

## **GREATER MANCHESTER SPATIAL FRAMEWORK**

### **Report of the Deputy Chief Executive**

#### **1. INTRODUCTION AND PURPOSE OF REPORT**

- 1.1 The GMSF has been the subject to two previous drafts in 2016 and 2019 which have been the subject of extensive evidence gathering and consultation. This report sets out some background information in respect of the GMSF and why it is being produced. It refers the strategic context which the plan sits within whilst referencing the plan making process to date.
- 1.2 The report explores the proposals in a Stockport context, in particular having regard to the need to proceed with the provision of an updated planning framework to support inclusive and sustainable growth.
- 1.3 Furthermore, the report highlights the importance to Stockport of proceeding with GMSF, including that without GMSF:
  - the Council would need to prepare a Stockport-specific Local Plan that addresses how the full Local Housing Need (LHN) for Stockport is to be met (GMSF proposes to redistribute over 25% of Stockport's LHN – around 5,000 dwellings – to other Greater Manchester districts). Given that the scope to increase supply in the urban area has already been fully explored, further land would either have to be released from the Green Belt or be taken from urban open space, employment areas or a combination of these.
  - the Council would need to invest considerable resources to have a Stockport-specific Local Plan in place by the Government's deadline of December 2023. This might be considered a challenging undertaking for a borough of Stockport's size and complexity;
  - the Borough's existing plans would quickly be considered out-of-date and there would be a significant risk of a planning by appeal scenario arising which would place a significant financial burden on the Council. Such an approach would be harmful to the Council's abilities to control and manage sustainable development, including the delivery of affordable housing and other critical infrastructure;
  - the Council may be restricted in its ability to access funds such as the Brownfield Land Fund which is dependent upon an up-to-date plan being in place or pro-actively being worked towards;
  - the Council's ability to produce strong business cases for its strategic transport investments (including Metrolink and rail capacity improvements) would be impeded and it would be more challenging to secure funding for required investments; and
  - the Council would still be subject to the current national policy requirement that plans cover a 15 year period from adoption. The supply of housing sites identified in the borough is such that it would be inadequate to meet reduced shorter term needs in any case.

## **2. THE STRATEGIC CONTEXT FOR THE GM SPATIAL FRAMEWORK**

- 2.1 The “Future of GM” paper in 2019 set out Greater Manchester’s bold plans for the future in the face of uncertainty. Despite Covid-19 and the ongoing uncertainty about the UK’s future trading relationships, the bold and ambitious vision for the city-region remains unchanged, although the actions prioritised to achieve some of those ambitions will inevitably have to change. Greater Manchester’s ambition to continue to be - and further develop our position as - a global city-region, with strong and prosperous communities throughout as well as a thriving and productive economy remains. Without a clear, long term cohesive set of plans it becomes almost impossible to implement and deliver initiatives that will achieve this ambition.
- 2.2 The report to the AGMA Executive Board meeting on 9<sup>th</sup> September 2020 outlined the Greater Manchester approach to the delivery and implementation of long term strategies in the light of the Covid-19 pandemic. While Covid-19 will undoubtedly impact on the way GM delivers its ambitions it may also make delivery of that ambition more challenging. There will be some difficult choices and tensions that need to be managed in an integrated and balanced way.
- 2.3 Within this context, the need for a bold spatial plan to provide certainty and guide development, investment and infrastructure has never been stronger. Government has sent a very strong message that Covid-19 should not be a reason to delay either the preparation of statutory plans or the determination of planning applications through the publication of emergency guidance to enable local authorities to continue to exercise their planning functions in a Covid-19 compliant way. The Greater Manchester Plan for Homes, Jobs and the Environment – Greater Manchester Spatial Framework Publication Plan 2020 (GMSF 2020) is an essential building block of the city-region’s long term recovery.
- 2.4 The GMSF provides an important opportunity to create the conditions for inclusive economic growth, provide opportunities for provision of much needed homes and protect and enhance the natural environment. It will provide a platform for development that enables us to attract central government funding to deliver affordable housing and infrastructure; enable utilities to deliver their infrastructure investment; give confidence to the private sector to grow and invest in GM; provide a route by which construction can proceed, providing short term economic stimulus; and provide a mechanism for accelerating the low carbon / sustainability agenda.
- 2.5 GMSF 2020 is not being prepared in isolation. It is one of the suite of strategic documents setting out how Greater Manchester can achieve the ambition set out in the Greater Manchester Strategy. It sits alongside the Local Industrial Strategy, Housing Strategy, 5 Year Environment Plan, Digital and Cultural Strategies. Each of these plans is part of a coherent set of measures that will seek to meet our overall objectives.
- 2.6 GMSF 2020 is supported by the Transport 2040 Delivery Plan, which will outline the interventions required to achieve the transport vision for the city region. At the same time, the consultation on the Clean Air Plan will seek views on how Greater Manchester plans to tackle air pollution which contributes to around 1,200 early deaths in Greater Manchester every year, harming our health and our economy.
- 2.7 GMSF 2020 is key to create the foundations for the scale of growth and ambition for Greater Manchester. It will be part of the Development Plan for each Greater

Manchester local authority, but it is a high level, strategic plan and does not cover everything that a district local plan would. Local plans will continue to be important to take forward the GMSF strategic policies and interpret these at a more detailed local level to support the creation of locally distinctive high quality places/neighbourhoods.

- 2.8 Each district is preparing an updated local plan alongside preparation of the GMSF. In some districts these will be progressed on a similar timeframe to GMSF itself. Elsewhere, including Stockport, they will need to follow slightly behind so as to benefit from the greater certainty arising from adoption of the GMSF. Appendix 3 of this report sets out the existing Stockport development plan policies that will be replaced, in full or in part, by policies proposed in the GMSF.

### **3. GM SPATIAL FRAMEWORK - PROCESS**

- 3.1 In November 2014, AGMA Executive Board recommended to the 10 Greater Manchester local authorities that they agree to prepare a joint Development Plan Document (“Joint DPD”), called the Greater Manchester Spatial Framework (“GMSF”). Further, the recommendation was that AGMA be appointed by the 10 authorities to prepare the GMSF on their behalf.
- 3.2 Over the course of 2014/15, the 10 authorities secured the approvals required to enable the GMSF to be prepared and for that preparation to be carried out by AGMA on their behalf. The first draft of the GMSF Joint DPD was published for consultation on 31<sup>st</sup> October 2016, ending on 16<sup>th</sup> January 2017. The consultation generated significant interest and over 27,000 responses were received.
- 3.3 A further consultation on the Revised Draft GMSF took place between January and March 2019. Over 17,000 responses were received. Since the consultation closed, work has been underway to analyse the responses (a consultation summary report was published in October 2019), finalise the evidence base and prepare a further version of the plan.
- 3.4 Progress on the GMSF was delayed due to the Covid-19 pandemic, however AGMA Executive Board in September 2020 agreed that:
- The GMSF would be progressed as a Joint Development Plan Document of the 10 authorities;
  - The next version of the plan would be the Publication Plan; and
  - Consultation on the Publication Plan would take place in November/December 2020.
- 3.5 The ‘Publication stage’ is a formal consultation on the draft joint DPD pursuant to Reg. 19 of the Local Planning Regulations. It is a statutory stage that provides an opportunity for organisations and individuals to submit their final views on the content of the plan. The decision to ‘Publish’ the draft joint DPD is an Executive decision for the GM local authorities. The consultation on the Publication Plan will take place between 1<sup>st</sup> December 2020 and 26<sup>th</sup> January 2021.
- 3.6 Following consultation on the Publication Plan, the draft joint DPD and the representations made in the Publication stage are sent to the Secretary of State – this is called the ‘Submission stage’, pursuant to Reg. 22 of the Local Planning

Regulations. Upon completion of the consultation on the Publication Plan in early 2021, a post-consultation report will be prepared and then the plan will be submitted to the Secretary of State for Examination in mid-2021. Submission requires approval of each of the 10 Full Councils of the GM local authorities. Whilst anyone can make a representation on any point, only those pertaining to the 4 tests of soundness<sup>1</sup> will be taken into account by the Inspector(s). If major new issues arise at the Publication Consultation stage there would need to be further consultation prior to any submission of the plan.

