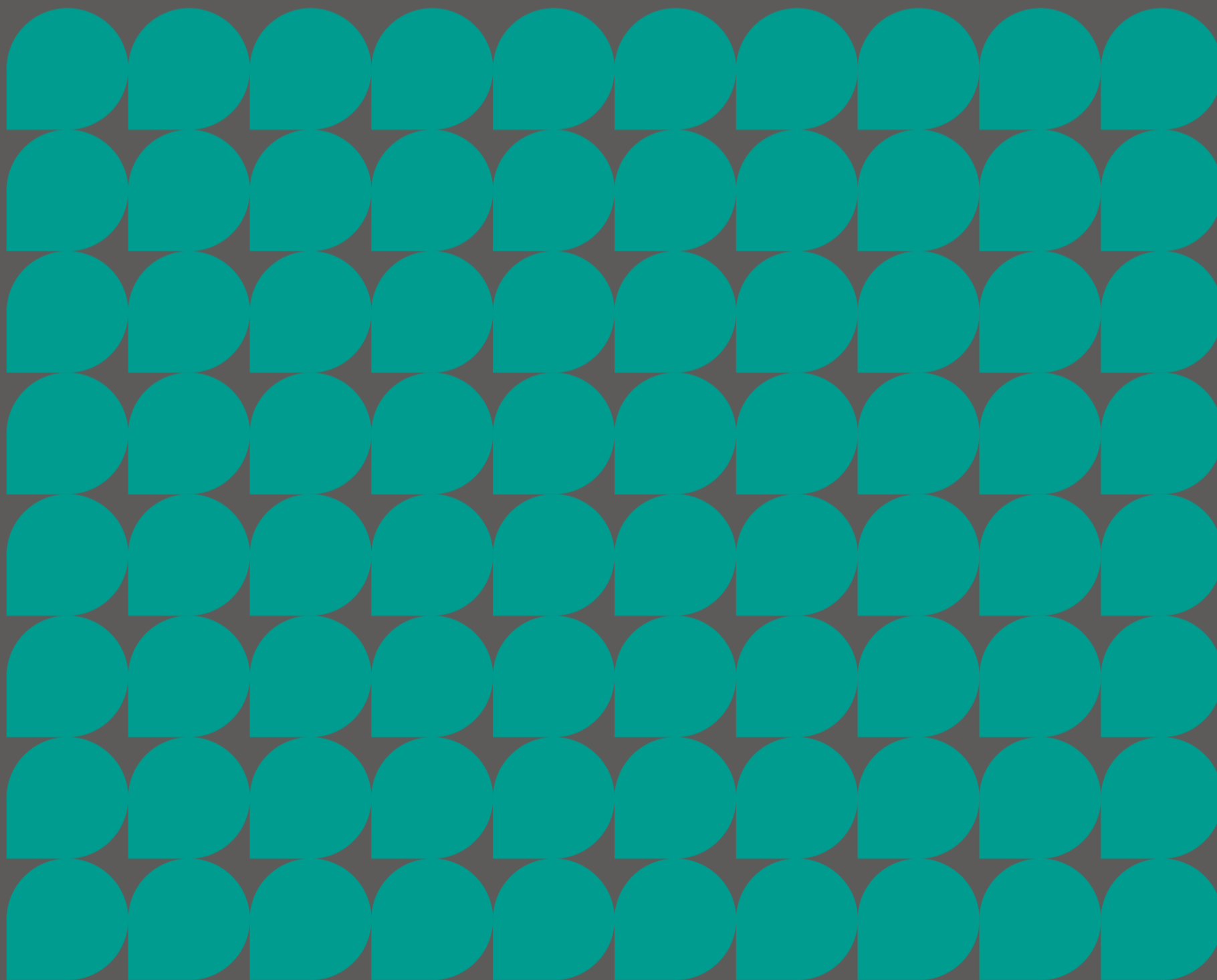


Places for Everyone

Allocations: Cross Boundary Medipark
Issues Summary

February 2022



Chapter 11 - Strategic Cross Boundary Allocations

A summary of the main issues raised in relation to the policies within PfE 2021 Chapter 11 and the relevant respondents to PfE 2021 is set out below.

