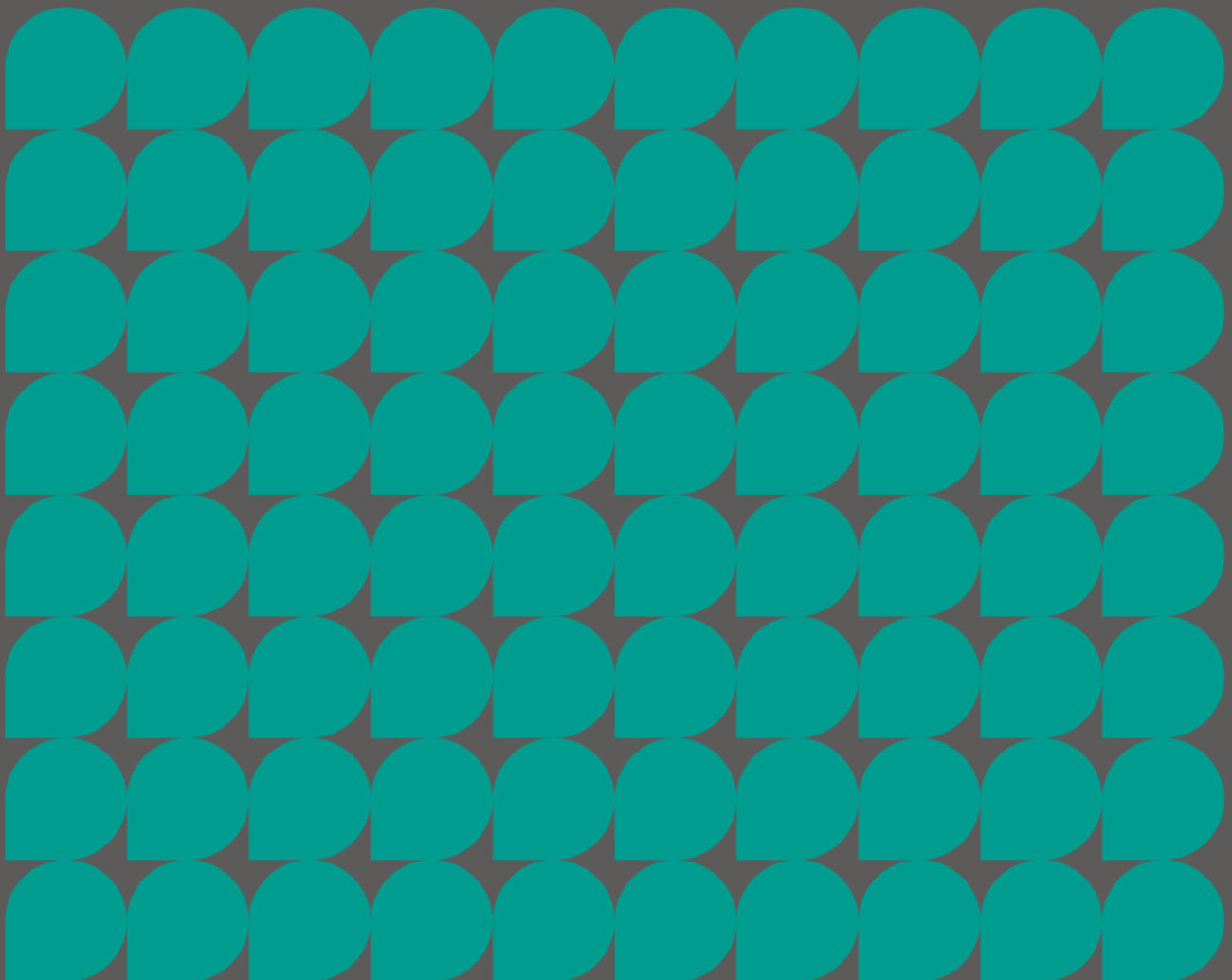


**GREATER
MANCHESTER**
DOING THINGS DIFFERENTLY

Places for Everyone

JPA10 Global Logistics Allocation Topic Paper

July 2021



Contents

- 1
- Section A – Background..... 4
 - 1.0 Introduction 4
 - 2.0 Allocation [Name] Overview 6
 - 3.0 Site Details..... 6
 - 4.0 Proposed Development..... 7
 - 5.0 Site Selection 7
 - 6.0 Planning History 8
 - 7.0 GMSF 2019 Consultation Responses..... 9
 - 8.0 GMSF 2019 Integrated Assessment 9
 - 9.0 GMSF 2020 Integrated Assessment 10
- Section B – Physical 11
 - 10.0 Transport 11
 - 11.0 Flood Risk and Drainage 13
 - 12.0 Ground Conditions 13
 - 13.0 Utilities 13
- Section C – Environmental 14
 - 14.0 Green Belt Assessment..... 14
 - 15.0 Green Infrastructure..... 15
 - 16.0 Recreation 15
 - 17.0 Landscape..... 16
 - 18.0 Ecological/Biodiversity Assessment 16
 - 19.0 Habitat Regulation Assessment..... 17
 - 20.0 Historic Environment Assessment..... 18
 - 21.0 Air Quality..... 19
- Section D – Social 20
 - 22.0 Education..... 20
 - 23.0 Health 20
- Section E – Deliverability 21
 - 24.0 Viability..... 21
 - 25.0 Phasing 21
 - 26.0 Indicative Masterplanning..... 21
- Section F – Conclusion..... 22
 - 27.0 The Sustainability Appraisal 22
 - 28.0 The main changes to the Proposed Allocation..... 22