- 3.7 An Examination in Public takes place at which a Planning Inspector will consider the joint DPD and representations made in respect of it and determine whether the DPD is capable of being adopted, either with or without amendments.
- 3.8 Assuming that the document is capable of adoption, whether with or without amendments, the ultimate decision to adopt must be taken by each of the 10 Full Councils.

#### **4. GMSF 2020: PUBLICATION PLAN**

4.1 The GMSF 2020 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 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;
- identify the important environmental assets across the conurbation which will be protected and enhanced;
- allocate sites for employment and housing outside of the urban area;
- support the delivery of key infrastructure, such as transport and utilities; and
- define a new Green Belt boundary for Greater Manchester.

4.2 The overall approach of the plan - to concentrate development in the most sustainable locations, increase density of development, move to carbon neutral living, make an explicit commitment to more affordable housing, provide stronger protection for valuable green spaces - was supported and has been carried forward into GMSF 2020.

4.3 A number of key issues were raised which have been considered during the preparation for the GMSF 2020:

- Scale of Greater Manchester's ambition – for both employment and homes;
- Credibility of evidence base – Local Housing Need Methodology, economic forecasts in period of uncertainty;
- Brownfield preference/viability of the baseline land supply;

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<sup>1</sup> As set out in NPPF paragraph 35 – see [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/810197/NPPF\\_Feb\\_2019\\_revised.pdf#page=13](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810197/NPPF_Feb_2019_revised.pdf#page=13)

- Green Belt release for development – the case for exceptional circumstances;
- Sustainability/viability of carbon proposals in the plan; and
- Infrastructure required to support scale and pattern of growth.

4.4 These issues have helped to inform the scope of the further evidence that has been undertaken since March 2019 and which has influenced this final version of the Plan. Given the importance of the plan to the range of communities, organisations and interests across Greater Manchester it is not surprising that the comments received in relation to these issues were often divergent.

4.5 A Consultation Final Report accompanies the GMSF 2020, which outlines how these issues have been considered and how the plan has been changed as a result of comments made, or why some comments have not resulted in changes.

## **5. GMSF 2020**

5.1 Our vision is for a Greater Manchester which can capitalise on the opportunities highlighted by the recent pandemic, for example the increase in cycling and walking and the acceleration in flexible working, and which harnesses this to cement the benefits for our towns and cities. There is a real opportunity to support the transition of our centres as they experience the continued (and possibly accelerated) decline in their traditional retail role. Greater Manchester needs to be a place where all of our people can access the services they require through high quality digital communications. And one of the biggest lessons of the pandemic is the importance of good quality greenspace close to where people live. This is particularly important in our densely populated and deprived neighbourhoods. Urban greenspace is under pressure and needs to be protected and enhanced wherever possible.

### **Spatial Strategy**

5.2 The GMSF 2020 spatial strategy seeks to deliver sustainable, inclusive growth. It has 3 key spatial elements:

- Significant growth in jobs and housing at the core – continuing development in the ‘core growth area’ encompassing the city centre and beyond to the Etihad in the east, through to the Quays, Trafford Park and Port Salford in the west. The majority of commercial employment growth is proposed in this area and almost 40% of overall housing supply is found here and in the wards immediately surrounding it;
- Boosting the competitiveness of the northern districts – provision of significant new employment opportunities and supporting infrastructure and a commitment that collectively the northern districts meet their own local housing need; and
- Sustaining the competitiveness of the southern districts – supporting key economic drivers, for example around Wythenshawe hospital and the Airport, Stockport Town Centre (including the Mayoral Development Corporation), realising the opportunities offered by national infrastructure investment, e.g. HS2, whilst recognising the important green infrastructure assets in the area.

## **Jobs**

- 5.3 Economic prosperity is central to the overall strategy for Greater Manchester. It is essential to raising incomes, improving health and quality of life, and providing the finances to deliver better infrastructure, services and facilities.
- 5.4 The Greater Manchester Independent Prosperity Review: One Year on 2020 indicated that Greater Manchester was the most economically diverse city region economy with world-class strengths in advanced materials and health innovation. Yet the Prosperity Review also acknowledged that for two decades Greater Manchester's productivity consistently remained at 90% of UK level and a year on this gap persists.
- 5.5 There is a growing body of evidence that the worst effects of the Covid-19 pandemic have amplified pre-existing patterns of not only health but also economic inequality. This gap is linked to economic inequality with overall pay levels and salary growth in Greater Manchester lagging behind UK averages. The growth in employment in low productivity sectors witnessed in Greater Manchester over the last decade further explains this, as these sectors are likely to pay lower wages and invest in lower value business models which perpetuate the challenges. Furthermore, it is in these sectors of the foundational economy (retail, hospitality and leisure) in which employees have tended to be hardest hit during the Covid-19 crisis.
- 5.6 Growing inequalities have a major impact on quality of life for Greater Manchester residents such as the ability to afford decent housing, good quality food and services. As emergency support schemes from government are withdrawn, a greater focus is needed to support businesses in the foundational economy in Greater Manchester to adopt a sustainable footing, enabling them to identify ways to adopt higher value business models while preventing further employment losses.
- 5.7 Greater Manchester has the opportunity to lead with the 'levelling up' agenda helping to deliver a more successful North of England and aiding the long-term economic success of the country as a whole. The GMSF supports high levels of economic growth across Greater Manchester and seeks to put in place the measures that will enable such growth to continue in the even longer-term. However, delivering these high levels of growth means that Greater Manchester will need to continue to invest in the sites and critical infrastructure that will make it an even more attractive place for businesses to invest, bringing high-value, well paid jobs, to the city region; invest in skills and business development to support the foundational economy, and promote the continued progress towards a low-carbon economy.
- 5.8 In pursuit of this, the GMSF proposes at least 2,460,000 sq.m. of new office floorspace and at least 4,100,000 sq.m. of industrial and warehousing floorspace across Greater Manchester over the plan period.

## **Homes**

- 5.9 Government has introduced a standard methodology for calculating local housing needs to provide local authorities with a clear and consistent understanding of the number of new homes needed in an area. If insufficient new homes are provided to meet increasing demand then there is a risk that affordability levels will worsen and people will not have access to suitable accommodation that meets their needs. The

construction of new housing is also an important part of the economy, providing large numbers of jobs and often securing the redevelopment of derelict and underused sites.

5.10 Applying the current methodology means that around 10,534 homes are required in Greater Manchester per annum, equating to just under 180,000 new homes over the plan period. The plan sets out Greater Manchester's commitment to deliver more affordable housing - 50,000 units over the plan period, including 30,000 for social or affordable rent.

