

Manchester Local Plan (Publication Draft) Regulation 19

Spatial Strategy Topic Paper

1. Introduction

- 1.1 The Places for Everyone Joint Local Plan was adopted in March 2024 and set a spatial strategy for the city region and housing and employment requirements for Manchester - 60,061 homes and more than half of the two million sqm office space identified for Greater Manchester, within the City Centre. The Manchester Local Plan (Publication Draft) has distributed that requirement across City focusing predominantly on growth locations within the City to deliver the objectives of the City as set out in the Our Manchester Strategy and reflected in the Local Plan objectives.
- 1.2 This paper provides the evidence to show how those growth locations were chosen.

2. Manchester Local Plan (Publication Draft)

- 2.1 Preparation commenced on the local plan in 2020 with the Regulation 18 Issues and Options. This set out key issues and challenges and sought comments on the issues. Following this, there was the preparation of a Regulation 18 Draft Local Plan 2025 which was more detailed and included policies setting out how these issues are to be dealt with over the lifetime of the plan. In drafting this, consideration was given to the comments made at the Issues and Options Stage, the existing Core Strategy, extant UDP policies, City Council strategies, evidence base and the wider policy context including NPPF and Places for Everyone Joint Local Plan.
- 2.2 A 'Call for Sites' was also made alongside the Regulation 18 consultation which resulted in 8 housing sites being submitted and 39 proposals for Local Green Space (three submitted prior to the call for sites). There were no sites put forward for employment.
- 2.3 This draft of the Local Plan is the Publication Draft Regulation 19 and, in its preparation, consideration has been given to the aforementioned and also the comments from the Regulation 18 draft Local Plan consultation, new and updated evidence, collaboration with specific bodies and the updated Integrated Appraisal.

3. Policy Context

- 3.1 The Manchester Local Plan is largely using the NPPF 2021 because it includes guidance to deliver the level of housing and employment set out in the Places for Everyone Joint

Local Plan which was examined under NPPF 2021. This approach is in accordance with NPPF 2024 paragraph 235. The NPPF 2024 has also been used where appropriate and the Topic Paper “Local Plan – Relationship to National Planning Policy Framework (NPPF); Places for Everyone; and Saved Policies from existing MCC Local Plans” has set these out.

- 3.2 The NPPF 2021 (Paragraph 20 – 23) states that strategic policies should set out an overall strategy for the pattern, scale and quality of development making sufficient provision for housing (including affordable housing) and employment development. The strategic approach is set out in Places for Everyone with detail on delivery in the Manchester Local Plan.
- 3.3 The NPPF (Paragraphs 67- 76) states that sufficient land should be identified to meet housing needs.
- 3.4 The NPPF (paragraph 73) states the supply of large numbers of new homes can often be achieved through planning for larger scale development, provided they are well located and designed, and supported by the necessary infrastructure and facilities (including a genuine choice of transport). In doing so, they should:
 - (a) consider the opportunities presented by existing or planned investment in infrastructure, the area’s economic potential and the scope for net environmental gains;
 - (b) ensure that their size and location will support a sustainable community, with sufficient access to services and employment opportunities within the development itself (without expecting an unrealistic level of self-containment), or in larger towns to which there is good access.
- 3.5 The NPPF (paragraphs 81 - 82) states that policies should help create conditions to meet the needs of businesses and meet anticipated needs over the plan period, including meeting sector specific locational requirements.

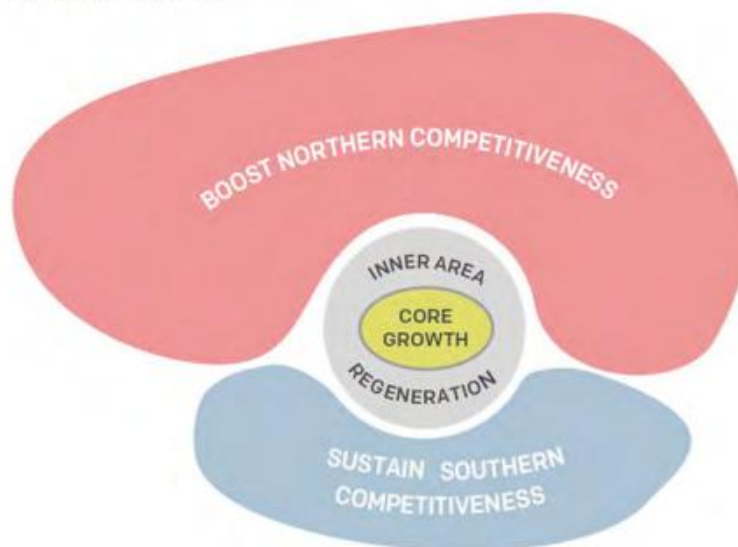
3.1 Places for Everyone Joint Local Plan 2024 (PfE)