29.0 Conclusion	22
Section G – Appendices	23
Section H – Bibliography	31

Section A – Background

1.0 Introduction

- 1.1 In November 2014, the 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”) and that AGMA be appointed by the 10 authorities to prepare the GMSF on their behalf.
- 1.2 The first draft of the GMSF DPD was published for consultation on 31st October 2016, ending on 16th January 2017. Following substantial re-drafting, a further consultation on the Revised Draft GMSF took place between January and March 2019.
- 1.3 On the 30 October 2020 the AGMA Executive Board unanimously agreed to recommend GMSF 2020 to the 10 Greater Manchester Councils for approval for consultation at their Executives/Cabinets, and approval for submission to the Secretary of State following the period for representations at their Council meetings.
- 1.4 At its Council meeting on 3 December Stockport Council resolved not to submit the GMSF 2020 following the consultation period and at its Cabinet meeting on 4 December, it resolved not to publish the GMSF 2020 for consultation.
- 1.5 As a joint DPD of the 10 Greater Manchester authorities, the GMSF 2020 required the approval of all 10 local authorities to proceed. The decisions of Stockport Council/Cabinet therefore signalled the end of the GMSF as a joint plan of the 10.
- 1.6 Notwithstanding the decision of Stockport Council, the nine remaining districts considered that the rationale for the preparation of a Joint DPD remained. Consequently, at its meeting on the 11th December 2020, Members of the AGMA Executive Committee agreed in principle to producing a joint DPD of the nine remaining Greater Manchester (GM) districts. Subsequent to this meeting, each district formally approved the establishment of a Joint Committee for the preparation of a joint Development Plan Document of the nine districts.

- 1.7 Section 28 of the Planning and Compulsory Purchase Act 2004 and Regulation 32 of the Town and Country Planning (Local Planning) (England) Regulations 2012 enable a joint plan to continue to progress in the event of one of the local authorities withdrawing, provided that the plan has ‘substantially the same effect’ on the remaining authorities as the original joint plan. The joint plan of the nine GM districts has been prepared on this basis.
- 1.8 In view of this, it follows that PfE should be considered as, in effect, the same Plan as the GMSF, albeit without one of the districts (Stockport). Therefore “the plan” and its proposals are in effect one and the same. Its content has changed over time through the iterative process of plan making, but its purpose has not. Consequently, the Plan is proceeding directly to Publication stage under Regulation 19 of the Town and Country Planning (Local Planning) England Regulations 2012.
- 1.9 Four consultations took place in relation to the GMSF. The first, in November 2014 was on the scope of the plan and the initial evidence base, the second in November 2015, was on the vision, strategy and strategic growth options, and the third, on a Draft Plan in October 2016.
- 1.10 The fourth and most recent consultation on The Greater Manchester Plan for Homes, Jobs and the Environment: the Greater Manchester Spatial Framework Revised Draft 2019 (GMSF 2019) took place in 2019. It received over 17,000 responses. The responses received informed the production of GMSF 2020. The withdrawal of Stockport Council in December 2020 prevented GMSF 2020 proceeding to Regulation 19 Publication stage and instead work was undertaken to prepare PfE 2021.
- 1.11 Where a local planning authority withdraws from a joint plan and that plan continues to have substantially the same effect as the original joint plan on the remaining authorities, s28(7) of the Planning and Compulsory Purchase Act 2004 provides that any step taken in relation to the plan must be treated as a step taken by the remaining authorities for the purposes of the joint plan. On this basis, it is proposed to proceed directly to Publication stage under Regulation 19 of the Town and Country Planning (Local Planning) England Regulations 2012.

1.12 A comprehensive evidence base was assembled to support the policies and proposals in the GMSF 2020. Given the basis on which the Plan has been prepared, this evidence base remains the fundamental basis for the PfE 2021 and has remained available on the GMCA's website since October 2020. That said, this evidence base has been reviewed and updated in the light of the change from GMSF 2020 to the PfE2021 and, where appropriate, addendum reports have been produced and should be read in conjunction with evidence base made available in October 2020. The evidence documents which have informed the plan are available via the GMCA's website.

2.0 Global Logistics Overview

- 2.1 The allocation will deliver around 25,000sqm B2/B8 employment floorspace, in order to support the growth of Manchester Airport to 2030 and to complement the development of the wider Global Logistics location around the airport.
- 2.2 Suitable uses for the site will be cargo facilities but could also include airport operational facilities where it would have no greater adverse impact than would occur for cargo facilities.
- 2.3 The opportunity that Manchester Airport and the associated Enterprise Zone provides for the growth of the Greater Manchester economy is significant, and the allocation aims to support this. By attracting investment from globally mobile industries to an exemplar development at Global Logistics, significant economic growth for the north of England can be captured. This is a singular location close to a major international airport, and with improvements to local transport infrastructure, the allocation can play its full part in maximising future economic growth.