## **Environment**

5.11 GMSF 2020 is not solely concerned with accommodating development. It also includes a range of policies designed to protect and enhance Greater Manchester's many and varied green spaces and features which are used in many different ways and afforded many different values by the people who live, work or visit the city-region.

5.12 The GMSF supports the important role of Greater Manchester's natural assets by:

- Taking a landscape scale approach to nature restoration;
- Seeking to protect and enhance Greater Manchester's network of green and blue infrastructure;
- Seeking a significant overall enhancement of biodiversity and geodiversity; and
- Seeking to maintain a new and defensible Green Belt which will endure beyond this plan period.

5.13 Furthermore, the GMSF supports wider strategies around clean air, walking and cycling and underpins Greater Manchester's 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.

## **Brownfield land preference**

5.14 There is a strong focus in the GMSF on directing new development towards sites within the existing urban area, which are often in sustainable locations, close to facilities and served by existing infrastructure. Maximising the use of land in the urban area reduces the need to release greenfield and Green Belt land for development.

5.15 The land supply identified for development in the plan is largely within the urban area:

- Offices - 99%
- Industry and Warehousing- 47%
- Housing - 88%

5.16 There are significant viability issues in parts of the conurbation and there is a 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. The recently announced Brownfield Land Fund is targeted at Combined Authorities and the £81m allocated to Greater Manchester begins to help to address viability issues but it is not enough to enable the full potential of our brownfield land supply to be realised.

## **Green Belt**

5.17 GMSF 2020 proposes a limited release of a Green Belt for both housing and employment. The net loss of Green Belt is 1,939 hectares. This is 60.3% less Green Belt than was proposed to be released in the 2016 GMSF. This reduction has been achieved through:

- Removing a number of sites (6)
- Reducing the extent of Green Belt release within sites and retaining more Green belt within some sites
- Proposing a limited number of Green Belt additions (56 sites)

5.18 The current Greater Manchester Green Belt covers 46.9% of the land area of Greater Manchester. The areas proposed for release from the Green Belt through GMSF would result in the overall extent of the Greater Manchester Green Belt reducing by 3.25%. Having regard to the proposed additions to the Green Belt, however, GMSF 2020 sets out a net change in area of around -1.5%, meaning that 45.3% of Greater Manchester's land area would be designated as Green Belt.

## **6. INTEGRATED ASSESSMENT AND HABITATS REGULATIONS ASSESSMENT**

6.1 As part of the development of the GMSF 2020, an Integrated Assessment (IA) has been undertaken incorporating the requirements of:

- Sustainability Appraisal (SA) (mandatory under section 19 (5) of the Planning and Compulsory Purchase Act 2004);
- Strategic Environmental Assessment (SEA) (mandatory under the Environmental Assessment of Plans and Programmes Regulations 2004 which transpose the European Directive 2001/42/EC into English law);
- Equality Impact Assessment (EqIA) (required to be undertaken for plans, policies and strategies by the Equality Act 2010); and
- Health Impact Assessment (HIA) (there is no statutory requirement to undertake HIA, however it has been included to add value and depth to the assessment process).

6.2 The IA contributes to the development of the GMSF through an iterative assessment, which reviews the draft policies and the discrete site allocations against the IA framework. Stakeholder consultation is a significant part of the IA, and opinions and inputs from stakeholders have been sought on previous iterations and will be sought on this 2020 IA, as part of the consultation on the GMSF 2020.

6.3 A Habitats Regulations Assessment (HRA) refers to several distinct stages of Assessment which must be undertaken in accordance with the Conservation of Habitats and Species Regulations 2017 (as amended) to determine if a plan or project may affect the protected features of a habitats site before deciding whether to undertake, permit or authorise it. All plans and projects (including planning applications) which are not directly connected with, or necessary for, the

conservation management of a habitat site, require consideration of whether the plan or project is likely to have significant effects on that site. If a proposed plan or project is considered likely to have a significant effect on a protected habitats site (either individually or in combination with other plans or projects) then an Appropriate Assessment of the implications for the site is required. The Greater Manchester Spatial Framework (GMSF) is regarded as a Plan which is considered likely to have significant effect on one or more European protected site and has been subject to an HRA.

## **7. EVIDENCE BASE**

7.1 A comprehensive evidence base has been assembled to support the policies and proposals in the GMSF 2020. Appendix 1 lists the background papers which have informed the plan and which will be made available in advance of the formal consultation start on 1<sup>st</sup> December. This evidence base remains draft until all 10 councils have approved the GMSF 2020 for Publication, as any potential changes that might be agreed during the approval process may require some changes to the evidence.

7.2 One key supporting document will be a strategic Statement of Common Ground. This will set out the key matters between the ten authorities agreeing on the distribution and quantum of development contained in the Publication Plan. It will also deal with any matters with other organisations that require to be agreed to enable the GMSF 2020 to be submitted next year. There may be a need for additional Statements of Common Ground to deal with specific matters linked to the proposed site allocations and these will be the responsibility of the relevant local authority to draw up if required.

## **8. CONSULTING IN A COVID COMPLIANT WORLD**

8.1 The consultation will be carried out in line with the requirements of the district Statements of Community Involvement. The government has been clear that the challenge posed by Covid-19 is not a sufficient reason to delay local plan preparation. Equally however, all members of society are required to adhere to guidance to help combat the spread of coronavirus (Covid-19). The guidance has implications for how the public are engaged and the ability of the districts to comply with policies including those set out in their Statements of Community Involvement. Government issued emergency legislation (expiring 31<sup>st</sup> December 2020) to remove the need for hard copies of the plan to be available in town halls/libraries and advised local authorities to review their SCI to ensure that consultation can take place in a Covid-19 compliant way.

8.2 However, effective community engagement must be promoted by means which are reasonably practicable. Government guidance strongly encourages the use of online engagement methods. Engagement strategies are being prepared which consider the use of the following:

- virtual exhibitions;
- digital consultations;
- video conferencing; and
- social media and online chat functions.

8.3 Reasonable steps need to be taken to ensure sections of the community that don't have internet access are involved and consider alternative and creative ways to achieve this. This could include;

- engaging sections of the community, that do not have internet access, through representative groups rather than directly;
- using existing networks;
- allowing individuals to nominate an advocate to share views on their behalf;
- Providing telephone information lines; and
- Providing timed face-to-face information sessions for community representatives (maintaining social distancing).

8.4 Given the uncertainty around the type of local/national lockdown which may be in place at the time the consultation, different scenarios are being developed to respond to different levels of social distancing/public interaction which may be possible. Discussions are ongoing with MHCLG re the position with the emergency legislation.

8.5 The planning legislation and guidance requires the plan to be justified by a detailed evidence base. The list of evidence documents which have helped inform the plan are listed in Appendix 1 and will be available on the website prior to the formal consultation. Many of these documents are complex technical documents, and it is appreciated that they may be difficult to understand. All reasonable efforts will be made to ensure that documents comply with the Accessibility guidance<sup>2</sup> as far as possible, and in addition a range of Topic Papers will be produced for the formal consultation which explain the evidence and how it has informed the policies in the plan.

## **9. STOCKPORT CONTEXT**

9.1 In the event that the GMSF proceeds through the process and is adopted the plan would replace at least in part some of the policies within the Stockport development plan. These policies, together with those in the emerging local plan (once adopted) and neighbourhood plans (where adopted) would be those which new development proposals in Stockport would be considered against.

