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# AGMA Planning and Housing Commission

*Planning together for a Greater Manchester*

## Experience of collaborative working on sub-regional issues in Greater Manchester

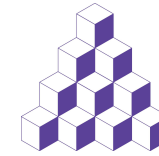
Presentation by Chris Findley (Head of Planning AGMA and Assistant Director Planning and Transport Futures (Salford CC))

Leeds - 29 September 2011

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# Presentation overview

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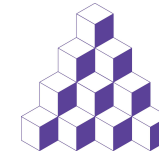


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- Who we are and how we work
  - Our strategic approach
  - Building on success
  - Opportunities and challenges
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# Facts and stats....

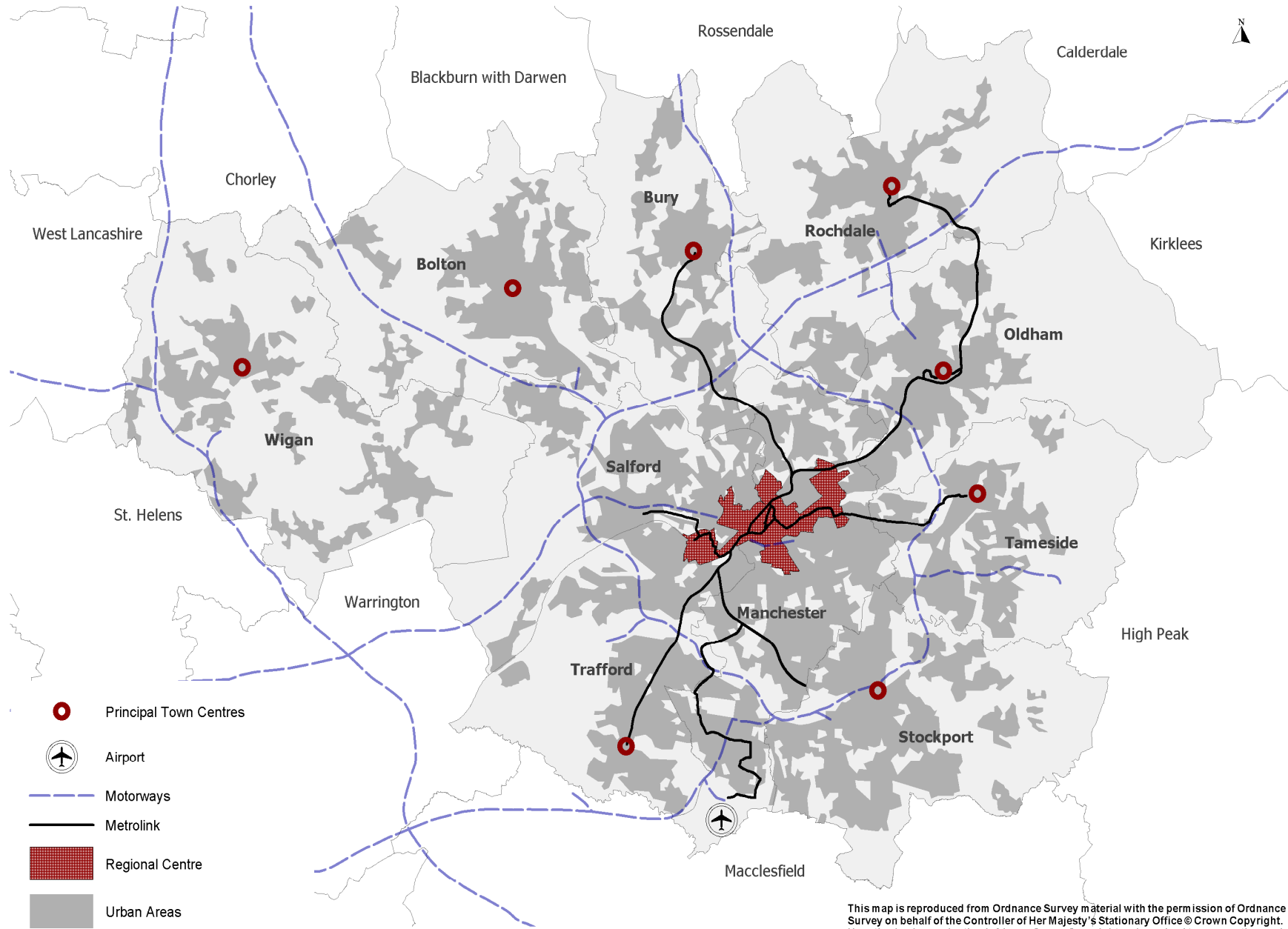
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- Manchester is a single functional economy
  - Single effective travel to work area
  - Single significant labour pool, of 3.2m residents and 5m within 1hr travel
  - Single economy of £50bn economy
  - Integrated road, rail, motorway network
  - Two cities one centre
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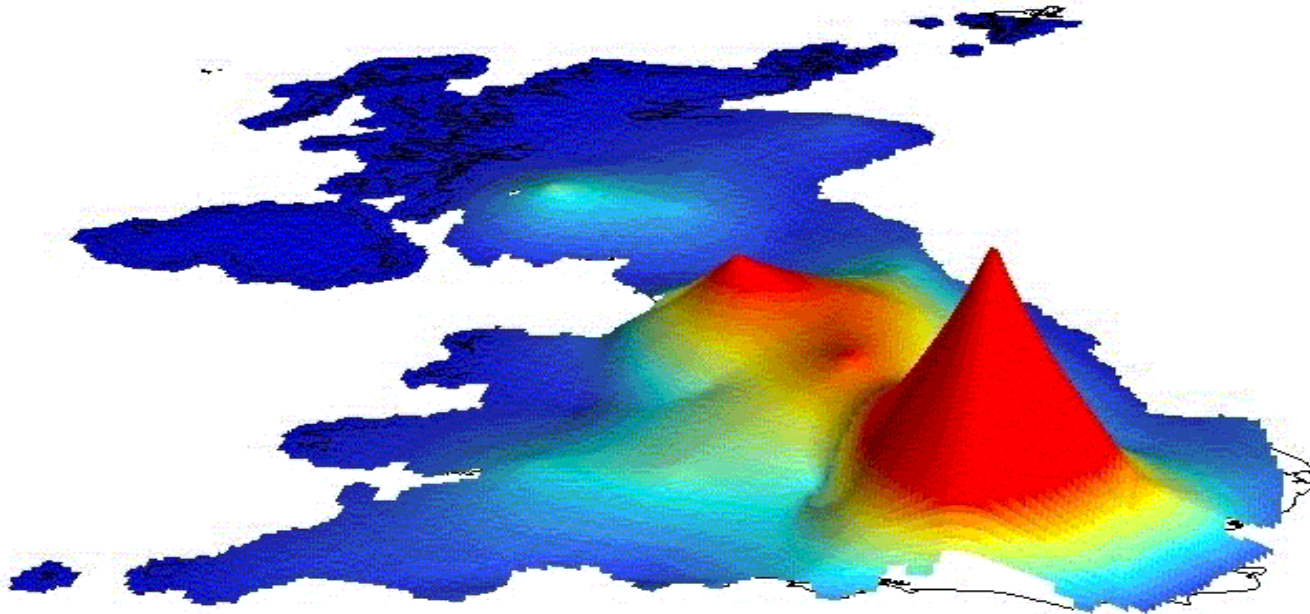
# Greater Manchester: Geography

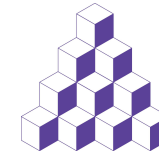


- Principal Town Centres
- Airport
- Motorways
- Metrolink
- Regional Centre
- Urban Areas