Policy GM Allocation 3.1: Roundthorn Medipark Extension

Row	Summary of main issues raised to PfE2021	Summary response to main issues raised to PfE2021	Respondent name(s)
	Principle/Scale of Development		
JPA3.1.1	Policy considered to be sound (no specific comments submitted)	Support Noted	Stephen Kershaw James Clark Terence Kelly Joe Heys Adam Birds George Clancy Elena Toader
JPA3.1.2	Policy considered to be unsound (no specific comments submitted)	Noted	Jonathan Wigman Mary Sharkey Carol Mole Rob Shield Janet Alldred
JPA3.1.3	There are existing empty units nearby and therefore no need for additional office space.	No change is considered necessary. The level of office development proposed in the Plan is considered consistent with the sustainable location of the core growth area and the wider evidence base, in particular the Employment Land Needs in Greater Manchester [05.01.02] and COVID-19 and Places for Everyone Growth Options [05.01.03]	Tracy Raftery David Brownhill
JPA3.1.4	The proposals would lead to over-development of the area.	No change is considered necessary. The level of office development proposed in the Plan is considered consistent with the sustainable location of the core growth area and the wider evidence base, in particular the Employment Land Needs in Greater Manchester [05.01.02] and COVID-19 and Places for Everyone Growth Options [05.01.03]	Susan Theodossiadis
	Green Belt		

Row	Summary of main issues raised to PfE2021	Summary response to main issues raised to PfE2021	Respondent name(s)
JPA3.1.5	There is a need to retain Green Belt to prevent urban sprawl and to keep separation from the Airport.	The PfE Plan sets out a very clear preference of using previously developed (brownfield) land and vacant buildings to meet development needs in line with NPPF. However, given the scale of development required to meet the objectives of the Plan, a limited amount of development is identified on land outside of the urban area on greenfield and/or Green Belt land. The details of the employment land needs and supply can be found in the Employment Topic Paper [05.01.04] . Further details in relation to the strategic case for releasing Green Belt can be found in the Green Belt Topic Paper [07.01.25] and in section 14 of the JPA3.1 Medipark Allocation Topic Paper (10.01.57).	CPRE
JPA3.1.6	No exceptional circumstances have been demonstrated for the proposals.	The PfE Plan sets out a very clear preference of using previously developed (brownfield) land and vacant buildings to meet development needs in line with NPPF. However, given the scale of development required to meet the objectives of the Plan, a limited amount of development is identified on land outside of the urban area on greenfield and/or Green Belt land. The details of the employment land needs and supply can be found in the Employment Topic Paper [05.01.04] . Further details in relation to the strategic case for releasing Green Belt can be found in the Green Belt Topic Paper [07.01.25] and in section 14 of the JPA3.1 Medipark Allocation Topic Paper (10.01.57).	Matthew Oxley Julia Simpson Tracy Raftery David Brownhill Ann Guifoyle Paul Roebuck
	Transport		
JPA3.1.7	Additional development would lead to excessive traffic and congestion in the area.	The policy includes in clauses 5,6 and 7 requirements for transport mitigation that address the concerns raised. The transport analysis in the Transport Locality Assessment – Manchester (09.01.10) has considered the transport impacts of the proposed allocation and suitable mitigation has been identified in section 13 of the assessment.	Julia Simpson

Row	Summary of main issues raised to PfE2021	Summary response to main issues raised to PfE2021	Respondent name(s)
JPA3.1.8	<p>The transport evidence underpinning this allocation is incomplete and does not identify in sufficient detail, the nature, scale and timing of the infrastructure requirements at the SRN; or what future assessments and studies that will be required to determine any such infrastructure requirements</p>	<p>The Transport Locality Assessment – Manchester (09.01.10) provides detailed information on the nature, scale and timing of infrastructure requirements at the SRN.</p> <p>With respect to future assessments, the report states that all sites associated with the allocations will be expected to prepare a Transport Assessment as part of a planning application to develop final, rather than indicative proposals, which mitigate the impact of the site. The full scope of the Transport Assessments will be determined by the Local Planning Authority (in consultation with the Local Highway Authority and National Highways) on a site-by-site basis, depending on the nature, scale and timing of the application, in accordance with the NPPF.</p> <p>In addition, the Local Authorities and TfGM have a clear policy direction and major programme of investment in sustainable transport which is expected to transform travel patterns in GM and help achieve our “Right Mix” vision of no net increase in motor-vehicle traffic by 2040. Our transport strategy is set out in 09.01.01 GM Transport Strategy 2040 and 09.01.02 GM Transport Strategy Our Five Year Delivery Plan 2021-2026. We are also working alongside National Highways to prepare a further piece of work examining a “policy-off/worst-case” impact on the SRN to help address National Highways remaining concerns.</p>	National Highways
	Environment (Green Infrastructure, Biodiversity and Open Space)		
JPA3.1.9	<p>The proposals would have a harmful impact on nature:</p> <p>No specific ecological surveys or ecological appraisal has been undertaken on the site. No specific mention of biodiversity constraints.</p> <p>Ecological mitigation/compensation must lead to a 10% uplift in biodiversity value. Without detailed surveys on the current existing biodiversity interest, mitigation and compensation plans may well lead to inappropriate planting and landscaping schemes.</p>	<p>The policy for the allocation incorporates wording that aligns with the mitigation suggested in the Integrated Appraisal – Main Report (02.01.02). Moreover, Policy JP – G9 in the plan picks up on biodiversity net gain.</p>	<p>Tracy Raftery Save Greater Manchester’s Green Belt The Wildlife Trusts CPRE</p>