9.2 It is however important at this juncture to reference the Planning White Paper, which whilst proposing some significant changes to the planning system is still at an early and consultative stage. In the event these changes were to proceed they would require significant changes to both primary and secondary legislation as well as the National Planning Policy Framework. In addition, transitional arrangements would be put in place which would mean that plans would not immediately become out of date.

9.3 The Stockport development plan comprises saved policies of the Unitary Development Plan Review (2006) and the Stockport Core Strategy (2011). Both plans predate the NPPF and whilst these policies have continued to stand the test of time illustrated by the Council's continued ability to successfully defend these policies, they are nevertheless ageing and contain policies which are evidentially out

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<sup>2</sup> <https://accessibility.campaign.gov.uk/>

of date. This factor has been acknowledged by the Council since it began work on both the GMSF in 2015 but also through the preparation of a new Local Plan, having undertaken an open Issues consultation with residents and businesses in 2017.

- 9.4 Understandably faced with a consultation on such significant changes to the planning system, questions should be posed as to whether to proceed or pause. In this regard, MHCLG have publicly confirmed that plan preparation should continue, particularly for those authorities who are at an advanced stage in the plan making process. This is precisely the position GM and Stockport are in. The Government remain concerned that a significant percentage of the country is without an approved up-to-date plan and this is why the threat of central Government intervention in plan making processes remains in place for any Local Planning Authority without a plan in place by December 2023. Progression of the GMSF on the current timescale would enable authorities to avoid this intervention.
- 9.5 In the event that Stockport sought to proceed with a Local Plan and depart the GMSF, it would not be possible to simply utilise all of the evidence which has been collected to support the GMSF. Considerable additional evidence and supporting resource would need to be assembled to proceed with a Stockport Local Plan. The task of preparing such a plan in the time available up to December 2023, whilst not necessarily unsurmountable, might be considered a unique undertaking for a borough of Stockport's size and complexity.
- 9.6 As Members are aware, it is a statutory requirement to have an up-to-date development plan in place. Without one, local authorities will have less control over future development. We are already seeing considerable weight being given in the decision-making process to the absence of an up-to-date plan in Stockport. This means that we will continue to become increasingly vulnerable to developers seeking to pursue applications on land which we would not wish to come forward for development. It is important to stress that whilst Green Belt is still afforded the highest level of protection, it would not be immune from such an approach. As Members are aware, it is a statutory requirement to have an up-to-date development plan in place. Without one, local authorities will have less control over future development. We are already seeing considerable weight being given in the decision-making process to the absence of an up-to-date plan in Stockport. This means that we will continue to become increasingly vulnerable to developers seeking to pursue applications on land which we would not wish to come forward for development. It is important to stress that whilst Green Belt is still afforded the highest level of protection, it would not be immune from such an approach.
- 9.7 The NPPF sets out that a development plan for an area should comprise a combination of strategic and non-strategic policies and states that strategic policies can be contained in joint or individual local plans, produced by authorities working together or independently. This is precisely what the GMSF covers. Planning in this way allows for strategic matters to be considered on a coordinated and cross boundary basis which could not be effectively delivered via a series of individual local plans. It is on this basis that Stockport have been able to work with other GM Authorities to redistribute some of our housing need.
- 9.8 It is considered that the GMSF will bring a number of important benefits to Stockport:
- **An up-to-date plan** – to ensure that this is place before December 2023;

- **A platform to enable the local plan to progress** – with an intention to consult on a draft plan in Summer 2021;
- **Key Focus on the Environment and Climate Change** – increased emphasis and progression towards Carbon neutrality;
- Alignment to Council priority to focus on public transport and improvements to walking and cycling – Metrolink, A34 MRN bid, Bus Rapid Transit, new Heavy rail stations etc.;
- **Redistribution of housing need** – 4,862 dwellings to be delivered in other Greater Manchester districts; and
- **Reduced impact on the Green Belt** - net reduction of 1.65% (gross reduction of 4.4%) compared to a net reduction of 8.9% proposed in the 2016 draft.

## Housing

9.9 Significant work continues to optimise the urban supply. Stockport has an excellent track record of delivery of housing development on brownfield land and have repeatedly exceeded the targets set in the existing development plan for granting planning permission on this type of land. The Council has continued to work hard to ensure brownfield sites are utilised within the MDC and wider Town Centre Living work, through the Brownfield First approach (in which sites and their potential for residential development have been identified) and by successfully bidding for funding to support that work.

9.10 The majority of housing identified in the supply is on brownfield land and this remains the Council's priority. Despite this, however, the gap between the supply and the housing need is significant – there are only so many brownfield sites available in Stockport. The Council will continue to work as it has done to deliver brownfield sites and will find new avenues to encourage and speed up such delivery. However, the identified supply meets only about 60% of our housing. If we are to do better in providing homes in which people of all ages can live in the future, it does mean that some Green Belt release will be required. The table below illustrates the position in respect of each stage of the GMSF preparation process, showing the significant shift in emphasis between allocation and urban supply.

Stockport	Identified Local Housing Need (LHN)	Housing Target*	Baseline Supply	Homes to be delivered in the Green Belt	GMSF Housing Land Supply Figure
2016	20,212	19,300	7,200	12,100	19,300
2019	20,653	14,520	11,774	3,700	15,474
2020	18,343	13,481	11,097	3,060	14,157
* Housing Target reduction reflects numbers shared to other districts					

9.11 The Local Housing Need (LHN) for Stockport and across GM has been derived using the government's latest proposed methodology. This means that Stockport will be delivering less than the identified housing need for the area – around 73.4%. However, across GM all the housing need will be met because other districts, in particular those in the central and northern areas, will be taking more housing than is required by their own LHN assessment. This will help to address the issue of prosperity becoming increasingly focused in the south and the fact that northern areas currently lack the scale and quality of housing investment to support their

regeneration and enable them to make a full contribution to the future economic success of Greater Manchester.

9.12 The proposals for housing in the Publication GMSF are as follows:

Site Name	Number of homes proposed	Affordable housing requirement
<b>Former Offerton High School</b>	185	20%
<b>Heald Green 1 (West)</b>	850	30%
<b>Heald Green 2 (East)</b>	525 (+325 from Seashell Trust)	30%
<b>High Lane</b>	500	30%
<b>Hyde Bank Meadows</b>	250	30%
<b>Woodford Aerodrome</b>	750	45%

9.13 Housing development proposed through the GMSF will include a mix of house types, sizes and tenures. This will include 1 and 2 bedroom properties as well as 3 and 4 bedroom properties. In addition, a number of the sites will be required to deliver age friendly dwellings and the GMSF will require all new homes in Greater Manchester to be delivered to an adaptable and accessible standard<sup>3</sup>.

9.14 The GMSF set a strategic target to deliver circa 50,000 new affordable homes over the plan period it does not however define the terms in respect of affordability in GM. This is a matter which sits squarely with the districts given the extent of variance across Greater Manchester. As such the proposed allocations require a minimum proportion of affordable housing which varies between allocations and has been tested using Stockport's affordable prices for the purposes of the viability assessment. Members are familiar with the current approach taken in Stockport; this has been applied to each of the proposed allocations and modelled as to its viability to establish the level specified in each allocation policy. The approach is designed to meet the needs identified in the Housing Needs Survey and the emerging Housing Strategy.

9.15 Regeneration and brownfield first will remain a key driver for the Council with the MDC already having a pipeline of sites identified to be delivered in the next 2 Years. Stockport also continues to bid and be successful in obtaining brownfield funding to unlock sites; access to such funding is often predicated on plan progression.