- 3.1.1 The PfE is the strategic spatial plan for nine of the ten Greater Manchester Authorities including Manchester. It sets the strategic policies. The Manchester Local Plan contains detailed policies setting out how the strategic policies will be delivered.
- 3.1.2 The PfE Spatial Strategy (paragraph 4.17 - 4.23) seeks to take advantage of the opportunities for delivering high levels of economic growth whilst delivering inclusive growth and prosperity. It states that making the most of the key assets at the core of the conurbation is central to the approach, as this will be essential to maximising the competitiveness of Greater Manchester. It also states securing major investment in the

inner areas will be important to addressing deprivation. The spatial strategy is described as:

- Core Growth Area: central Manchester, south-east Salford, and north Trafford
- Inner Area Regeneration: north and east Manchester, plus the adjacent southern area of Manchester to the Core Growth Area; and areas in Salford and Trafford also adjacent to the Core Growth Area.
- Boost Northern Competitiveness: Bolton, Bury, Oldham, Rochdale, Tameside, Wigan, and west Salford
- Sustain Southern Competitiveness: Most of Trafford and south Manchester but also Stockport, who will play a vital role in this through its own Local Plan.

SPATIAL STRATEGY



3.1.3 More detail of the spatial strategy and the most relevant policies to Manchester are provided in the following policies within PfE.

3.1.4 JP-Strat1: Core Growth Area seeks to protect and enhance its economic role supporting major growth in the number of jobs and significantly increase the number of homes. It also recognises the role of infrastructure provision in the continued capacity of the area. Within Manchester the area is centred on Manchester City Centre extending in the east to Etihad Stadium and Central Park. This is the area with the largest concentration of key assets, and which has seen the highest level of market interest over a prolonged period of time. It provides the greatest growth potential and best opportunity to increase

the international competitiveness of the city region. See plan below showing the Core Growth Area within Manchester City Council.