3.0 Site Details

- 3.1 The site is located south-west of Manchester Airport, in open countryside, adjoining and including part of a Site of Biological Interest (SBI) and partly in the Green Belt. It is 100% greenfield. It also adjoins Cotterill Clough Site of Special Scientific Interest (SSSI).

- 3.2 The site is 19.9 hectares gross, with a net developable area of approximately 3.5 hectares. The majority of the site is owned by Manchester City Council, with the rest owned by Manchester Airport plc.

4.0 Proposed Development

- 4.1 The allocation proposes approximately 25,000sqm B2 or B8 employment space. The policy has been amended between the GMSF 2019 to GMSF 2020 version as a result of suggested changes from the Integrated Appraisal. Wording changes have been made to the policy including additional reference to green infrastructure; and the policy has been amended to separate out the landscape mitigation aspect from the other uses set out in the policy. No further changes have been made to the policy between GMSF 2020 and PfE 2021.

5.0 Site Selection

- 5.1 The PfE Site Selection work had the purpose of identifying the most sustainable locations for residential and employment development that can achieve the PfE Vision, Objectives and Spatial Strategy.
- 5.2 Seven Site Selection criteria were used to guide the selection of sites within the Green Belt for development. Broad Areas of Search were identified based on the Site Selection Criteria within which call for sites could be assessed. The broad Areas of Search approach was chosen because of the volume of call for sites submitted and therefore it was necessary to undertake an initial high level sift to identify only those sites with the potential to meet the PfEGMSF strategy. At the next stage, there was an assessment of the sites within the Areas of Search to determine whether development in the Areas of Search would be appropriate. The last stage identified proposed allocations within the Areas of Search.
- 5.3 The Site Selection Criteria were:
- Criterion 1 – Land which has been previously developed and/or land which is well served by public transport.

- Criterion 2 – Land that is able to take advantage of the key assets and opportunities that genuinely distinguish Greater Manchester from its competitors.
- Criterion 3 – Land that can maximise existing economic opportunities which have significant capacity to deliver transformational change and / or boost the competitiveness and connectivity of Greater Manchester and genuinely deliver inclusive growth.
- Criterion 4 – Land within 800m of a main town centre boundary or 800m from the other town centres' centroids.
- Criterion 5 – Land which would have a direct significant impact on delivering urban regeneration.
- Criterion 6 – Land where transport investment (by the developer) and the creation of significant new demand (through appropriate development densities), would support the delivery of long-term viable sustainable travel options and delivers significant wider community benefits.
- Criterion 7 – Land that would deliver significant local benefits by addressing a major local problem/issue.

5.4 The allocation was included in the Ma-AS-5 Airport City South area of search. The Site meets Criterion 2 – land that is able to take advantage of the key assets and opportunities that genuinely distinguish Greater Manchester from its competitors. It is located adjacent to Manchester Airport and will form a logical extension of the existing Global Logistics development that has been nearly completed.

6.0 Planning History

6.1 The allocation site is partly covered within planning permission 100263/OO/2012/S2 which was granted in August 2012. This consent covers outline permission for a World Logistic Hub comprising B8 logistic space with ancillary B1 office up to 131,000sqm with ancillary amenity/retail space and landscaping and ecology mitigation area. Subsequent applications have been submitted to develop the existing facilities at the World Logistics Hub with final permission given for the last part of the site in 2020.

7.0 GMSF 2019 Consultation Responses

- 7.1 A total of 82 comments were submitted at the last consultation in 2019 on the Global Logistics allocation. Objections to the allocation included questioning the need for airport expansion, particularly due to the impact on climate change as well as to the loss of green space and Green Belt. It was highlighted that there would be harm to wildlife, particularly at the SBI and SSSI, ancient woodland, River Bollin, and the environmental mitigation that had been delivered as part of earlier airport expansion. Objections also highlighted that the development would lead to further poor air quality; and that the setting of Quarry Bank Mill (a heritage asset) should be taken into consideration
- 7.2 Supporting comments for the allocation noted the positive economic impact of the proposals. Comments were also received that airport logistics and infrastructure are key to any successful city and region; that the proposals will bring international business to Greater Manchester; and that the expansion of the airport will benefit from the development of HS2.
- 7.3 The October 2020 summary report can be found on this page in the plan wide folder: [Supporting documents - Greater Manchester Combined Authority \(greatermanchester-ca.gov.uk\)](https://www.greatermanchester-ca.gov.uk/supporting-documents)

8.0 GMSF 2019 Integrated Assessment

- 8.1 The policy was considered to perform positively with respect to a range of objectives covering environmental, social and economic factors including for example 'Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation (Objective 2); 'Reduce levels of deprivation and disparity' (Objective 4); and 'Increase energy efficiency, encourage low carbon generation and reduce greenhouse gas emissions.' A number of IA objectives were considered to be impacted negatively by the policy including to 'Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination' (Objective 17). Moreover, the policy had a mix of negative/positive impacts on improving air quality (Objective 10).

