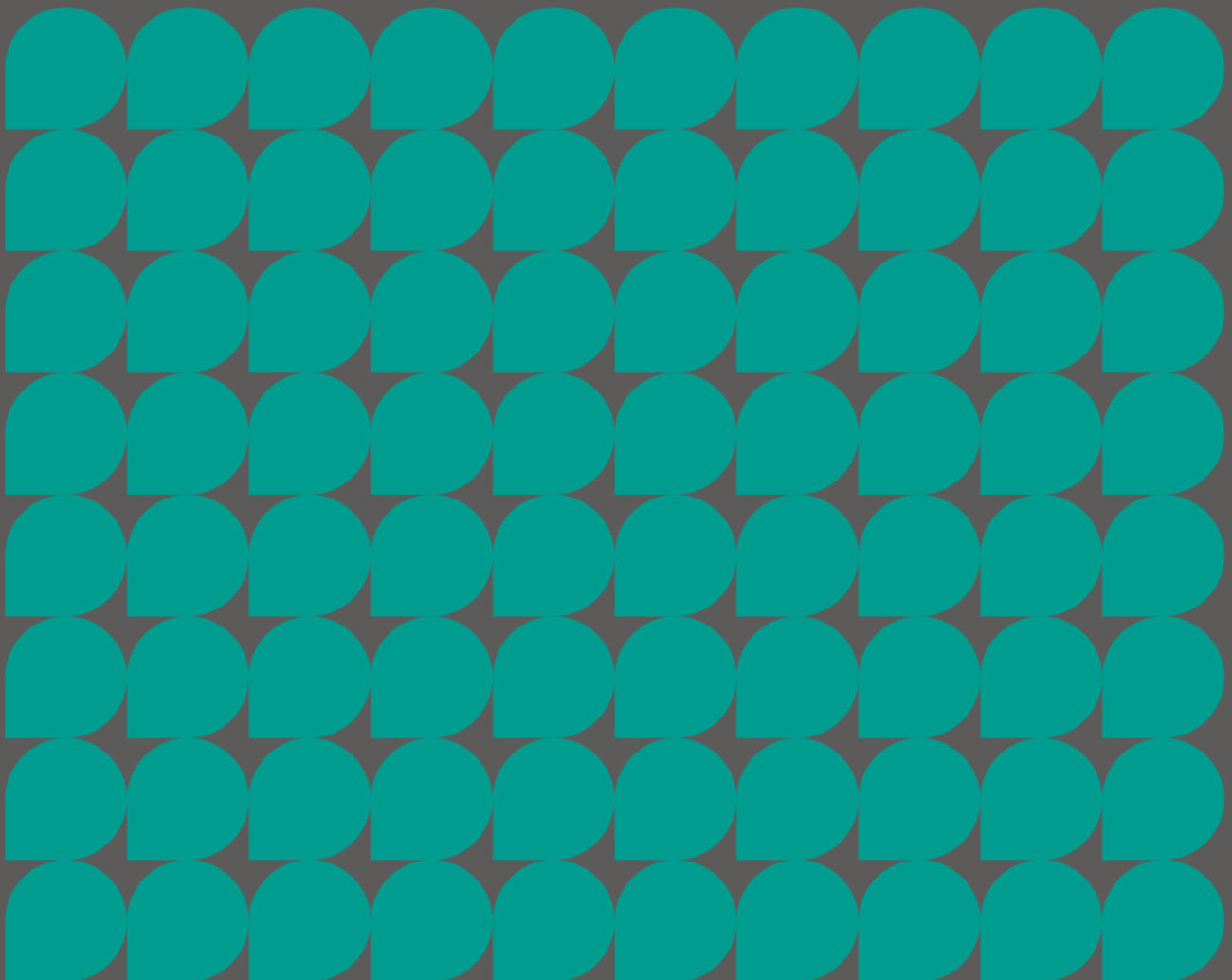


Places for Everyone

JPA3.1 Medipark 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..... 6
 - 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 14
 - 12.0 Ground Conditions 14
 - 13.0 Utilities 14
- Section C – Environmental 15
 - 14.0 Green Belt Assessment..... 15
 - 15.0 Green Infrastructure..... 16
 - 16.0 Recreation 17
 - 17.0 Landscape..... 17
 - 18.0 Ecological/Biodiversity Assessment 18
 - 19.0 Habitat Regulation Assessment..... 18
 - 20.0 Historic Environment Assessment..... 20
 - 21.0 Air Quality..... 21
- Section D – Social 22
 - 22.0 Education..... 22
 - 23.0 Health 22
- Section E – Deliverability 23
 - 24.0 Viability..... 23
 - 25.0 Phasing 23
 - 26.0 Indicative Masterplanning..... 23
- Section F – Conclusion..... 24
 - 27.0 The Sustainability Appraisal 24
 - 28.0 The main changes to the Proposed Allocation..... 24

29.0 Conclusion	24
Section G – Appendices	25
Section H – Bibliography	33

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 Medipark Overview

- 2.1 Development at this site will be required to deliver around 86,000sqm B1-focussed floorspace. Development should be configured to take advantage of the significant opportunities of transport infrastructure in the area, protecting the line of the proposed Metrolink Manchester Airport Line Western Leg extension. The opportunity that this area offers due to its proximity to University Hospital South Manchester and the wider Roundthorn Medipark Enterprise Zone is significant. By attracting investment from knowledge-based industries to a high quality development, this area can provide a major boost to the economy of the city and the wider region

3.0 Site Details

- 3.1 The site is located in close proximity to the existing University Hospital South Manchester and Roundthorn Medipark Enterprise Zone, in the Wythenshawe area of Manchester. The site has a gross size of 21.4 hectares and is 100% greenfield. Its current use is agricultural, for the keeping and stabling of horses, and is located within open countryside, adjoining Fairywell Brook.

4.0 Proposed Development

- 4.1 Development at this site will be required to deliver around 86,000sqm B1-focussed floorspace. The B1 floorspace will be aimed at knowledge-based industries seeking

to take advantage of the proximity to the hospital and existing Medipark Enterprise Zone development, which accommodates firms in the healthcare sector.

- 4.2 Due to the site's location adjacent to Fairywell Brook, a high quality and forward-looking design will be needed, which considers future flood-risk management and opportunities to improve amenity and biodiversity from the start.
- 4.3 Development is assumed to come forward at the end of the plan period, in four phases of 21,500sqm between years 2036/37 to 2039/40.