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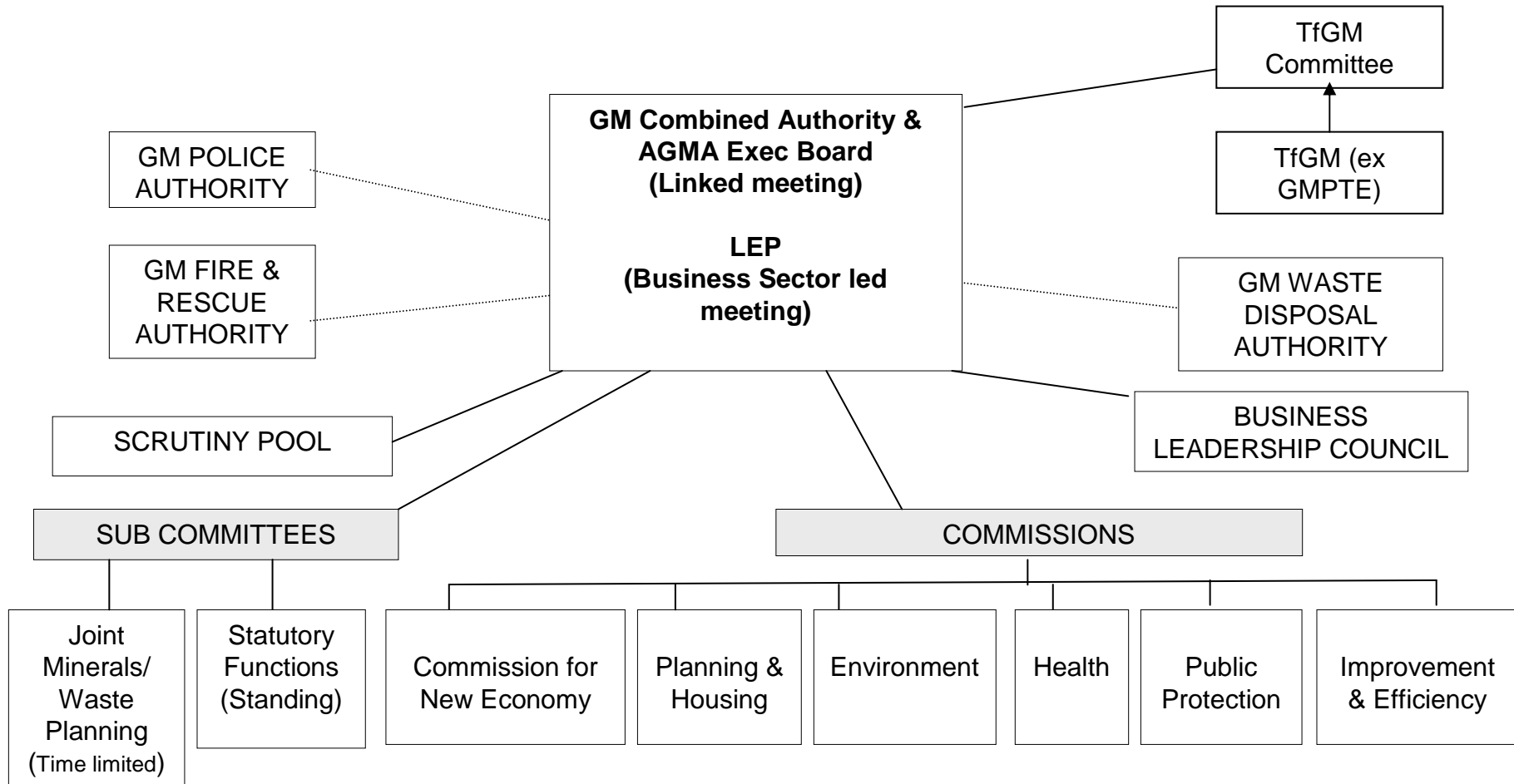
# UK GVA – spikes of national activity





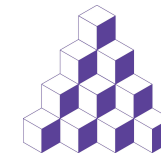
- Voluntary collaboration since 1986 (this is our Silver Jubilee year!).
- Still the 10 GM districts plus friends...
- Evolving and maturing
- Combined Authority – April 2011 - responsibility for transport, economic development and regeneration
- LEP