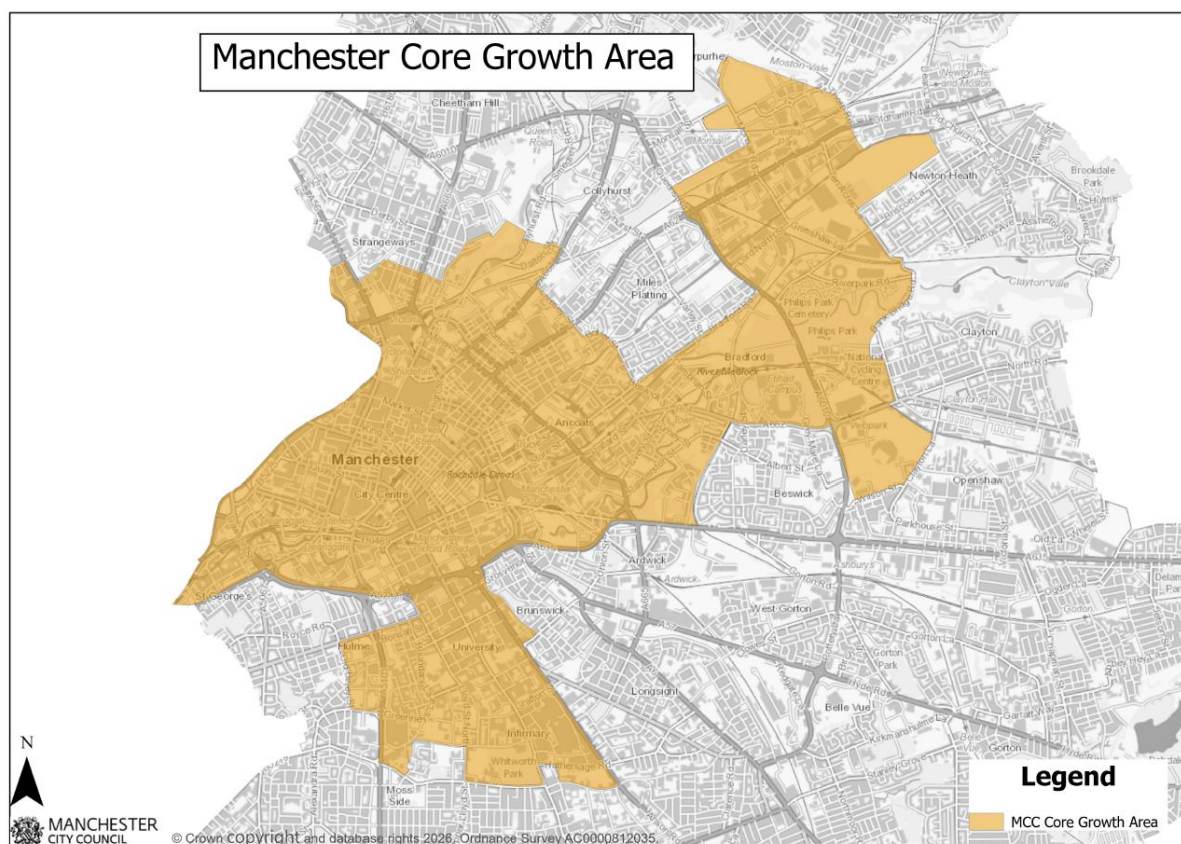


Figure 1: Places for Everyone Core Growth Area within Manchester

- 3.1.5 JP-Strat2: City Centre – continues to provide the primary focus for business, retail, leisure, culture and tourism activity in Greater Manchester, and also an increasingly important residential role. It will be a priority for investment in development and infrastructure. The City Centre lies at the heart of Greater Manchester. It is mainly contained within the Inner Relief Road but also extends beyond, including along Oxford Road to the south. The majority of the City Centre falls within Manchester and plays a key role in Greater Manchester's economy, and that of the North of England more generally, providing around 10% of all jobs in the sub-region.
- 3.1.6 Although there is already a very high level of activity within the City Centre, the area has significant development potential and will be the largest source of new jobs and homes in Greater Manchester over the next few decades. Edge-of-centre locations will benefit from this improved connectivity and become increasingly suitable for higher density development and the expansion of further knowledge based clusters.

3.1.7 The Manchester Local Plan (Publication Draft) is proposing to extend the boundary of the City Centre to reflect the PfE indicative area. It has been drawn to fulfil the policy ambitions in JP-Strat2: City Centre and reflect on-the-ground realities of existing neighbourhoods, where change is not expected. To this end, it excludes areas not considered suitable for the City Centre, this includes Hulme and Rusholme District Centres, the Aquarius Estate and parts of Moss Side neighbourhood.

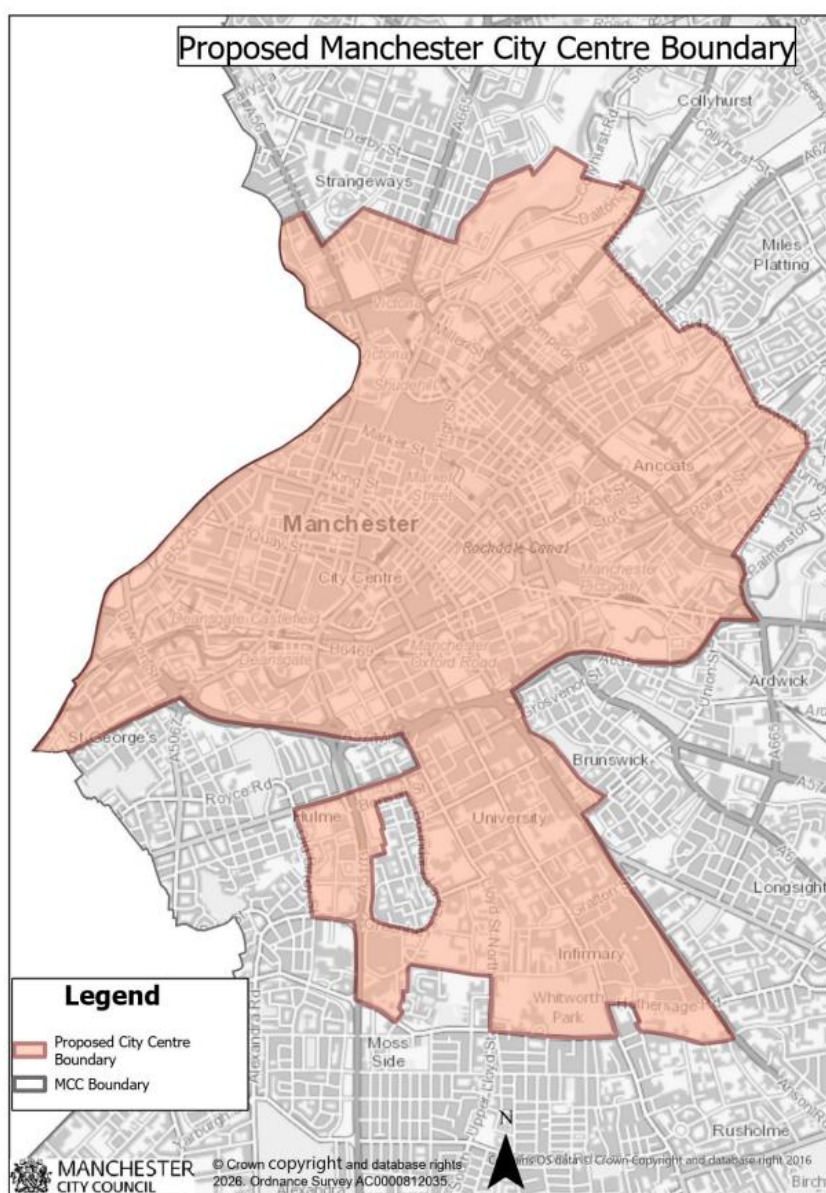


Figure 2: Proposed Manchester City Centre Boundary

3.1.8 JP-Strat5: Inner Areas – encompassing the whole of north and east Manchester beyond the Core Growth Area and adjacent areas to the south of the City Centre. This area will

benefit from a position adjacent to an enormous concentration of economic activity. The proposed scale of job growth in the Core Growth Area, and the excellent location of the Inner Areas in relation to them, make it likely that there will continue to be significant pressures from population growth within this part of Greater Manchester. Increasing housing provision in the Inner Areas would enable more people to access easily the opportunities of the Core Growth Area by walking, cycling and public transport and thereby reducing the need to travel. The continued regeneration of the Inner Areas will be promoted and high levels of new development will be accommodated in this highly accessible and sustainable location. New development will be predominantly residential. Infrastructure provision will facilitate the growth and continued capacity of the Inner Areas for further growth.