- 4.4 The policy has been amended between the GMSF 2019 to GMSF 2020 version as a result of suggested changes from the Integrated Appraisal and the Historic Environment Assessment. Wording changes were made to the policy with an additional reference to green infrastructure. An additional clause to incorporate suitable site mitigation to account for the historic landscape features within the site was also included in response to the Historic Environment Assessment. 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 PfE 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 This site is in area of search Tr-Ma-AS-1, which also extends into Trafford. The criterion it meets in this area of search is Criterion 2 – Strategic Assets, namely the presence of the HS2 proposed route. The site is just outside the area covered by Criterion 5 – 10% most deprived areas, and Criterion 1 – Good public transport accessibility, although this will be altered if the Metrolink Airport Line Western Extension proceeds, towards the end of the plan period between 2036 – 2040.

6.0 Planning History

6.1 The site has no relevant planning history.

7.0 GMSF 2019 Consultation Responses

- 7.1 A total of 72 comments were submitted at the last consultation in 2019 on the Medipark allocation. Objections to the allocation included concern about the loss of green belt, and a belief that the development was not needed, mainly due to the number of empty units nearby. It was also felt by respondents that brownfield sites should be used first, and there would be increased congestion due to the development. There were concerns about potential flood risk but also opportunities to take a strategic approach to flood risk for downstream communities.
- 7.2 Supporting comments for the allocation noted the positive economic impact of the proposals including the belief that development of the site would lead to high value jobs. It was noted by some responses that the quality of the Green Belt in this location was not great and that it had been proposed since WW2 to expand the city across this area and the Davenport Green area. It was further noted that the delivery of HS2, the western link to the airport Metrolink and the supply of housing across South Manchester are all good reasons to release Green Belt in this area. It was highlighted that it was important to safeguard the Western Extension leg for Metrolink in order to benefit from the extension to Airport Terminal 2 and the HS2/Northern Powerhouse Railway station proposals.
- 7.3 The October 2020 summary report can be found on this page in the plan wide folder: [Supporting documents - Greater Manchester Combined Authority](https://www.greatermanchester-ca.gov.uk/supporting-documents) ([greatermanchester-ca.gov.uk](https://www.greatermanchester-ca.gov.uk))

