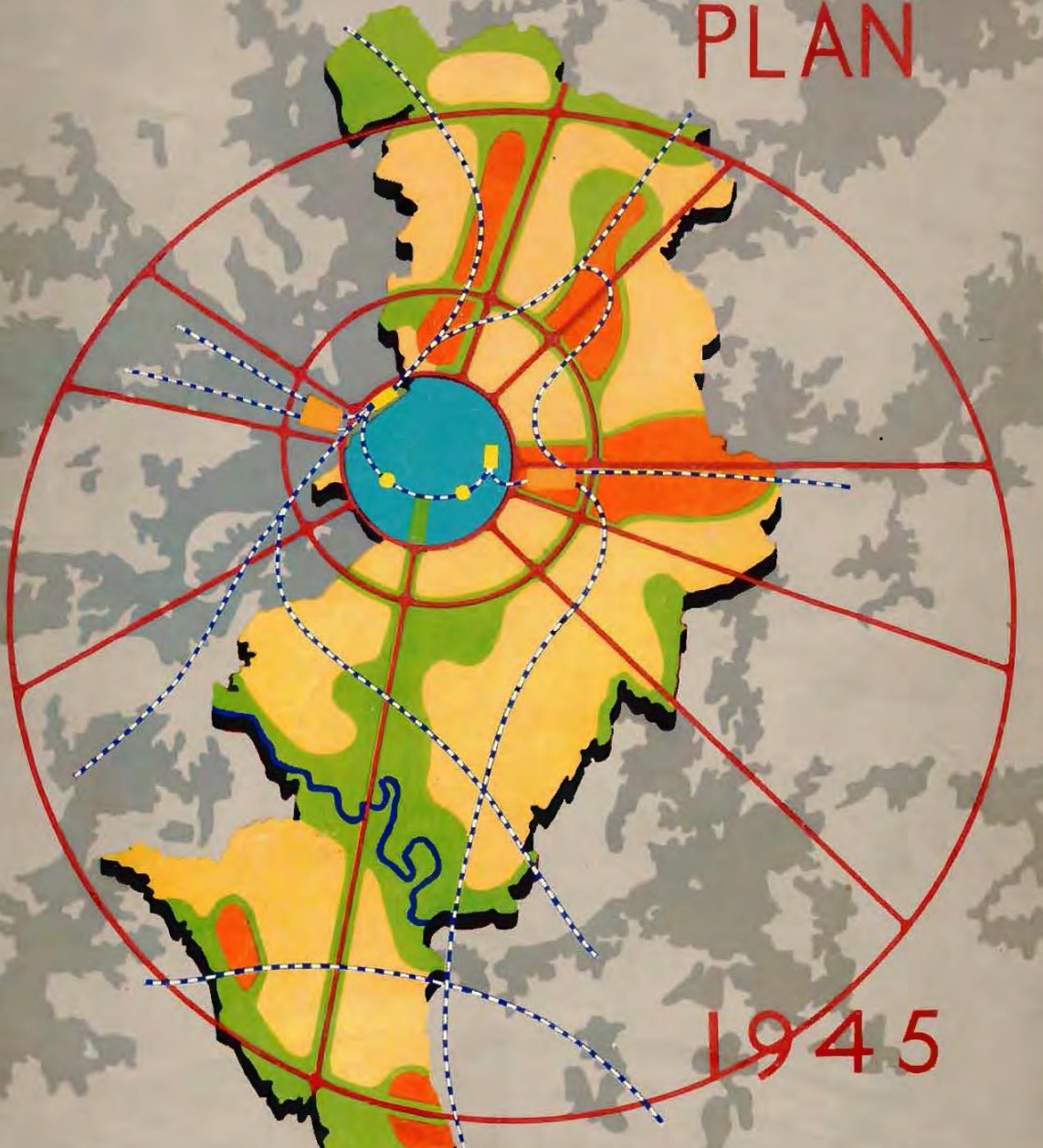


# Greater Manchester Spatial Framework





# CITY OF MANCHESTER PLAN

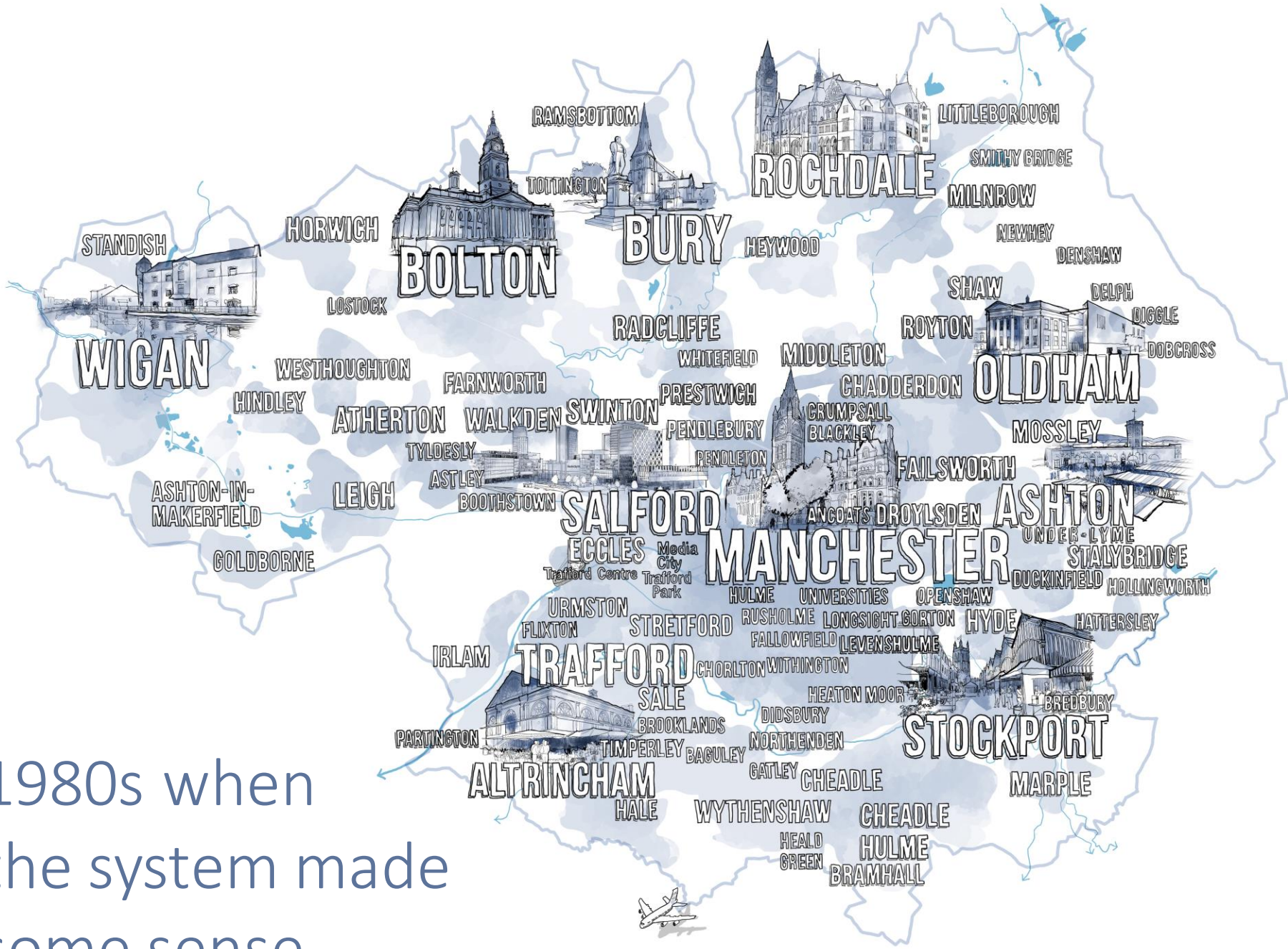


1947 Planning  
system

Nationalising  
development rights

State led

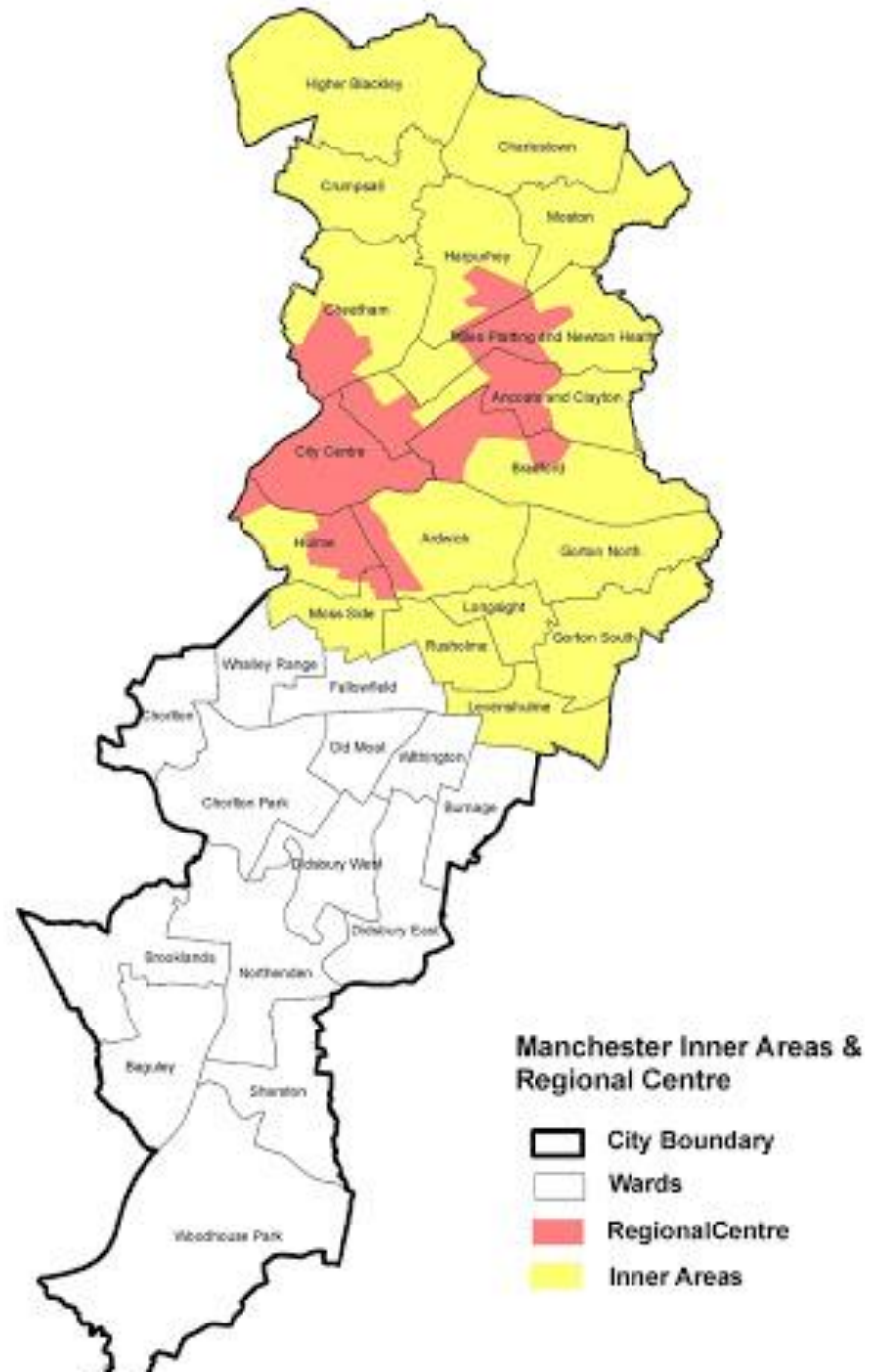
Statutory plans /  
discretionary decision  
making



1980s when  
the system made  
some sense

# Unitary development plans

But we at least had Regional Planning until...



# Mayors and Combined Authorities



Housing numbers  
and general  
policies

So now we have:

## Greater Manchester Spatial Framework

Housing numbers

Employment space

Transport Policy

Some conurbation-wide and general policies

and...

Green belt and site allocations outside urban area

### 10 Local Plans

Supplementary planning guidance SPG

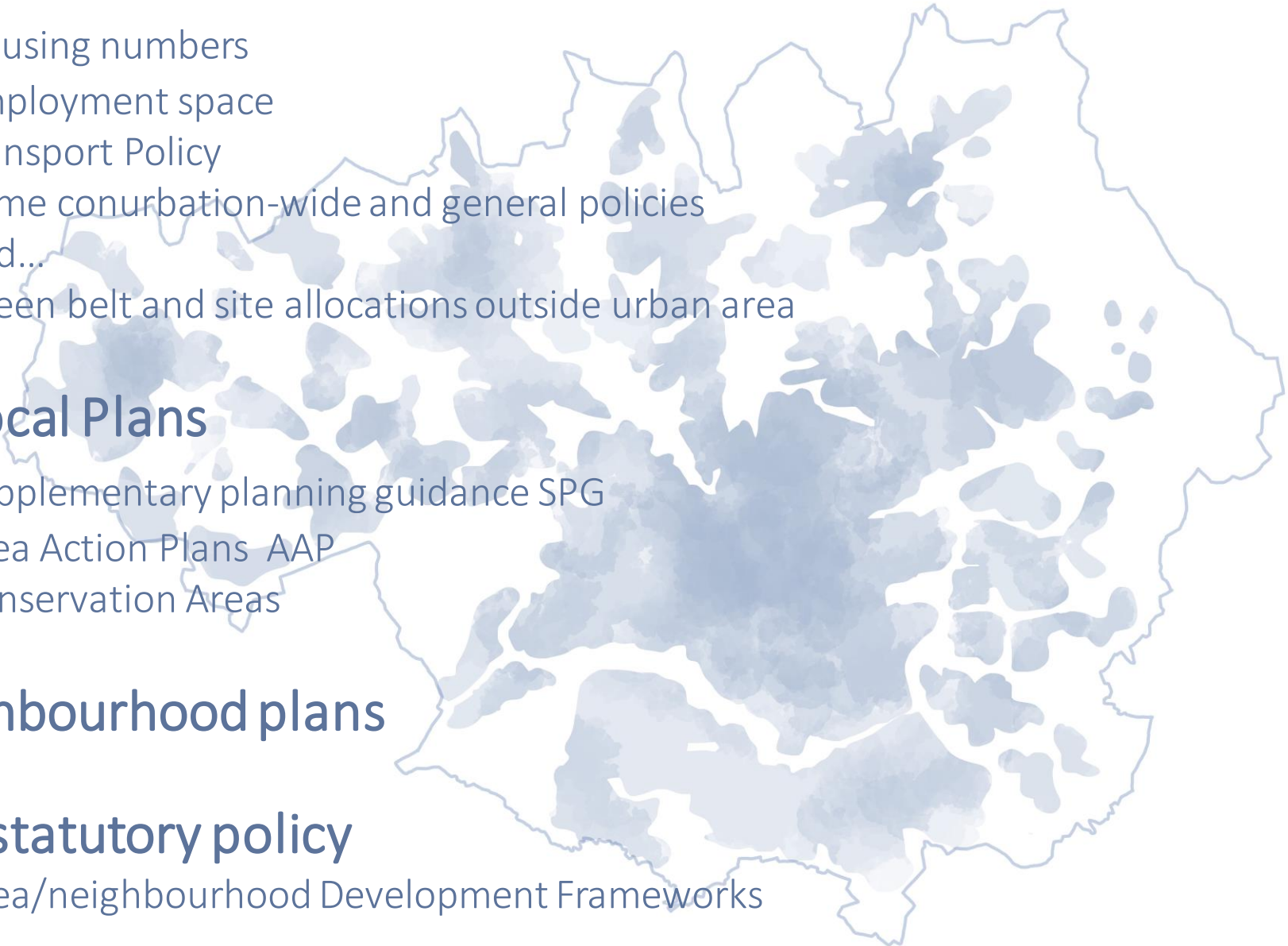
Area Action Plans AAP

Conservation Areas

### Neighbourhood plans

### Non statutory policy

Area/neighbourhood Development Frameworks



## HOW IS HOUSING NEED CALCULATED?

The amount of housing Greater Manchester needs is worked out by a calculation set by National Government.



Expected population increase



Expected new households formed



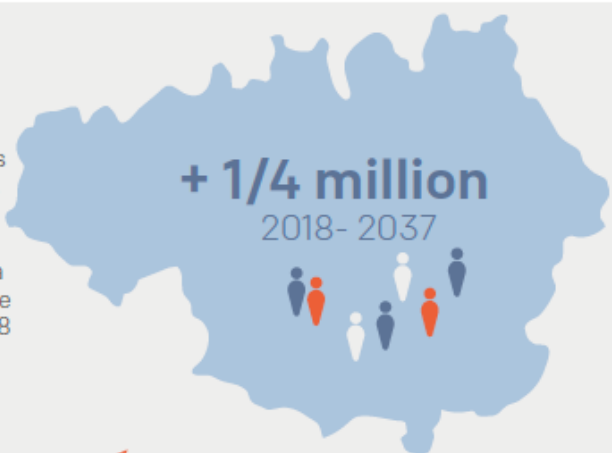
Increase in homes to improve affordability



**LOCAL HOUSING NEED**

## WHAT DOES THIS LOOK LIKE IN GREATER MANCHESTER?

Greater Manchester's population is expected to grow by over a quarter of a million people between 2018 and 2037.



This is mainly a natural change - we have an ageing population, with the number of births much higher than the number of deaths.



Some of the change is also due to people moving into Greater Manchester.



The average size of a household is also expected to carry on decreasing, meaning that more homes are needed to house the same number of people.



