

**GREATER MANCHESTER COMBINED AUTHORITY (GMCA)
HOUSING, PLANNING AND ENVIRONMENT OVERVIEW & SCRUTINY
COMMITTEE, 15 FEBRUARY 2018 AT 6.00 PM, GMCA, CHURCHGATE
HOUSE, 56 OXFORD STREET, MANCHESTER M1 6EU**

Present: Councillor Lisa Smart (in the Chair)

Councillor Michelle Barnes (Salford)
Councillor Andrew Morgan (Bolton)
Councillor Adrian Pearce (Tameside) – Substitute
Councillor Gill Peet (Tameside)
Councillor Hannah Roberts (Oldham)
Councillor Elaine Sherrington (Bolton)
Councillor Peter Malcolm (Rochdale) – Substitute
Councillor Robert Sharpe (Salford)
Councillor Fred Walker (Wigan)
Councillor Lynne Holland (Wigan)
Councillor Jamie Walker (Bury)

Other attendees: Cllr Alex Ganotis (Portfolio Leader for Green, City
Region)

Officers: Julie Connor (GMCA), John Holden (GMCA), Susan
Ford (GMCA), Anne Morgan (GMCA), Simon Warburton
(TfGM), Helen Smith (TfGM), Chris Findlay (Salford CC
and GMCA Housing and Planning Lead) and Emma
Stonier (GMCA)

Apologies: Councillors: James Wilson (Manchester), Linda Robinson
(Rochdale) and Elise Wilson (Stockport).

M41/HPE URGENT BUSINESS, IF ANY, INTRODUCED BY THE CHAIR

There was no urgent business introduced by the Chair.

M42/HPE DECLARATIONS OF INTEREST

There were no declarations of interest received at the meeting.

**M43/HPE TO APPROVE THE MINUTES OF THE LAST MEETING DATED
15 JANUARY 2018**

The minutes of the last meeting dated 15 January 2018 were submitted for approval.

The following outstanding actions were noted;

- M30/HPE – officers to produce a briefing note explaining the role of the new Strategic Transport Board. Members were informed that correspondence had been sent to Ministers, by the Mayor, regarding the transport agencies attendance and that once this had been agreed the Committee would be provided with an update.

- M37/HPE - That a letter be written to the Secretary of State for Transport asking for more powers for Greater Manchester in terms of control of rail stations. Members were informed that a draft letter was being finalised and that a copy would be circulated once available.

Members highlighted the National Infrastructure Consultation response and reference to Greater Manchester being an outward looking city. It was suggested that in future submissions should reference Greater Manchester being an outward looking city-region.

Salford City Mayor, Paul Dennett had requested that a Committee Member attend the Planning and Housing Commission. The Chair asked that any Member interested in this contact officers at the GMCA.

RESOLVED:

1. That the committee approved the minutes of the last meeting on 15 January 2018 as a correct record.
2. Any Member interested in attending the Planning and Housing Commission contact officers at the GMCA.

M44/HPE GREATER MANCHESTER SPATIAL FRAMEWORK (GMSF)

Members received a presentation from Anne Morgan, Head of Planning Strategy, GMCA that gave an update on the progress of the GMSF with particular reference to; the GMSF's proposed structure, wider engagement, the timetable to June and opportunities for district involvement. Members were informed that information regarding land supply availability would be provided at the next meeting.

In discussion, the main points raised were as follows:

- What happened if one of the ten districts was to reject the proposed framework? It was confirmed that if agreement between districts and the Mayor was not reached then the GMSF would not be able to go out to consultation. It was also highlighted that the government was intending to publish its revision of the National Planning Policy Framework and a revision of the method for calculation of housing allocations shortly. If agreement was not reached in relation to the GMSF districts would individually need to meet the provisions of the revised national guidance.
- A Member noted a current planning application in Bolton which was on greenbelt land and asked whether there was any recourse for applications to be looked at, by the GMCA, whilst the GMSF was in development. Members were updated that the Mayor and/or the GMCA was not able to intervene in individual planning applications and that local planning authorities retain responsibility for these. All applications were also noted as being subject to due process.
- Members questioned when the plan was intended to be adopted, particularly in relation to protections from development in local areas before the GMSF was adopted. Officers noted it can take several years for a strategic plan to reach adoption, which may take us up until 2020, but the detailed timetable is being considered and will be confirmed as the next draft is published.