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); 'Support improved health and wellbeing of the population and reduce health inequalities' (Objective 6); and 'Increase energy efficiency, encourage low carbon generation and reduce greenhouse gas emissions' (Objective 15). 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 Site Allocation Topic Paper – PfE 2021

and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination' (Objective 17). Moreover, the policy has a mix of negative/positive impact on improving air quality (Objective 10).

- 8.2 The IA conducted in 2019 identified a number of potential mitigation measures. Mitigation suggested included a feasibility study into the requirements for and ability of the local utilities and digital infrastructure to support the allocation. It also suggested that the policy made reference to protection and enhancement of green infrastructure, and that the policy should require the developer to consider ecological receptors throughout detailed design to reduce risk through the construction and operational phases. Wording changes were made to the policy with an additional reference to green infrastructure. An additional clause to incorporate suitable site mitigation to account for the historic landscape features within the site was also included in response to the Historic Environment Assessment. Other mitigation measures raised were 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 16 (Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM). 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 Locality Assessment has been carried out jointly for this allocation and JPA3.2 – Timperley Wedge, located in Trafford. This is because the allocations are adjacent to each other and the transport requirements must be considered in the round. The Locality Assessment concludes that the nature of the existing wider strategic highway connections to the two allocations is such that future development traffic associated with the two sites would effectively be channelled towards a number of new access points created by the construction of two new spine roads.
- 10.2 The Locality Assessment identifies with respect to JPA3.1 that, following an assessment of the proposed trip generation and distribution of the site, the development will have a material impact on the strategic and local road networks, both in isolation and in consideration of the cumulative impact of JPA3.2.
- 10.3 The site is forecast to generate around 1,100 to 1,300 two-way vehicle trips during the morning peak hour and around 950 two-way vehicle trips in the evening peak hour. Traffic from the site is forecast to disperse in a number of directions. Around 32% (AM Peak) and 38% (PM Peak) of site-generated traffic is forecast to travel via Thorley Lane. A further 24% (AM Peak) and 26% (PM Peak) will follow Clay Lane; and 24% (AM Peak) and 19% (PM Peak) via Hollyhedge Lane.
- 10.4 The nearest Metrolink station is Roundthorn on the Victoria – Manchester Airport line, approximately 1.4km away. Bus and Metrolink are currently the main form of public transport accessible from the site.
- 10.5 There are a number of junctions in proximity to the allocation where additional traffic could have an impact on their operation based on existing conditions. The following junctions have been modelled to understand the impact on the local road network.
- Clay Lane / Dobbinetts Lane
 - Dobbinetts Lane / Floats Road
 - M56 Junction 5

- Thorley Lane/Runger Lane
- Floats Road/Southmoor Road
- M56 Junction 4
- Thornley Lane/Palma Avenue
- Ledson Road/Southmoor Road
- Southmoor Road/Hollyhedge Road
- Thorley Lane/Enterprise Way
- Terminal 2 Roundabout
- M56 Junction 6
- Hale Rd/Shay Ln
- A538 Hale Road/A5144 Delahays Road/B5162 Park Road
- A5144 Delahays Road/Grove Lane
- A5144 Thorley Lane/Clay Lane/Wood Lane
- Southmoor Road/A560 Altrincham Road
- Hall Lane/A560 Altrincham Road
- M56 Junction 3a
- Ringway Road/Airport spur/Outwood Lane
- Enterprise Way/ A555 Ringway Road
- A560 Shaftesbury Avenue/B5165 Stockport Road/Wood Lane/Moss Lane
- A560 Shaftesbury Avenue/A5144 Thorley Lane

10.6 Mitigation schemes have been developed and tested to address the network congestion impacts at both the strategic and local level. The schemes have been shown to mitigate the impact of the allocation trips, and to restore the network to a similar state as that found in the Reference Scenario (in which the allocation did not exist). These schemes have only been developed in outline detail to inform viability, and more detailed work would be necessary to identify the specific interventions required to ensure the network works effectively based on transport network conditions at the time of the planning application.