8.2 The IA conducted in 2019 identified a number of potential mitigation measures. Wording changes were made to the policy including additional reference to green infrastructure; and the policy was amended to separate out the landscape mitigation aspect from the other uses set out in the policy. Other mitigation measures raised have been picked up in the thematic policies rather than needing to be part of allocation policy or supporting text.

9.0 GMSF 2020 Integrated Assessment

9.1 The IA was updated for the GMSF 2020. The changes in wording to the policy between the 2019 draft plan and proposed GMSF 2020 led to a positive improvement in the IA with respect to Objective 6 (Support improved health and well-being of the population and reduce health inequalities). All other objectives remained the same in terms of the assessment conducted in 2019. The IA concluded that most of the residual recommendations were satisfied by the changes made to the policy and the fact that other thematic policies picked up on other mitigation proposals.

Section B – Physical

10.0 Transport

- 10.1 The site is in the south west part of the airport complex, south of the M56 and west of the A538 Wilmslow Road. The site is classified as a 'small' scale development within PfE. Vehicular access would be via the A538 Wilmslow Road and Sunbank Lane. Access would be via an additional arm of the existing roundabout.
- 10.2 The Locality Assessment forecasts that the primary movements in the morning and afternoon peak time are from the M56. In the morning peak 81% of trips use the M56 with 33% south of junction 6 and 48% north of junction 6 towards Manchester centre. The other morning peak to note is the 11% of trips using A538 Wilmslow Road to the east of the site. In the afternoon peak, 76% of trips use the M56 with 26% using the M56 south of junction 6 and 50% using the M56 north of the junction 6. Again, a significant proportion of trips use A538 Wilmslow Road. It is worth noting that a proportion of trips accessing the site via the M56 use Sunbank Lane rather than A538 Wilmslow Road.
- 10.3 The nearest rail station is Manchester Airport, approximately 2.0km from the site by road. Metrolink services are also available at this location. Three bus routes operate along the A538 Wilmslow Road, and there is a shared cycle path / footpath on the western side of the A538 Wilmslow Road. It is recommended that the owner or operator of the site should produce a travel plan encouraging employees to use active and sustainable modes for their journey to work.
- 10.4 Manchester Airport Group has several obligations in relation to the future highway network as a result of previous planning applications (known collectively as the Rainbow Works). These works would be beneficial to the delivery of the site and have been accounted for in the baseline (reference) case in SYSTRA's modelling.
- 10.5 The traffic modelling undertaken in the Locality Assessment by SYSTRA indicates that that Sunbank Lane/A538 Wilmslow Road does not experience a significant severe impact as a result of development traffic from this allocation.

- 10.6 M56 Junction 6 is overcapacity in the reference scenario and development traffic from JPA10 Global Logistics impacts on this junction. However, with the current modelling tools available it has not been possible to identify mitigation at this location. Further work will be required at this location.
- 10.7 A study is also underway to develop a strategic approach to mitigate the significant impacts of HS2, NPR and other major development including PfE allocations in the vicinity of Manchester Airport. This multi modal highway and transport study is required to manage access to the Manchester Airport area and develop an approach to mitigating the impact on the M56 which can be implemented in phases over a period of time as developments are realised but which provided a holistic solution.
- 10.8 In terms of local mitigation measures, the A538/Sunbank Lane roundabout would need to be upgraded to accommodate site-generated traffic. The A538/Sunbank Lane signalised junction will also require upgrading.
- 10.9 Supporting local mitigation measures which would be beneficial are segregated walking and cycling access points connecting to the shared use cycleway along Sunbank Lane along with safe crossings of Sunbank Lane where required.
- 10.10 An update report produced by Systra in June 2021 concluded that the conclusions from the previous main reports produced in 2020 remained robust. Specific points were raised as follows:

“The previous assessment concluded that GMA10, both in isolation and in consideration of the cumulative impacts with other nearby PfE allocations is expected to materially impact on the strategic road networks.

As part of the original Locality Assessment no mitigation was developed for M56 junction 6, however it was identified that an improvement was required in this location. This review has reassessed the impact at M56 junction 6 where modelling showed flows had changed significantly. As part of this review mitigation has been identified at M56 junction 6.

Further review may be necessary as the allocation moves through the planning process should the allocation be approved. The allocation would need to be supported by continuing wider transport investment across Greater Manchester.”

11.0 Flood Risk and Drainage

11.1 There are no flood risks associated with the site.

12.0 Ground Conditions

12.1 No specific site surveys have been undertaken for the site as it is planned for development later in the plan period.

13.0 Utilities

13.1 There has been no engagement with utilities and power suppliers to date as the site will be developed later in the plan period.