- 3.1.9 Within Manchester, the Inner Areas are made up of Ardwick, Beswick, Blackley, Cheetham Hill, Collyhurst, Crumpsall, Gorton, Harpurhey, Hulme, Levenshulme, Longsight, Miles Platting, Moss Side, Newton Heath, Openshaw and Rusholme.

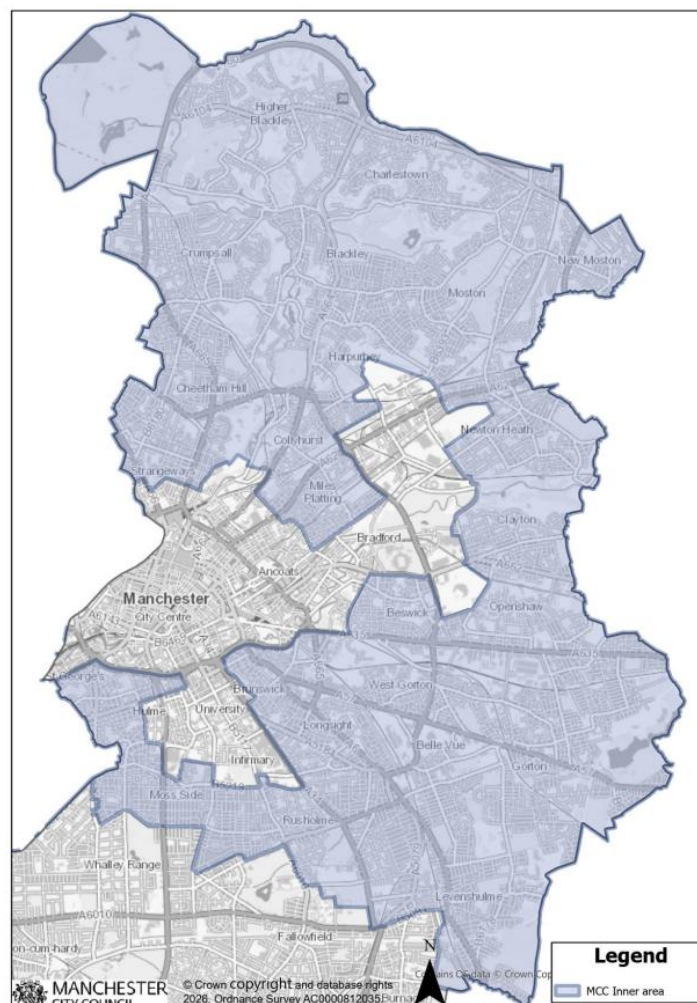


Figure 3: Places for Everyone Inner Areas within Manchester

3.1.10 JP-Strat9: Southern Areas – are typically characterised by high levels of demand and forecast growth. Key assets in the area include Manchester Airport, Wythenshawe Hospital, Wythenshawe Civic Centre, MIX Manchester and Medipark. Following the development and completion of Northern Powerhouse Rail, this will further improve connectivity between parts of Greater Manchester, including the City Centre and Manchester Airport. The policy seeks to take advantage of the economic competitiveness of the area and this will be protected and enhanced, with the economic potential of Manchester Airport and associated infrastructure maximised.