10.7 Two interventions are proposed to significantly enhance public transport provision within the locality, namely the Manchester Airport Metrolink Line Western Leg extension, and the Bus Rapid Transit route, including cycle route, between Altrincham, HS2 and the Airport. These interventions would considerably improve the

accessibility of Metrolink and other rail-based services thereby encouraging sustainable travel and modal shift from car.

- 10.8 The road network in the vicinity of JPA3.1 and JPA3.2 is already significantly congested. The PfE allocations are only part of the wider development picture and all proposed developments including the HS2 line and Manchester Airport require to be considered holistically. In particular SRN impacts at M56 Junctions 3 to 6 need to be considered in the round.
- 10.9 In summary, both the allocations are deliverable, subject to the necessary and supporting strategic and local interventions. As separate allocations in different local authorities, clearly it is unlikely that development of both can be assured to happen on the same timescale. JPA3.2 is significantly bigger in quantum of development than JPA3.1, and ongoing discussion will be necessary between local authorities, statutory undertakers and developers in coordinating the transport interventions that are considered necessary to enable each allocation to be delivered.
- 10.10 At this stage, some high level assumptions have been made regarding the apportionment of cost for the interventions that would benefit both allocations, for the purpose of assessing viability and deliverability. These assumptions will continue to be interrogated and refined as more certainty emerges over both the timescale for delivering each allocation, including phasing, and network conditions and congestion at the time of planning applications being assessed.
- 10.11 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 these developments, both in isolation and in consideration of the cumulative impacts with other nearby PfE allocations is expected to materially impact both the strategic and local road networks. Mitigation schemes were developed and tested to address the network congestion impacts at both the strategic and local road networks. The schemes were shown to mitigate the impact of the allocation trips and to restore the network to a similar state as that found in the Reference scenario.

This review has reassessed the impact at a number of junctions where modelling showed flows had changed significantly. However analysis has found that the previous conclusion and mitigations remain robust.

Addition mitigation has been identified at M56 junction 6. A reassessment of M56 Junction 5 is required. Due to the nature of that junction the reassessment is being undertaken as part of the parallel PfE SRN Study.

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 No Level 2 Strategic Flood Risk Assessment work has been required for this site. The site is located within the Upper Mersey Catchment Flood Management Plan area, as cited in the Strategic Flood Risk Management Framework (SFRMF) produced by JBA in 2019.
- 11.2 An area of the site around Dobbinets Lane and another area in the south of the allocation are in Environment Agency Flood Risk Zone 3. Development of the site should reflect the sequential approach to flood risk management, focusing more sensitive development furthest away from Fairywell Brook.

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 site is wholly within the Green Belt and is proposed for release in its entirety. The allocation consists of agricultural land and contains no urbanising development to diminish openness, however it is contained to a degree by the surrounding urban edge. The minor roads to the north and south create some partial distinction from the adjacent urban edge. However, the edge of the hospital car park to the east creates weaker distinction and as such creates some association with urbanising uses within the adjacent settlement. The presence of Fairywell Brook defining the allocation's Western boundary creates some limited distinction from adjacent Green Belt land.
- 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 MA13 as defined in the 2016 study. The study concludes that the wider Green Belt Parcel MA13 contributes to the Green Belt Purposes with a strong contribution to Purpose 1 (Check the unrestricted sprawl of large built-up areas); a strong contribution to Purpose 2 (To prevent neighbouring towns merging into one another); and a strong 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 moderate 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 the existing inset edge and strategically the release of this allocation would have little impact on the contribution the wider Green Belt makes to 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 There may be opportunity to expand the ponds and grasslands associated with the Special Biological Interest area located to the south west of the allocation site, by utilising medium-grade farmland to the west adjacent to Ash Lane. This initiative would also link with hedgerow restoration potential and native woodland buffer planting within the wider Green Belt to the south, thereby creating a wider habitat mosaic with reinforced connections.
- 15.2 As the allocation is located at the border between Manchester and Trafford, all consideration of GI and landscape issues will inevitably be cross-boundary and require a degree of coordination. The allocation site is located entirely within Manchester's boundaries and any mitigation required as part of a planning application which may come forward to deliver the allocation proposals would be expected to benefit Manchester residents and businesses.