- Members highlighted the 2017 consultation and concerns of residents in relation to; engagement in the process; issues with the use of brownfield sites and around the use of green belt for developing. It was noted that this iteration of the GMSF needed to be much clearer about why a plan was being produced, what the plan was for and how this would benefit communities. To assist with residents' understanding of the plan the way in which the plan was presented and a succinct summary of the plan would be needed. Officers confirmed that these points were being addressed during the development of the plan. The revised plan would articulate information and key messages in a much clearer way. Members also welcomed the early engagement with Councillors in the proposed consultation process.
- A Member urged a more creative assessment to highlight the existence of underused, unused or derelict land or buildings in town centres and asked how the GMSF would be aligned with town centre plans. Members were informed that the Committee would receive the land supply information at the next meeting and would be able to review this in more detail. GMCA officers have been working with districts to finalise what this will look like and it is expected that the 2017 database of land supply will be received soon. Additionally the GMCA will publish this data before consultation to ensure that members of the public have adequate time to review this and provide feedback.
- Members queried whether the plan will include reference to affordable housing and what consideration had been given to differences between districts in relation to this. Officers noted that consideration would be given to this, but any work taking place at a Greater Manchester scale would not conflict with policies at a local level.
- Members stressed that the language used in the plan and associated documents should be simple and clear; for example using the term 'jobs' as opposed to 'economic development' when appropriate.
- Members asked about the expected cost of the development of the GMSF. It was noted that overall costs difficult to assess, as the final costs would be dependent on the passage of the plan through the statutory processes. However, members were assured that working together at a strategic level was cheaper than each district producing their own plan. Members were reminded that the government was encouraging places to work on a larger footprint. Development of a plan at GM level would also help to develop GM and deliver the collective aspirations set out in the Greater Manchester Strategy.

RESOLVED:

1. That the Committee noted the presentation;
2. That officers should take into account the Committee's comments as it develops the draft plan; and
3. That the land supply/allocation data would be reviewed at the next meeting.

M45/HPE THE AIR QUALITY PLAN

Cllr Alex Ganotis, Portfolio Leader Green, City Region introduced TfGM's presentation which provided Members with an update on the Air Quality Plan. Air

Quality was highlighted as a pressing issue for Greater Manchester. It is estimated that approximately 2000 people each year die from the effects of poor air quality in GM. Government has required that local areas who have hotspots whose air quality exceed the limits produce and submit an air quality plan which demonstrates how they intend to tackle air quality. Members were updated that although air quality remained the legal responsibility of local authorities, districts in GM had delegated the production and implementation of the air quality plan to Transport for Greater Manchester (TfGM).

Helen Smith, Head of Logistics and Environment, TfGM, gave a presentation which outlined action being taken in Greater Manchester to tackle air quality and the development of the air quality plan including governance arrangements.

In discussion, the main points raised were as follows:

- It was asked whether there was enough points across GM to provide necessary data related to air quality. Members were updated that work was underway to expand the network across GM and that an audit had highlighted if these actions were undertaken GM would be in a fair position to collect the requisite data. The possibilities of using other data in future such as the automatic number plate recognition (ANPR) and taxi licensing was also highlighted.
- Members queried how smart ticketing was linked to improving air quality. It was noted that the implementation of smart ticketing was a driver in encouraging people to switch their journeys to public transport, by making it simpler to make journeys across different transport modes, for example tram, rail and bus. Discussions regarding how this would be implemented across transport in Greater Manchester had commenced.
- Members questioned whether the government had powers to enforce local authorities to drive action to improve air quality. Officers updated Members that the government required local authorities to bring forward clear plans about how to tackle air quality but that at present government had not indicated that it would impose charge based clean air zones. These were confirmed as being geographically defined areas where the most polluting vehicles were subject to charges when crossing the boundary. Members noted that any introduction of charging was likely to impact those most deprived. It was highlighted that it was not intended to introduce congestion charges and that in the case of clear air zones enforcement was geared towards compliance.
- A Member enquired whether there was technology available which could 'clean' air in particularly polluted areas. It was stated that even if this was possible the proximity of pedestrians, cyclists and motorists to polluting vehicles meant that they would still be exposed to particulate matter from both emissions and other sources such as tyre wear.
- A Member, referring to page 33 of the presentation, asked how many trips would need to be reduced if Salford was to achieve the 19% reduction in nitrous oxide. Officers stated they would confirm the exact number of trips.