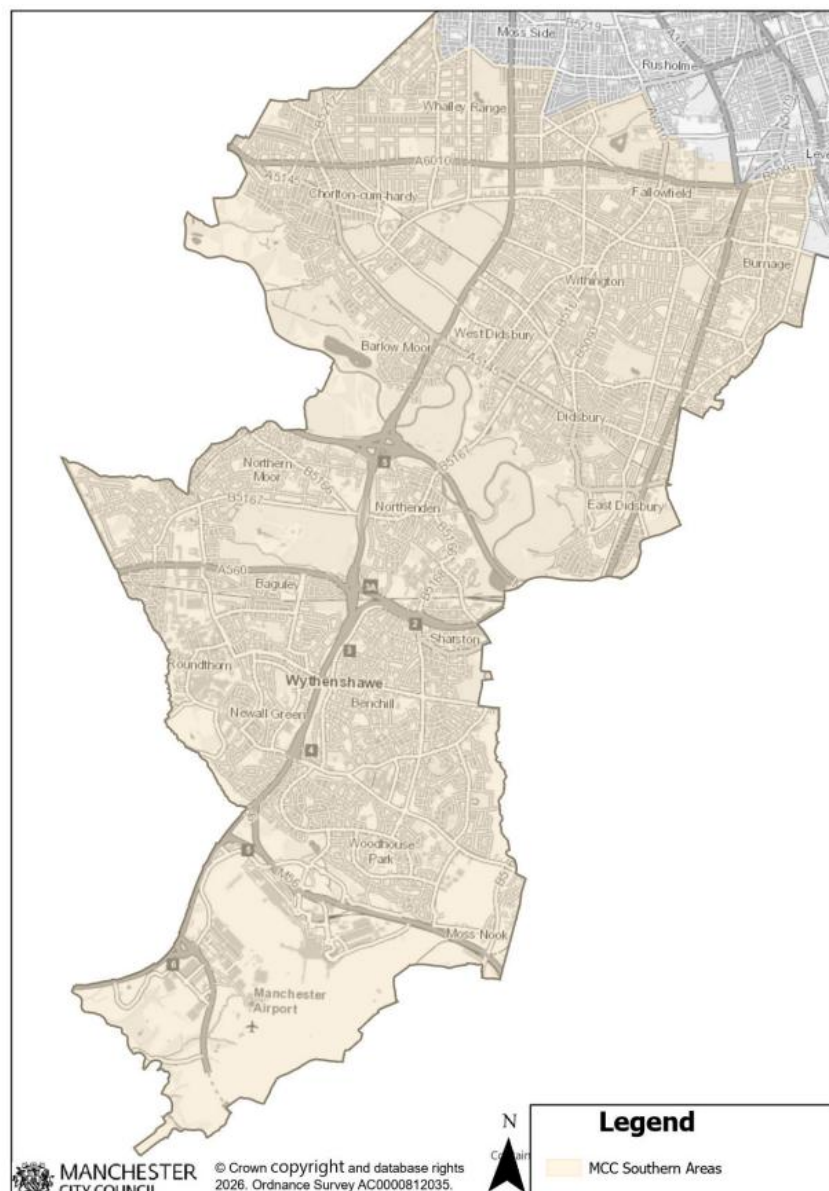


Figure 4: Places for Everyone Southern Areas within Manchester

3.1.11 JP-Strat10: Manchester Airport – located to the south of the City, it has two runways and existing capacity to grow and accommodate up to 55 million passengers. It is the third

busiest airport in the UK and the largest outside London, handling over 31 million passengers, adding £1.4bn GVA to the regional economy and supporting c. 25,000 jobs on-site. Unique among non-London airports, it has the infrastructure, connectivity and scale to sustain a growing network of medium and long-haul routes. This enables Northern Britain to benefit from a major international airport and gateway for both business and leisure traffic, passengers and freight. The airport is a key factor in realising the wider growth agenda for the North and unlocking the economic potential of cities and regions within its catchment area. More locally, the emerging MIX Manchester development (previously part of Airport City) is creating a major new economic asset for Greater Manchester, attracting global occupiers and investment attracted by the unrivalled connectivity.

- 3.1.12 To maximise the contribution of the airport to the wider growth agenda, it needs to be well-connected. The provision of a new Airport station with connections to the wider Northern Powerhouse rail network will significantly improve the airport's connectivity, reduce journey times and make the airport area one of the best-connected locations in the country. Journeys to the Airport will also be enhanced by the completion of the Metrolink Airport Line Western Leg and proposed Bus priority service(s) along new spine roads linking development in Timperley Wedge and Medipark into the existing urban areas of Altrincham and Wythenshawe.
- 3.1.13 The policy seeks to maximise the benefits of the continued operation and sustainable growth of Manchester Airport and its surrounding locality. It sets out the improvements to the accessibility and connectivity of the area proposed over the lifetime of the PfE, plus the scale of development, including MIX (part of the former Airport City), Wythenshawe Hospital Medipark and Roundthorn Industrial Estate.