**200,980 homes**  
needed from 2018- 2037

**Now 179,000**

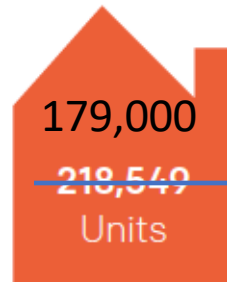


## 4.1 THE NUMBERS

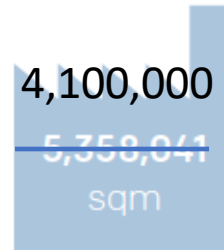
### HEADLINE GROWTH FIGURES

The GMSF will deliver the following growth figures, calculated based on factors like estimated population growth, numbers of new households being formed, need for jobs and economic aspirations.

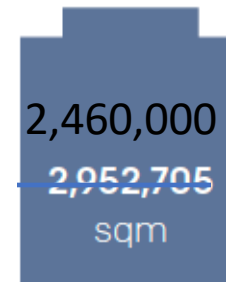
*\* This is not the same as the need figure and includes a buffer for security/deliverability*



Housing



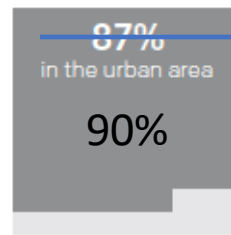
Industrial and Warehousing



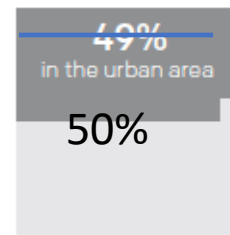
Office

### PERCENTAGE IN URBAN AREA

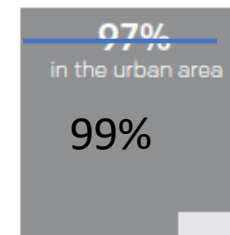
Of these figures, some can be accommodated within the existing urban area, while some will need to be accommodated elsewhere through allocations. More detail on this is provided on page 36.



13% remaining



51% remaining

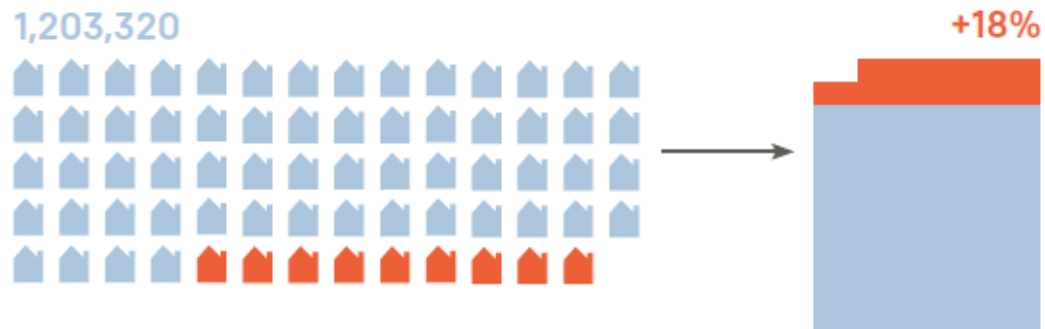


3% remaining

### HOUSING GROWTH AS PERCENTAGE OF EXISTING DWELLINGS

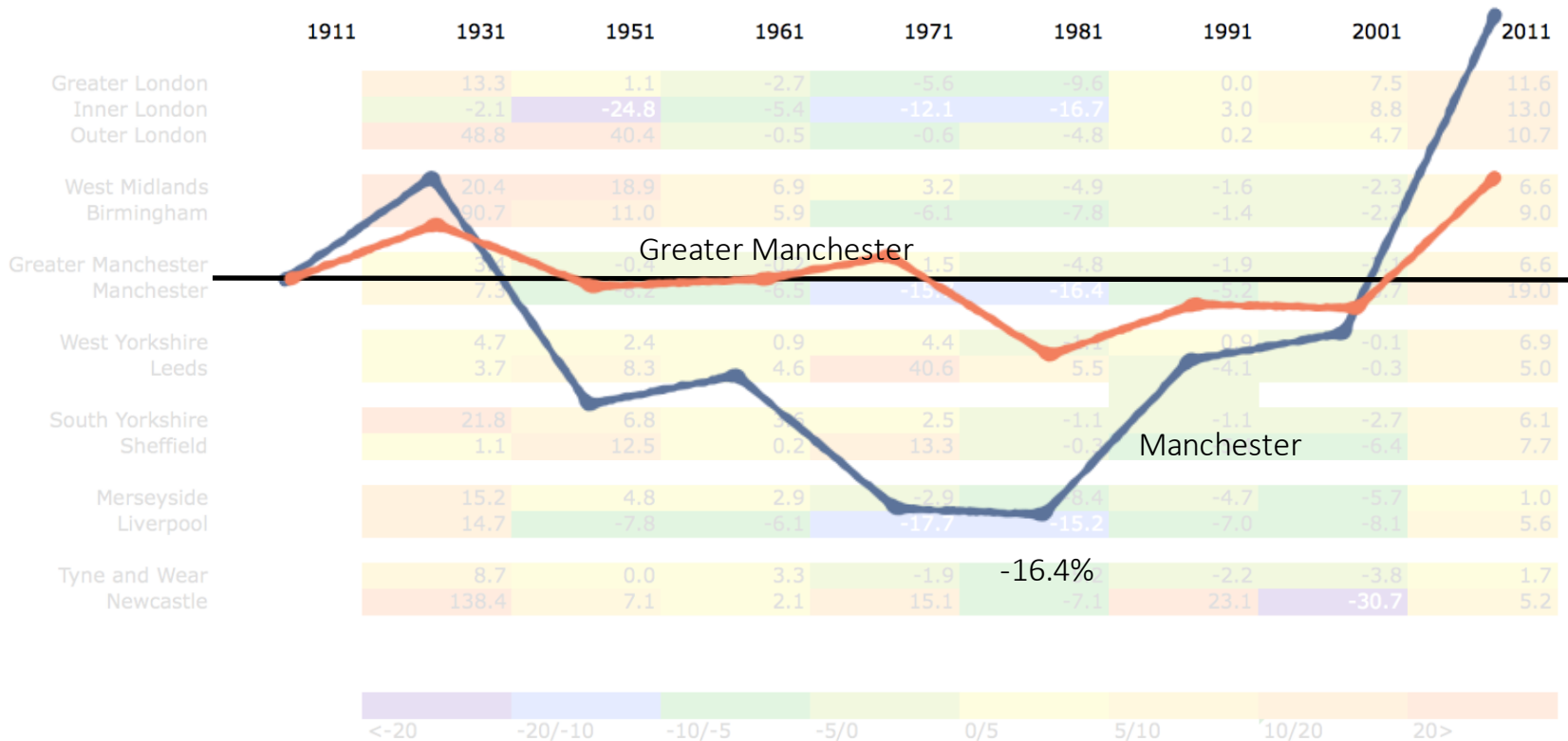
■ Number of Houses in Greater Manchester (2017)

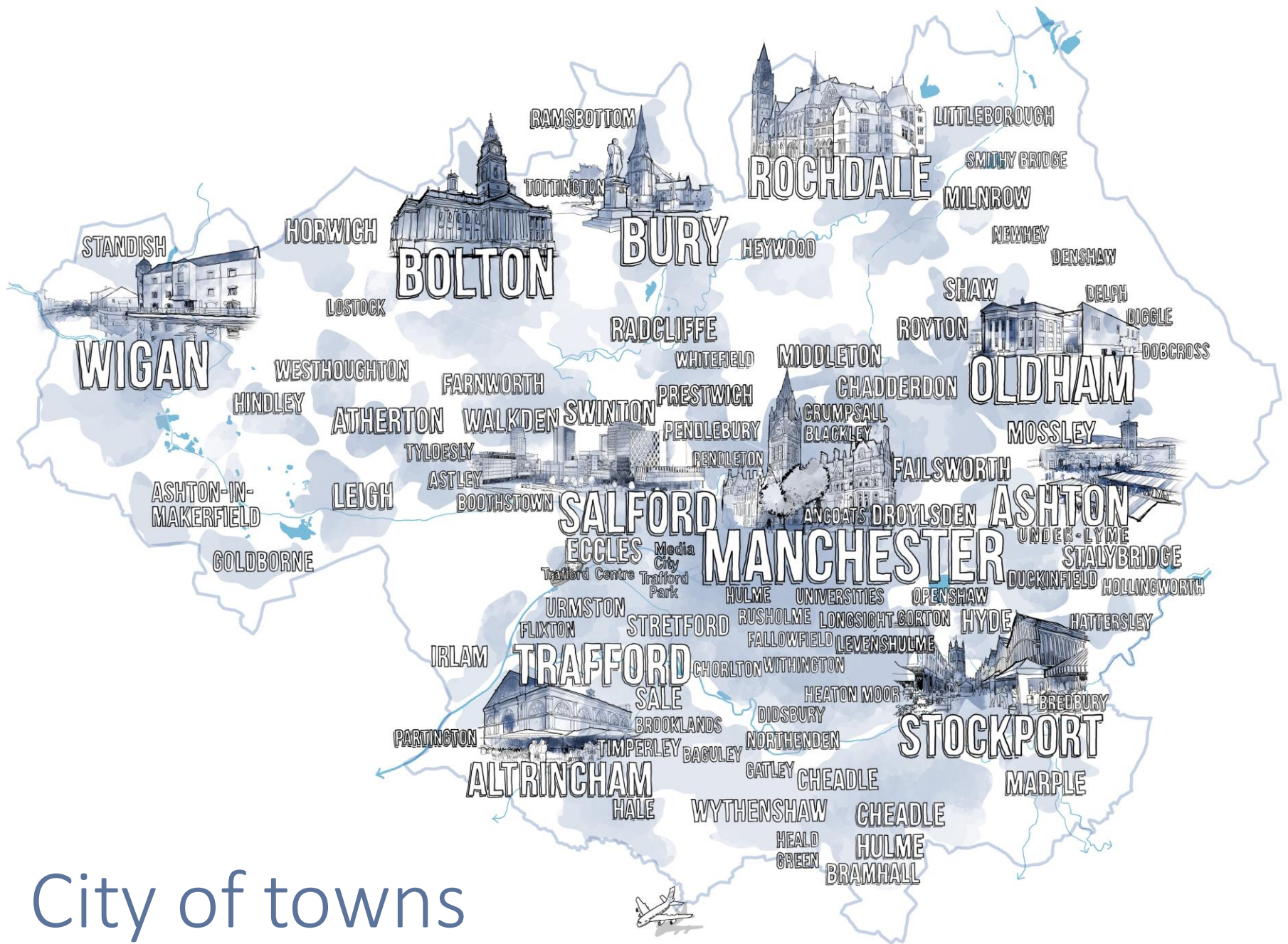
■ Number of Houses Proposed by the GMSF



# It replaces what we have lost

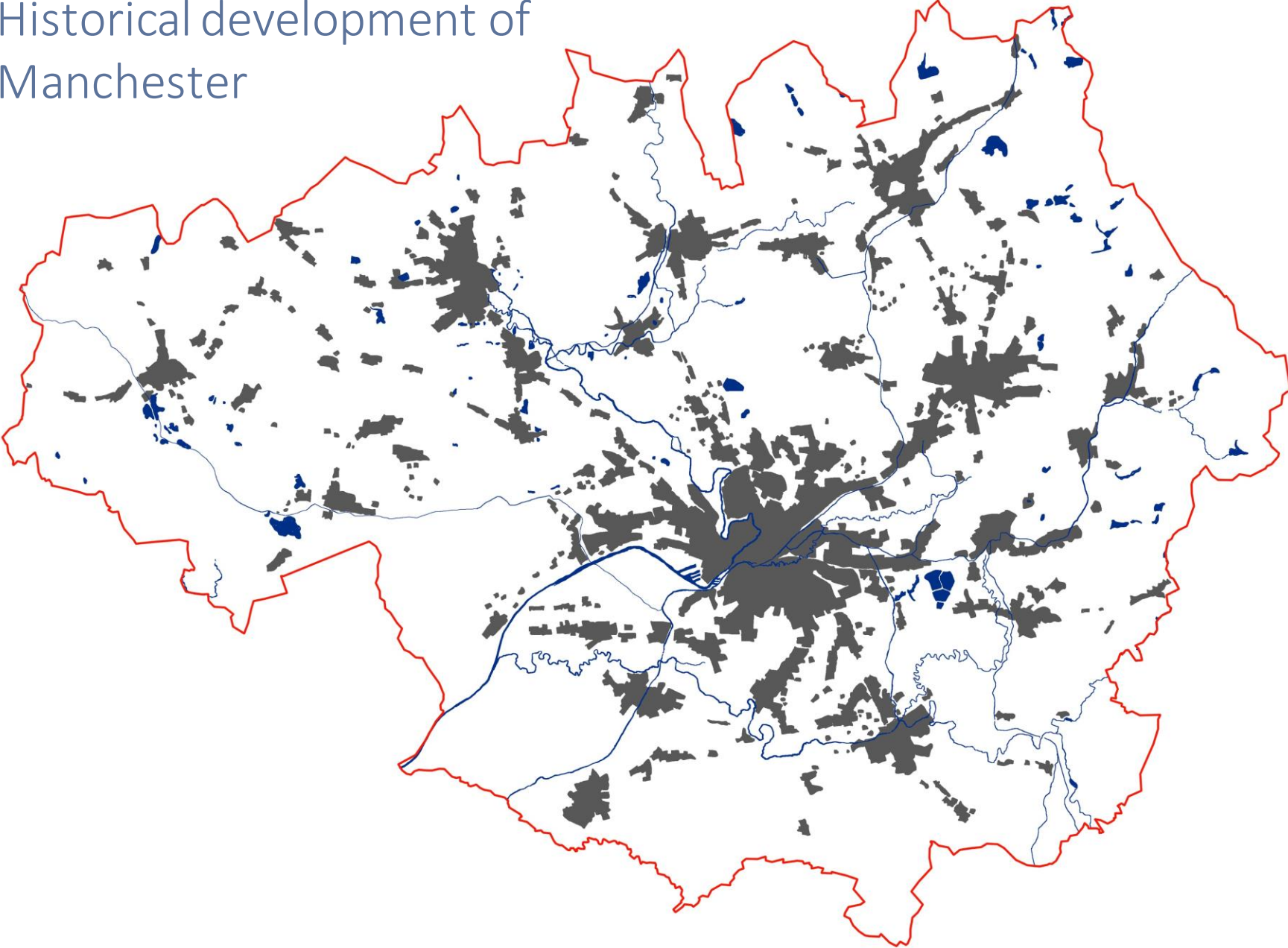
Percentage population change between censuses British cities