- Members asked whether the possibility of using only electric buses in one pilot area had been considered. This could give a better idea of their overall impact on air quality. TfGM were working to move to an electric bus fleet in the future, but the requirement was to make significant improvements to air quality, through the air quality plan, by 2020. Another Member highlighted the electric buses used on the Leigh Guided Busway as a positive example.
- Members noted that arterial routes in GM were not included in air quality management areas. It was updated that Highways England was responsible for these routes; however TfGM was represented on the Highways England Steering Group and was working closely with them to improve air quality.
- The option of using taxi licensing procedures to enforce the use of less polluting vehicles was discussed. Members were informed that TfGM was currently working with districts regarding a review of licencing standards in relation to emissions and safety with the aim to standardise licencing across GM.

Cllr Ganotis notified the Committee that the Air Quality Plan was an area in which they would receive further updates in future. Additionally TfGM would be holding briefing sessions with Executive Members in districts.

GM's strategic outline case will be submitted to government imminently and which will outline potential measures to be undertaken in GM. Following this the finalised action plan will be developed. The Committee will be consulted about their views on this action. Cllr Ganotis highlighted some areas for the Committee's consideration;

- Challenge to government regarding national action on air quality and that the onus to tackle this should be provided by all agencies;
- The limitations of the national framework which focuses on narrowly defined areas: tackling air quality requires sustainable solutions, alongside a focus on particular roads;
- Disproportionate impact of poor air on the most deprived communities and the importance of putting inclusion, fairness and equality at the centre of plans; and
- That there is a need for government to produce long term plans and solutions to air quality.

- RESOLVED:**
1. That the presentation be noted;
 2. To receive further updates on the development of the Air Quality Plan.
 3. That TfGM provide further information on the reduction number of the trips that would be required to achieve the necessary improvements in air quality.

M46/HPE GREATER MANCHESTER STRATEGY (GMS) PERFORMANCE DASHBOARD

John Holden, Assistant Director Research and Strategy, introduced a report which provided Members with an update on the Greater Manchester Strategy (GMS) Performance Management Dashboard. The paper set out the approach used to

develop the dashboard indicators, the indicators chosen and the rationale for choosing those indicators. Members were asked to provide feedback on the dashboard and indicators used relating to this Committee's remit. Officers noted that they were happy to receive further feedback outside of the meeting.

Members supported the layout of the dashboard as a clear way of displaying data. It was also noted that the presentation of this may change and develop over time.

Members asked whether the timescales outlined were achievable and realistic. They were assured that GMS targets were deliberately ambitious, whilst ensuring that these were still achievable. Targets would be closely monitored and any slippage would be able to be identified at an early stage.

Members noted that it was important that indicators were comparable between districts to ensure consistency. It was confirmed that the selected measures were comparable across districts. Additionally the measurements were designed to enable GM to assess its progress nationally and internationally.

Members asked how the inclusion of median data assisted with an understanding of reducing inequalities in GM. Members were informed that work was being undertaken with the Inclusive Growth Analysis Unit (IGAU) about how disparities in performance between groups and inclusive growth can be measured. An annual 'State of GM' report will also be produced which will outline in more detail performance between groups and categories to assess progress in reducing inequalities.

A Member questioned whether detailed data for each of the ten districts would be included as an appendix to performance reports. It was confirmed that this would be provided.

- RESOLVED:**
1. That any further comments on the GMS Performance Dashboard, including feedback on specific indicators under each of the priorities, would be provided outside of the meeting;
 2. That the intention to work with the University of Manchester's Inclusive Growth Analysis Unit (IGAU) to explore the distributional impact of the GMS, was noted; and
 3. To note that the first full performance update will return to GMCA Scrutiny Committees in April alongside the refreshed GMS Implementation Plan for 2018-20.
 4. To note that the Committee welcomed the style and content of the dashboard.

M39/HPE WORK PROGRAMME

Susan Ford, Statutory Scrutiny Officer, introduced the work programme. It was agreed that the item on the Waste Management Business Plan and Performance scheduled for March be changed to a training session for the Committee, regarding their responsibilities for Waste, at a future date.

The Committee agreed to consider GMSF Land Allocations as a substantive item at the March meeting.

The Chair requested that homelessness be added as a substantive item to the March meeting and that someone with first-hand experience of this was invited to speak to the Committee about their experiences. Members supported this and noted that it needed to be clear what the Committee was being asked to look at in relation to homelessness. A decision regarding a homelessness trailblazer would be taken to the GMCA meeting at the end of March and would align well with this item.

RESOLVED:

That Officers update the work programme in light of comments made at the meeting.

M40/HPE DATE AND TIME OF NEXT MEETING

It was noted that the next meeting would take place at 10:30am on 15 March 2018 at Greater Manchester Fire & Rescue Services Training Centre, Cassidy Close, Manchester M4 5HU.