16.0 Recreation

- 16.1 The allocation proposes protection of existing playing fields used by Newell Green High School. The High School will be formally closed by summer 2021 and the future use of the playing fields needs to be considered within the context of the school closure.

17.0 Landscape

- 17.1 The allocation is located in a relatively flat area of farmland and playing fields to the south west of the Roundthorn Medipark. The allocation consists of agricultural land and contains no urbanising development to diminish openness, however it is contained to a degree by the surrounding urban edge. The presence of Fairywell Brook defining the allocation's western edge provides some limited distinction from adjacent Green Belt land.
- 17.2 The policy text sets out that high quality natural landscaping, including the provision of native species, should be delivered adjoining [Fairywell] Brook to help mitigate flood risk and promote biodiversity.
- 17.3 Guidance and opportunities to consider within this Landscape Character Area include:
- Avoid siting development on highly visible skylines
 - Ensure that the sense of separation the landscape provides between distinct settlements is retained
 - Utilise areas of existing woodland to integrate new development into the landscape. Avoid sites designated for their nature conservation
 - Consider the potential to restore less productive areas of farmland to lowland raised bog habitats
 - Restore and enhance areas of deteriorating farmland including additional, species-rich hedgerow planting to fill gaps and replace post-and-wire fencing. Reintroduce hedgerow trees where appropriate.
 - Encourage woodland creation schemes on areas of low grade agricultural land, including through the Northern Forest initiative

- Woodland planting along motorways and staggered blocks of planting should be used to help screen views of traffic and reduce noise
- Enhance public access and provide new informal recreational provision
- Protect the pockets of tranquillity and relative remoteness associated with the landscape and the role the Landscape Character Type plays as a rural backdrop and buffer between discrete urban areas.
- Improve signage, interpretation and waymarking at areas used for informal recreation
- Ensure any development is in keeping with the mainly rural character of the landscape in terms of form, density and vernacular.

18.0 Ecological/Biodiversity Assessment

- 18.1 The supporting text to the policy states that “Future flood risk management from [Fairywell] Brook should be considered from the outset to minimise risk to the new development as well as affording opportunities to improve amenity and biodiversity, helping to conserve and enhance elements of the natural environment. Attractive green corridors through the development will encourage active travel through the site, as well as creating a positive environment for wildlife.”

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 Site Allocation Topic Paper – PfE 2021

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 Medipark Extension 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)
- Site Allocation Topic Paper – PfE 2021

- 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 (GMASS). The assessment for this site concluded that it should be screened in for further study; that there are designated heritage assets within the south-east part of the site, and further assessment is required. Previous work within the site has shown that there are archaeological remains dating from the Prehistoric period onwards, therefore further archaeological work is recommended.
- 20.2 The further study involved the production of a Heritage Assessment by GMASS. The study makes specific recommendations. These are, in summary:
- Areas of high archaeological sensitivity should be subject to a programme of archaeological field investigation, pre-application, and ideally will be undertaken at an early enough stage that the results can feed into the emerging masterplan.
 - The programme of field investigation could most usefully comprise a geophysical survey across the area of Medium and High sensitivity, followed by targeted archaeological evaluation trenching.
 - Those areas defined with 'medium sensitivity' should be subject to archaeological investigations which can be secured by planning conditions.
 - No development should take place within the parcel of the former Newall Green Farm, and protection of the latter should be enshrined within policy / masterplan. In order to mitigate any impact on views towards the former farm complex, visually dominant development should be avoided. Development to the immediate west of Newall Road is not recommended as this will impact on the visual appreciation of the former farm complex. Should the current plan for employment use be taken forward, consideration should be given to the orientation of any buildings to incorporate a sense of openness in the design and allow for views across the landscape to the west. This should also include

a landscape buffer zone to the north west of the former farm complex in order to retain a sense of the rural landscape.