## Employment

9.16 The GMSF publication draft proposes to release land as an extension to Bredbury Industrial Estate which will accommodate around 60,000 sq metres of new B2 (General Industrial) and B8 (Storage and Distribution). This site has been amended since the 2019 draft largely to address concerns raised in consultation responses in respect of the impact of the proposals on the Tame Valley.

9.17 Members are aware that a number of former sites which have been protected for employment purposes in the current development plan have been the subject of

<sup>3</sup> In accordance with The Building Regulations 2010 Approved Document M Volume 1: Dwellings, M4(2) Accessible and Adaptable Dwellings  
[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/540330/B\\_R\\_PDF\\_AD\\_M1\\_2015\\_with\\_2016\\_amendments\\_V3.pdf#page=18](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/540330/B_R_PDF_AD_M1_2015_with_2016_amendments_V3.pdf#page=18)

planning applications seeking to repurpose the land to residential. Given the need to provide more new homes in the borough many of these proposals have been granted planning permission. Recent examples of this are land at Melford Road, Bredbury Curve, Sovereign Rubber and the former Battersby Hatworks.

- 9.18 An appropriate balance must be struck between the need to provide new homes with the requirement to ensure that the borough has an appropriate supply of existing and new employment land. Therefore, in order to ensure that we continue to plan for an appropriate level of jobs driving to provide suitable access to jobs within the local area, improving incomes and supporting high levels of economic growth. Therefore, it is an essential element of the plan making process to plan for appropriate level of employment land. As we continue to proceed with Town Centre West MDC and consider repurposing other employment sites for residential purposes it is essential that we look to consider continued protection and where appropriate further identification of new land for employment purposes.
- 9.19 Members are aware that in 2016 and 2019 the GMSF proposed the provision of circa 90,000 square metres at Bredbury. Whilst acknowledging the impact of the proposed development on the Tame Valley, it was considered that it was possible to provide an appropriate level of mitigation for the harm arising from the proposed development. In particular, it was considered that the benefits of the scheme derived from the provision of new state of the art commercial facilities together with the associated benefits to be driven by promoting access to jobs from those residents in Brinnington in particular outweighed that harm. Nevertheless, in light of the significant concerns raised by the neighbouring borough of Tameside and having regard to the significant cross GM benefits that the GMSF can deliver, it was concluded that the extent of the developable area within the allocation should be reduced so that the GMSF could proceed. It was considered the only opportunity to deliver a scheme to bring about such benefits and the benefits of being located alongside the borough's largest existing employment area including the opportunity to address existing transport problems which constrain the economic potential of that area.
- 9.20 As part of the Local Plan process work has already been commissioned to assess the quality and suitability of the existing employment land supply within the borough. As we continue to proceed with the plan further work will need to consider whether it is also necessary to seek to identify further land within the urban area for employment purposes going forward.

### **Green Belt**

- 9.21 In total it is proposed to remove 7 sites from the Green Belt in Stockport to accommodate proposed housing and employment developments. The final version of the GMSF marks a significant reduction in the proposed net loss of Green Belt from what was proposed initially in 2016 and more recently in 2019; a reduction of around 80% from that proposed in 2016.
- 9.22 In 2016, it was proposed to release 523 hectares of land from Stockport's Green Belt. Since that time significant work has been undertaken to identify more sites within the urban area. In addition to that, sites have been removed or reduced in size and some additions to the Green Belt are now proposed. This has resulted in a net loss of 97 hectares (1.65% of the current Green Belt), resulting in Green Belt coverage reducing from 46.6%% to 45.8% of the borough.

## Infrastructure

- 9.23 The level of growth proposed in the GMSF will need to be supported by significant investment in transport, social infrastructure and utilities. The quality, distribution and resilience of infrastructure will be important in ensuring that the plan is successfully implemented and delivered.
- 9.24 The long-term approach to planning the GM transport network, set out in the 2040 Transport Strategy, is underpinned by a series of five-year Delivery Plans. The first Delivery Plan (2016-2017 to 2021-2022) was published in 2017, alongside the 2040 Transport Strategy. An updated, draft Delivery Plan was published for consultation in January 2019 alongside the revised draft version of the GMSF. A final version of this document has now been prepared.
- 9.25 The Five-Year Delivery Plan sets out the practical actions planned over the next 5 years to deliver the 2040 Transport Strategy and achieve the transport ambitions of the GMCA and the Mayor, in parallel with the development of the GMSF. Together these documents offer an integrated approach to transport and land use planning by identifying the strategic transport interventions required to deliver the scale of growth set out in the GMSF.
- 9.26 The Five-Year Delivery Plan is supported by ten Local Implementation Plans (LIPs) covering the period 2020 to 2025. Each of the ten councils that make up Greater Manchester has its own LIP. The LIPs are designed to:
- Complement the 2040 Transport Strategy and Our Five Year Delivery Plan, providing details of how their outcomes will be achieved locally in each council area, focusing particularly on supporting local trips within neighbourhoods and to local centres;
  - Support wider GM and council strategy and policy documents (e.g. Local Plans, town centre masterplans, GM Clean Air Plan, GMSF); and
  - Summarise key local transport issues and opportunities in each local authority, providing an added layer of local detail that is not provided in the 2040 Transport Strategy document.
- 9.27 It is also hoped that the LIPs will enable us to better articulate the local transport and minor works interventions that need to be delivered or developed in the short term, and will help to provide a basis against which future local transport and minor works funding is allocated for local delivery.
- 9.28 Policies for each of the proposed allocations require a range of physical and social infrastructure interventions required to support the new development including:
- Significant improvements to walking and cycling connectivity – for example the policy for GM Allocation 35 High Lane includes a requirement for the development to "Make provision for new cycle and footpaths to connect with the existing local network, including routes to/from the Middlewood Way, ensuring that existing routes within and across the site are retained.";
  - Improvements to Public Transport – including provision of an east–west Bus Rapid Transit (BRT) route linking through to Manchester Airport as well as a new park and ride and railway station at Stanley Green;

- Education – the provision of a financial contribution towards improving capacity at existing schools funded by the development as well as a further form of entry at the new primary school being developed at Woodford;
- Community facilities – where appropriate community facilities will be delivered or existing facilities will be improved;
- Healthcare – Each of the proposed allocation policies requires development to contribute towards additional health provision to meet the additional needs generated by the development;
- Flood risk – all new developments will be delivered with sustainable urban drainage systems and will be designed so to not pose any additional risk to flooding; and
- Other infrastructure – development at each allocation will be required to make provision for necessary infrastructure such as utilities, broadband and electric vehicle charging points.

### **Relationship to the Local Plan**

9.29 The Town and Country Planning Act 1990 and the Planning and Compulsory Purchase Act 2004 combine to require Local Planning Authorities to prepare local development plans identifying the strategic priorities for the development and use of land in the authority's area. This overall requirement would remain under the provisions set out in the Planning White Paper.

9.30 The NPPF furthers this by setting out in paragraph 15 that:

"Succinct and up-to-date plans should provide a positive vision for the future of each area; a framework for addressing housing needs and other economic, social and environmental priorities; and a platform for local people to shape their surroundings."

9.31 The Government have set out a requirement that all Local Planning Authorities have an up-to-date plan in place by December 2023. Government have previously confirmed that having GMSF in place will meet this requirement; without GMSF the Council would need to act very swiftly to prepare a Stockport specific Local Plan by the deadline.