Section C – Environmental

14.0 Green Belt Assessment

- 14.1 The allocation lies in open grassland on the western edge of Manchester Airport. Only the western side of the allocation lies within existing designated Green Belt. The allocation contains no urbanising development to diminish openness and is not significantly contained by the surrounding urban edge. There is land beyond the Green Belt but within the allocation, which is included in the red line boundary of outline planning permission 100263/OO/2012 granted in 2012.
- 14.2 The Stage 1 Green Belt Study, undertaken by LUC in 2016, assessed the whole of the Green Belt in Greater Manchester in terms of its contribution to the five purposes of the Green Belt, as set out in the National Planning Policy Framework (NPPF). The site sits within Green Belt Parcel MA15 as defined in the 2016 study. The study concludes that the wider Green Belt Parcel MA15 contributes to the Green Belt Purposes with a strong contribution to Purpose 1 (Check the unrestricted sprawl of large built-up areas); a weak contribution to Purpose 2 (To prevent neighbouring towns merging into one another); and a moderate contribution to Purpose 3 (To assist in safeguarding the countryside from encroachment). It makes no contribution to Purpose 4 (To preserve the setting and special character of historic towns).
- 14.3 The 2020 Green Belt Harm Assessment, also published by LUC, forms Stage 2 of the Green Belt assessment process, and assesses the harm to the Green Belt purposes of releasing the site allocation from the Green Belt for development.
- 14.4 The assessment in the 2020 study identifies that the allocation site plays a relatively significant role in respect of checking the unrestricted sprawl of the large built-up area (Purpose 1); a relatively limited contribution for preventing neighbouring towns from merging (Purpose 2); and a relatively significant role in preventing encroachment on the countryside (Purpose 3). Release of the allocation would cause 'moderate' harm to Green Belt purposes, and its release would not increase the containment of any retained Green Belt land, recording a negligible impact.

- 14.5 In terms of cumulative harm, the release would have little impact on the contribution the wider Green Belt area makes to preventing sprawl (Purpose 1). The site is contained by absolute constraints and more closely related to Wythenshawe than to Hale Barnes and strategically the release of this allocation would have little impact on the contribution the wider Green Belt area makes to preventing the merging of towns (Purpose 2). The release of the site would itself constitute encroachment on the countryside (Purpose 3), but as the site is contained by absolute constraints, strategically its release would have little impact on the contribution the wider Green Belt area makes to preventing encroachment.
- 14.6 Whilst the assessment therefore concludes the release of the site would cause harm to the Green Belt, the benefits of the proposed allocation in terms of its significant economic benefits, alongside the strategic Green Belt exceptional circumstances case, justify the overall case for exceptional circumstances.

15.0 Green Infrastructure

- 15.1 The site can deliver Green Infrastructure improvements. The priority measures should be to focus on:
- Improvements or funding to enhance the regular maintenance of SBIs and SSSIs
 - Cycleway enhancement
 - Promotion of strategic links
 - Long distance footpath upgrades

16.0 Recreation

- 16.1 There are no recreation facilities deemed to be necessary as a result of the development.

17.0 Landscape

- 17.1 Landscape mitigation measures are required in the policy as part of any development. The specific type and location of these measures would be dependent on the layout and details of scheme design.
- 17.2 By way of parameters, the allocation requires the development to minimise any adverse impact on national and locally designated assets of conservation, ecological and landscape value. In particular, development should avoid the Cotterill Clough SSSI, nearby SBIs and ancient woodland, and any existing landscape mitigation affected by development must be appropriately re-provided. Where it is not possible to avoid harm, mitigation measures to compensate for any adverse impact will be necessary, informed by an up-to-date environmental assessment. Suitable buffers should also be maintained between development and biodiversity assets, incorporated within the identified developable area.

18.0 Ecological/Biodiversity Assessment

- 18.1 Greater Manchester Ecology Unit (GMEU) provided advice on the development of this site. In summary, the GMEU advice made a number of recommendations.
- Part of the site is mitigation land for previous developments in the area, including great crested newt foraging/terrestrial habitat, as part of the Natural England Mitigation licence for the previous development in this area;
 - Any development on this land would require a new great crested newt licence as this area has not been trapped out and has been designed for great crested newts. This licence would need to be supported by up-to-date survey information. Appropriate mitigation/compensation will be required as part of any licence application;
 - Irrespective of the presence of great crested newts, the land in question was designed as buffer/mitigation habitat as a result of the previous development for the airport city south scheme, so the removal of this land will need updated ecological survey work and an impact assessment. Adequate mitigation and compensation will be required, along with assurances of the longevity of any new habitat creation which is proposed; and

- The proposals must take into account the other ecological constraints which are known to be present on and adjacent to the site (bats, badgers etc) and ensure sufficient survey work, mitigation and compensation can be provided for any adverse impacts

19.0 Habitat Regulation Assessment

19.1 The Habitats Regulations Assessment (HRA) of the GMSF (October 2020) provides an assessment of the plan in terms of impacts with respect to the Habitats Directive. The report identifies that the site is screened in for likely significant effects arising from cumulative road traffic increases in turn leading to air pollution impacts.

19.2 Section 7.1 considers the likely significant effects in more detail. For air pollution impacts, a strategic overview is undertaken. The report highlights that,

“There are robust Policies in the Plan itself addressing the need to reduce air pollution and protecting designated nature conservation sites. There are also plans for reducing air pollution in Greater Manchester which take into account the levels of growth planned for in the GMSF (the CAZ and the CAP). While these measures are primarily aimed at reducing health impacts from pollution they will also serve to reduce the environmental impacts of air pollution.

Taken together these higher-tier Policies, Plans and Strategies would be expected to result in a considerable net improvement in air quality in Greater Manchester over the Plan period and beyond, even allowing for growth in population and jobs over the same time period.