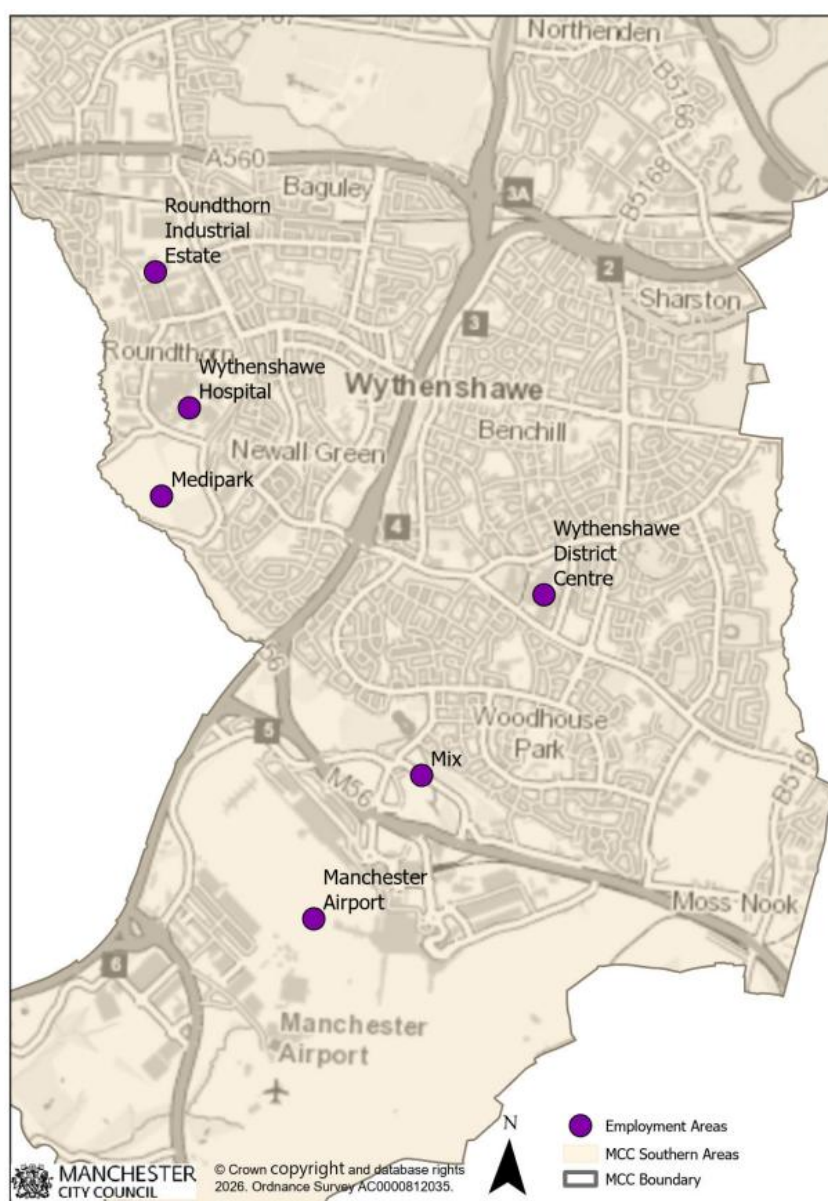


Figure 5: Manchester Airport, Key Employment Locations and Wythenshawe District Centre

PfE Housing

3.1.14 The range of housing neighbourhoods is acknowledged in PfE from the high-density apartments in the City Centre through to suburban neighbourhoods. It also recognises that the highest levels of population growth across Greater Manchester are in Manchester and that this should continue to be the location for the highest levels of housing due to their central location, good public transport connections, proximity to the main concentrations of employment and leisure opportunities, and ability to deliver very high density developments. Policy JP-H1: Scale, Distribution and Phasing of New Housing Development sets out the quantum of new dwellings for all the PfE districts from 2022 to 2039 including Manchester and the requirement for Manchester is 60,061.

PfE Jobs

3.1.15 The PfE recognises that Manchester is forecast to experience the greatest job growth of all the Greater Manchester districts with 74,600 additional jobs between 2018-38.

3.1.16 The PfE acknowledges that the:

“City Centre is the pre-eminent office location outside London. It will be important to maintain this position, and improve accessibility to the associated job opportunities, for the wider benefit of Greater Manchester, thereby helping to reduce inequalities, deprivation and poverty. The large number of sites available for office development within the City Centre, many of which are close to major public transport facilities and with the prospect of further improvements through Northern Powerhouse Rail (NPR), provides an unrivalled combination of location, scale, quality of development opportunity and access to a large pool of skilled labour.”

3.1.17 Policy JP-J3: Office Development identifies 2,019,000sqm of office floorspace across the PfE area between 2022 and 2039. It also states the City Centre will account for more than half of all new office floorspace in the sub-region, further enhancing its position as the premier office location outside London. It also focuses on Manchester Airport and its environs, taking advantage of the extensive international connections, public transport accessibility, and proposed Northern Powerhouse Rail links.

3.1.18 Whilst the PfE did not distribute office space across the plan’s districts, work was undertaken during the PfE Examination which identified the distribution. This was set out in GMCA15¹ resulting in 1,450,895sqm of floorspace for Manchester. This figure was derived in accordance with the spatial policy requirements and land supply and is the basis for the figure in the Manchester Draft Local Plan. See Economy Topic paper for more detail.

3.1.19 The industrial and warehousing requirement set out in GMCA15 for Manchester was small compared to other districts (65,308sqm), reflecting the large site requirements for industrial and warehouse occupiers and Manchester’s supply at the time (50,693). Adequate floorspace exists within the current supply to meet requirements and also at MIX Manchester, which is proposed for offices and advanced manufacturing.

PfE Allocation

3.1.20 JPA 3.1 Medipark - to the south of Wythenshawe Hospital is allocated for 86,000sqm of office focused floorspace. The site offers an opportunity to maximise the benefits of being adjacent to Wythenshawe Hospital and develop a health and biotech cluster.