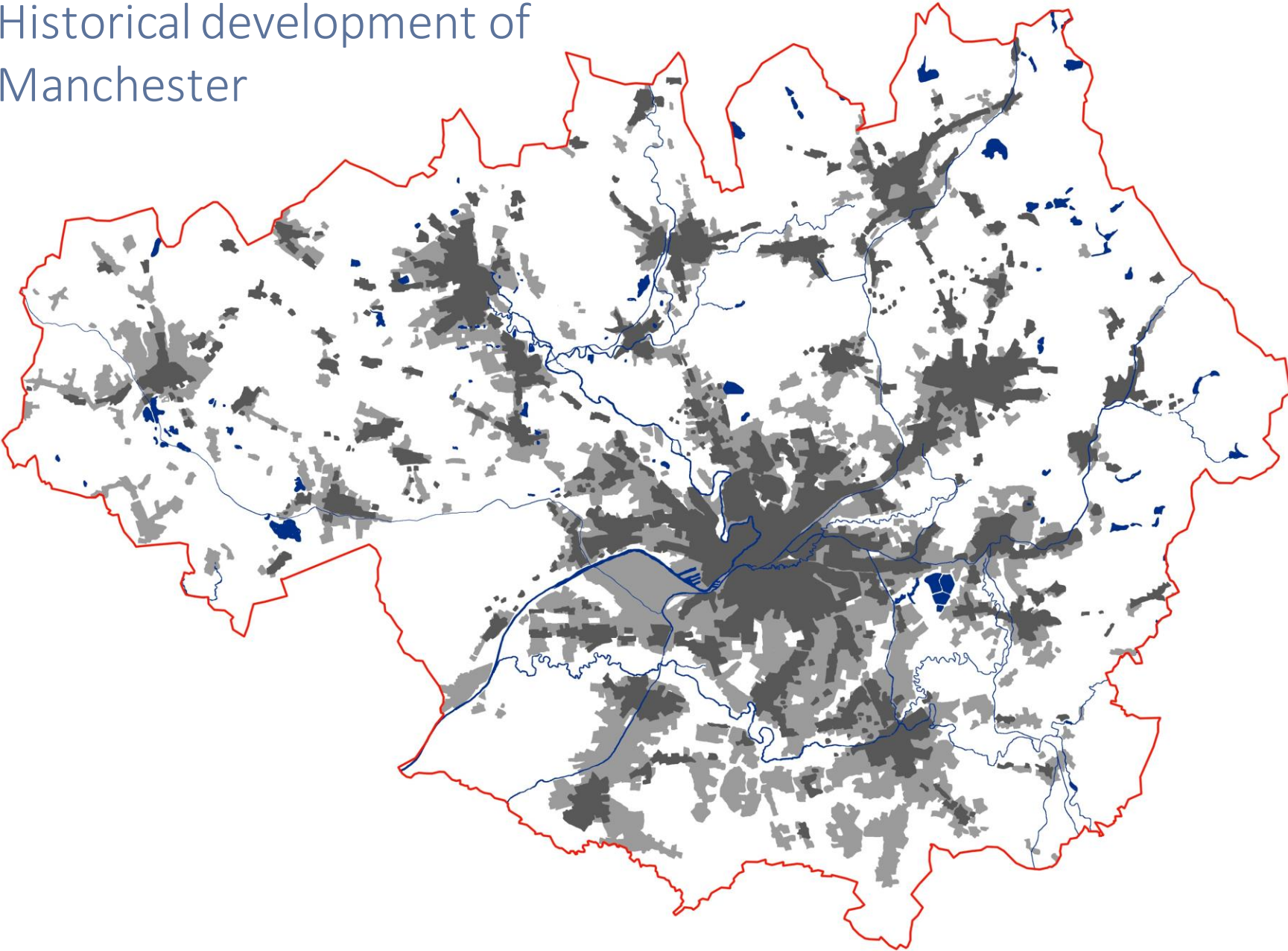


City of towns

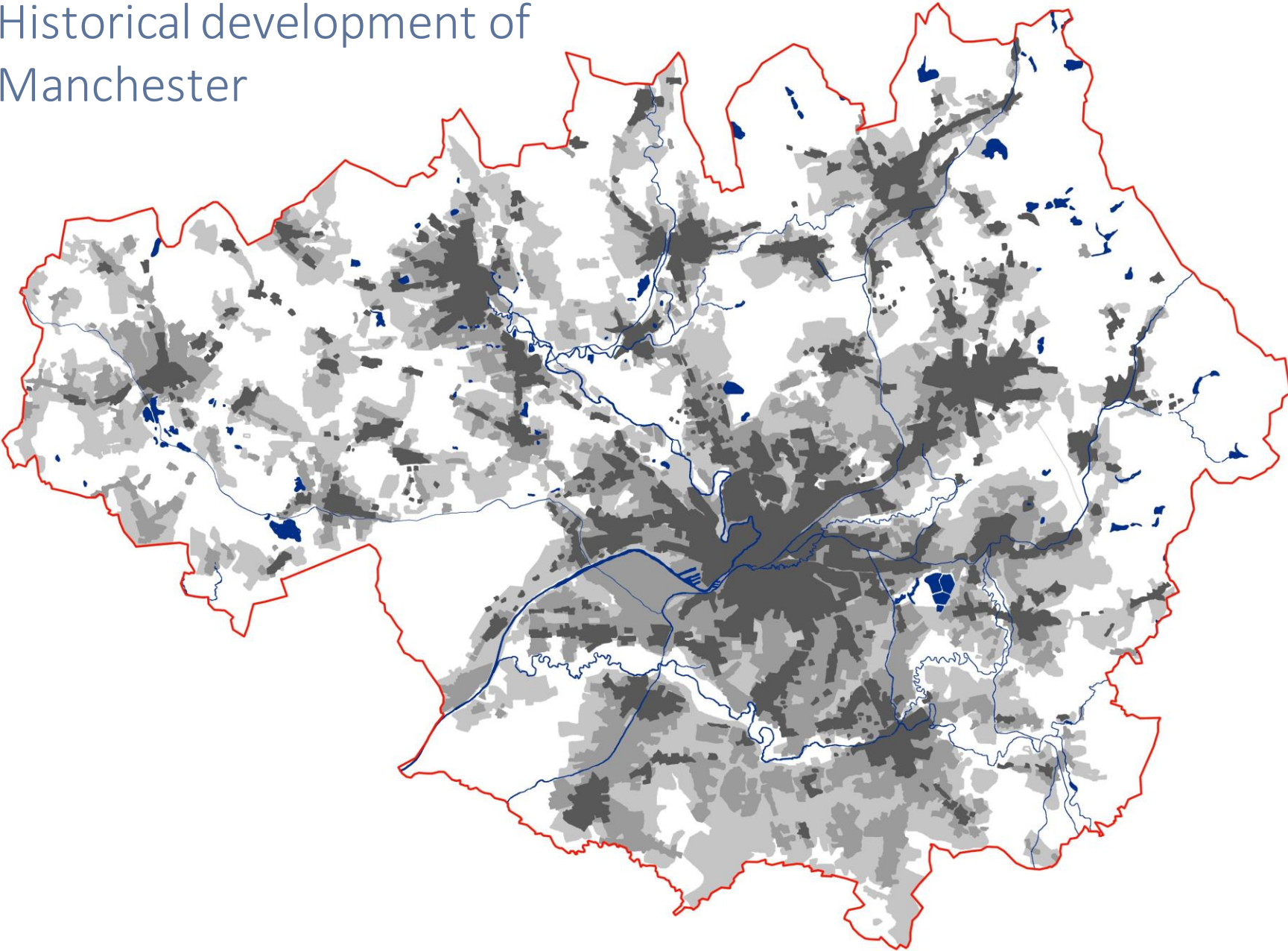
# Historical development of Manchester



# Historical development of Manchester



# Historical development of Manchester





WIGAN

BOLTON

BURY

ROCHDALE

OLDHAM

SALFORD

MANCHESTER

ASHTON  
UNDER-LYME

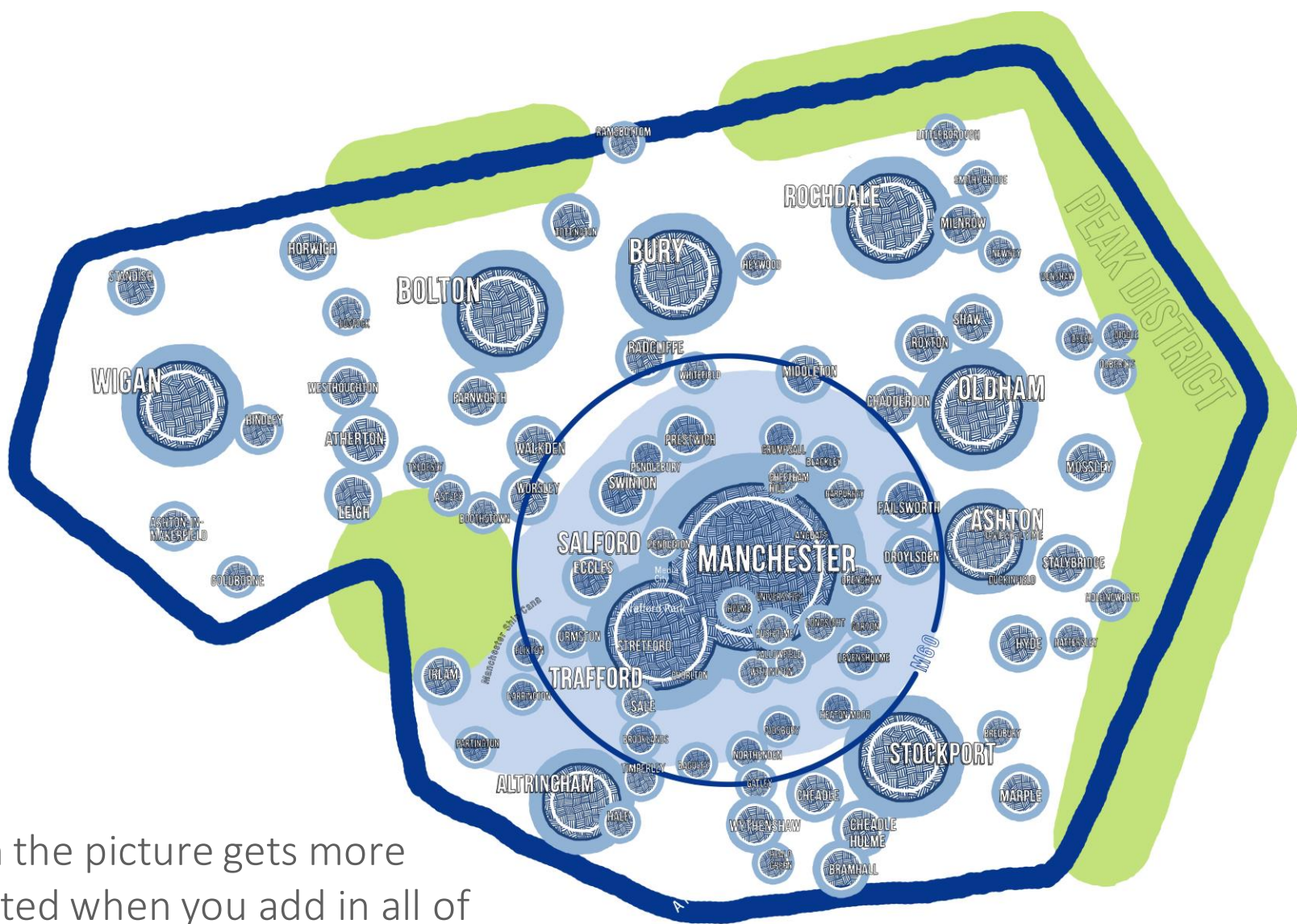
ALTRINCHAM

STOCKPORT

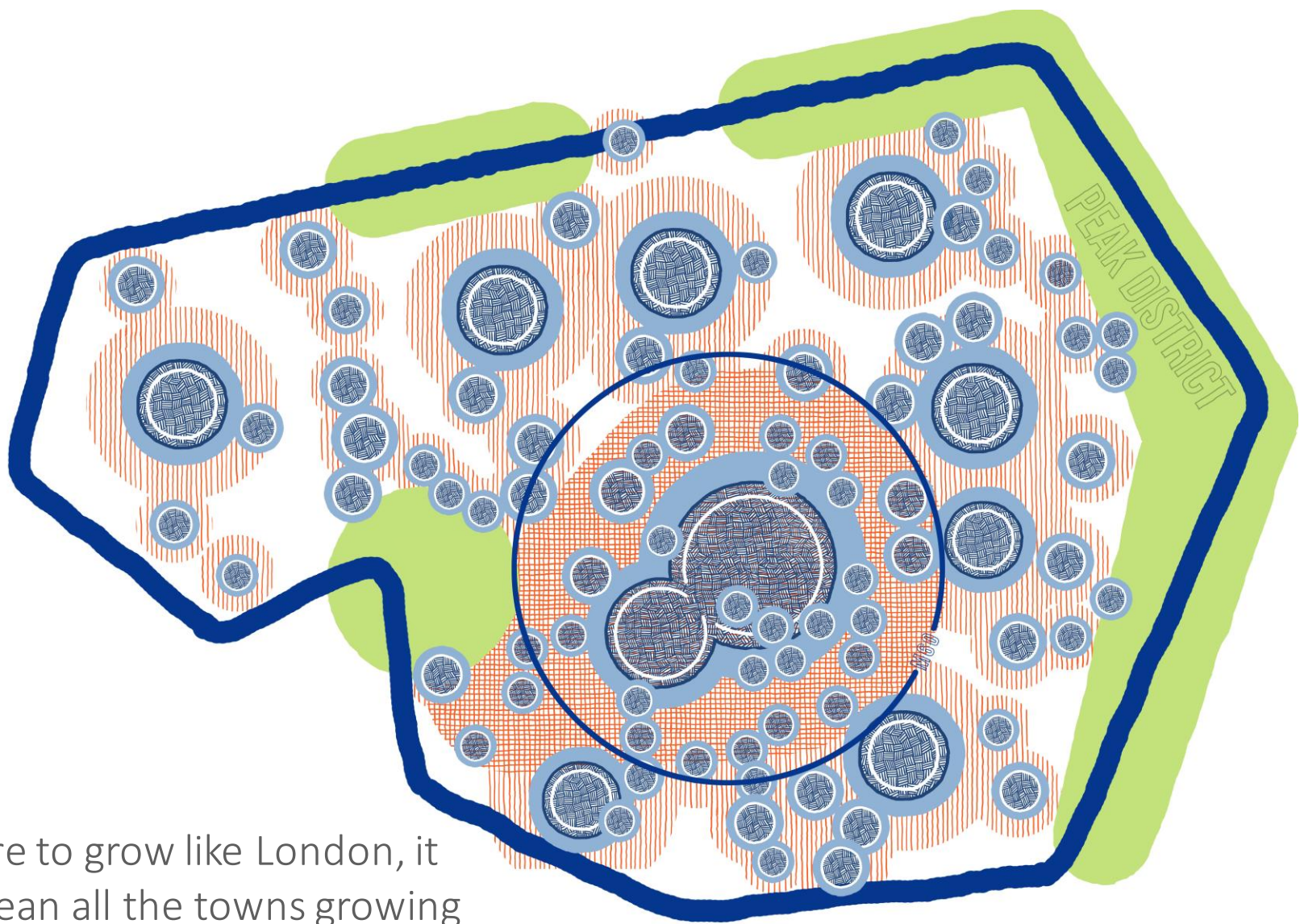


This is a simplified view of Greater Manchester. The core cities of Manchester and Salford surrounded by eight large towns



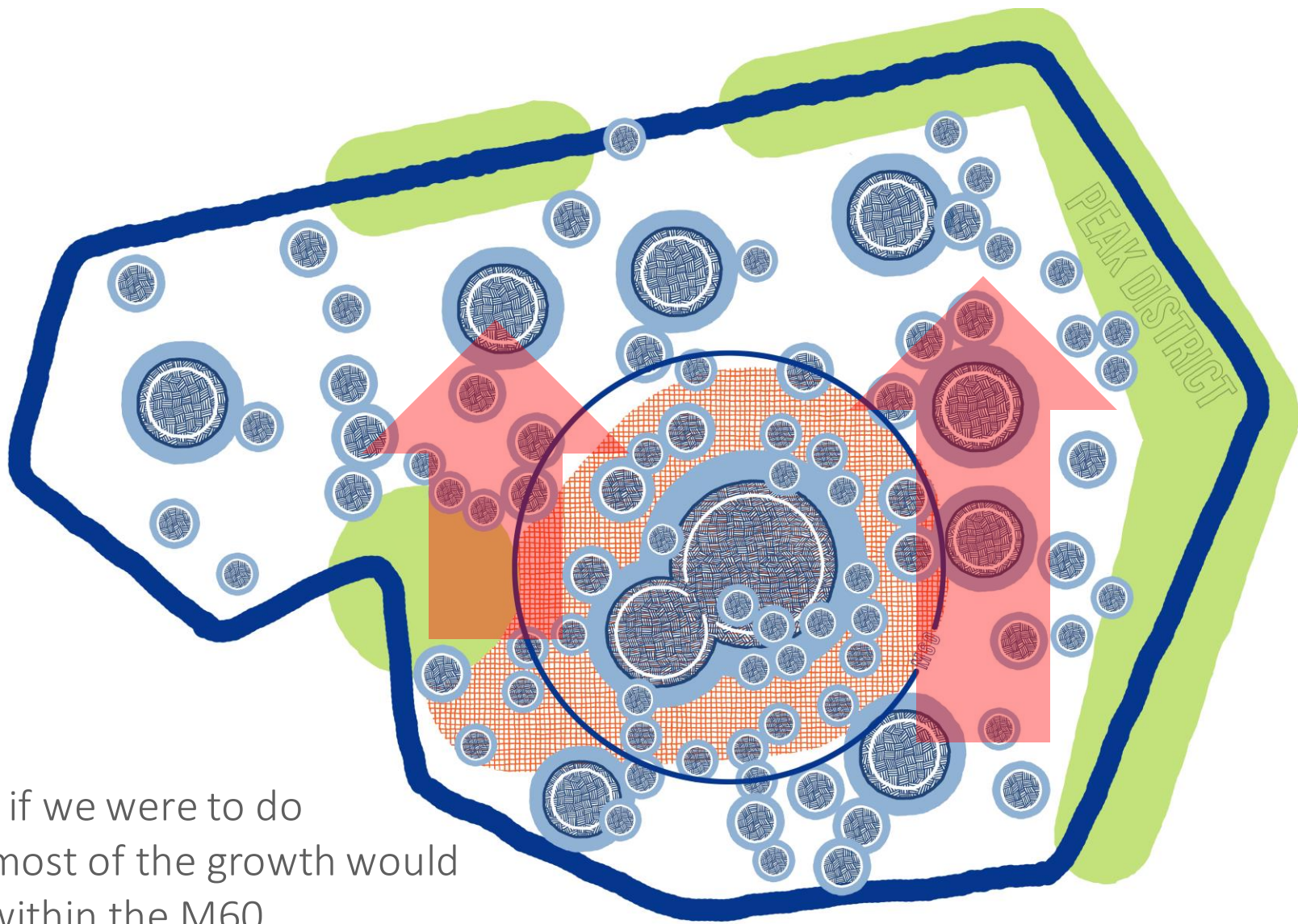


Although the picture gets more complicated when you add in all of the smaller towns.