# AGMA governance structures



# The Commission

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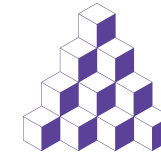


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- One of 5 in AGMA and GMCA
- Starting point GMS priority 9: Creating Quality Places .....
- *We bring together private and public sector partners to create quality places that meet the needs of a competitive Greater Manchester.*

# Other key relationships ....

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## **Planning & Housing Commission**

6 elected members, 5 partners and advisors

## **Planning Officers Group**

GM wide voice for Chief Planning  
Officers

## **Housing Officers Group**

Service heads leading joint work

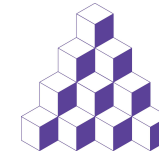
## **PHC Support Group**

Officer group – support for PHC and policy  
steer on GM scale P&H issues

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# Our strategic approach

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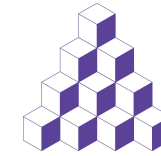


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- Based on robust evidence and growing understanding of functional economic area.
  - One labour market, one travel to work area.
  - Manchester Independent Economic Review.
  - Greater Manchester Strategy.
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# Working together

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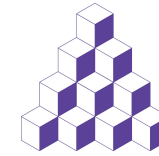


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- Developing evidence
  - Prioritisation of investment
  - Preparation of Development Plan Documents
  - Preparation of informal spatial framework
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# Sharing Evidence

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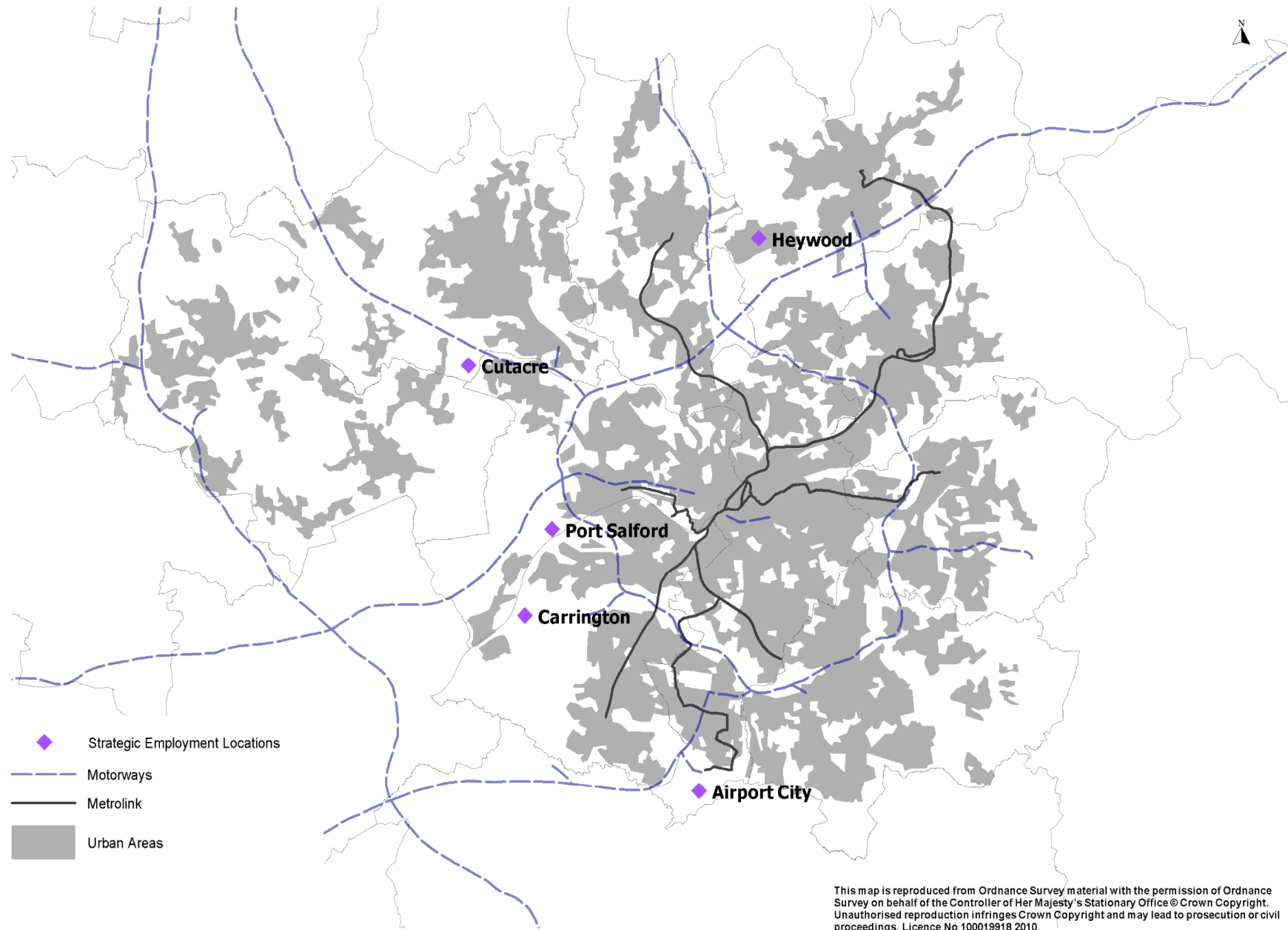
Market focused:

- employment sites
- town centres

Cross boundary:

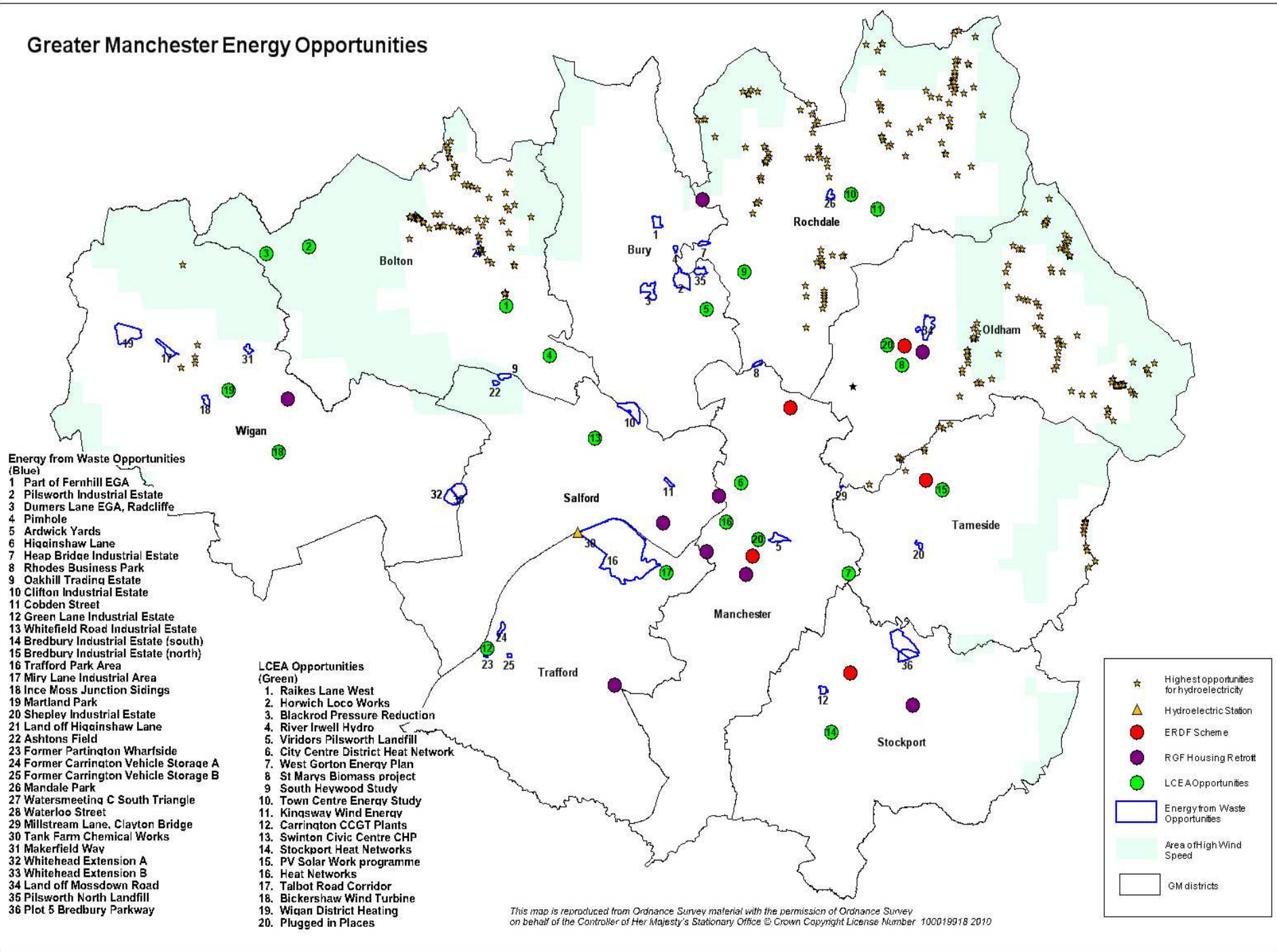
- Strategic Housing Market Assessment
  - Renewable energy
  - Green infrastructure .....
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# Strategic Development Locations