Notwithstanding the above there is also the need at a lower tier level of the hierarchy to ensure that project-level analysis of potential air quality impacts (and if necessary, project-level mitigation) is undertaken for significant sources of additional traffic affecting European sites.”

- 19.3 It is significant to note that the analysis in Section 7 does not identify the allocation proposed at Global Logistics specifically as a site that contributes to potential air pollution impacts for any of the European sites considered.
- 19.4 The GMCA and TfGM are responding to Natural England's comments on the draft HRA (2020) by commissioning additional air quality modelling to more accurately assess the implications of changes in air quality on European sites that could potentially be affected by changes to nitrogen levels arising from changes in vehicle movements in Greater Manchester or within close proximity of the Greater Manchester boundary.
- 19.5 A Habitat Regulation Assessment (HRA) has been undertaken and supported by an assessment of air quality impacts on designated sites. The following sites have been screened out at Stage 1 HRA:
- Rixton Clay Pits (SAC)
 - Midland Meres & Mosses – Phase 1 Ramsar
 - Rostherne Mere (Ramsar)
- 19.6 The following sites requires Stage 2 Appropriate Assessment:
- Manchester Mosses (SAC)
 - Peak District Moors (South Pennine Moors Phase 1) (SPA)
 - Rochdale Canal (SAC)
 - South Pennine Moors (SAC)
 - South Pennine Moors Phase 2 (SPA)

20.0 Historic Environment Assessment

- 20.1 A screening assessment was carried out for the allocation site by Greater Manchester Archaeological Advice Service. The outcome of this assessment was that this site should be screened in, but only with archaeological or designated heritage assets to be considered.

- 20.2 There are no designated heritage assets within the site allocation boundary, however one has been identified nearby – Yew Tree House, an 18th century Grade II listed building. This asset could be impacted on visually or have its setting affected.
- 20.3 There is potential for archaeological remains relating to the Prehistoric period, and this potential was recognised in a previous assessment for the Global Logistics Hub to the north. Therefore, further archaeological work is recommended, in the form of geophysical survey and targeted intrusive work to identify any prehistoric remains.

21.0 Air Quality

- 21.1 There are no specific air quality issues identified, however there are some Air Quality Management Areas on the A538 Wilmslow Road, but not directly adjacent to the site.

22.0 Noise

- 22.1 There are no specific noise mitigation measures identified for the site.

Section D – Social

23.0 Education

23.1 There is no education requirement as a result of the proposed allocation.

24.0 Health

24.1 There is no health requirement as a result of the proposed allocation.

Section E – Deliverability

25.0 Viability

25.1 The site has been subject to viability assessment by Three Dragons as part of their plan-wide viability work. After transport costs, the site is considered to be viable, but marginal, according to current assumptions. There is a residual value of £310,000 after transport costs. All schemes with a residual value of less than £1m are considered 'marginal' in the Three Dragons assessment.

26.0 Phasing

26.1 There is no specific phasing plan for the allocation.

27.0 Indicative Masterplanning

27.1 There is no specific masterplanning work at this current time. The wider masterplanning for the Airport needs to be taken account when site specific work is undertaken with respect to this allocation.

Section F – Conclusion

28.0 The Sustainability Appraisal

28.1 The Sustainability Appraisal (SA) has been incorporated into the Integrated Assessment (IA) of the PfE and has informed plan preparation. Sections 8 and 9 of this Topic Paper detail the findings of the IA, including making recommendations in terms of enhancement and mitigation measures. These recommendations have been addressed through revisions to the policy or are addressed when the policy is read in conjunction with the PfE thematic policies. Taking account of the IA findings, this allocation is considered to accord with relevant economic, social and environmental objectives.

29.0 The main changes to the Proposed Allocation

29.1 In response to the Integrated Appraisal (2019), wording changes have been made to the policy including additional reference to green infrastructure; and the policy has been amended to separate out the landscape mitigation aspect from the other uses set out in the policy. No further changes have been made between the wording proposed in GMSF 2020 and PfE.

30.0 Conclusion

- 30.1 The site will deliver 25,000sqm of B2 and B8 floorspace. This is a singular location close to a major international airport, and with improvements to local transport infrastructure can play its full part in maximising future economic growth.
- 30.2 The site's location within open countryside, adjoining and including part of an SBI and adjoining a SSSI demands a high quality and sensitive design, with appropriate landscape mitigation, which will complement, conserve and enhance the natural environment.