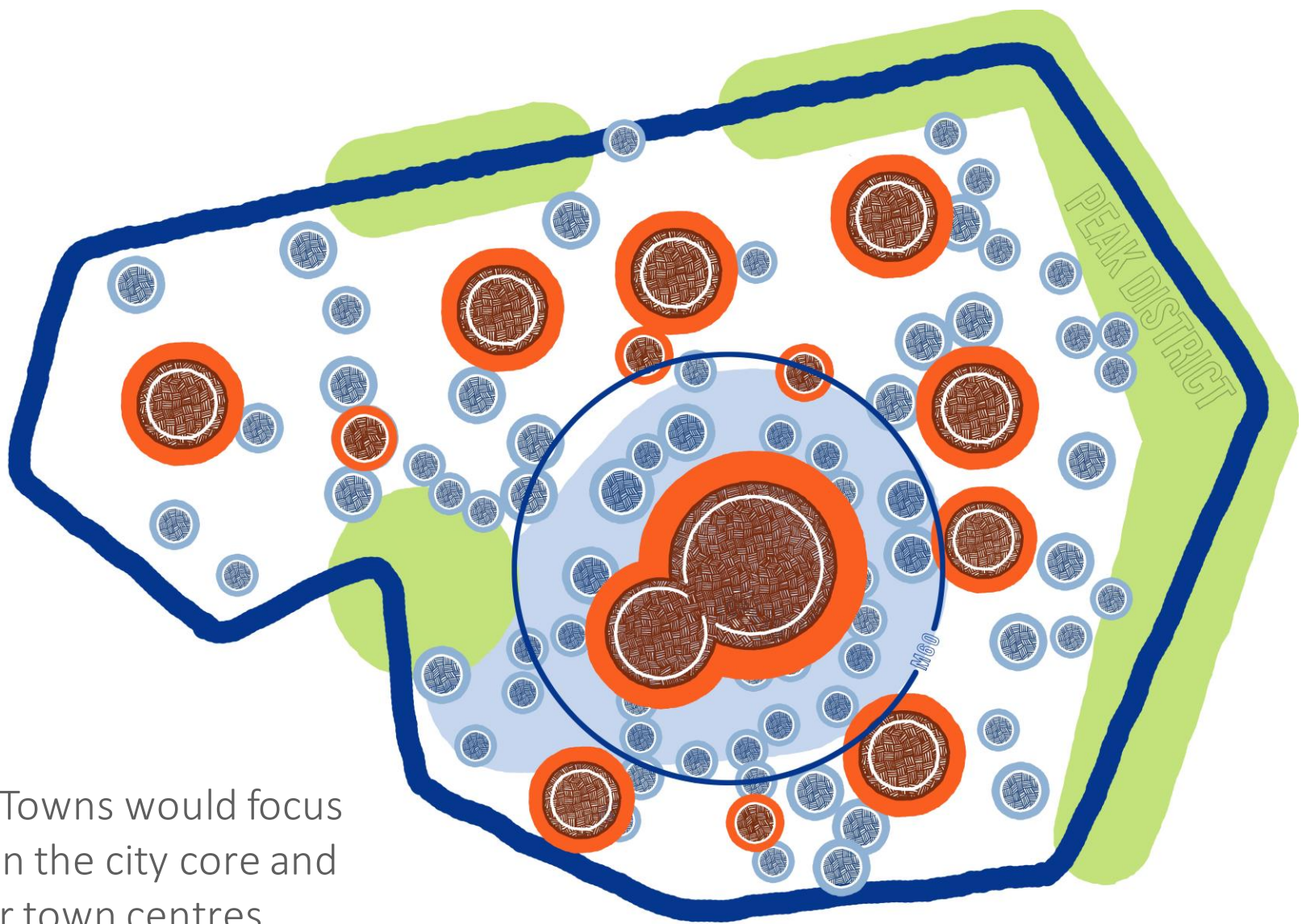
If we were to grow like London, it would mean all the towns growing until they join-up...

...and we don't want that!



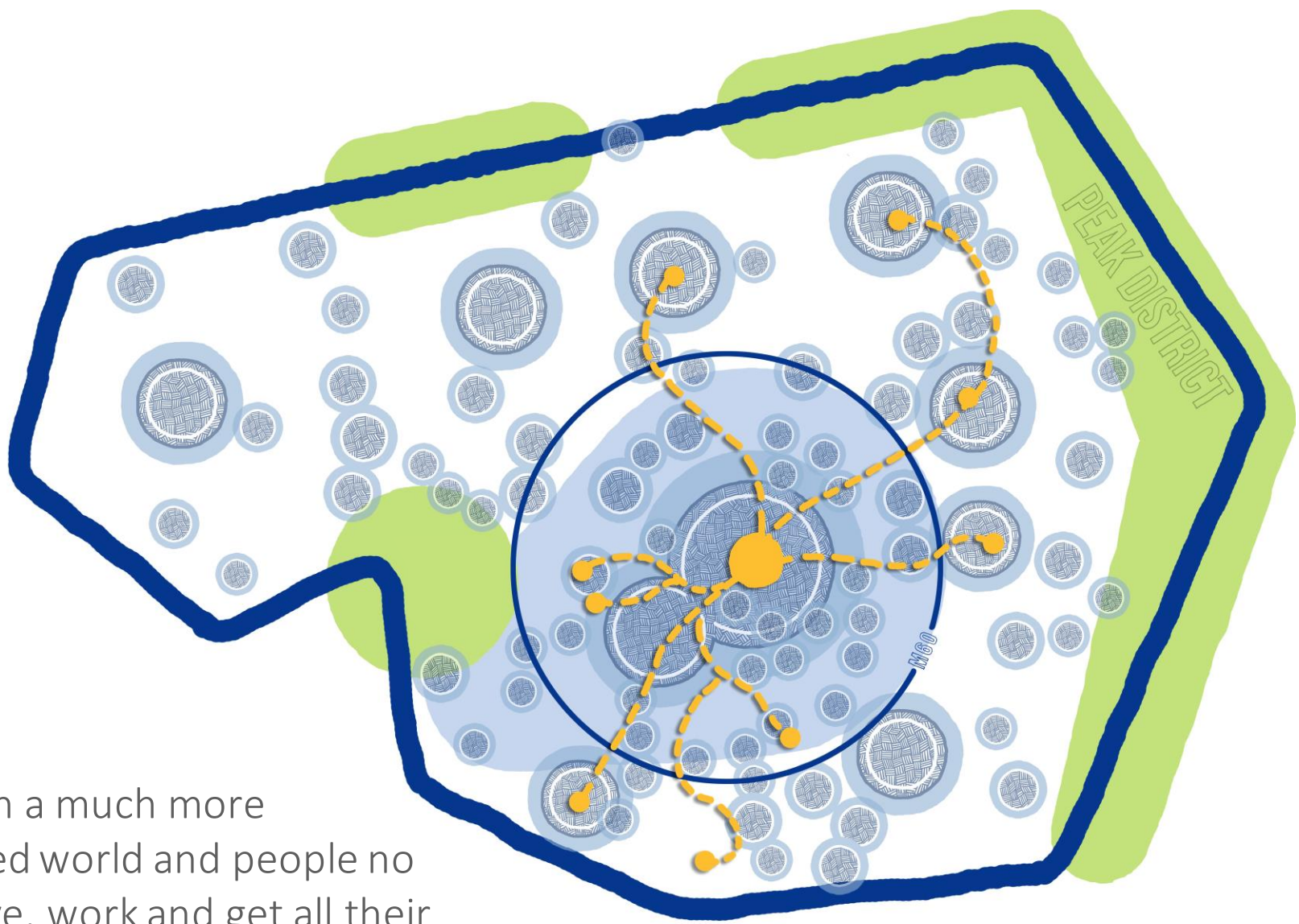
However if we were to do nothing most of the growth would happen within the M60... and we probably don't want that either

Shift from South to North



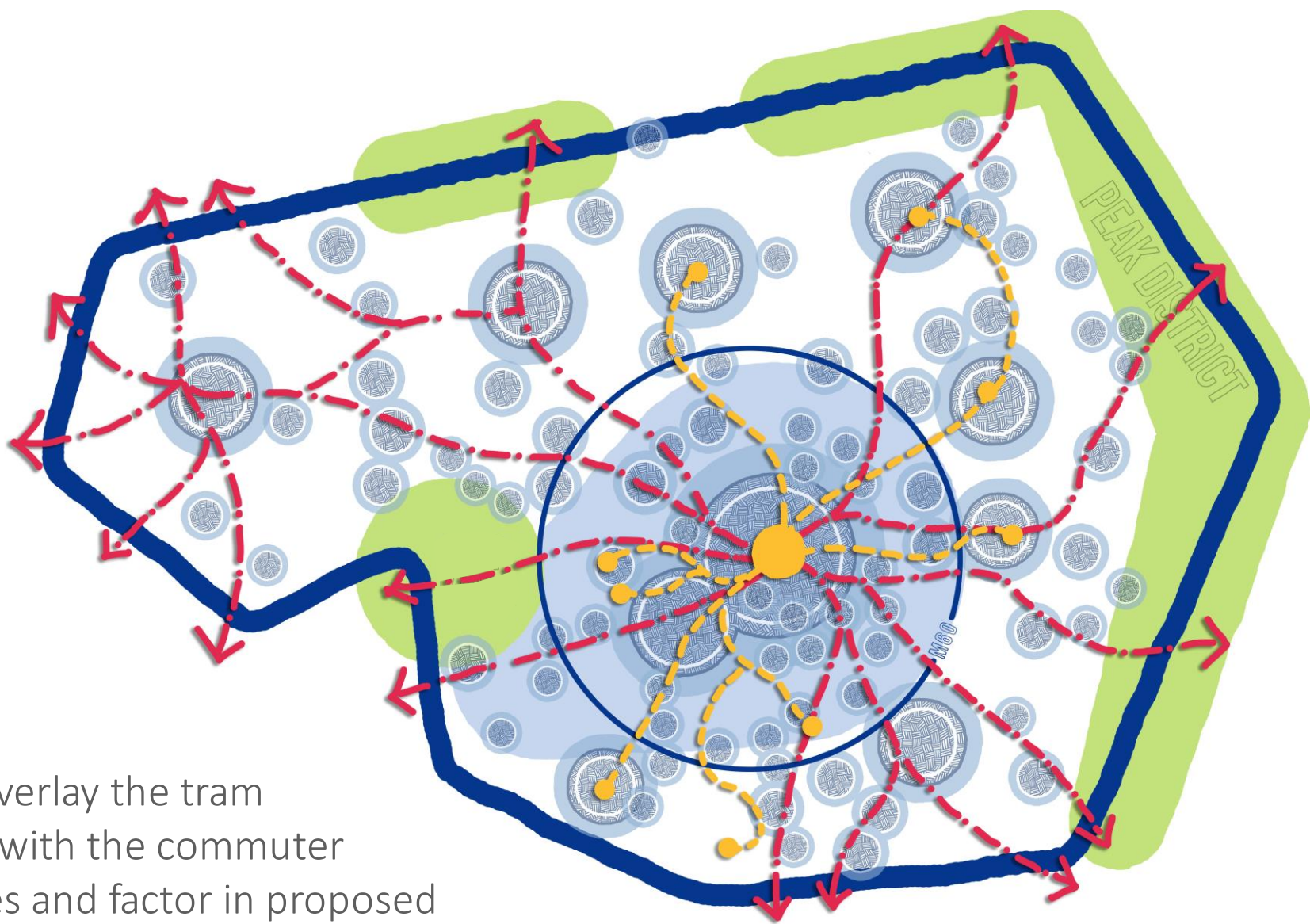
A City of Towns would focus growth on the city core and the larger town centres.

But this might not be enough to accommodate the growth we need.

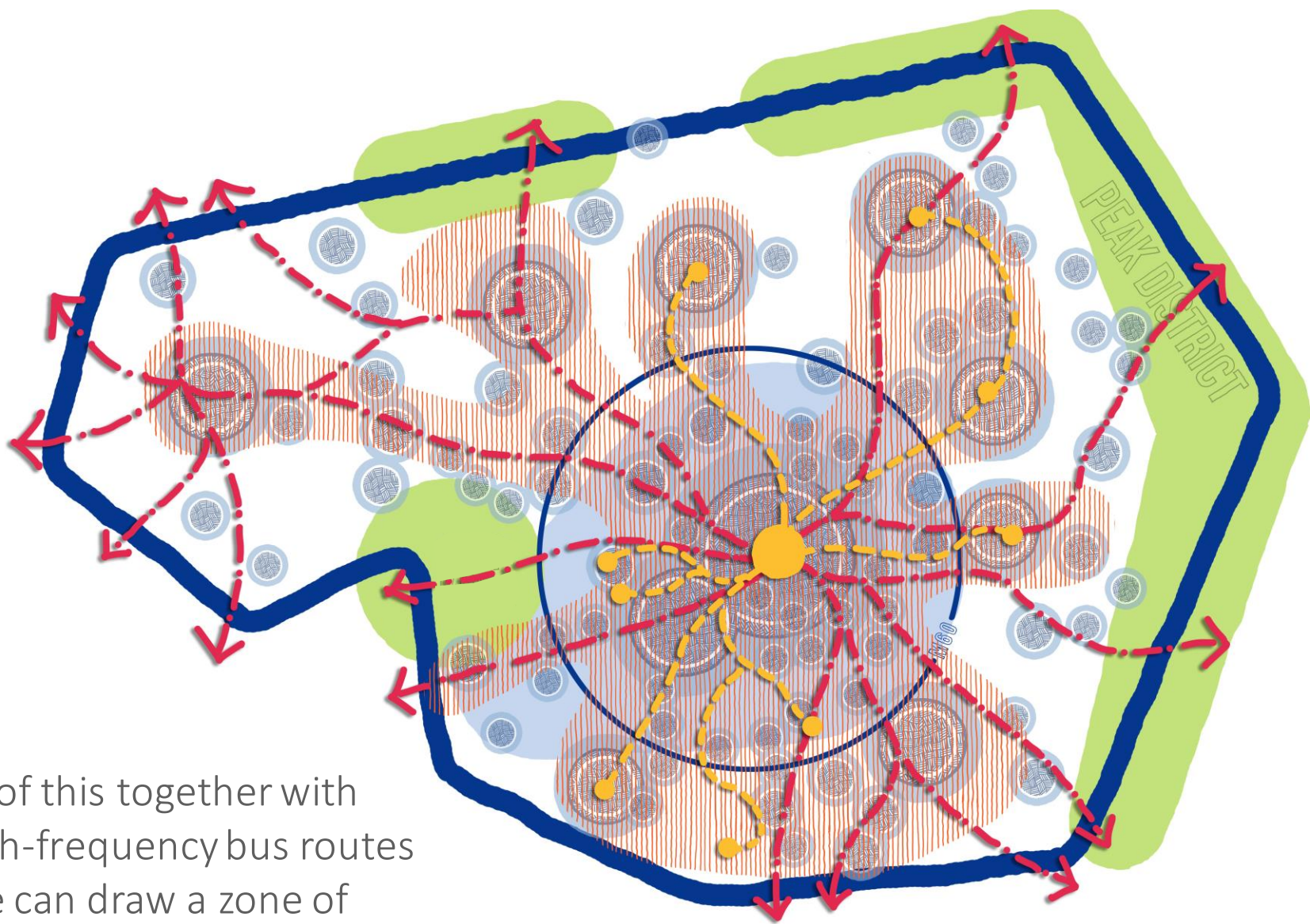


We live in a much more connected world and people no longer live, work and get all their needs in just one of the towns.

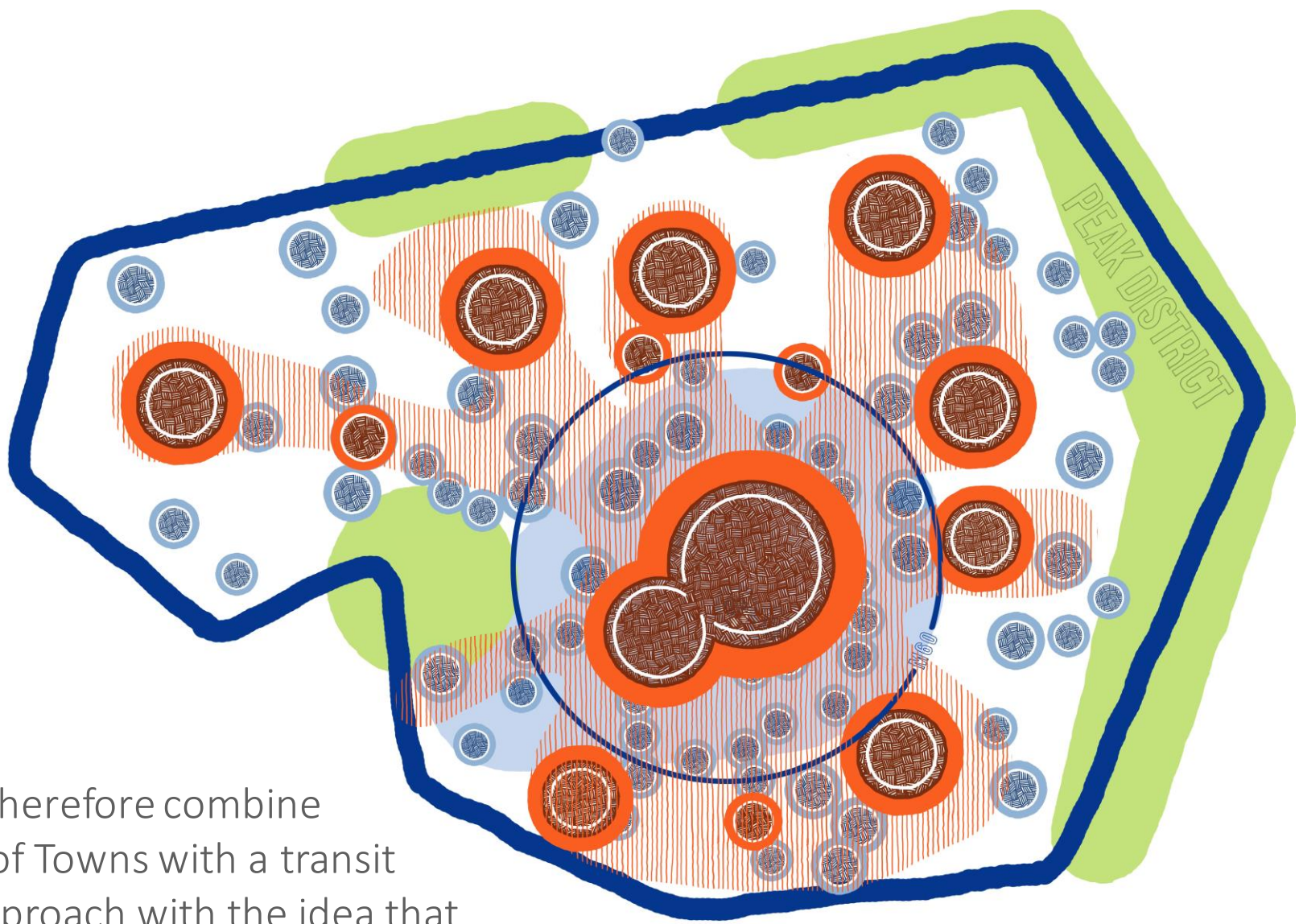
We need to consider transport.



