

Panel Question (i)

Does the strategy communicate a clear, sustainable and appropriate vision for the sub-region? If not how should the strategy be modified? In particular:

- **do the proposals for employment, housing, transport and the environment amount collectively to a coherent and appropriate vision for the sub-region;**
- **are the proposals for employment land (of various kinds) appropriate and achievable;**
- **are the transport proposals adequate and logical in relation to the strategy as a whole;**
- **is adequate attention paid to issues of climate change and the protection of the environment;**
- **are there any other material deficiencies, which you perceive in the plan as it affects the sub-region;**
- **do you believe the proposals to be deliverable, through the development plan system or in other ways;**
- **the extent to which cross-border issues have been considered, especially in relation to High Peak;**
- **how will the sub-regional sub-area priorities be monitored?**

1.1 The process that has underlain the development of policies in each of the sub-regions is set out in section 2 of the Technical Appendix to the Submitted Draft Regional Spatial Strategy (RSS). A balance has been struck to produce a concise Draft RSS between thematic policies that cover sub-regional aspects including housing and employment land requirements, and specific sub-regional policies that address the functional relationships and strategic policy deficit principles set out in PPS11¹. To ensure consistency between sub-regions within the Draft RSS, the sub-regional policies are set within the context of overarching policy frameworks such as DP1 and RDF1, and relevant thematic policies.

1.2 The vision that emerged for the Manchester City Region was developed initially through the first detailed proposals² and latterly in the sub-regional statement³ produced by the partnership of local authorities and other key stakeholders within the city region area that formed the major contribution to sub-regional policy development for the area within the Draft RSS. The vision and policy framework in the sub-regional statement is closely interlinked with the work undertaken for the first version of the City Region Development Programme (CRDP)⁴ for the Manchester City Region and has being carried through into the revised CRDP⁵ published in September 2006. An updated sub-regional statement was produced by AGMA in September 2006 for submission to the EIP.

¹ Paragraph 1.13, Planning Policy Statement 11 (*PP11*)

² Manchester City Region First Detailed Proposals provided to NWRA for the Options Consultation, March 2005

³ Manchester City Region sub-regional Statement, Manchester City Region Steering Group, September 2005

⁴ Manchester City Region Development Programme – Accelerating the Economic Growth of the North, CRDP Steering Group, June 2005

⁵ Manchester City Region Development Programme 2006 – Accelerating the Economic Growth of the North, CRDP Steering Group, September 2006

1.3 The proposals for employment, housing, transport and the environment need to be considered both in terms of what is set out within the sub-regional section of Draft RSS, and must be read across to other parts of Draft RSS to produce a collective policy whole that is a coherent and appropriate framework for the sub-region.

1.4 In terms of employment, the policies complement the framework set out in Policies W1 to W4. The Assembly's statement for Matter 3A sets out the evidence base that derived the employment land requirements for the traditional sub-regions of the shire counties and former metropolitan areas in the North West. It is acknowledged that a difficulty therefore arises in apportioning an employment land requirement to the city region. A number of respondents in the public consultation highlighted the need for district level employment land figures. A potential approach to deriving district level employment land figures is discussed in Briefing Paper 7⁶. If the proposed approach was deemed to be appropriate, it would then be possible to produce employment land requirements for the city region. The broad locations identified in Policy W2 are included in the Manchester City Region Diagram, and are referenced in the city region policies where appropriate. Local employment opportunities are covered in the city region policies and cross refer to Policy W3.

1.5 The public consultation response to Draft RSS⁷ highlighted concerns that a separate policy on Manchester Airport had not been included in the plan⁸. The Assembly consider that sufficient policy guidance is supplied by MCR1, MCR3 and RT3.

1.6 With regard to housing, the over-arching framework for the city region policies is set by policies L2 to L5, and includes Policy L4 that provides the quantum of new housing development to be delivered within the local authority areas that make up the City Region. The detail regarding the sub-region's housing provision and distribution is set out under Matter 7B.