¹ GMCA15 PfE Employment Land Requirement Methodology and calculations

3.2 Manchester Core Strategy 2012

- 3.2.1 The current development plan document being replaced by the Local Plan is the Core Strategy (2012). This document considered the fringe areas of the City Centre as a key location for economic growth and recognised that the fringe area could provide well-connected City Centre extensions to meet development demand and would become increasingly significant over the life time of the Core Strategy. This has evolved into PfE JP-Strat2: City Centre and the Proposed City Centre Boundary.
- 3.2.2 The Strategic Employment Locations at Central Park, Eastlands, Airport City North (MIX) and Wythenshawe Hospital are largely retained in the Manchester Local Plan, with updated boundaries. A Strategic Housing Location was identified to the east and north of Manchester City Centre and is largely replaced by Victoria North and Holt Town.

3.3 Manchester UDP 1995

- 3.3.1 A number of significant employment designations identified in the UDP, are retained in the Manchester Local Plan with updated boundaries. These are existing employment areas. Most former allocations have been built out either for employment or other uses and are not retained in the current draft Local Plan.

4. Evidence and Strategy Documents

4.1 Greater Manchester Local Industrial Strategy (GMLIS) 2017

- 4.1.1 GMLIS focuses on future growth in GM taking advantage of its unique assets and opportunities particularly within health innovation, advanced materials, digital, creative and media. The City Centre has significant presence in all these sectors.
- 4.1.2 The City has recognised research capabilities in health innovation and has one of the largest life sciences clusters outside south east England along the Oxford Road Corridor in the City Centre. The universities together generated almost 40,000 graduates a year and graduate retention rates, already strong, are rising. Academic-industrial partnerships are found along the Oxford Road Corridor, accelerating clinical-industrial collaboration and attracting major companies and platform providers. The major biomarker discovery campus developing around the recent investment from Qiagen's UK Headquarters at City Labs 2 will embed links between digital, precision care and economic development.
- 4.1.3 The City Centre is the home of graphene and other revolutionary 2D and advanced materials. Further development of world-class sites and premises are encouraged, including the University of Manchester's work to establish 'Graphene City' in the centre at Sister and a Life Science hub at MediPark adjacent to Wythenshawe Hospital. This lab-to-market sector is strongly represented in the National Graphene Institute, the

Graphene Engineering Innovation Centre, and the Henry Royce Institute for Advanced Materials Research and Innovation, all located in the City Centre. Other key research areas include nuclear and industrial biotechnology excellence at the University of Manchester and industrial digitalisation at Manchester Metropolitan University.

- 4.1.4 Greater Manchester has the largest digital and creative sectors outside the south east, with the potential to create internationally significant clusters in broadcasting, content creation and media and cyber security. The establishment of a Government Communications Headquarters (GCHQ) hub in the City Centre anchors the growth of an internationally important cyber and digital security cluster.
- 4.1.5 The emergence of 'fin-tech' in the City Centre is taking place at the interface between financial and professional service companies and digital firms. Examples include Manchester Metropolitan University's concentration of expertise in creative design, and Aviva Studios (Factory).
- 4.1.6 The dynamic role of the City Centre is highlighted as an economic strength, alongside the research excellence along the Oxford Road Corridor. It also references the expanding City Centre and the wider area reaching out to the Etihad Campus. It states:

"The expanding city centre, which will further strengthen as the most significant economic location in the UK outside London, providing a concentration of jobs that are readily accessible from across Greater Manchester and beyond. The city centre includes the Oxford Road Corridor which is continuing to develop as a world-class innovation hub with a very high concentration of research activity and enhanced business connections."

- 4.1.7 With regard to Manchester Airport it states:

"Manchester Airport is the global gateway to the north of England. It serves more destinations than any other UK airport (over 200), facilitating trade and the cultural and visitor economies."

- 4.1.8 The expansion of the airport will provide easy business connectivity across the world, and increased employment activity around the airport site, Wythenshawe Hospital, and rail connections. Enhanced transport connectivity will help Manchester Airport to fully utilise its capacity (55 million passengers per annum), open up new routes and increase services to key growth markets in line with the national Aviation Strategy.

4.2 Our Manchester Strategy 2025-2035

- 4.2.1 The Our Manchester Strategy 2025 – 2035 sets out the priorities for the City. It seeks to continue addressing inequality, creating attractive affordable neighbourhoods and a growing economy.

4.2.2 The vision states:

“Manchester people will share in a growing and more equitable economy that brings better jobs and prospects, developing and enjoying new technology that boosts public services and quality of life.”

- 4.2.3 A priority is promoting growth in Manchester’s strongest sectors, such as life sciences, digital technology, advanced manufacturing and the creative economy, to generate jobs. It seeks to promote Manchester as a global business destination and supports businesses to have a positive impact in the city through Manchester’s leading work on social value. It also seeks to continue investing in high streets to make them more attractive and sustainable, such as the regeneration of Wythenshawe Civic Centre.
- 4.2.4 The Our Manchester Strategy also prioritises having enough good quality, genuinely affordable homes. This includes building new homes, improving existing housing, and creating diverse neighbourhoods where people want to live. It highlights the commitment in Manchester’s Housing Strategy to deliver 36,000 new homes over the 10 years from 2022 which includes 10,000 affordable homes to meet the needs in every area of the city.

