



**TRAFFORD**  
**COUNCIL**

## **RESPONSE TO INSPECTOR'S NOTE 5**

**Response to the planning policy changes  
announced in the 2011 Budget.**

**09 May 2010**

## **CONTENTS**

### **Council's response to the planning policy changes announced in the 2011 Budget.**

1.0	Introduction.....	4
2.0	The Council's approach to sustainable economic growth and job creation.....	4
3.0	The Abolition of the Previously Developed Land Target. ....	4
4.0	Identification of the Greater Manchester Enterprise Zone.....	5
5.0	Duty on Local Authorities and Public Bodies to Co-operate on Planning Issues. ....	8

## TRAFFORD CORE STRATEGY EXAMINATION

### INSPECTOR'S NOTE 5

#### Budget 2011 - Planning for Growth

You will no doubt be aware of the planning policy changes that were announced in the 2011 Budget recently, particularly the Written Ministerial Statement 'Planning for Growth' issued by The Rt Hon Greg Clark MP, Minister of State, on 23 March 2011 and the further details contained in the Treasury's 'The Plan for Growth'.

(<http://www.communities.gov.uk/statements/corporate/planningforgrowth>  
[http://cdn.hm-treasury.gov.uk/2011budget\\_growth.pdf](http://cdn.hm-treasury.gov.uk/2011budget_growth.pdf) .)

In view of the great significance attached by the Government to these policy changes, I am inviting your views as to how they might affect your representation and the soundness of the Core Strategy. I am fully aware of the content of the Government's statements and so these should not be repeated. What is important for my consideration is the application of those policies to the soundness of the Core Strategy and to the suggested changes that have been put forward to it by the Council and others.

Your views, if any, should be sent to Yvonne Parker, the Programme Officer, by 9 May 2011. Any submitted views will be taken into account in the forthcoming Hearings sessions and in my report.

*Shelagh Bussey*

Inspector

## **Council's response to the planning policy changes announced in the 2011 Budget.**

### **1.0 Introduction**

- 1.1 The Council has taken the opportunity to review and reflect on the proposals set out in the Government's Plan for Growth (published on 23 March 2011) and is now in a position to respond to Inspector's Note 5.
- 1.2 The Council supports many of the features detailed in the Plan for Growth. The Plan for Growth outlines the Government's economic policy objective to achieve strong, sustainable and balanced growth across the country and makes it clear that the Government expects local planning authorities to take on board many changes with immediate effect including the adoption of this policy objective as a material consideration in planning decisions.
- 1.3 The Council considers that the key matters raised by this Publication in relation to the Trafford Core Strategy are:
  - The Council's approach to sustainable economic growth and job creation.
  - The abolition of the Previously Developed Land target.
  - Identification of the Greater Manchester Enterprise Zone.
  - Duty on local authorities and public bodies to co-operate on planning issues.

### **2.0 The Council's approach to sustainable economic growth and job creation.**

- 2.1 The Government has clear expectations that local planning authorities should prioritise growth and jobs. Central to this is a presumption (paragraph 2.12) that local authorities will be expected to have an up-to-date Core Strategy in place and that development plans are pro-growth.
- 2.2 The Council is firmly committed to the timely adoption of the Trafford Core Strategy so that an up-to-date Development Plan exists to support delivery of new growth within Trafford, and to provide the framework for future planning documents. As detailed throughout the Hearing Sessions the Council considers that the Core Strategy, as presented, is based on the most up-to-date evidence relating to economic and housing growth.
- 2.3 It is considered that the Plan is pro-growth and adequately provides the framework for the delivery of the local and sub-regional economic ambitions of both Trafford and the sub-region. The implications of the identification of the Greater Manchester Enterprise Zone are discussed below.
- 2.4 It is not considered that the application of the policy changes identified by the Government in relation to this matter have an adverse impact on the Soundness of the Trafford Core Strategy.