9.32 A Stockport specific Local Plan would need to set out how the borough's Local Housing Need (LHN) would be delivered (unlike the draft Stockport Local Plan prepared to date which would take the strategic approach of the GMSF as a starting point, including its redistribution of over 25% of Stockport's LHN to other Greater Manchester districts). Preparing a Local Plan on such a timeframe would place a significant burden on the Council in terms of the need to prepare a substantial, Stockport-specific, evidence base to support whatever alternative strategy and approach the Council sought to pursue and in terms of ensuring adequate officer (or externally commissioned) capacity and expertise.

9.33 The task of preparing such a plan in the time available up to December 2023, whilst not necessarily unsurmountable, might be considered a unique undertaking for a borough of Stockport's size and complexity.

9.34 In the immediate term the borough's existing plans (the Core Strategy (2011) and UDP Review (2006)) would quickly be considered out-of-date (beyond the extent to which they already are). Wherever it refused planning permission on the basis of local policies but where development was consistent with the NPPF the Council would likely find itself in a position of planning by appeal as developers with Green Belt and other protected land interests would seek to bring them forward. More applications like that at the Seashell Trust should be expected and, if the Council sought to refuse them, it would be increasingly likely they might be successfully appealed, with lack of adequate housing supply being a significant factor. Such unplanned development would be harmful not just to Green Belt but to the Council's wider abilities to control and manage sustainable development, including the delivery of affordable housing and other critical infrastructure. A planning by appeal scenario would place a significant financial burden on the Council.

9.35 Following ongoing 'call for sites' activity, and as outlined in the information provided about the work on optimising housing land supply, we believe that the scope to increase supply in the urban area has already been fully and reasonably explored. It is considered unlikely that other districts in GM would be willing to take some of Stockport's housing need in the same way and we know from discussions with authorities outside GM that those authorities would be unable to take any of that need. Consequently, in order to address our identified LHN and to meet the shortfall of around 5,000 homes, further land would either have to be released from the Green Belt or be taken from urban open space or employment areas (or, perhaps most likely, a combination of these).

9.36 An additional factor is the Brownfield Land Fund under which over £80m has been made available to Greater Manchester. Ordinarily, to access these funds, MHCLG would require assurance that the relevant Local Planning Authority either has an up-to-date Local Plan or is pro-actively working towards one being in place. MHCLG recognise that Local Plans within GM can only be progressed once the GMSF is adopted and have consequently relaxed this aspect. A decision to proceed on a non-GMSF basis may restrict Stockport's future ability to access such funds.

9.37 It has been suggested that a shorter plan period would reduce the need. However, the land supply for Stockport has also been assessed on the basis of the period through to 2037 and as such it is not the case that all of the identified supply would or could be delivered within a ten-year period. As such, planning for a minimum of ten years would still mean that Stockport had to find over 4,000 homes over and above that identified in the land supply over the next ten years:

	<b>Supply</b>	<b>LHN</b>	<b>Shortfall</b>	<b>% of LHN</b>
<b>Standalone, 10- year Local Plan</b>	6,593	10,790	4,197	61.10

9.38 In any case, paragraph 22 of the NPPF requires that (except in relation to town centre development) strategic policies should look ahead over a minimum 15 year period from adoption, to anticipate and respond to long-term requirements and opportunities, such as those arising from major improvements in infrastructure.

9.39 If the GMSF is adopted the site allocations and the policies would become part of the development plan for Stockport. The housing and employment figures will form

the basis for an assessment of future allocations and policies in a Stockport Local Plan. However, the Local Plan will consider a wide range of topic areas, such as transport, local centres, open space, etc. at a Stockport level. The evidence bases, the issues raised and the options that exist for the Council will all still need to be assessed in the development of a Stockport Local Plan. That will be subject to separate consultation on a Draft Local Plan which is intended to take place next year.

9.40 The Stockport Local Plan (SLP) will be of vital importance in delivering appropriate development in Stockport. As previously advised the vast majority of housing and employment land in Stockport over the plan period will occur in the existing urban area, so policies and allocations will be required to ensure that the right development takes place in the right areas, including the provision of protection for areas to be safeguarded from development, such as urban open spaces. The intention is that the Draft SLP will commence next summer and a more detailed schedule will be set out in due course through an update of the Local Development Scheme subject to discussion with the Development Plan Working Party.

## **10. WHAT HAPPENS NEXT**

10.1 The GMSF will proceed for consideration to the 17<sup>th</sup> November 2020 meeting of Council. Whilst a number of other GM authorities will firstly take the plan through Cabinet in advance of consideration by Council a consistent commitment not to proceed in this way has been given by leadership of the Council. Therefore, the decision to proceed to publication and to submit the plan will be considered by Council. In the event that the plan was to gain majority support in Council, only then would it proceed for consideration by Cabinet to ratify this decision and to proceed with the publication of the plan.

10.2 If a decision is taken by the 10 GM authorities to proceed to publication and submission of the GMSF 2020, the GMSF would be the subject of a further 8-week consultation between 1<sup>st</sup> December and 26<sup>th</sup> January 2021. The GMSF and supporting evidence will be in the public domain for over 12 weeks.

10.3 This part of the consultation process in plan-making is an important stage. Whilst anyone can make a representation on any issue relating to the plan at this stage, only those which relate to the four tests of soundness<sup>4</sup> can be taken into account by the Planning Inspector who will consider whether the plan is:

- Positively Prepared;
- Justified;
- Effective; and
- Consistent with National Planning Policy.

10.4 Following consultation, the Publication plan would be submitted to the Government together with all supporting evidence. This will lead to the appointment of an Inspector /Inspectors who will examine the plan. The Examination in Public will then

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<sup>4</sup> See NPPF paragraph 35:  
([https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/810197/NPPF\\_Feb\\_2019\\_revised.pdf#page=13](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810197/NPPF_Feb_2019_revised.pdf#page=13))

take place and this is where the plan will be considered together with representations to consider whether the plan is sound and capable of adoption.

10.5 Ultimately, in the event of the examination concluding that the plan is sound and capable of adoption the plan would return to the 10 GM authorities who would need to individually resolve to adopt the GMSF as part of the development plan for their district.

## **11. AMENDMENTS TO THE GMSF: PUBLICATION DRAFT 2020**

11.1 Three drafting errors relating to the proposed allocations in Stockport have been identified in the version of the GMSF: Publication Draft 2020 published to the GMCA website at <https://www.greatermanchester-ca.gov.uk/media/3663/221020-agma-issue-opt.pdf>.

11.2 In relation to GM Allocation 34 Heald Green 2 (East) the plan on page 349 shows an incorrect boundary for the proposed Green Belt 2020. The correct boundary is shown in the attached plan at Appendix 2 to this report.

11.3 GM Allocation 36 Hyde Bank Meadows is incorrectly referred to as “*GM Allocation 36 Hyde Bank Meadows / Oak Wood Hall*” in 2 places:

- In the justification for GM Allocation 31 Bredbury Park Extension on page 341 (paragraph 11.289); and
- At the head of the GM Allocation 36 policy on page 355.

11.4 These drafting errors will be corrected prior to consultation on the GMSF: Publication Draft 2020 beginning on 1<sup>st</sup> December.