If we overlay the tram routes with the commuter rail lines and factor in proposed improvements we have a very well connected city.



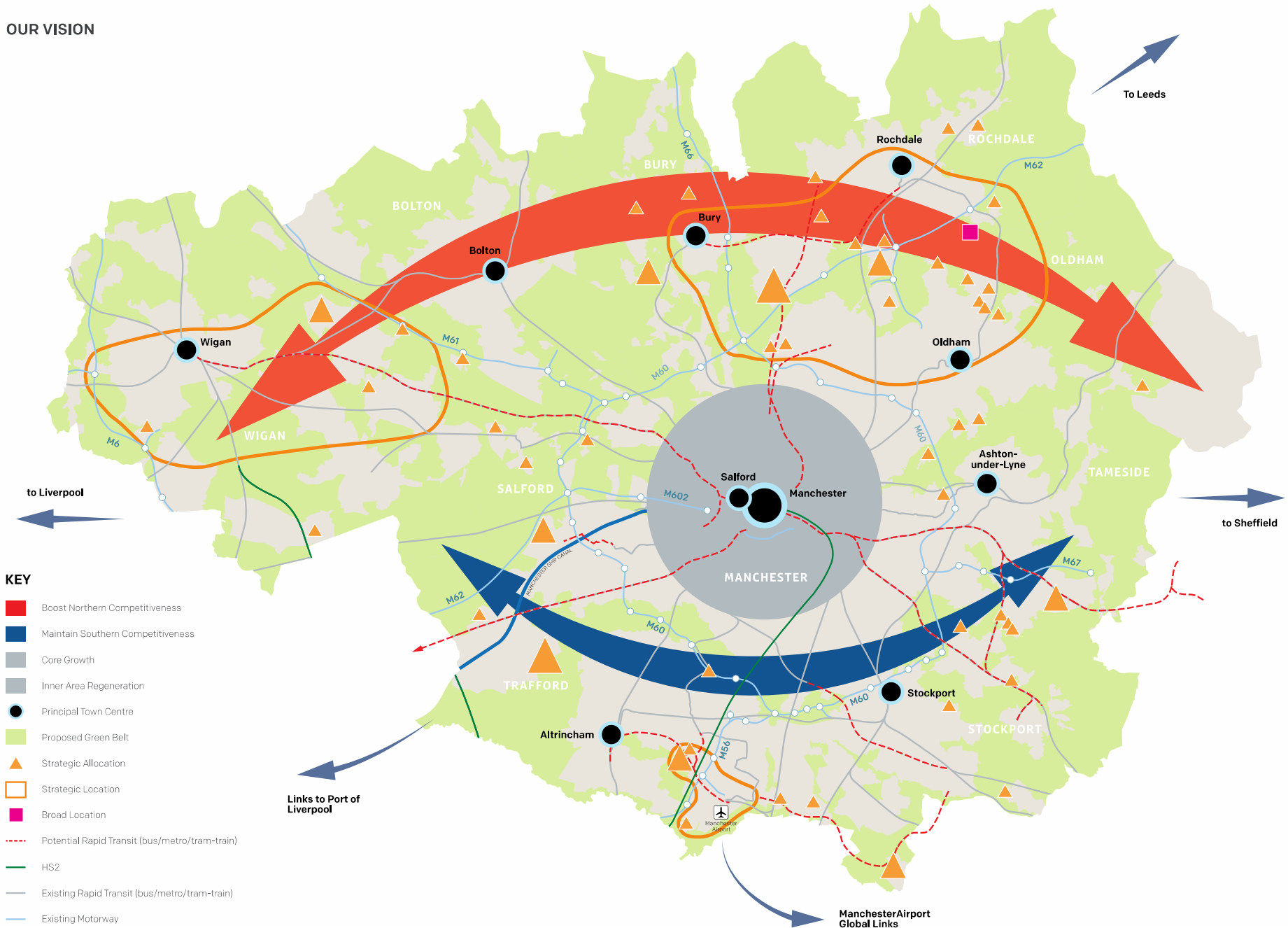
Put all of this together with the high-frequency bus routes and we can draw a zone of accessibility (or the Octopus of accessibility as we like to call it)

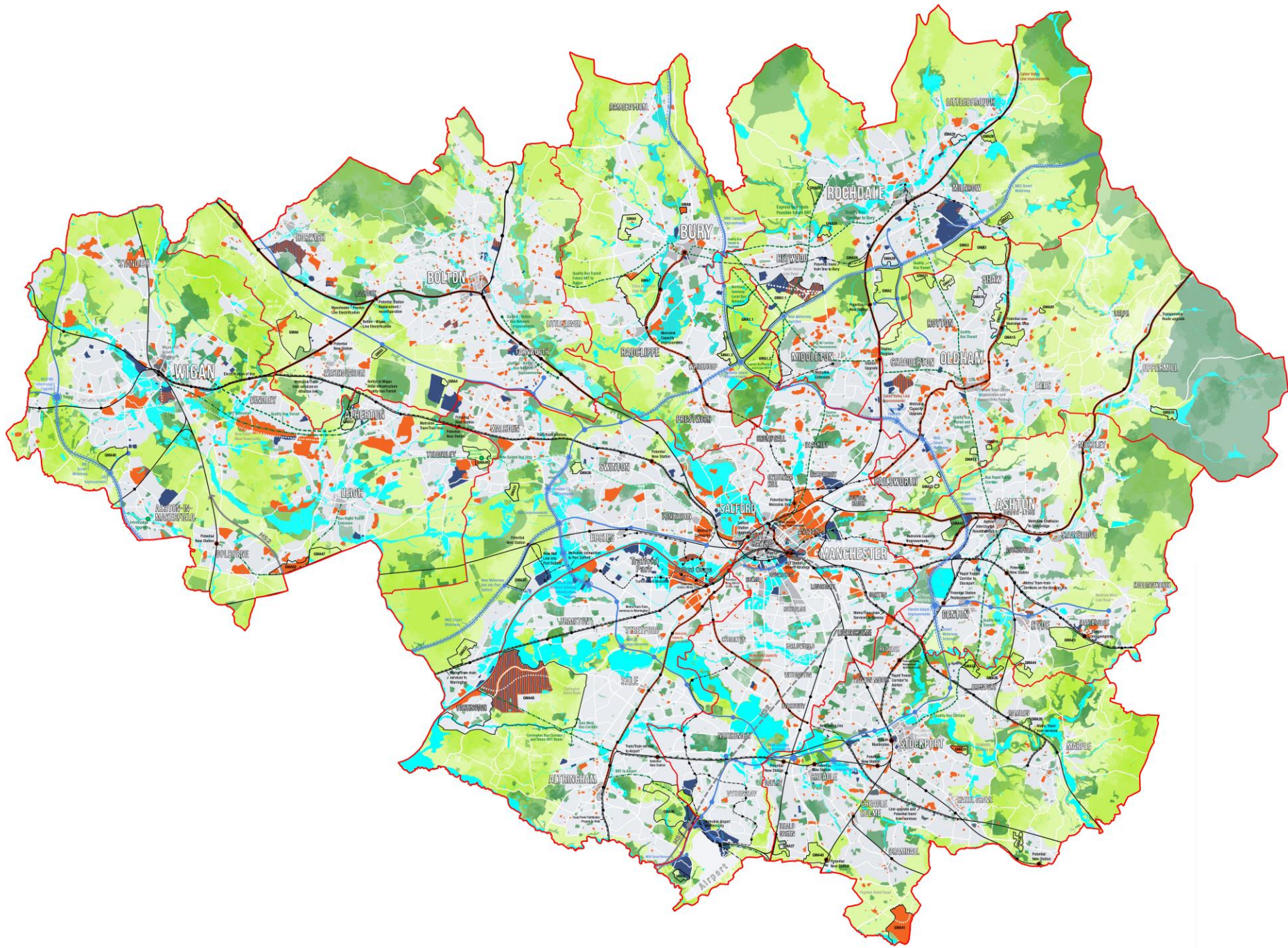


We can therefore combine the City of Towns with a transit based approach with the idea that development should be focussed either within the town centres or in the zone of accessibility.



# OUR VISION

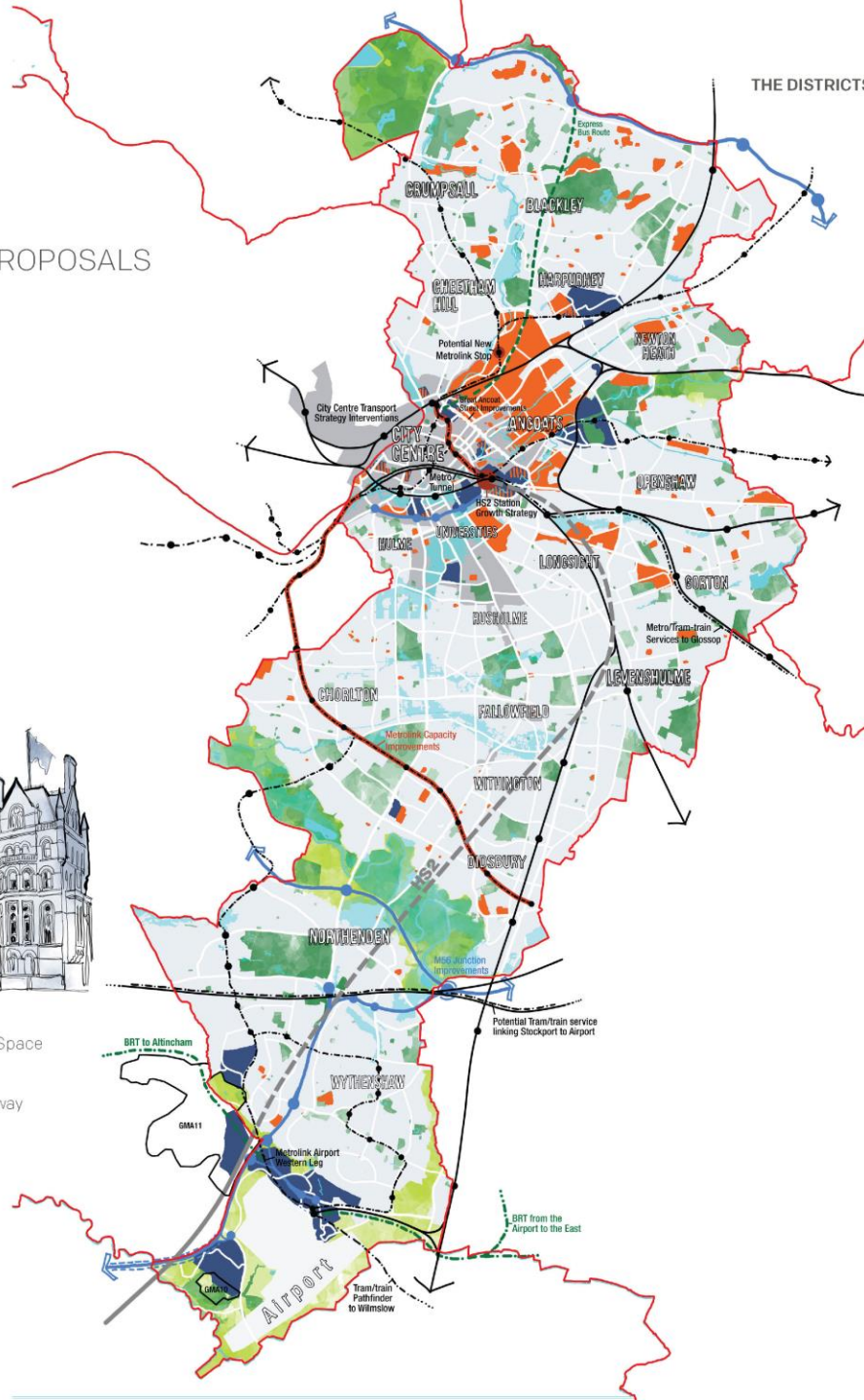




### 5.3 MANCHESTER: PROPOSALS



- GMSF Allocation
- Open Space
- Employment Site
- Housing Site
- Green Belt
- Rail
- Motorway



**TOTAL GROWTH FIGURES**

The GMSF will deliver the following growth figures, calculated based on factors like estimated population growth, numbers of new households being formed, need for jobs and economic aspirations.



Housing



Industrial and Warehousing



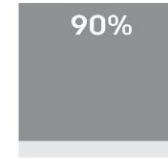
Office

**PERCENTAGE NOT REQUIRING GREEN BELT RELEASE**

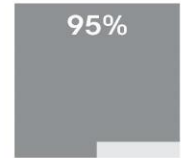
Of these figures, a percentage can be delivered without Green Belt release, while the remainder requires some amount of Green Belt land to unlock the development.



0% remaining



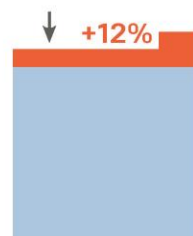
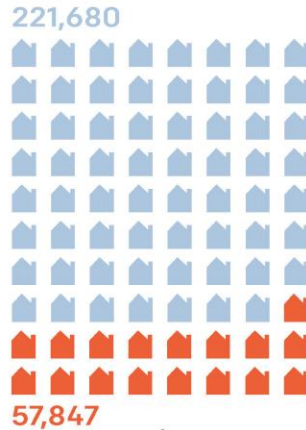
10% remaining