- There should be an enhancement of current boundary treatments, and opportunities for the establishment of a community orchard and garden be explored; and
- The analysis of the historic landscape has found that there are a number of surviving features which could be incorporated into any future development to help create a sense of place and maintain a visual and tactile link with the site's past. These include historic field boundaries and roads, and incorporation of surviving Marl Pits which are prominent features in the landscape and could be preserved within the site's green infrastructure.

21.0 Air Quality

21.1 The site has no specific air quality issues identified at present, but it should be noted that the expected delivery of the site towards the end of the plan period means air quality investigations will need to be undertaken at an appropriate time.

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 The proposed development is focussed on delivering knowledge-based industries including those associated with medical research.

Section E – Deliverability

25.0 Viability

- 25.1 The site has been subject to a viability assessment by Three Dragons as part of their plan-wide viability work. The site is considered to be currently not viable due to the significant investment in transport infrastructure required to deliver it. There will need to be a significant ask of public investment in order to improve the surrounding transport infrastructure to the capacity necessary to deliver the site.
- 25.2 Several of these items will also enable the neighbouring proposed allocation at Timperley Wedge (JPA3.2) to be delivered, and therefore there will need to be further work done to fairly apportion the cost of each infrastructure item across the costs of each allocation site.

26.0 Phasing

- 26.1 It is envisaged that the site will be developed towards and beyond the end of the plan period. The allocation is not envisaged to come forward until improvements have been made to the local highway network and the Metrolink Airport Line Western Leg extension has been confirmed.

27.0 Indicative Masterplanning

- 27.1 A concept masterplan was produced by Arup in 2018. It sets out the strategic case for the allocation – to provide an extension to Medipark, a cluster of healthcare-related employment land centred on Wythenshawe Hospital. The site's primary advantage is its location next to a leading hospital and the potential market interest in a range of health and knowledge-based industries that could unlock development on the site.

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 details 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 The policy has been amended to take account of the Integrated Appraisal recommendations and to incorporate additional wording that responds to the Heritage Assessment. No further changes have been made between the wording proposed in GMSF 2020 and PfE.

30.0 Conclusion

- 30.1 Development at this site will be required to deliver around 86,000sqm B1-focussed floorspace. Development should be configured to take advantage of the significant opportunities of transport infrastructure in the area, protecting the line of the proposed Metrolink Manchester Airport Line Western Leg extension.
- 30.2 The opportunity that this area offers due to its proximity to University Hospital South Manchester and the wider Roundthorn Medipark Enterprise Zone is significant. By attracting investment from knowledge-based industries to a high quality development, this area can provide a major boost to the economy of the city and the wider region.