### **3.0 The Abolition of the Previously Developed Land Target.**

- 3.1 Government has introduced a localised choice about the use of previously developed land (pdl) target, removing nationally imposed targets whilst retaining existing controls on greenbelt land.
- 3.2 As detailed in the Council's response to Main Matter 6.5 (CD 12.35.6) and amplified at the Hearing session, it is considered that the 80% indicative target set out in Core Strategy Policy is still relevant and valid for Trafford and that the requirement detailed in L1 should remain. By retaining a pdl target within the Core Strategy it will support the Council's twin approach of Growth and the Regeneration of the urban fabric, ensuring that development takes place in the areas of the Council's priorities.
- 3.3 The pdl target presented in the Core Strategy is supported by the indicative target set for the South Manchester/North East Cheshire area in RSS (CD3.1.1) and the Council's Strategic Housing Land Availability Assessment (CD 8.8.6). Table L1 within the Core Strategy demonstrates that this target is achievable over the lifetime of the Plan.
- 3.4 It is not considered that the application of the policy changes identified by the Government in relation to this matter require a change to the Core Strategy or have an adverse impact on the Soundness of the Trafford Core Strategy.

### **4.0 Identification of the Greater Manchester Enterprise Zone.**

- 4.1 The Government has identified its intention to set up 21 new Enterprise Zones across the UK. These locations will benefit from superfast broadband, lower taxes and low levels of regulation and planning controls and will be developed with the new Local Enterprise Partnerships. All business rates will be held locally.
- 4.2 Within Greater Manchester an Enterprise Zone has been secured following discussion with the HM Treasury. This has been identified as being on land within Manchester, north of the Airport.

#### The GM Enterprise Zone

- 4.3 On the 06 April 2011, Manchester City Council took a report to its Executive (CD 12.74) detailing that the City Council will work with the Manchester Airport Group and other stakeholders and local authorities to bring forward proposals relating to a definitive boundary and associated governance arrangements, for the Enterprise Zone. This could give rise to proposals to include the areas that surround the Airport including land at Davenport Green, within the Enterprise Zone. This work has now commenced with a view to prepare for a start on site in early 2012.
- 4.4 The Executive report also detailed that consultation on a Manchester Airport City Development and Infrastructure Framework (CD12.75) was to be undertaken to guide and inform the development of the Airport City site.

This consultation began on 26<sup>th</sup> April and will conclude on Friday 03 June 2011.

- 4.5 Policy EC11 from the MCC Core Strategy: Publication document (CD12.76) identifies an Airport City strategic location on land to the north of the Airport. The Core Strategy has been out to public consultation. The MCC Executive report (CD12.74) details that this strategic location will be the core component of the wider Airport City Enterprise Zone.
- 4.6 The Airport City Enterprise Zone is estimated to have the potential to create over 7,000 jobs and capture tax revenues to reinvest throughout Greater Manchester. Once adopted the MCC Core Strategy and the Development Framework will set the planning context for the development of Airport City, it will also be subject to a Local Development Order.

#### Implications for the Trafford Core Strategy

- 4.7 The position presented throughout the Core Strategy, including the decision to return the Davenport Green site to the Green Belt, was based upon a number of factors principally around the fact that to date there has been a lack of clarity around development proposals for land at Davenport Green and the lack of evidence demonstrating the deliverability of the site.
- 4.8 As detailed at the Hearing Sessions, the Council has been aware that Manchester Airport Group was developing, in conjunction with partners, proposals to create an Airport City for some years to capture and capitalise on the Airport's unique combination of location, connectivity and available land assets.
- 4.9 During the Hearing Sessions and in response to the Inspector's MMIQs, the Council has detailed that it considered the proposals at Airport City were sufficient to meet identified growth of the Airport and that it is appropriate for airport related growth within Trafford to be located at Trafford Park and Carrington thus supporting both the borough's economic and regeneration priorities together with the growth of the Airport and City Region.
- 4.10 Following the announcement of the GM Enterprise Zone the Council has taken some time to review the emerging information and is actively working with key partners to better understand the implications for Trafford of these announcements. The status of the Enterprise Zone is new, and the Council considers there is merit in ensuring that the implications of this are fully understood.
- 4.11 As such the leadership of the Council has specifically requested that officers engage with the main stakeholders to assess the implications of the Manchester Airport City Enterprise Zone and the emerging UHSM Medipark proposals in a positive and inclusive manner. The Council has written to RLAM, the promoters of Davenport Green, and asked them to provide the Council with their specific views on what the neighbouring opportunities of the MediPark, and the proposals for the Airport City Enterprise Zone would

have in relation to the economic case for identifying land at Davenport Green for development