1.7 Each sub-region contains a policy that sets out the key priorities for the sub-region including transport which is aligned to various RT policies in the Draft RSS. In the case of the Manchester City Region, policies RT1, RT3 and RT8 are specifically cross referenced in Policy MCR1. The remaining RT policies are linked into the sub-regional policy frameworks, in the same manner as the rest of the policies in the Draft RSS, in line with the approach outlined in paragraph 1.3 of Draft RSS. Moreover, the transport priorities in the sub-regional policies are in accordance with the Regional Funding Allocation submitted advice for the city region.

1.8 In line with the approach set out in paragraph 1.3 of Draft RSS, the sub-regional policies need to be read across with Policy DP1 that sets out the approach required to deal with climate change, and policies EM1 to EM5 plus RDF5, which provide the key aspects for environmental protection.

1.9 Cross border issues have been specifically considered with regard to High Peak, and proposed further collaborative work with the East Midlands Regional Assembly is identified in the Draft RSS⁹.

⁶ Briefing Paper 7 - Apportioning Employment Land by Local Authority NWRA, September 2006

⁷ AGMA and Manchester Airport

⁸ A policy for Manchester Airport is featured in the sub-regional statement produced by AGMA.

⁹ Paragraph 12.10 of draft RSS. Pending the outcome of the Comprehensive Spending Review (CSR07) no funding currently exists beyond 31st March 2008, to support the Assembly's RPB function (including the employment of staff). Therefore the Assembly is only able to commission new research that will be completed by 31st March 2008. Until the medium - long term funding situation is resolved, the Assembly

1.10 The Implementation Plan¹⁰ sets out a programme for delivery for the Draft RSS, and is covered in detail by statements for Matters 11A and 11C. The monitoring of sub-regional priorities will be incorporated into the Annual Monitoring Report process for RSS. The Assembly produces a monitoring manual each year – the next version will incorporate the necessary mechanisms for sub-regional monitoring. Moreover, monitoring is likely to be undertaken by sub-regional partners as part of their Local Development Frameworks which can feed into the regional monitoring framework.

Panel Question (ii)

Is there an inconsistency in the strategy as it affects the sub region in that most of the housing development is proposed for the northern part of the area, whilst most of the economic development opportunities are said to be in the southern part?

2.1 The Assembly believes that the proposed housing provision and distribution with the Manchester City region reflects the spatial strategy of RSS and that no inconsistency exists. There is a strong focus on supporting economic growth in the City Centre with 47.5% of housing provision being in Manchester \ Salford. Whilst the sub regional policy approach supports economic growth in the southern parts of the city region, it also supports economic growth elsewhere in the northern parts of the city region.

2.2 Tables 1 and 2 (Appendix 1 of Matter 7B) clearly show that slightly more potential for housing currently exists in the southern part of the City Region compared to the northern part and that the proposed housing provision reflects this as well with more housing proposed in the southern part of the City Region than the northern part. This is despite perceptions that the amount of land potentially available for all forms of development is more constrained in the southern part of the city region for a variety of planning policy and transport capacity reasons.

2.4 The potential exists in the northern parts of the city region to accommodate both economic and housing growth as it well placed to provide good public transport links to the City Centre (and the southern part of the City region) via the existing networks.

Panel Question (iii)

Are there any issues affecting the South Cheshire sub-region which might require the plan to be modified?

3.1 The Draft RSS identifies the need to account for the likely impact of development within Crewe and Nantwich upon the economic and regeneration activity in North Staffordshire¹¹. The public consultation on Draft RSS did not raise any additional significant issues for inclusion in the draft plan.

is also unable to give a firm timescale commitments on undertaking a future review of RSS, as it may not be possible to comply with all the procedural process requirements of PPS11 over next 18 months, to ensure submission of a Draft RSS to Government before 31st March 2008.

¹⁰ Draft Implementation Framework, NWRA, January 2006

¹¹ Paragraph 16.2 of draft RSS