Row	Summary of main issues raised to PfE2021	Summary response to main issues raised to PfE2021	Respondent name(s)
	The cumulative effect of the adjacent development at Timperley Wedge must also be taken into account on the biodiversity of the area.		
JPA3.1.10	The area could be important for Lapwing. If surveys indicate that this S41 species is found within the site, mitigation and compensation must be aimed at retaining and enhancing the area for this species.	Further work on developing proposals for the site will include additional specific surveys and appropriate mitigation will be required if surveys do identify the site as important for Lapwings.	The Wildlife Trusts CPRE
JPA3.1.11	Any development of the site requires high quality natural landscaping, including the provision of appropriate native species. This should be delivered adjoining the Fairywell Brook to help to mitigate flood risk, improve ecological connectivity, and promote biodiversity.	The policy identifies at clause 9 the need to deliver high quality natural landscaping, including the provision of native species, adjoining the brook to help mitigate flood risk and promote biodiversity and green infrastructure.	The Wildlife Trusts
	Flood Risk and Drainage		
JPA3.1.12	There is potential flood risk in the proposed allocation area.	The GM SFRA Level 1 Appendix C - Development Sites Assessments Summary Reports (04.02.13) and the accompanying spreadsheet - GM SFRA Level 1 Appendix B Sites Assessment Part 2.xlsx (04.02.12) identify that the site falls within Strategic Recommendation C - consider site layout and design around the identified flood risk if site passes Sequential Test, as part of a detailed FRA or drainage strategy.	David Brownhill Save Greater Manchester's Green Belt
JPA3.1.13	Sustainable Urban Drainage Systems (SUDS) should be required; foul and surface water drainage needs to be addressed; Non-domestic buildings will be expected to incorporate water saving measures and equipment in accordance with the requirements of BREEAM or any other best practice targets as appropriate.	Water efficiency measures in new developments will be a matter for district local plans to determine. This approach is considered consistent with the NPPF, particularly paragraph 28 which confirms that it is for local planning authorities 'to set out more detailed policies for specific areas, neighbourhoods or types of development'. Therefore, no change to the plan is considered as necessary.	United Utilities
	Other Comments		
JPA3.1.14	Use of 2014 ONS data queried noting should use 2018 ONS data and impact of Covid working patterns.	Comment not relevant to the content of the allocation policy. Matter addressed elsewhere.	Matthew Oxley Julia Simpson
JPA3.1.15	Should be considered alongside Timperley Wedge: <ul style="list-style-type: none"> Joint development potential Impact on nature/biodiversity/wildlife 	The policy is already presented alongside the Timperley Wedge policy in the plan.	Greater Manchester Housing Providers

Row	Summary of main issues raised to PfE2021	Summary response to main issues raised to PfE2021	Respondent name(s)
			Royal London Asset Management CPRE
JPA3.1.16	Questions whether the plan is legally sound – plan is significantly different between GMSF and PfE.	Comment not relevant to the content of the allocation policy. Matter addressed elsewhere.	Matthew Oxley
JPA3.1.17	Little detail on infrastructure and how it will be paid for.	A number of policies in the Plan provide a sufficient policy framework to address this matter, such as Policies, JP-G6, JP-P1 and JP- D2 which states that new development must be supported by the necessary infrastructure, including where appropriate green spaces, schools and medical facilities. The Plan needs to be read as a whole, therefore no change is considered necessary.	Matthew Oxley
JPA3.1.18	Poor public consultation processes.	Comment not relevant to the content of the allocation policy. Matter addressed elsewhere.	Matthew Oxley Julia Simpson David Brownhill
JPA3.1.19	Site selection process opaque with no explanation as to why some sites in the call for sites were not selected.	The Site Selection Background Paper (03.04.01) identifies that Medipark meets criteria 2, 5 and 6. The Background Paper sets out the steps undertaken to identify and consider sites.	Matthew Oxley
JPA3.1.20	No evidence of how duty to cooperate has been fulfilled	Comment not relevant to the content of the allocation policy. Matter addressed elsewhere.	Matthew Oxley
JPA3.1.21	Remove clauses 2 and 6 as they will promote development at Timperley Wedge which is opposed.	No change is considered necessary. The policy clauses are necessary to ensure key transport infrastructure is planned for and enable a complementary development to that proposed at Timperley Wedge	Jeremy Williams
	Heritage		
JPA3.1.22	Proposals would be harmful to the historic environment/archaeology: Most of the allocation is of 'high archeological sensitivity' Listed buildings on site Policy wording does not refer to heritage assessment	No change is considered necessary. The policy, at clause 8, refers to the need to incorporate suitable site mitigation to account for the historic landscape features within the site.	David Brownhill Save Greater Manchester's Green Belt Historic England

Row	Summary of main issues raised to PfE2021	Summary response to main issues raised to PfE2021	Respondent name(s)
	Proposals would be harmful to the historic environment/archaeology		