Section G – Appendices

Appendix 1 – Site Allocation Boundary

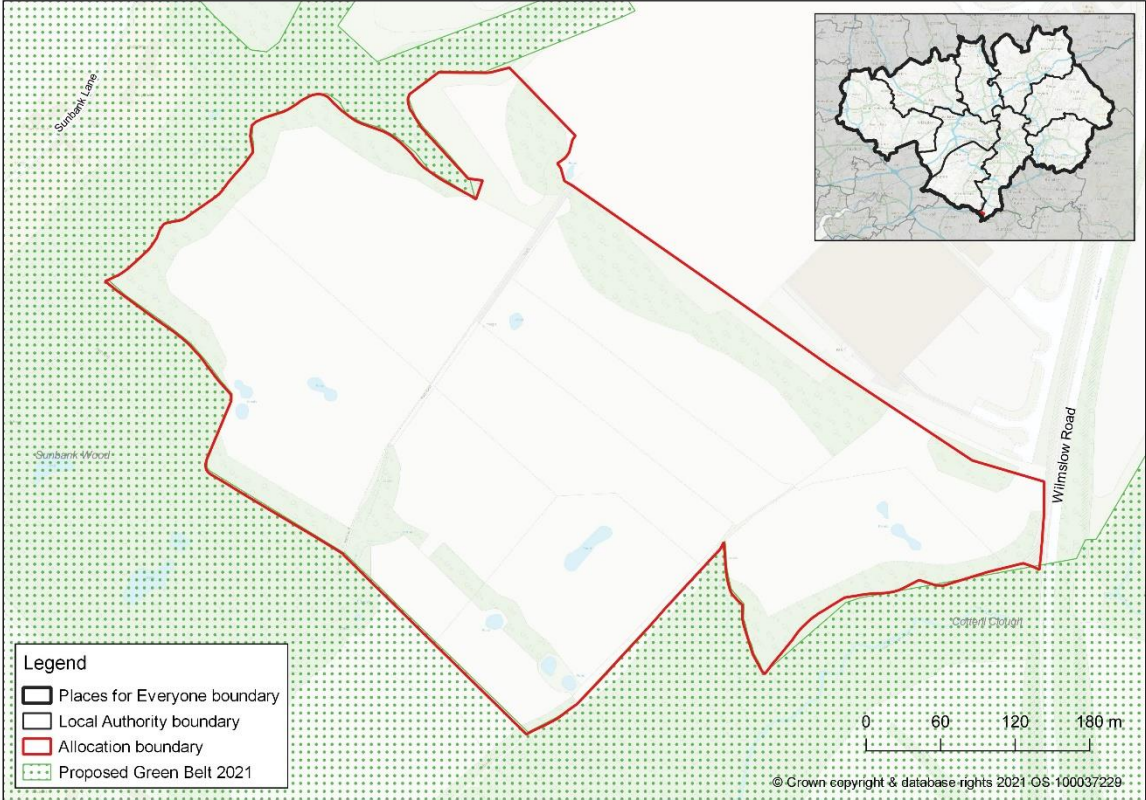
Appendix 2 – PfE (2021) Proposed Policy Wording

Appendix 3 – GMSF (2020) Proposed Policy Wording

Appendix 4 – GMSF (2019) Proposed Policy Wording

Appendix 1 – Proposed Site Allocation Boundary

Map 11.20 JPA 10 Global Logistics



Appendix 2 – PfE 2021 Proposed Policy Wording

Development at this site will be required to:

1. Support growth of the airport to 2030 and complement the development of the wider Global Logistics;
2. Deliver around 25,000 sqm B2/B8 employment. Suitable uses for the site will be cargo facilities but could also include airport operational facilities where it would have no greater adverse impact than would occur for cargo facilities;
3. Minimise any adverse impact on national and locally designated assets of conservation, ecological and landscape value. In particular, development should avoid the Cotterill Clough SSSI, nearby SBIs and ancient woodland, and any existing landscape mitigation affected by development must be appropriately re-provided. Where it is not possible to avoid harm, mitigation measures to compensate for any adverse impact will be necessary and should be agreed with the Council, informed by an up-to-date environmental assessment. Suitable buffers should be maintained between development and biodiversity assets with potential enhancement and provision for green infrastructure;
4. Improve access to training and job opportunities, particularly for people in Wythenshawe;
5. Include surface access and car parking arrangements which encourage the use of public transport, walking and cycling, and satisfactorily manage impacts on the highway network (including addressing requirements around Public Rights of Way);
6. Make necessary improvements to local highway infrastructure to mitigate for the impact of the development, facilitate appropriate access to the site and incorporate enhancements to public transport, direct and high-quality pedestrian and cycle routes in the area; and

7. Include measures to promote sustainable travel including production of a Travel Plan. Travel Plans could include measures such as public transport vouchers and access to car clubs.

Justification

The opportunity that Manchester Airport and the associated Enterprise Zone provides for the growth of the wider economy is significant. By attracting investment from globally mobile industries to an exemplar development at Global Logistics, significant economic growth for the north of England can be captured. This is a singular location close to a major international airport, and with improvements to local transport infrastructure, it can play its full part in maximising future economic growth. The area's location within open countryside, adjoining, and including part of a Site of Biological Interest (SBI), and adjoining a SSSI, demands a high quality and sensitive design, which will complement, conserve and enhance the natural environment. Proposals within the site will need to take account of the existing landscape buffer provided as part of the existing World Logistics Hub.