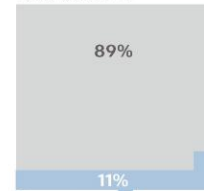
5% remaining

**TOTAL HOUSING GROWTH AS PERCENTAGE OF EXISTING DWELLINGS**

- Houses in Manchester (2017)
- Number of Houses Proposed by the GMSF



Current Non-Green Belt: 10,255 ha



Current Green Belt: 1,276 ha



Net Loss of Green Belt  
-56.3 ha + 0 ha

**DEVELOPMENT UNLOCKED BY GREEN BELT RELEASE\***

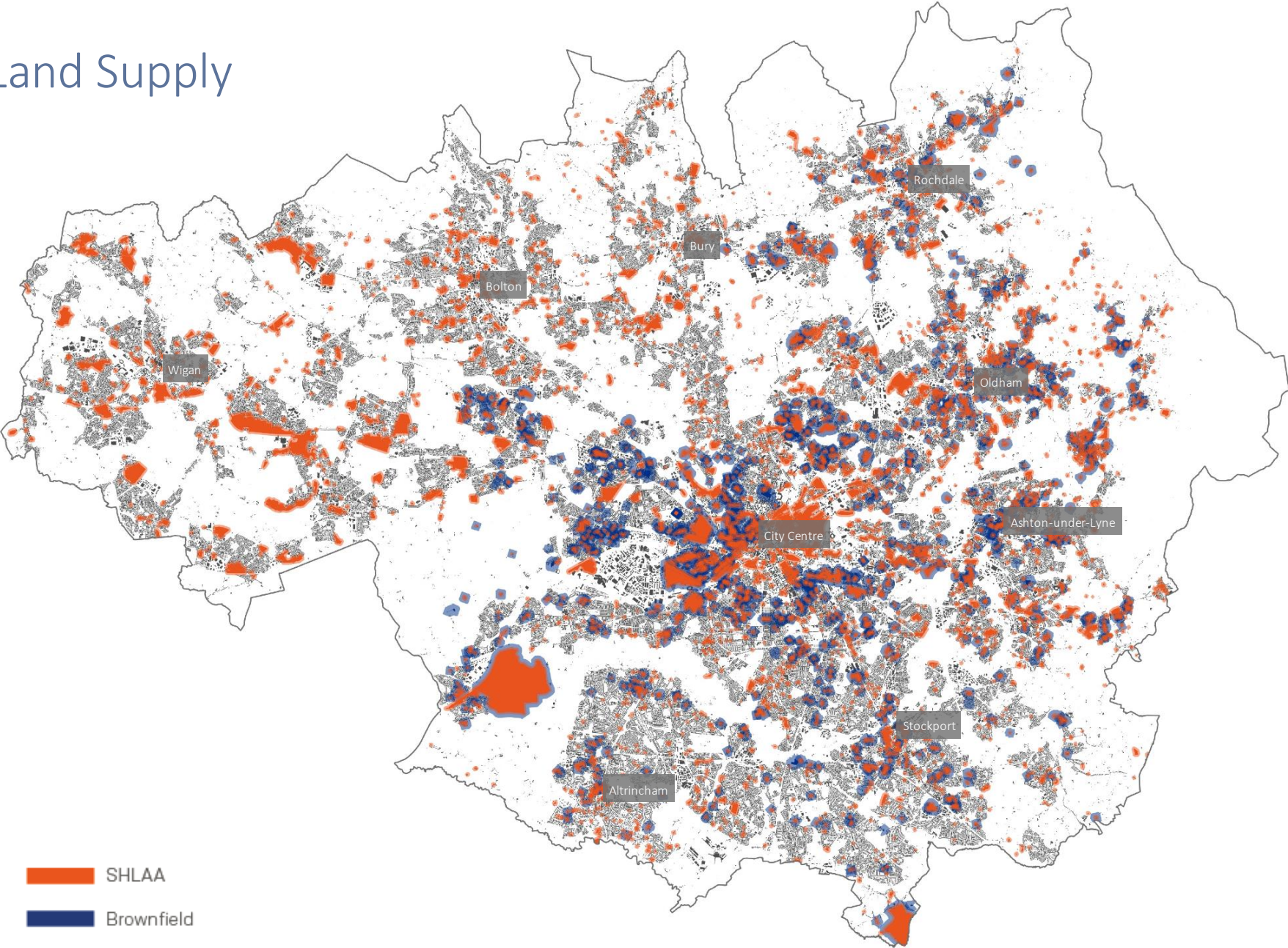


- = 50 units
- = 5,000 sqm
- = 5,000 sqm

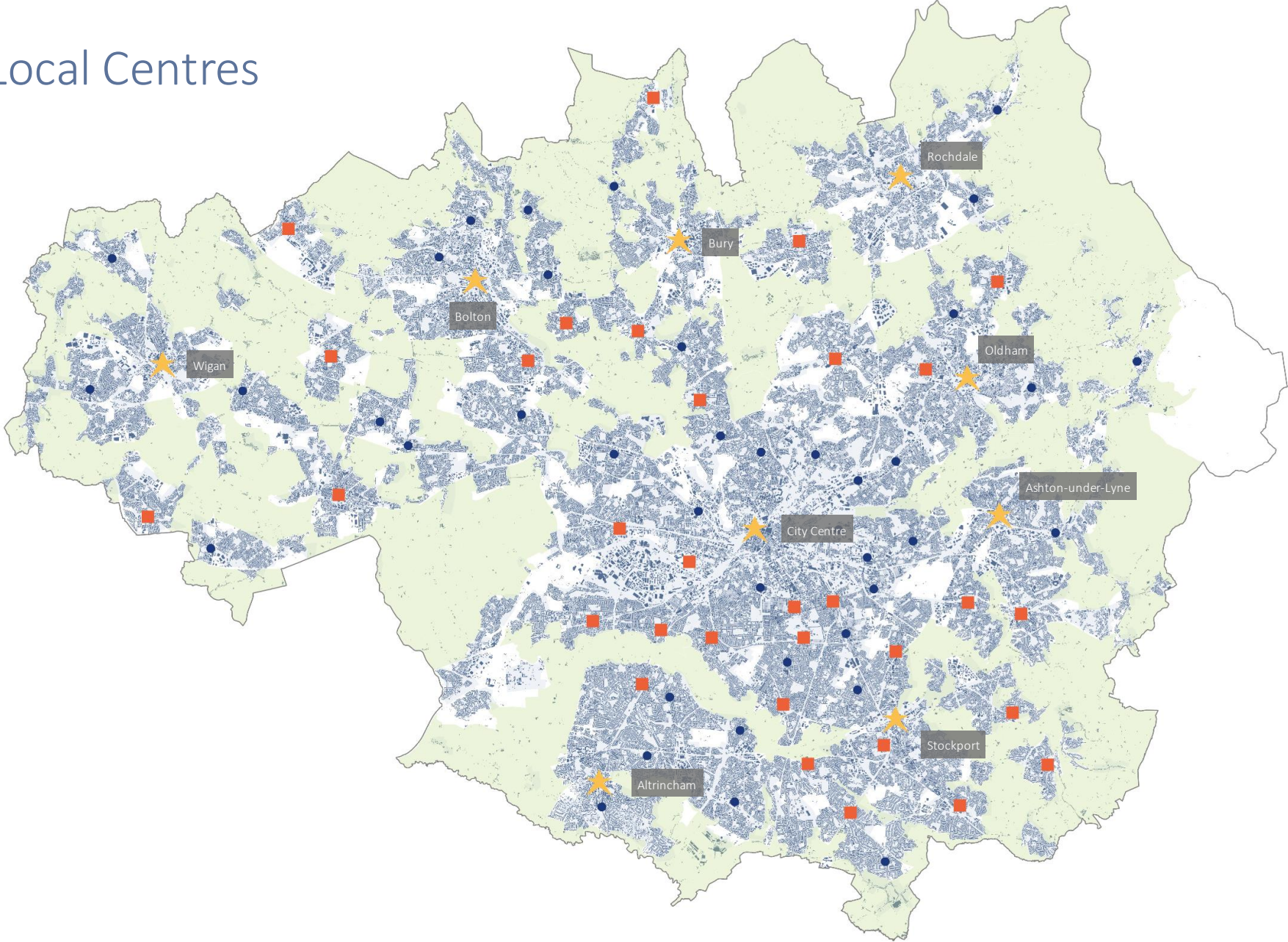
\* Although sites have been unlocked by the release of green belt, these are not all exclusively green belt sites. Most contain a mix of green belt and non green belt land. As such, the actual site areas that deliver these figures will be larger than the area of green belt release



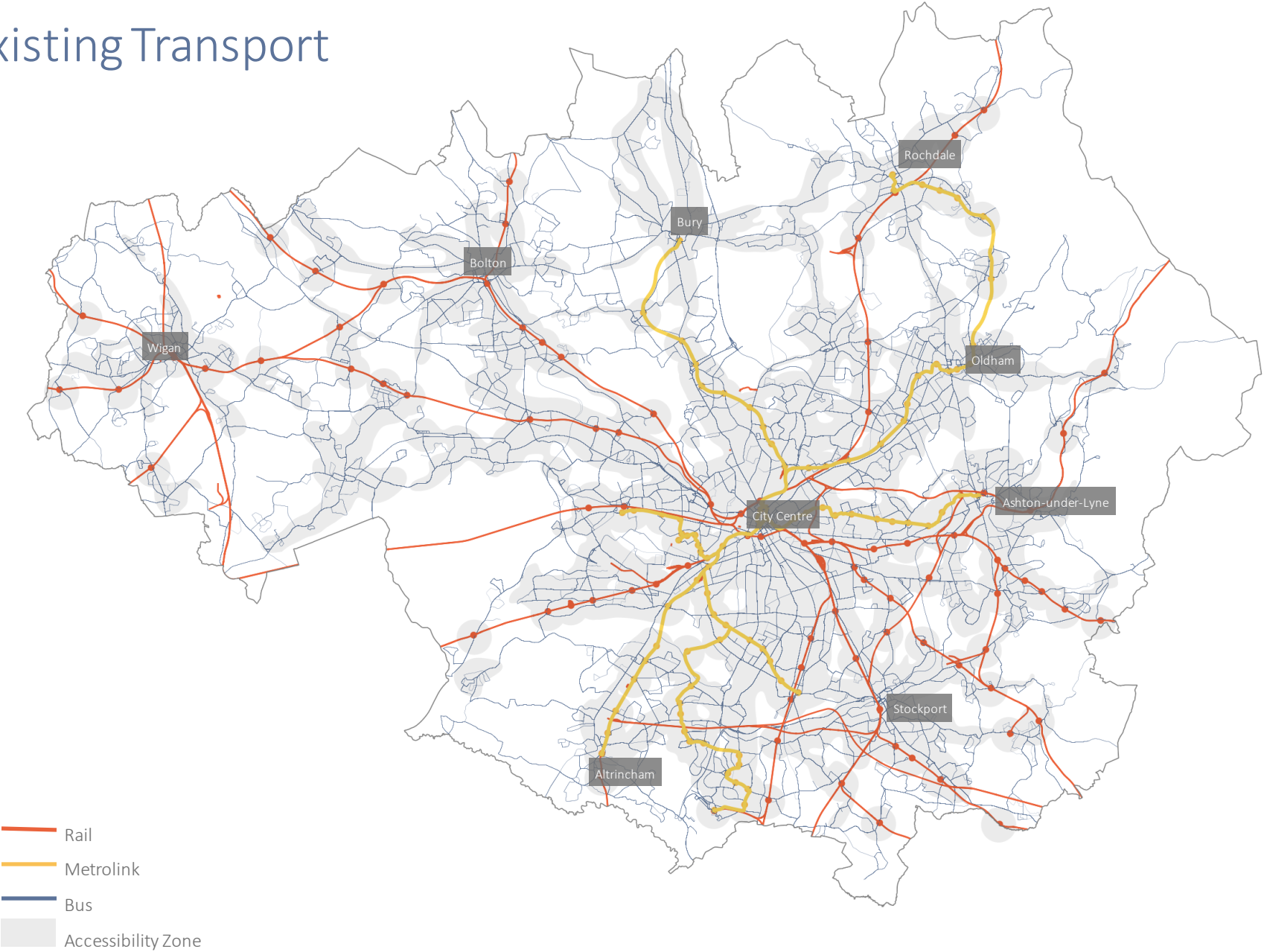
# Land Supply



# Local Centres



# Existing Transport

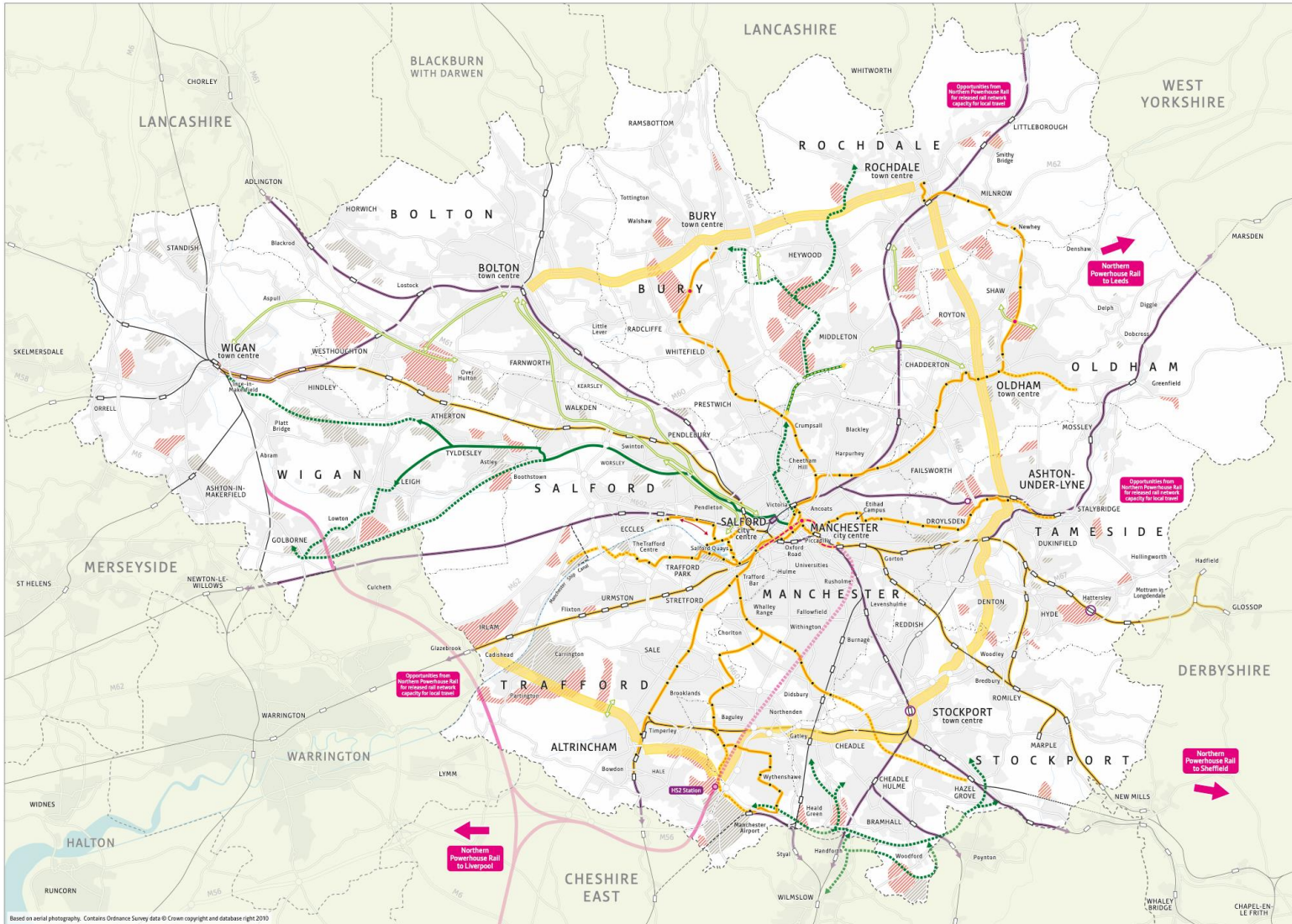




# Proposed Improvements

## Greater Manchester Spatial Framework | Emerging Interventions: 2040 and beyond (PT layers)

**UNCHECKED WORKING DRAFT** Issue: April 2018 v5



**Key**

Potential interventions subject to feasibility and funding

- Metrolink capacity enhancements
  - Larger rolling stock
  - Operational improvements
  - Shorter headways
- Metrolink extension
  - Tram-train/Metro services
- Rapid Transit Study (Metrolink, Bus Rapid Transit or Priority Bus Corridor)
- Bus Rapid Transit
- Bus Rapid Transit extension or Priority Bus Corridor
- Enhanced or new bus links
- City centre Metro tunnel
- New Metrolink stop

- Existing rail
- New rail
- Rail improvements
  - High Speed 2 (Phase 2b)
- Northern Powerhouse Rail (preferred options TBD)
- New rail station/station upgrade

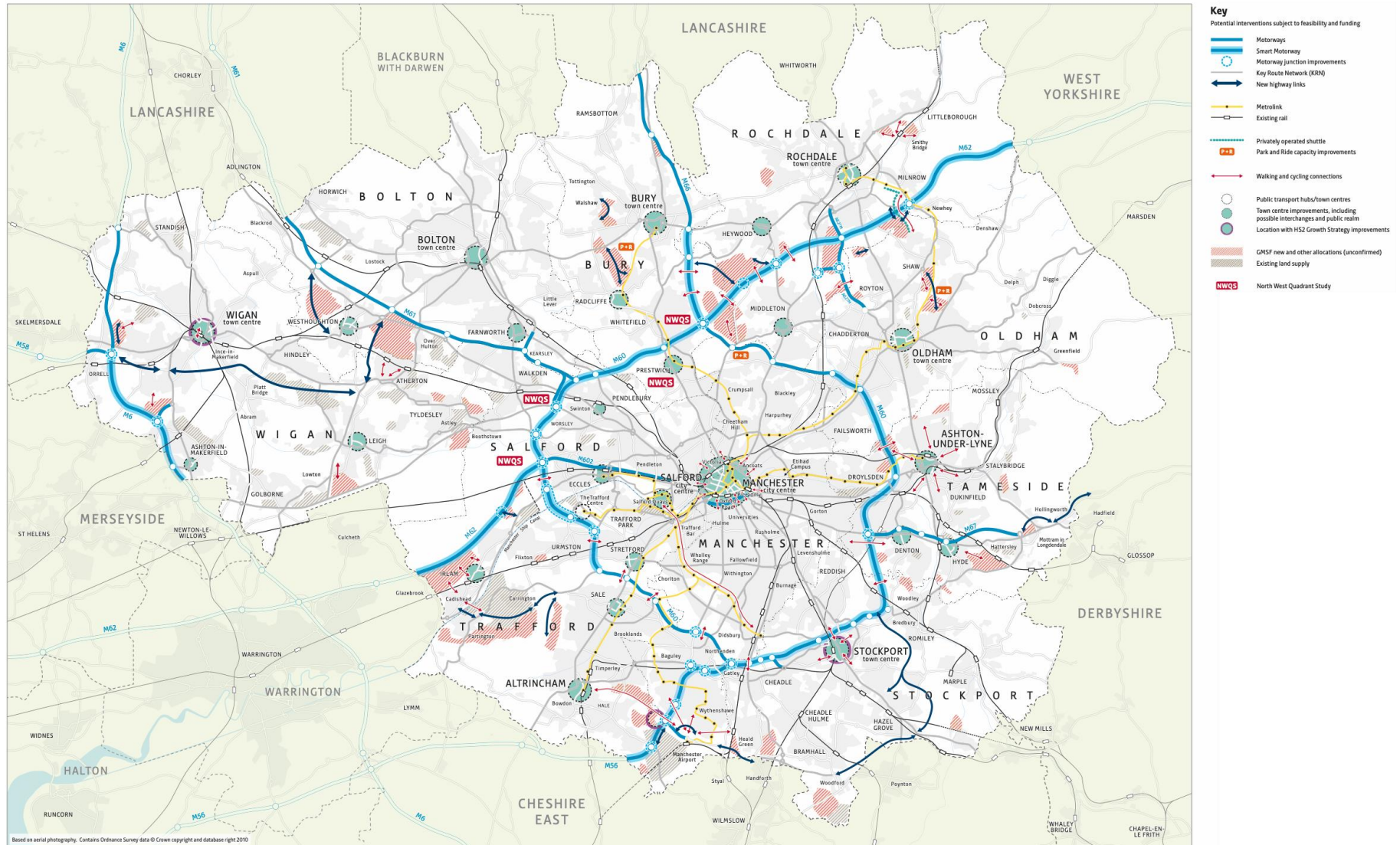
- GM5F new and other allocations (unconfirmed)
- Existing land supply

Based on aerial photography. Contains Ordnance Survey data © Crown copyright and database right 2010

# Proposed Improvements

Greater Manchester Spatial Framework | **Emerging Interventions: 2040 and beyond** (non-PT layers)

**UNCHECKED WORKING DRAFT** Issue: April 2018 v5



A map of a region, possibly a country or a large administrative area, with a blue shaded area covering most of its interior. The text "Constructing the Strategy" is overlaid in the center of the map. The map shows a complex, irregular boundary, and the shaded area consists of numerous interconnected patches of varying shades of blue, suggesting a detailed or granular analysis of the region's internal structure or resources.