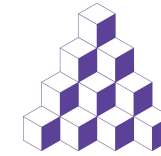
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# Greater Manchester Energy Opportunities



# Shared Investment Priorities

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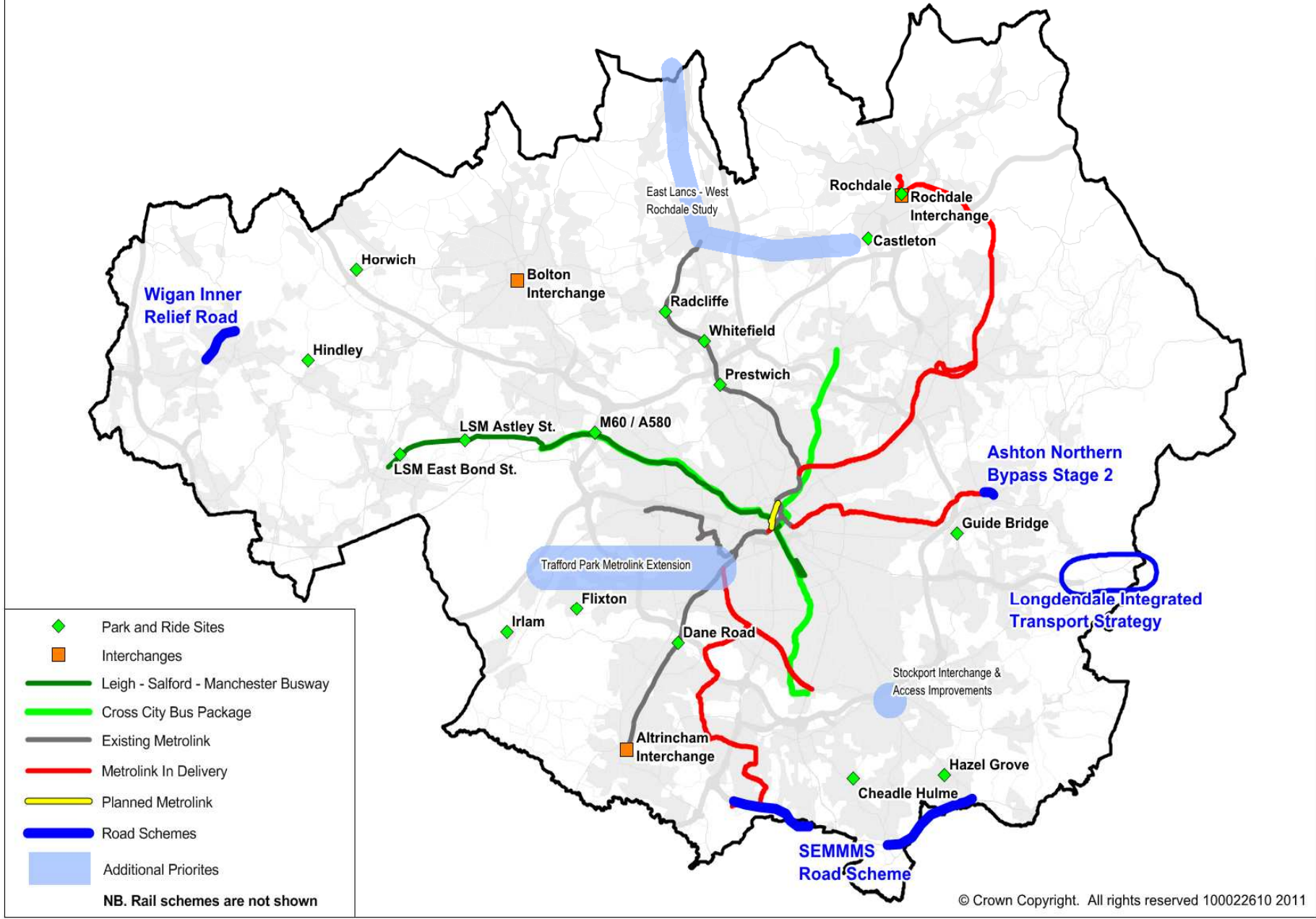