Appendix 3 – GMSF (2020) Proposed Policy Wording

Development at this site will be required to:

1. Support growth of the airport to 2030 and complement the development of the wider Global Logistics;
2. Deliver around 25,000 sqm B2/B8 employment. Suitable uses for the site will be cargo facilities but could also include airport operational facilities where it would have no greater adverse impact than would occur for cargo facilities;
3. Minimise any adverse impact on national and locally designated assets of conservation, ecological and landscape value. In particular, development should avoid the Cotterill Clough SSSI, nearby SBIs and ancient woodland, and any existing landscape mitigation affected by development must be appropriately re-provided. Where it is not possible to avoid harm, mitigation measures to compensate for any adverse impact will be necessary and should be agreed with the Council, informed by an up-to-date environmental assessment. Suitable buffers should be maintained between development and biodiversity assets with potential enhancement and provision for green infrastructure;
4. Improve access to training and job opportunities, particularly for people in Wythenshawe;
5. Include surface access and car parking arrangements which encourage the use of public transport, walking and cycling, and satisfactorily manage impacts on the highway network (including addressing requirements around Public Rights of Way);
6. Make necessary improvements to local highway infrastructure to mitigate for the impact of the development, facilitate appropriate access to the site and incorporate enhancements to public transport, direct and high-quality pedestrian and cycle routes in the area; and

7. Include measures to promote sustainable travel including production of a Travel Plan. Travel Plans could include measures such as public transport vouchers and access to car clubs.

Justification

The opportunity that Manchester Airport and the associated Enterprise Zone provides for the growth of the wider economy is significant. By attracting investment from globally mobile industries to an exemplar development at Global Logistics, significant economic growth for the north of England can be captured. This is a singular location close to a major international airport, and with improvements to local transport infrastructure, it can play its full part in maximising future economic growth. The area's location within open countryside, adjoining, and including part of a Site of Biological Interest (SBI), and adjoining a SSSI, demands a high quality and sensitive design, which will complement, conserve and enhance the natural environment. Proposals within the site will need to take account of the existing landscape buffer provided as part of the existing World Logistics Hub.

Appendix 4 – GMSF (2019) Proposed Policy Wording

Development at this site will be required to:

1. Support growth of the airport to 2030 and complement the development of the wider Global Logistics;
2. Deliver around 25,000 sqm B2/B8 employment. Suitable uses for the site will be cargo facilities and landscape mitigation but could also include airport operational facilities where it would have no greater adverse impact than would occur for cargo facilities;
3. Minimise any adverse impact on national and locally designated assets of conservation, ecological and landscape value. In particular, development should avoid the Cotterill Clough SSSI, nearby SBIs and ancient woodland, and any existing landscape mitigation affected by development must be appropriately re-provided. Where it is not possible to avoid harm, mitigation measures to compensate for any adverse impact will be necessary and should be agreed with the Council, informed by an up-to-date environmental assessment. Suitable buffers should be maintained between development and biodiversity assets incorporated within the identified developable area;
4. Improve access to training and job opportunities, particularly for people in Wythenshawe;
5. Include surface access and car parking arrangements which encourage the use of public transport, walking and cycling, and satisfactorily manage impacts on the highway network (including addressing requirements around Public Rights of Way);
6. Make necessary improvements to local highway infrastructure to mitigate for the impact of the development, facilitate appropriate access to the site and incorporate enhancements to public transport, direct and high-quality pedestrian and cycle routes in the area; and

7. Include measures to promote sustainable travel including production of a Travel Plan. Travel Plans could include measures such as public transport vouchers and access to car clubs.

Justification

The opportunity that Manchester Airport and the associated Enterprise Zone provides for the growth of the wider economy is significant. By attracting investment from globally mobile industries to an exemplar development at Global Logistics, significant economic growth for the north of England can be captured. This is a singular location close to a major international airport, and with improvements to local transport infrastructure, it can play its full part in maximising future economic growth. The area's location within open countryside, adjoining, and including part of a Site of Biological Interest (SBI), and adjoining a SSSI, demands a high quality and sensitive design, which will complement, conserve and enhance the natural environment.

Section H – Bibliography

- [2016 GMSF](#)
- [2019 GMSF](#)
- [National Planning Policy Framework](#)

The following documents are found at:

[Supporting documents - Greater Manchester Combined Authority
\(greatermanchester-ca.gov.uk\)](#)

- Site Selection GMSF 2020
- GMSF Statement of consultation (October 2020)
- GMSF Integrated Assessment Report
- GMSF Integrated Assessment Addendum Report
- GMSF Integrated Assessment Report (2021)
- GM Strategic Flood Risk Assessment Level 1 Report
- GM Strategic Flood Risk Assessment Level 2 Report & Appendices
- Habitats Regulations Assessment of the GMSF
- Stage 1 Greater Manchester Green Belt Assessment (2016)
- Stage 1 Greater Manchester Green Belt Assessment Appendices (2016)
- Stage 2 Greater Manchester Green Belt Study – Cumulative Assessment of Proposed 2020 GMSF Allocations and Additions (2020)
- Stage 2 Greater Manchester Green Belt Study – Assessment of Proposed 2019 Allocations (2020)
- Stage 2 Greater Manchester Green Belt Study – Addendum: Assessment of Proposed GMSF Allocations (2020)
- Stage 2 Greater Manchester Green Belt Study – Contribution Assessment of Proposed 2020 GMSF Green Belt Additions (2020)
- Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial Use of the Green Belt (2020)
- Our Case for Exceptional Circumstances
- GMSF Strategic Viability Assessment Stage 1
- GMSF Strategic Viability Assessment Stage 2 Allocated Sites
- GMSF Landscape Character Assessment (2018)