# Constructing the Strategy

10 Towns



WIGAN

BOLTON

BURY

ROCHDALE

OLDHAM

SALFORD

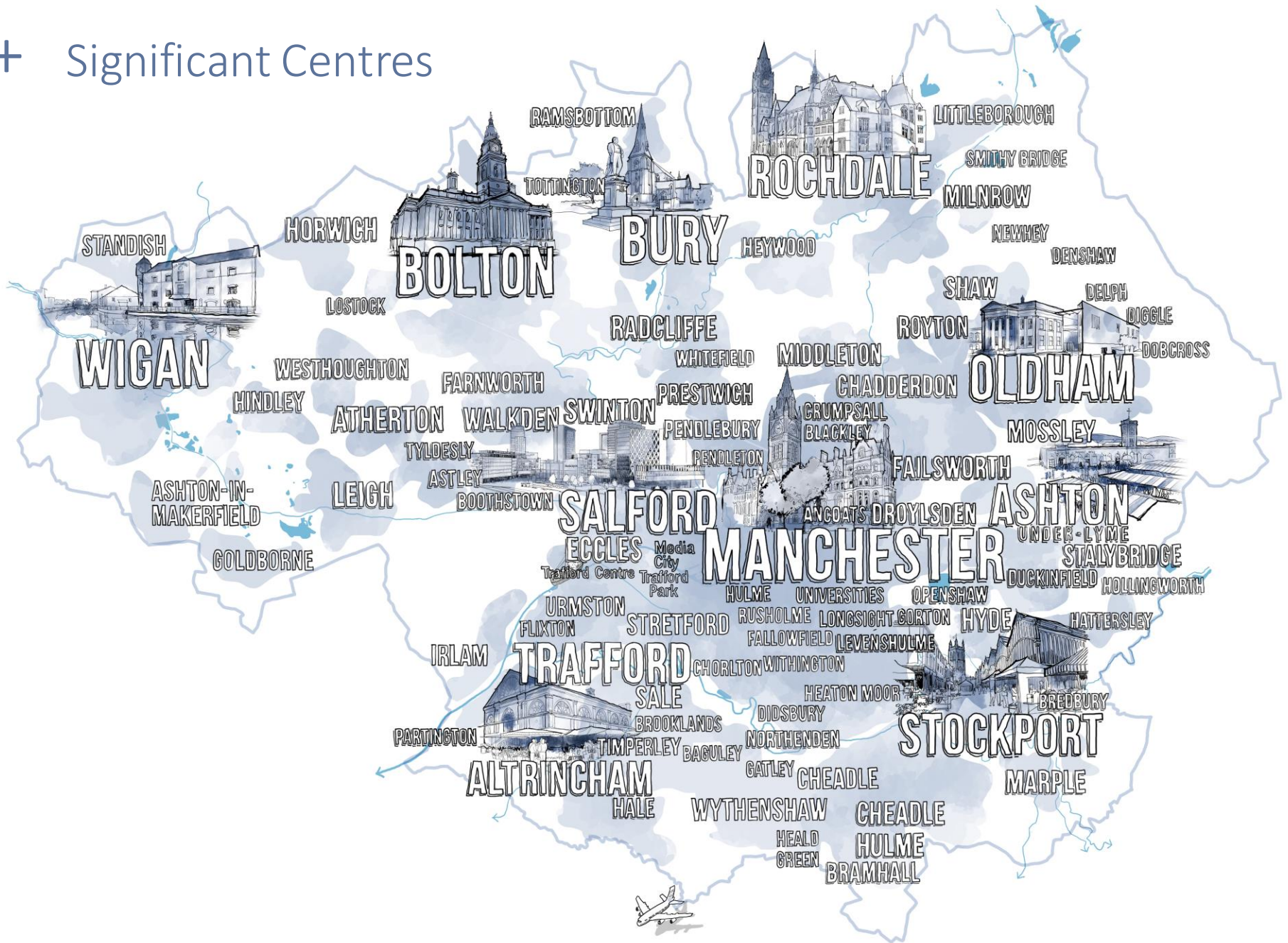
MANCHESTER

ASHTON  
UNDER-LYME

ALTRINCHAM

STOCKPORT

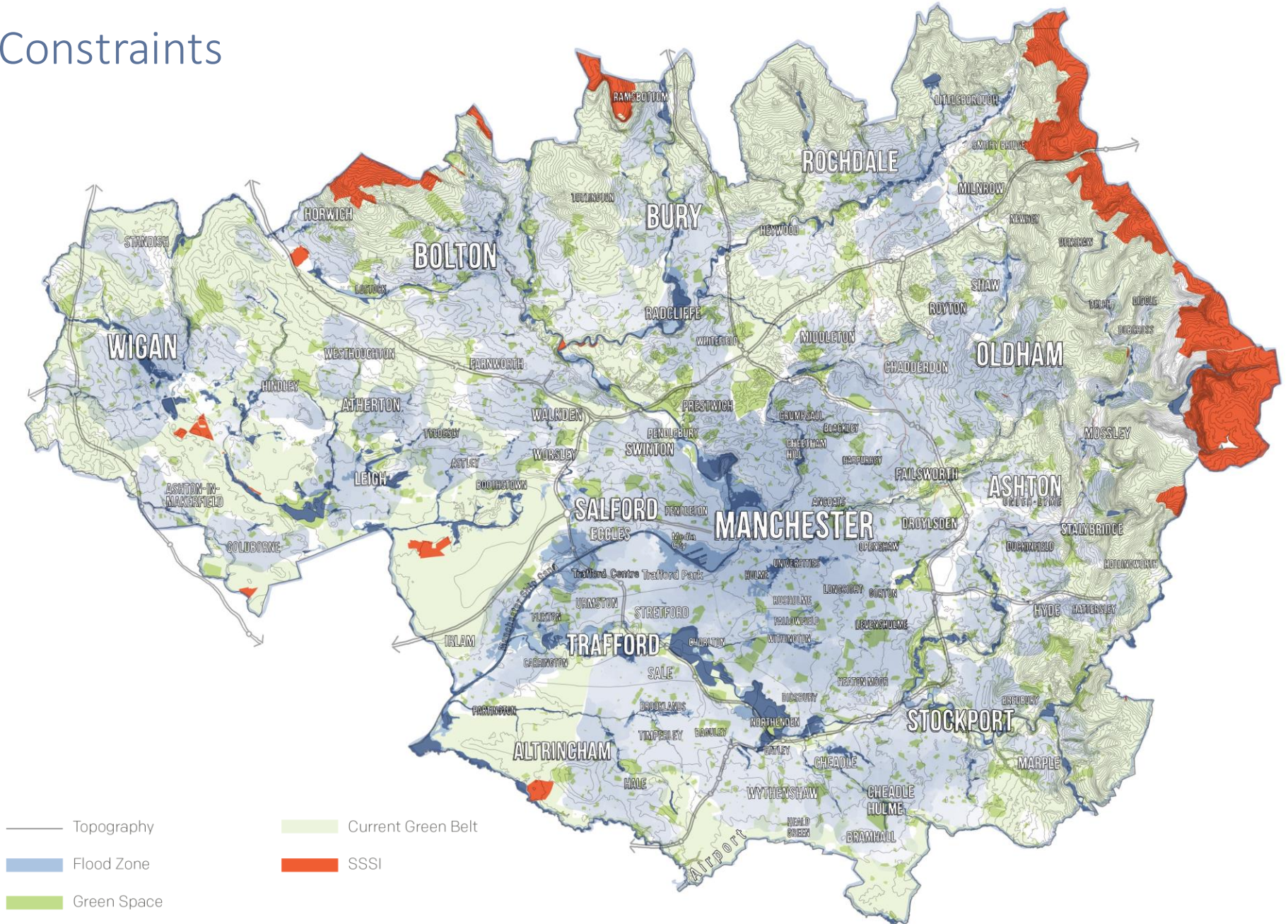
# + Significant Centres



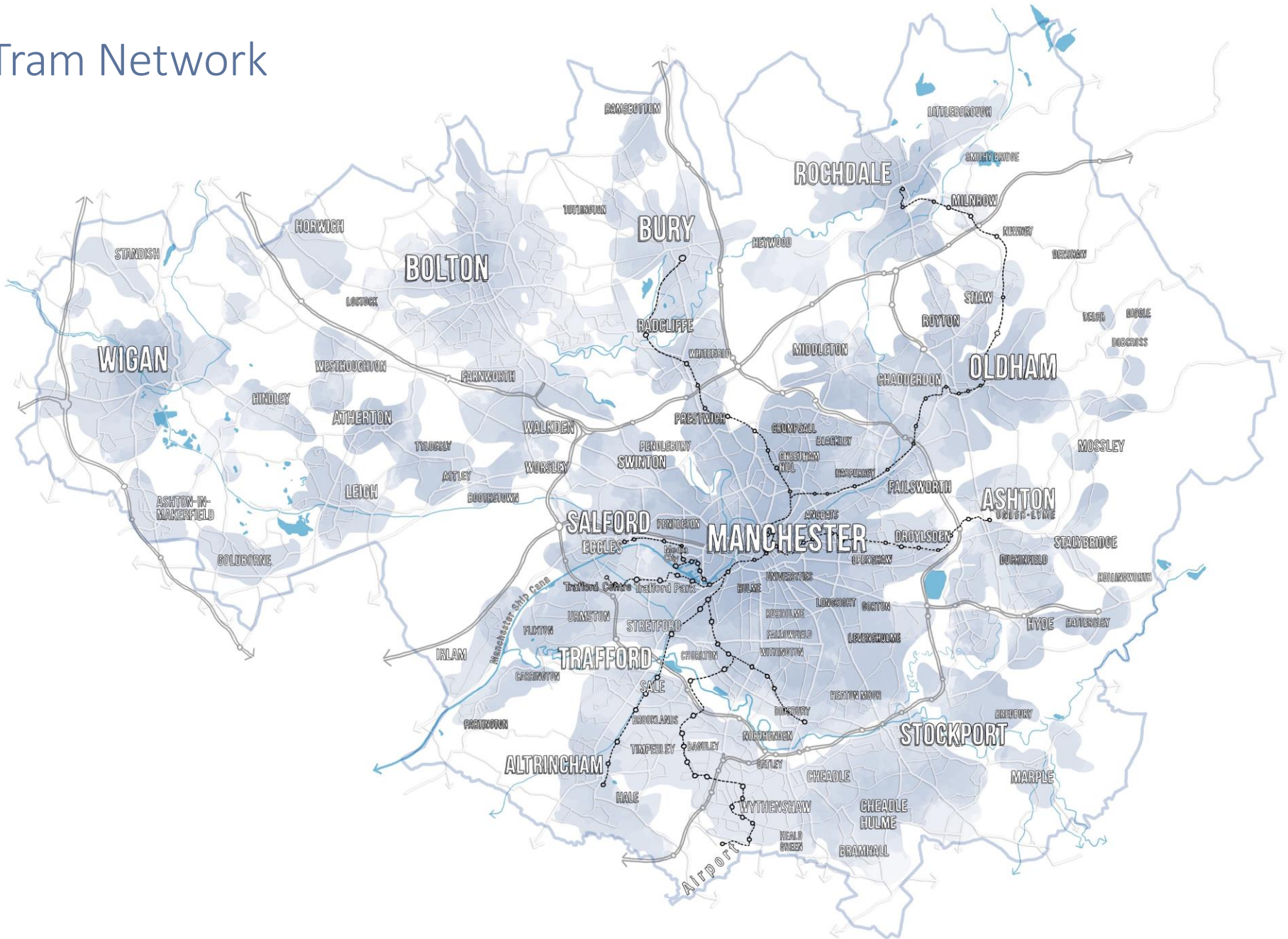
# Baseline



# Constraints

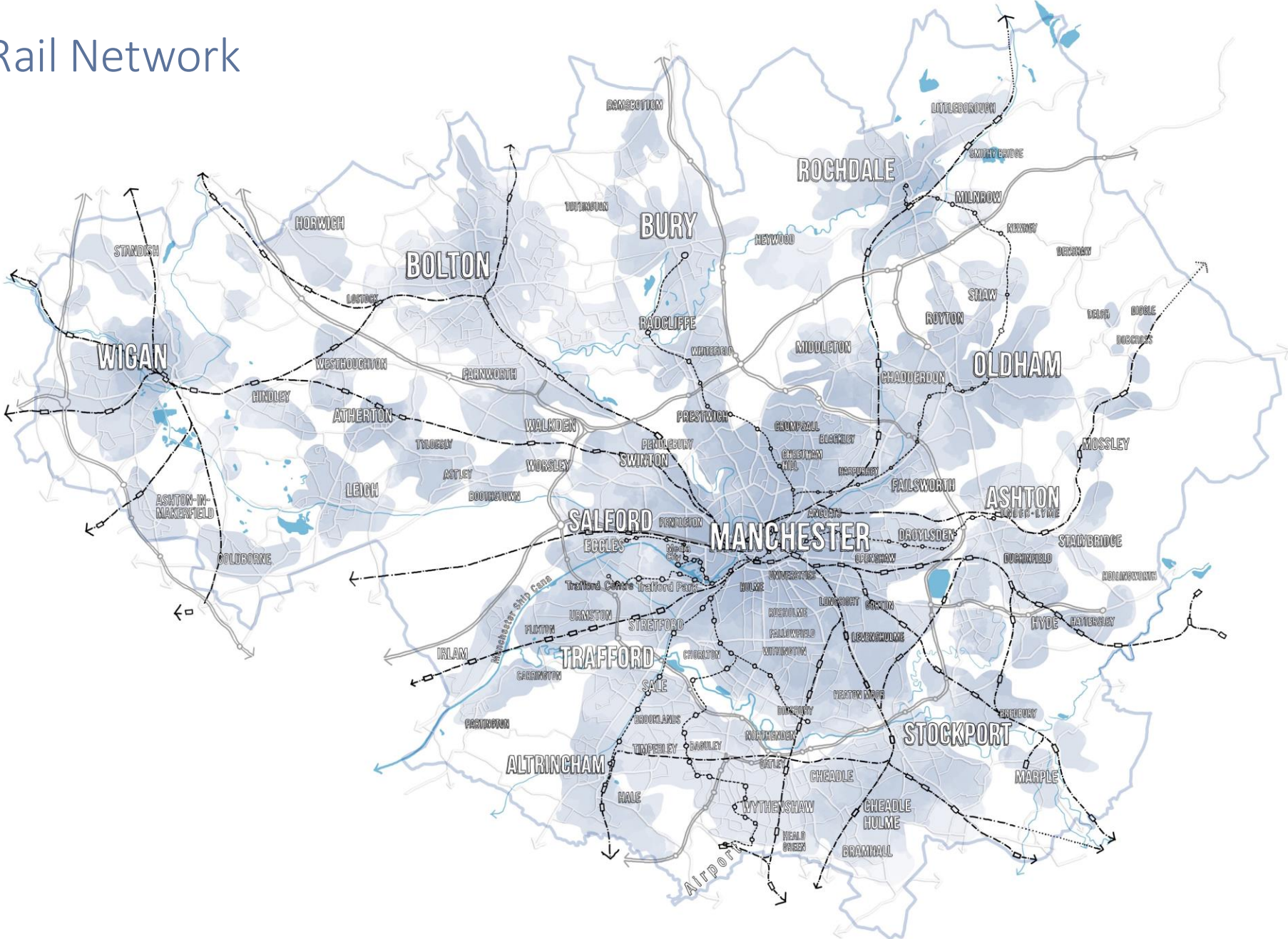


# Tram Network

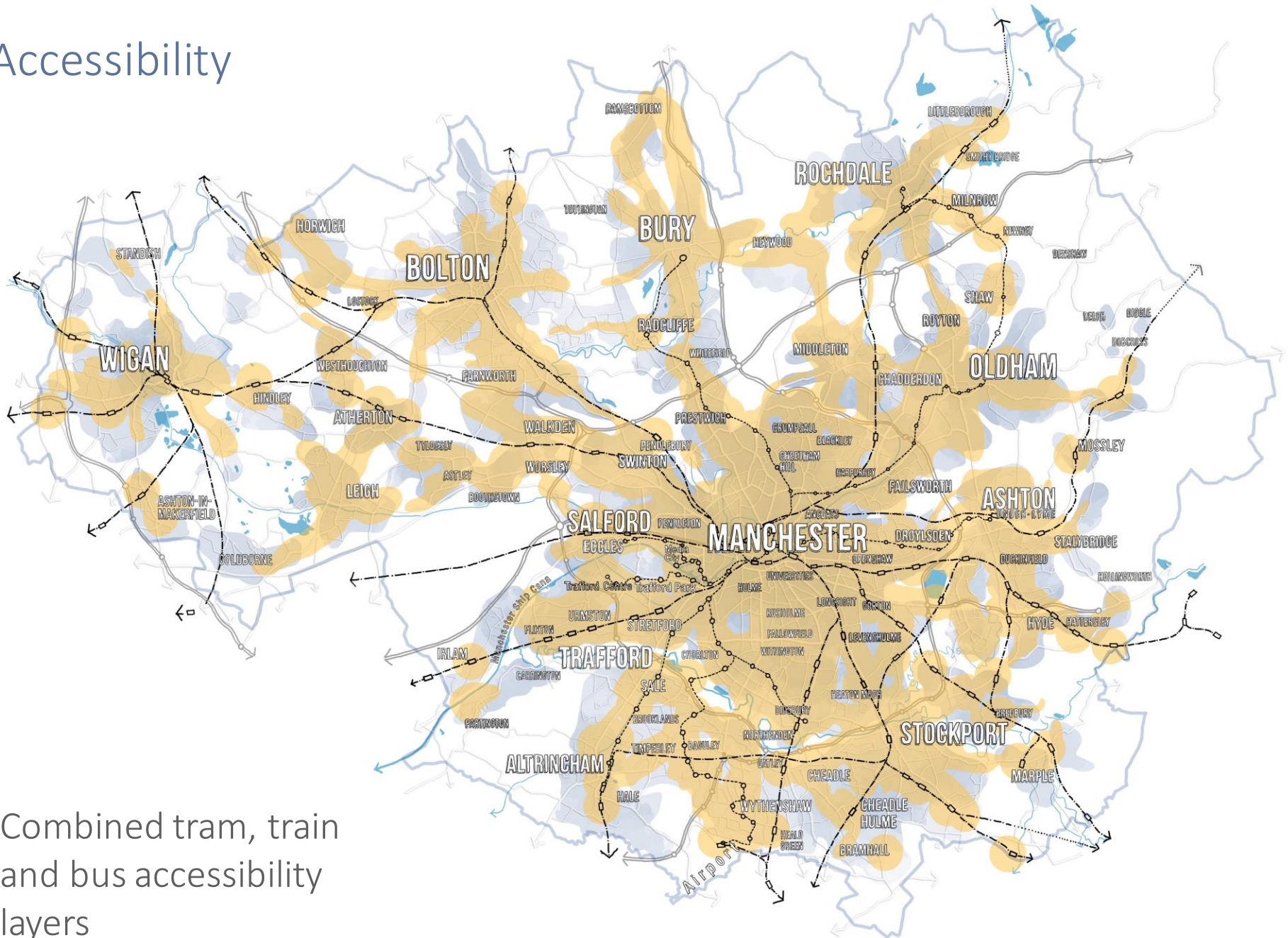