#### Additional work

- 4.12 In addition to the above, the Council is undertaking further work to assess how the establishment of the EZ will impact upon the economic strategy for Trafford and the wider area, to assess what implications, if any, this change in the planning context for the area could have for the future of Davenport Green.
- 4.13 This work has yet to be concluded and therefore the Council is currently unable to fully assess the implications of the Enterprise Zone on the Trafford Core Strategy. It is anticipated that the outcome of this work would be reported to Members, together with the outcomes of Manchester City Council's consultation on the Manchester Airport City Development and Infrastructure Framework (CD12.75), in June 2011.

#### Conclusion

- 4.14 Although the Council remains convinced at this point in time that the proposal put forward in the Core Strategy to return Davenport Green to Green Belt is correct in relation to the planning context for Trafford, it is very conscious of the need to be fully cognisant of the impacts that the proposed designation of an Enterprise Zone at Manchester Airport on both Trafford and the wider area.
- 4.15 Given the status of this work, the Council is not yet able to take a view with regard to the benefits (or disbenefits) that this proposal could make to the Council's economic strategy, economic regeneration within Trafford and therefore to the soundness, or otherwise, of the Core Strategy.
- 4.16 The Council will need to have a greater understanding of what is being proposed, in relation to the Enterprise Zone and by Royal London Asset Management at Davenport Green in response to that proposal, and the extent to which these may impact on the current proposals for Davenport Green within the Core Strategy and on Trafford as a whole. The Council is working with stakeholders and is keen to establish whether the proposals significantly change the planning context for the area and justify a review of the status of Davenport Green.
- 4.17 Work is already being undertaken to review the impact of the Enterprise Zone on the Council's economic strategy as proposed through the Core Strategy. It is considered necessary to undertake a thorough consideration of these issues, together with establishing a better understanding as to what exactly is being proposed by Royal London Asset Management at Davenport Green (including details as to its deliverability), prior to the resumption of the Core Strategy Examination, in order to establish whether the status of the Davenport Green site should be subjected to further review.
- 4.18 In light of this on going work it is proposed to recommend to the Council's Executive that a request be made to the Examination Inspector, for a

postponement of the Hearing Sessions into Matters 4 and 5 (26 May) so that the implications of the Enterprise Zone and the outcomes of the Manchester City Council consultation process can be fully understood.

**5.0 Duty on Local Authorities and Public Bodies to Co-operate on Planning Issues.**

- 5.1 Government has detailed that it intends to introduce a duty on local authorities and public bodies to co-operate on planning issues.
- 5.2 The Council detailed in its response to the Inspector's Main Matters, Issues and Questions Note 1 and MMIQ 1.5, 4.8, 4.11 that the Core Strategy, as presented, has been the subject of significant cross-boundary working throughout its preparation.
- 5.3 This includes ensuring that the Core Strategy addresses matters with sub-regional impacts such as accommodating the appropriate level of Economic and Housing Growth, the approach to the identification of Strategic Housing Market Areas, ensuring the timely provision of strategic infrastructure, addressing Flood Risk and climate change and making provision for the delivery of the Housing Growth Point and airport related growth.
- 5.4 In addition, the new Greater Manchester Combined Authority came into effect on the 01 April 2011 and further strengthens cross-boundary working amongst Greater Manchester authorities, particularly in the fields of Economic Regeneration and Transport.
- 5.5 Given the above, and the original response to the Inspector's MMIQ's, it is considered that Trafford has demonstrated that it has engaged in ongoing constructive and active engagement with relevant neighbouring authorities on the preparation of the Core Strategy development plan document. This approach is illustrated in section 4 of this note.
- 5.6 It is therefore not considered that the application of the policy changes identified by the Government in relation to this matter have an adverse impact on the Soundness of the Trafford Core Strategy.