## **12. RECOMMENDATIONS**

12.1 Subject to the amendments set out in section 11 of this report and in so far as the matter relates to Executive and Non-Executive functions of the Council it is recommended that Cabinet / Council:

1. Approve the GMSF: Publication Draft 2020, including strategic site allocations and Green Belt boundary amendments, and reference to the potential use of compulsory purchase powers to assist with site assembly, and the supporting background documents, for publication pursuant to Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations for a period of representations between 1<sup>st</sup> December 2020 and 26<sup>th</sup> January 2021;
2. Approve the GMSF: Publication Draft 2020 for submission to the Secretary of State for examination following the period for representations;
3. Delegates to the Deputy Chief Executive authority to approve the relevant Statement(s) of Common Ground required pursuant to the National Planning Policy Framework 2019; and
4. Delegates authority to the Lead Chief Executive, Housing, Homelessness and Infrastructure, in consultation with the Portfolio Leader for Housing, Homelessness and Infrastructure to make minor

or non-material amendments to the GMSF: Publication Draft 2020 and background documents prior to their publication.

## BACKGROUND PAPERS

The GMSF: Publication Draft 2020 is available to view at <https://www.greatermanchester-ca.gov.uk/media/3663/221020-agma-issue-opt.pdf>

The GMSF is accompanied by a series of background documents which can be viewed at: <https://www.greatermanchester-ca.gov.uk/what-we-do/housing/gmsf2020/supporting-documents/>. A list of the key background papers amongst these is set out in appendix 1 to this report.

Anyone requiring assistance in accessing the above background papers or requiring further information should contact Emma Curle on Tel: 0161-474-3542 or by email on [emma.curle@stockport.gov.uk](mailto:emma.curle@stockport.gov.uk)

## **Appendix 1: Key background documents**

All documents are available to download from <https://www.greatermanchester-ca.gov.uk/what-we-do/housing/gmsf2020/supporting-documents/>. Please note that some documents are of considerable size and may take some time to download.

### ***Greater Manchester wide strategic evidence documents***

- 1A. GMSF Integrated Appraisal Report
- 1B. GMSF Integrated Appraisal Addendum Report
- 1C. GMSF Integrated Appraisal Non-Technical Summary
- 1D. GMSF Integrated Assessment Scoping Report 2020
- 1E. Integrated Assessment of GMSF 2020 Growth and Spatial Options Paper
2. Habitats Regulations Assessment of the GMSF
3. GMSF Statement of Consultation (October 2020)
- 4A. Land Supply Data (Housing)
- 4B. Land Supply Data (Industry & Warehousing)
- 4C. Land Supply Data (Offices)
5. Site Selection GMSF 2020
6. GMSF 2020 Growth and Spatial Options Papers
- 7A. GMSF Strategic Viability Assessment Stage 1
- 7B. GMSF Strategic Viability Assessment Stage 1 Technical Appendices
- 7C. GMSF Strategic Viability Assessment Stage 2 Allocated Sites

### ***Supporting documents specific to proposed allocations in Stockport***

#### **GMA 31 Bredbury Park Extension**

1. GMA31 - 1 Stockport Employment Land Review, 2018
2. GMA31 - 2 Stockport Landscape Character Assessment and Landscape Sensitivity Study
3. GMA31 - 3 GMSF Historic Environment Assessment Screening Exercise - Stockport
4. GMA31 - 4 English indices of deprivation 2019

#### **GMA 32 Former Offerton High School**

5. GMA32 - 1 Stockport Landscape Character Assessment and Landscape Sensitivity Study
6. GMA32 - 2 GMSF Historic Environment Assessment Screening Exercise - Stockport
7. GMA32 - 3 Stockport Housing Needs Assessment 2019
8. GMA32 - 4 Stockport Open Space Assessment 2017
9. GMA32 - 5 Stockport Playing Pitch Strategy - Strategy Document 2019
10. GMA32 - 6 Stockport Playing Pitch Strategy - Needs Assessment 2019

#### **GMA 33 Heald Green 1 (West)**

11. GMA33 - 1 Stockport Landscape Character Assessment and Landscape Sensitivity Study
12. GMA33 - 2 GMSF Historic Environment Assessment Screening Exercise - Stockport
13. GMA33 - 3 Stockport Housing Needs Assessment 2019
14. GMA33 - 4 Stockport Open Space Assessment 2017
15. GMA33 - 5 Stockport Playing Pitch Strategy - Strategy Document 2019
16. GMA33 - 6 Stockport Playing Pitch Strategy - Needs Assessment 2019

#### GMA 34 Heald Green 2 (East)

17. GMA34 - 1 Stockport Landscape Character Assessment and Landscape Sensitivity Study
18. GMA34 - 2 GMSF Historic Environment Assessment Screening Exercise - Stockport
19. GMA34 - 3 Stockport Housing Needs Assessment 2019
20. GMA34 - 4 Stockport Open Space Assessment 2017
21. GMA34 - 5 Stockport Playing Pitch Strategy - Strategy Document 2019
22. GMA34 - 6 Stockport Playing Pitch Strategy - Needs Assessment 2019
23. GMA34 - 7 Documentation submitted in support of approved hybrid planning application DC/060928

#### GMA 35 High Lane

24. GMA35 - 1 Stockport Landscape Character Assessment and Landscape Sensitivity Study
25. GMA35 - 2 GMSF Historic Environment Assessment Screening Exercise - Stockport
26. GMA35 - 3 Stockport Housing Needs Assessment 2019
27. GMA35 - 4 Stockport Open Space Assessment 2017
28. GMA35 - 5 Stockport Playing Pitch Strategy - Strategy Document 2019
29. GMA35 - 6 Stockport Playing Pitch Strategy - Needs Assessment 2019
30. GMA35 - 7 Happy, Healthy Homes to Age Well in Stockport - A Prospectus for All Age Living
31. GMA35 - 8 High Lane, Stockport - Delivering Specialist Elderly Accommodation
32. GMA35 - 9A High Lane Vision Document
33. GMA35 - 9B High Lane Vision Document - Appendix A Part 1 (Possible Access Junction)
34. GMA35 - 9C High Lane Vision Document - Appendix A Part 1 (Revised Transport Assessment)
35. GMA35 - 9D High Lane Vision Document - Appendix A Part 1 (Air Quality)
36. GMA35 - 9E High Lane Vision Document - Appendix A Part 2 (Drainage & Flood Risk)
37. GMA35 - 9F High Lane Vision Document - Appendix A Part 3 (Ground Conditions)
38. GMA35 - 9G High Lane Vision update summary