# Rail Network

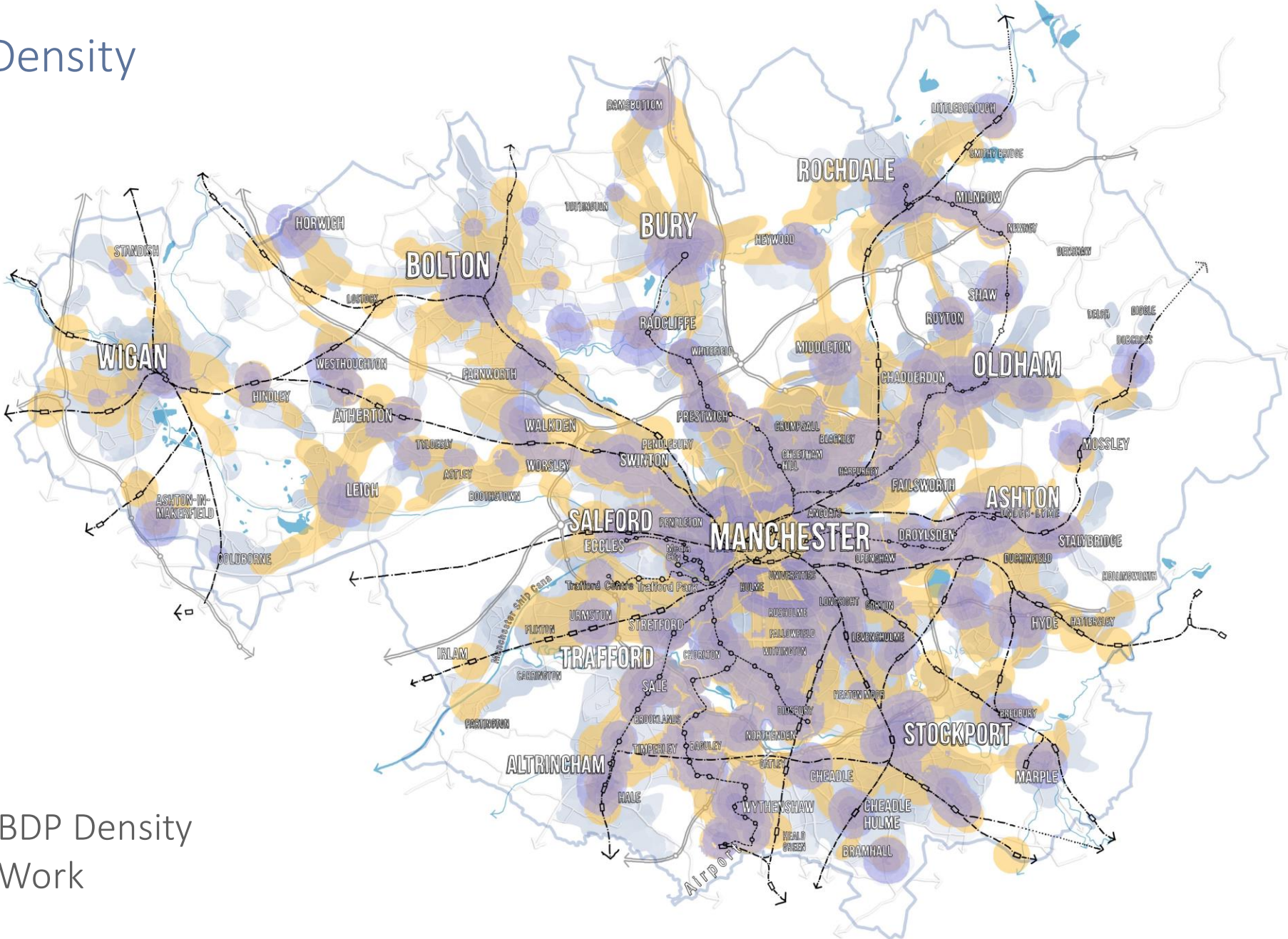


# Accessibility



Combined tram, train and bus accessibility layers

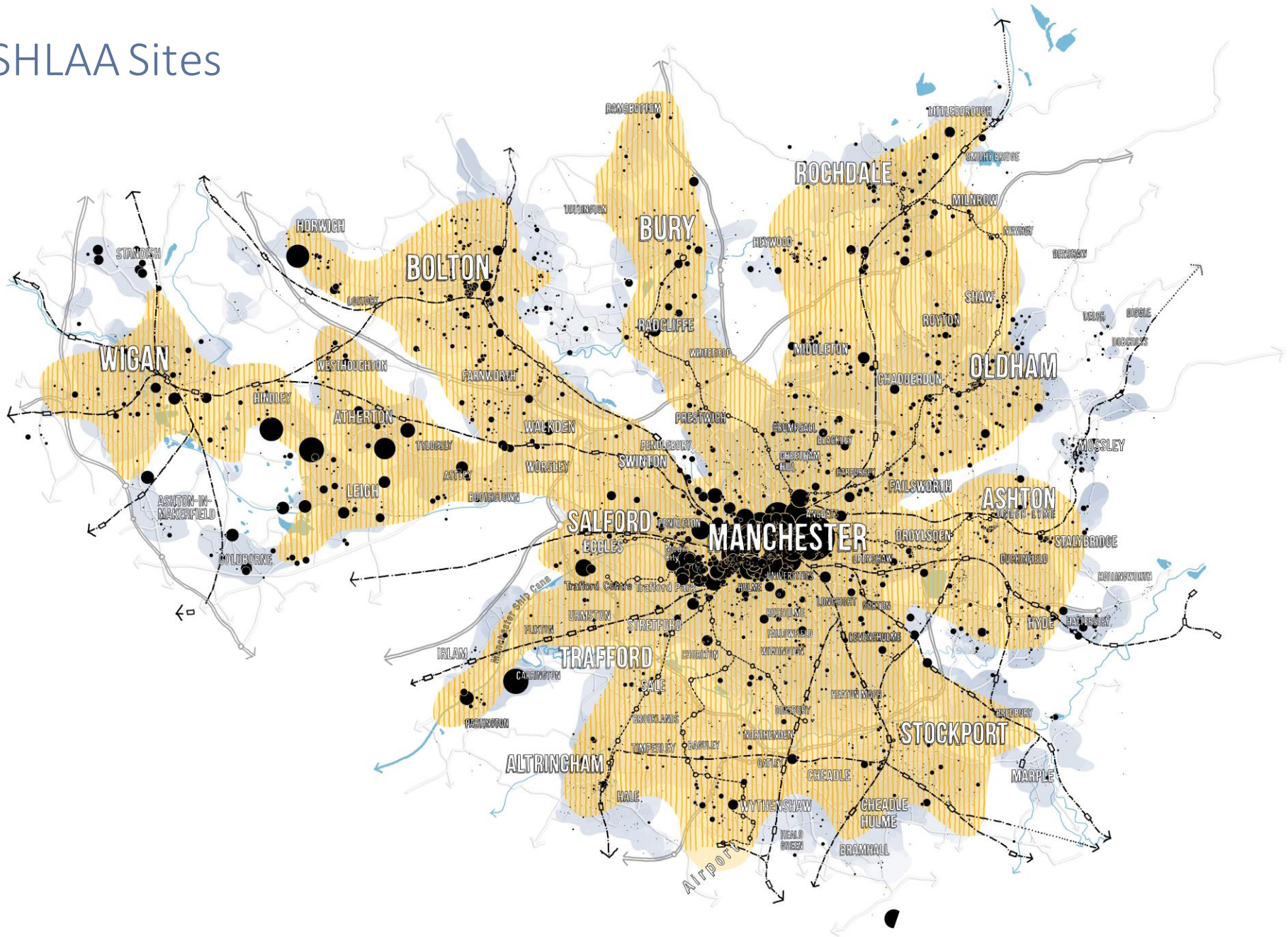
# Density



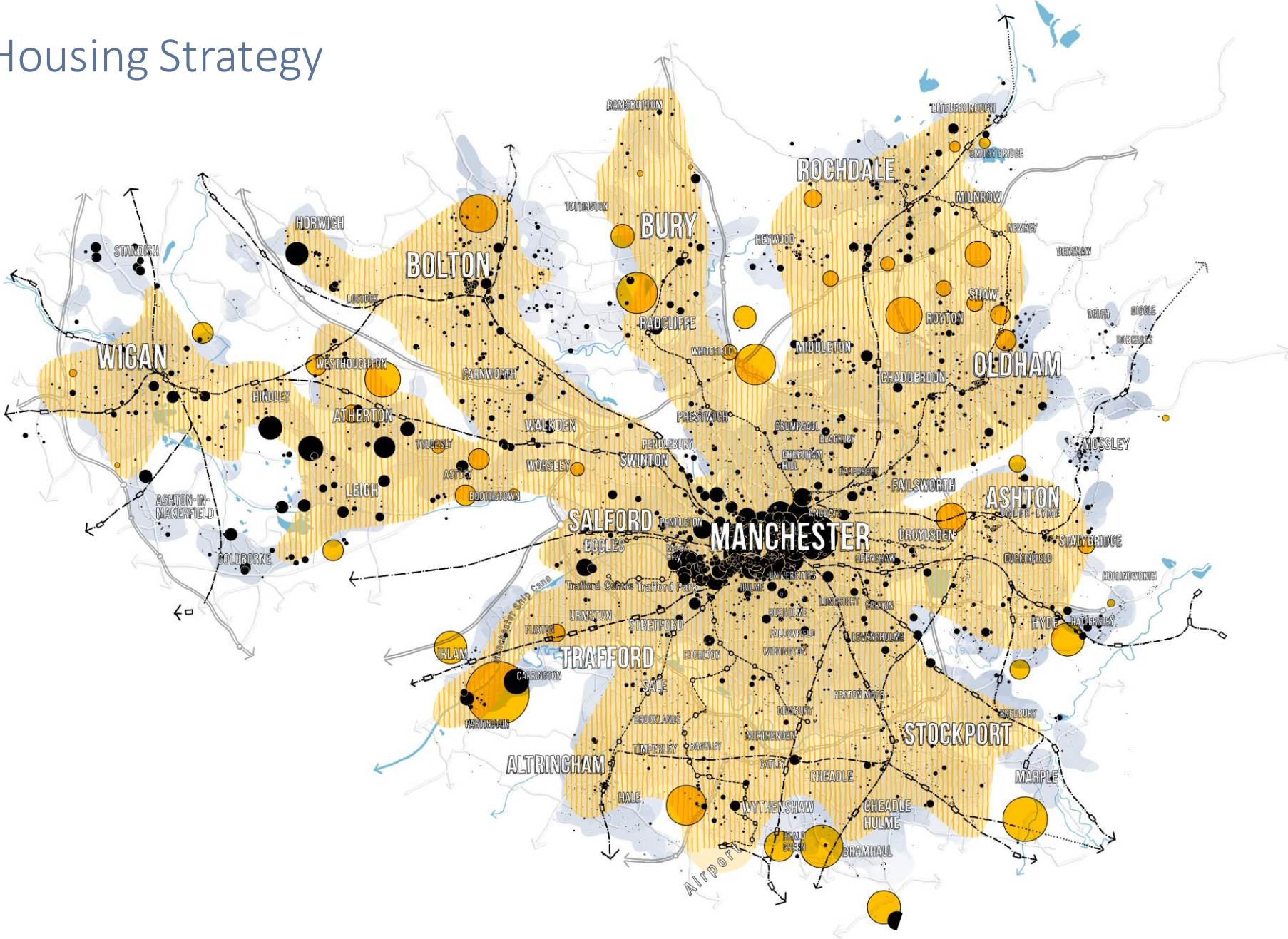
BDP Density  
Work



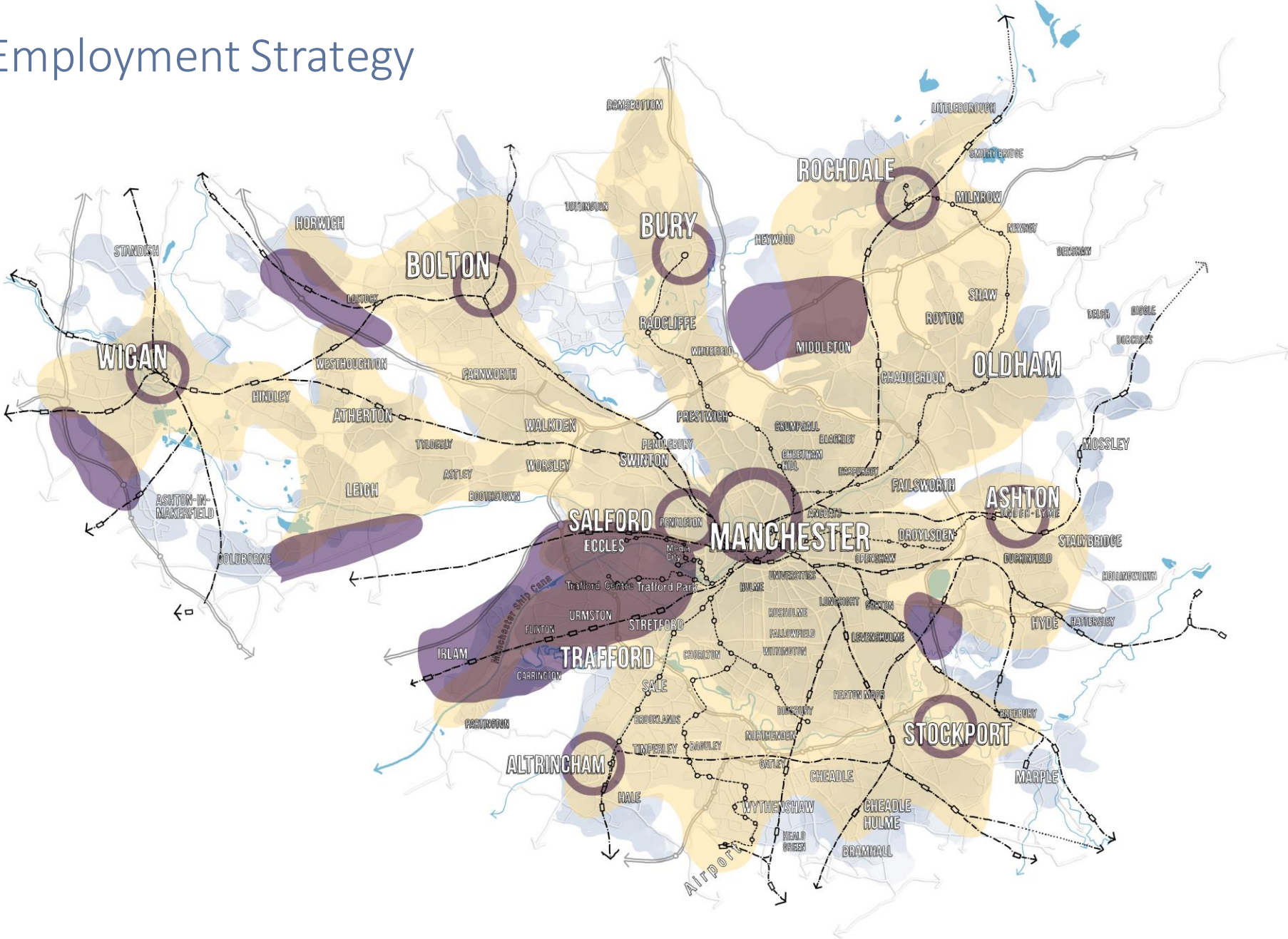
# SHLAA Sites



# Housing Strategy



# Employment Strategy



# Greenspace Strategy