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## Greater Manchester Transport Fund

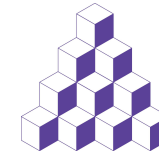
- Developed post TIF referendum
  - Agreed prioritisation of £1.5bn transport investment
  - Economic impact model developed
  - Objective approach based on impact on GVA; net reduction in carbon; improved accessibility in most deprived wards
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# Manchester Transport Fund Schemes and Additional Priorities (February 2011)



# Preparation of joint DPD's

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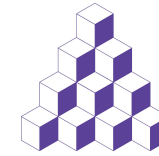


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- Waste and Minerals DPD
  - Joint Committee structure
  - Cost savings
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# Developing our approach...

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- Reduced access to public resources and difficult market conditions.
  - Initiatives such as Evergreen, RGF, Tax Increment Financing and Community Infrastructure Levy (CIL)
  - New duties – Flood Risk Management
  - New Investment Models – Evergreen
  - Single Assessment Framework
  - GM Spatial Framework
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# GM Spatial Framework

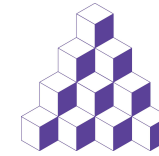
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- Making Greater Manchester a more attractive place by creating the conditions for all places to flourish ...
  - Identifying sites for ‘new’ investment and expansion of our indigenous economic base.
  - A new approach to improve the contribution and attraction of our town centres.
  - Increasing the supply and quality of our housing offer.
  - Investing in infrastructure for the 21<sup>st</sup> century.
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# The Future...

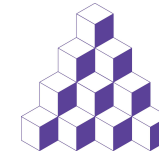
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- Evolving and maturing partnership
  - Combined Authority – April 2011
  - Responsibility for transport, economic development and regeneration
  - Welcome Government's recognition of unique role of cities
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# But.....



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The NPPF needs to acknowledge that:

- Cities are unique drivers of growth and can drive national growth.
  - Growth focused framework but lacks a spatial focus to support cities.
  - National growth strategy and UK Infrastructure Plan 2 (3 and 4....) should seek to make existing urban areas work better.
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