Section G – Appendices

Appendix 1 – Site Allocation Boundary

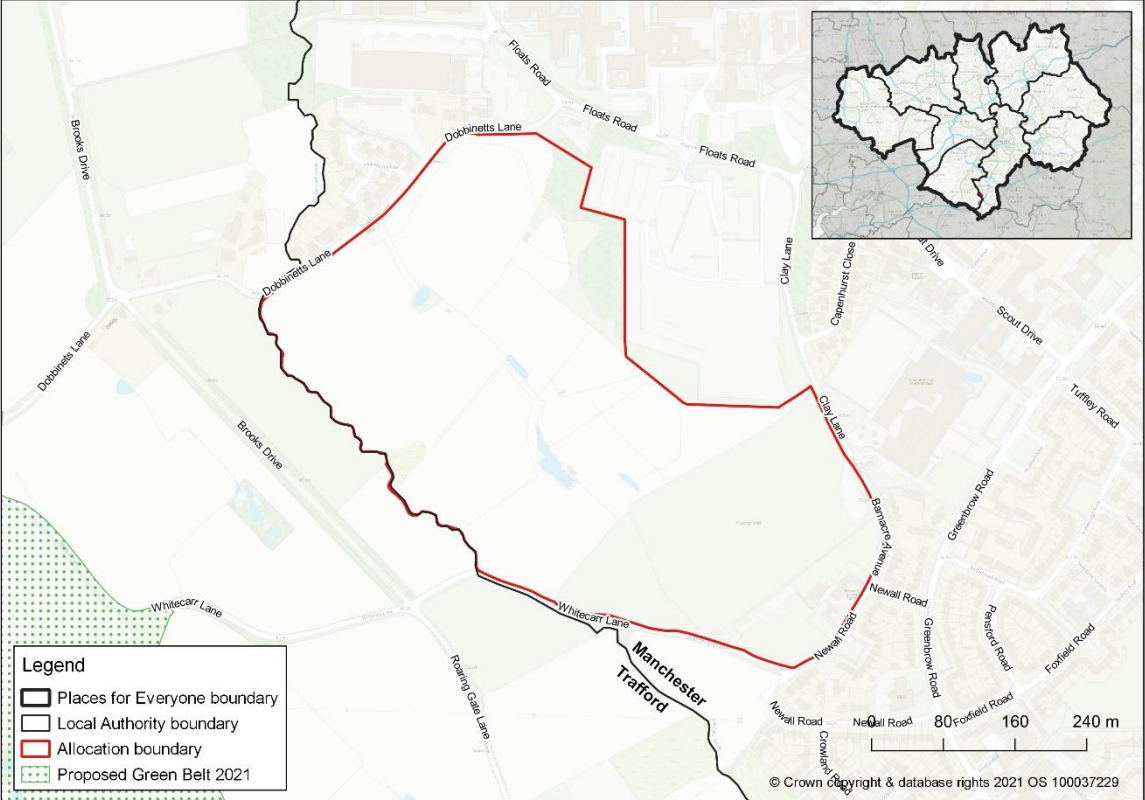
Appendix 2 – PfE (2021) Proposed Policy Wording

Appendix 3 – GMSF (2020) Proposed Policy Wording

Appendix 4 – GMSF (2019) Proposed Policy Wording

Appendix 1 – Proposed Site Allocation Boundary

Map 11.8 JPA 3.1 Medipark



Appendix 2 – PfE 2021 Proposed Policy Wording

Development on this site will be required to:

1. Deliver about 86,000 sqm B1-focused floorspace;
2. Development should be configured to take advantage of transport infrastructure in the area including the need to accommodate and contribute to the delivery of the proposed Metrolink Manchester Airport Line Western Leg extension;
3. Deliver a new spine road through the site with connections to the existing road network;
4. Facilitate improvements to the surrounding Strategic, Primary and Local Road Networks, including entry / egress and links to the strategic highway network, to enable safe access to and from the area;
5. Improve access to the site by providing links to local cycling and walking networks where appropriate;
6. Complement the wider Roundthorn Medipark development and the development proposed in Timperley Wedge;
7. Ensure development within the site should not impact the listed buildings of Newall Green or the adjacent playing field;
8. Incorporate suitable site mitigation to account for the historic landscape features within the site; and 9. Reflect the sequential approach to flood risk management, focusing more sensitive development furthest from Fairywell Brook. High quality natural landscaping, including the provision of native species, should be delivered adjoining the brook to help mitigate flood risk and promote biodiversity and green infrastructure.

Justification

The opportunity that this area offers because of its proximity to Manchester University NHS Foundation Trust (Wythenshawe Hospital) and the wider Roundthorn Medipark Enterprise Zone development is significant. By attracting investment from knowledge-based industries to a high-quality development, this area can provide a major boost to the economy of the city and the wider region. This is a singular location close to a major hospital and with improvements to local transport infrastructure, including Metrolink, it can play its full part in maximising future economic growth. The proposed arrival of HS2, including the airport

station a short distance to the south, will provide a further stimulus to economic activity in this area.

The area's location within open countryside and adjoining Fairywell Brook means that a high quality and forward-looking design will be needed. Future flood risk management from the brook should be considered from the outset to minimise risk to the new development, as well as affording opportunities to improve amenity and biodiversity, helping to conserve and enhance elements of the natural environment. Attractive green corridors through the development will encourage active travel through the site, as well as creating a positive environment for wildlife. Moreover, development can be planned to provide mitigation that takes account of the site's historic landscape elements.