#### GMA 36 Hyde Bank Meadows

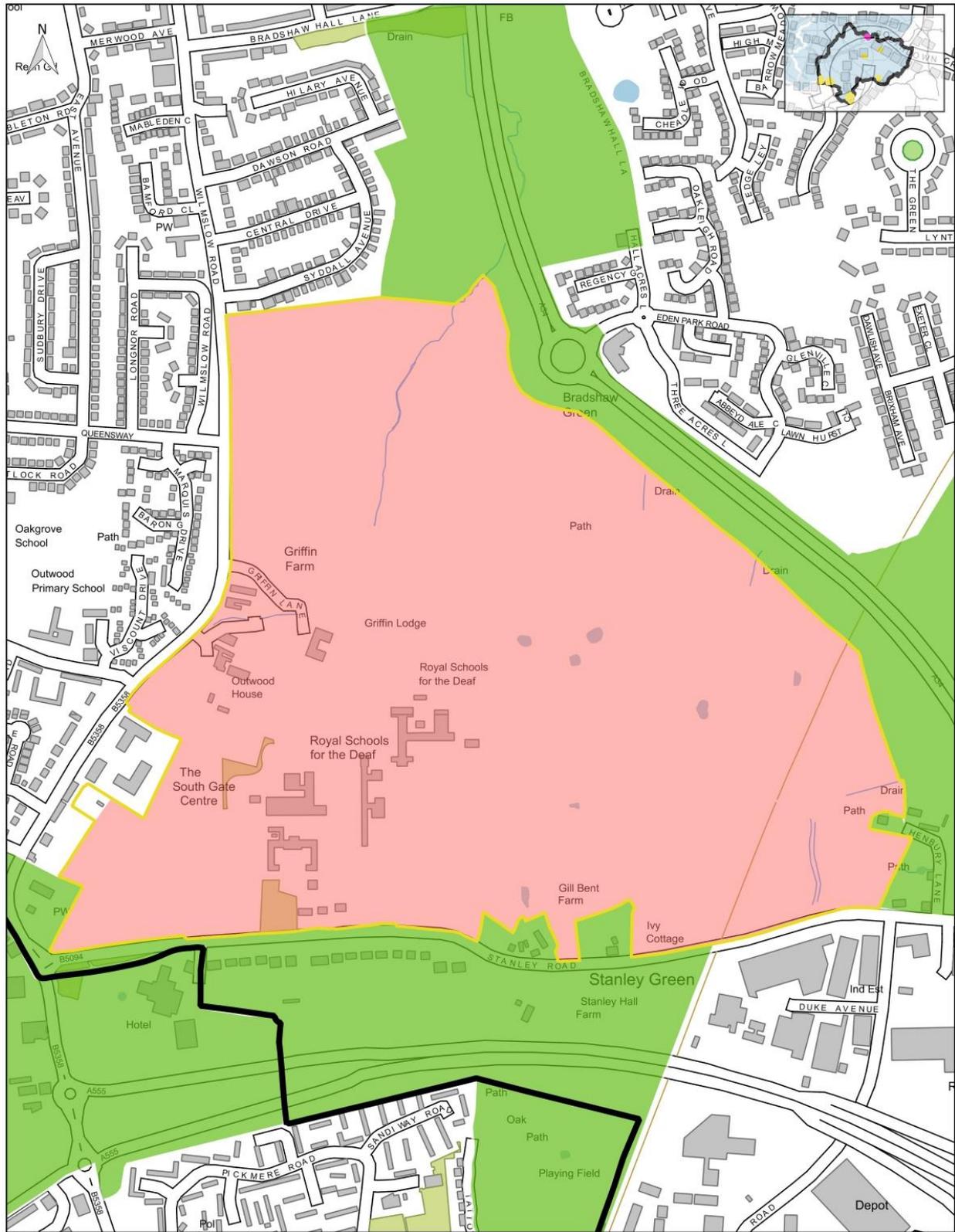
39. GMA36 - 1 Stockport Landscape Character Assessment and Landscape Sensitivity Study
40. GMA36 - 2 GMSF Historic Environment Assessment Screening Exercise - Stockport
41. GMA36 - 3 Stockport Housing Needs Assessment 2019

42. GMA36 - 4 Stockport Open Space Assessment 2017
43. GMA36 - 5 Stockport Playing Pitch Strategy - Strategy Document 2019
44. GMA36 - 6 Stockport Playing Pitch Strategy - Needs Assessment 2019
45. GMA36 - 7 Preliminary Flood Risk and Drainage Assessment
46. GMA36 - 8 Ecological Appraisal
47. GMA36 - 9 Phase I Geoenvironmental Site Assessment
48. GMA36 - 10A Transport Assessment
49. GMA36 - 10B Transport Assessment Appendix A
50. GMA36 - 10C Transport Assessment Appendix B
51. GMA36 - 10D Transport Assessment Appendix C
52. GMA36 - 10E Transport Assessment Appendix D
53. GMA36 - 11 Accessibility Review
54. GMA36 - 12A Landscape and Visual Impact Assessment
55. GMA36 - 12B Landscape and Visual Impact Assessment - Viewpoints
56. GMA36 - 12C Landscape and Visual Impact Assessment - Figures
57. GMA36 - 12D Landscape and Visual Impact Assessment - Open space appraisal
58. GMA36 - 13 Proposed Site Plan with Context 250 units
59. GMA36 - 14 Indicative Highway and Parking arrangements on Gotherage Lane
60. GMA36 - 15 Site Constraints Diagram
61. GMA36 - 16 Block Diagram
62. GMA36 - 17 Noise and Vibration Impact Assessment
63. GMA36 - 18 Tree Appraisal
64. GMA36 - 19 Utilities Report

#### GMA 37 Woodford Aerodrome

65. GMA37 - 1 Stockport Landscape Character Assessment and Landscape Sensitivity Study
66. GMA37 - 2 GMSF Historic Environment Assessment Screening Exercise - Stockport
67. GMA37 - 3 Stockport Housing Needs Assessment 2019
68. GMA37 - 4 Stockport Open Space Assessment 2017
69. GMA37 - 5 Stockport Playing Pitch Strategy - Strategy Document 2019
70. GMA37 - 6 Stockport Playing Pitch Strategy - Needs Assessment 2019
71. GMA37 - 7 Documentation submitted in support of approved hybrid planning application DC/053832
72. GMA37 - 8 Heritage Assessment Addendum - Woodford Aerodrome, Stockport

**Appendix 2: Plan showing the correct boundary of the retained Green Belt at the proposed Heald Green 2 (East) allocation.**



<p>Heald Green 2 (East)</p>	<ul style="list-style-type: none"> <li> Borough</li> <li> Allocation Boundary</li> <li> Green Belt - Removed</li> <li> Green Belt - Retained</li> </ul>	<div style="text-align: center;">  <p><b>STOCKPORT</b> METROPOLITAN BOROUGH COUNCIL</p> </div> <p>Task Ref: _____ Scale: 1:6373 Date: 15/10/2020</p> <p><small>© Crown copyright and database rights 2015 Ordnance Survey 100019571</small></p>
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### Appendix 3: GMSF replacement of local plan policies

Regulation 8(5) of the Town and Country Planning (Local Planning) (England) Regulations 2012 explains that 'where a Local Plan contains a policy that is intended to supersede another policy in the adopted development plan, it must state that fact and identify the superseded policy.'

Upon adoption of the GMSF a number of policies in Stockport's existing development plan will be partially replaced by policies in the GMSF (see table below). Any part of the policy which is not replaced will be retained and remain part of the statutory development plan.

Policy	Replaced by GMSF policy/policies
Core Strategy	
<b>SD-4 District Heating (Network Development Areas)</b>	<b>GM-S 3</b>
<b>SD-6 Adapting to the Impacts of Climate Change (Partially)</b>	<b>GM-S5</b>
<b>CS2 Housing Provision (Partially)</b>	<b>GM-H1</b>
<b>CS8 Safeguarding and Improving the Environment (Partially)</b>	<b>GM-G 9 and GM-E2</b>
<b>SIE-3 Protecting, Safeguarding and enhancing the Environment (Partially)</b>	<b>GM-S5</b>
<b>CS9 Transport and Development</b>	<b>GM-N1</b>
<b>CS10 An Effective and Sustainable Transport Network (Partially)</b>	<b>GM-6</b>
<b>T-1 Transport and Development</b>	<b>GM-N7</b>
Saved UDP Review	
<b>GBA 1.1 Extent of Green Belt</b>	<b>GM-G10</b>