Appendix 3 – GMSF (2020) Proposed Policy Wording

Development on this site will be required to:

1. Deliver about 86,000 sqm B1-focused floorspace;
2. Development should be configured to take advantage of transport infrastructure in the area including the need to accommodate and contribute to the delivery of the proposed Metrolink Manchester Airport Line Western Leg extension;
3. Deliver a new spine road through the site with connections to the existing road network;
4. Facilitate improvements to the surrounding Strategic, Primary and Local Road Networks, including entry / egress and links to the strategic highway network, to enable safe access to and from the area;
5. Improve access to the site by providing links to local cycling and walking networks where appropriate;
6. Complement the wider Roundthorn Medipark development and the development proposed in Timperley Wedge;
7. Ensure development within the site should not impact the listed buildings of Newall Green or the adjacent playing field;
8. Incorporate suitable site mitigation to account for the historic landscape features within the site; and 9. Reflect the sequential approach to flood risk management, focusing more sensitive development furthest from Fairywell Brook. High quality natural landscaping, including the provision of native species, should be delivered adjoining the brook to help mitigate flood risk and promote biodiversity and green infrastructure.

Justification

The opportunity that this area offers because of its proximity to Manchester University NHS Foundation Trust (Wythenshawe Hospital) and the wider Roundthorn Medipark Enterprise Zone development is significant. By attracting investment from knowledge-based industries to a high-quality development, this area can provide a major boost to the economy of the city and the wider region. This is a singular location close to a major hospital and with

improvements to local transport infrastructure, including Metrolink, it can play its full part in maximising future economic growth. The proposed arrival of HS2, including the airport station a short distance to the south, will provide a further stimulus to economic activity in this area.

The area's location within open countryside and adjoining Fairywell Brook means that a high quality and forward-looking design will be needed. Future flood risk management from the brook should be considered from the outset to minimise risk to the new development, as well as affording opportunities to improve amenity and biodiversity, helping to conserve and enhance elements of the natural environment. Attractive green corridors through the development will encourage active travel through the site, as well as creating a positive environment for wildlife. Moreover, development can be planned to provide mitigation that takes account of the site's historic landscape elements.

Appendix 4 – GMSF (2019) Proposed Policy Wording

Development at this site will be required to:

1. Deliver around 86,000sqm B1-focused floorspace;
2. Development should be configured to take advantage of the significant opportunities of transport infrastructure in the area protecting the line of the proposed Metrolink Manchester Airport Line Western Leg extension;
3. Facilitate improvements to the surrounding local highway network, including entry / egress and links to the strategic highway network, to enable safe access to and from the area;
4. Improve access to the site by providing links to local cycling and walking networks where appropriate;
5. Complement the wider Roundthorn Medipark development, and the development proposed in Timperley Wedge;
6. Development within the site should not impact the listed buildings of Newall Green or the adjacent playing field; and
7. Development of the site should reflect the sequential approach to flood risk management, focusing more sensitive development furthest from Fairywell Brook. High quality natural landscaping, including the provision of native species, should be delivered adjoining the brook to help mitigate flood risk and promote biodiversity.

Justification

The opportunity that this area offers because of its proximity to University Hospital South Manchester and the wider Roundthorn Medipark Enterprise Zone development is significant. By attracting investment from knowledge-based industries to a high quality development, this area can provide a major boost to the economy of the city and the wider region. This is a singular location close to a major hospital and with improvements to local transport infrastructure, including Metrolink, it can play its full part in maximising future economic growth. The proposed arrival of HS2, including the airport station a short distance to the south, will provide a further stimulus to economic activity in this area.

The area's location within open countryside and adjoining Fairywell Brook means that a high quality and forward-looking design will be needed. Future flood risk management from the brook should be considered from the outset to minimise risk to the new development, as well as affording opportunities to improve amenity and biodiversity, helping to conserve and enhance elements of the natural environment. Attractive green corridors through the development will encourage active travel through the site, as well as creating a positive environment for wildlife.

Section H – Bibliography

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

The following documents are found at:

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

- Roundthorn Medipark Historic Environment Assessment (2020)
- Viability and Deliverability Assessment (AG2 Roundthorn Medipark Extension) (2018)
- 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)