4.3 Manchester Economic Strategy 2023

- 4.3.1 The Economic Strategy acknowledges that growing the economy of the city centre and better connecting people to the city centre can provide greater opportunities for people across the whole of the city region.
- 4.3.2 The Economic Strategy states expansion of commercial space in the city centre is crucial for fostering economic growth. The city centre will need to expand outward and upward, utilising land on the fringes for more productive purposes, and retrofitting existing buildings where possible. It commits to expanding the city centre and adding high-density commercial and residential space in appropriate locations.
- 4.3.3 Outside of the city centre, it recognises the economic assets that help new and existing neighbourhoods to thrive, including Manchester Airport, Airport City (including MIX), Wythenshawe Civic Centre and Wythenshawe Hospital. It also acknowledges the role of building and expanding potential clusters of businesses at places such as North Manchester General Hospital and Wythenshawe Hospital. It acknowledges the importance of creating well-managed neighbourhoods that are attractive to and affordable for highly skilled workers.

4.4 Manchester Housing Strategy 2022 to 2032

- 4.4.1 The Manchester Housing Strategy sets out the city's long-term vision to deliver the homes people want and need. It is built around the following four vision principles:

1. Increase affordable housing supply and build new homes for all residents.
2. Work to end homelessness and ensure housing is affordable and accessible to all.
3. Address inequalities and create neighbourhoods where people want to live.
4. Address the sustainability and zero-carbon challenges in new and existing housing.

4.4.2 And includes the following ambitions:

- Deliver 10,000 affordable homes between 2022 and 2032 (including 3,000 in the City Centre) which represents just under a third of the 36,000 new homes Manchester aims to deliver over the same time frame.
- At least 80% of new homes to be built on brownfield sites.
- Encourage and promote right-sizing across all tenures to release family housing.
- Increase the proportion of low and zero-carbon homes in the affordable pipeline from 20% to 50% by 2025.

4.5 Greater Manchester Transport Strategy

- 4.5.1 The Greater Manchester Transport Strategy 2040 and Transport Delivery Plan is the primary mechanism for collating and signposting transport infrastructure planning across GM. Transport for Greater Manchester are developing a new strategy on behalf of the 10 GM local authorities – the Greater Manchester Transport Strategy 2050, along with the Transport Delivery Plan
- 4.5.2 Key transport schemes proposed which will further improve accessibility to areas within Manchester during the Local Plan lifetime include:

City Centre

- Regional Centre Metro Tunnel - major increase in rapid transit capacity in the city centre
- Key corridors improved bus access to the City Centre (various)
- NPR (Northern Powerhouse Rail) Piccadilly
- Central Manchester/Castlefield Rail Corridor Improvements
- Metrolink extension to Salford Crescent

Victoria North

- Sandhills Metrolink stop to serve the Manchester Victoria North growth area

Manchester Airport

- NPR (Northern Powerhouse Rail)
Wythenshawe Hospital
- Manchester Airport Metrolink Line Western Leg

4.6 Strategic Housing Land Availability Assessment (SHLAA) and Employment Land Supply (ELS)

- 4.6.1 The City Council keeps up to date SHLAA and ELS, reviewing annually the existing and potential supply of both housing and employment provision. The current completed SHLAA and ELS is 2025. This identifies extant permissions, those under construction and any capacity sites, expected to deliver housing or employment over a 15 year period. These data sources do not allocate land for development. We use the SHLAA and ELS to demonstrate whether we have sufficient land to meet Manchester's housing and employment need over the next 15 or more years and in particular that we have a 'Five-year housing land supply'. A separate Five-Year Housing Land Supply Statement is published annually.
- 4.6.2 The assessment of the suitability of sites without planning permission for housing and employment, has been made having regard to the current planning policy framework provided by National Planning Policy Framework and Practice Guidance, Places for Everyone, the Core Strategy, saved policies of the UDP, relevant Supplementary Planning Guidance, relevant masterplans and regeneration frameworks.
- 4.6.3 The clusters of available land for housing and employment are mapped across the City and show significant supply within the PfE Spatial Strategy areas as shown below.

Core Growth Area

- 4.6.4 PfE Core Area - Proposed City Centre, Holt Town, Lower Medlock, Victoria North (part in City Centre), Sportcity, Central Park and other sites within the Core Growth Area but outside a listed site.

Table 1: SHLAA and ELS 2025: Core Growth Area Figures for 2025 to 2039

	Office Supply 2025 sqm	Industrial & Warehousing 2025 sqm	Housing 2025 (dwellings)
Proposed City Centre	1,549,421	4,063	56,598 (includes the Victoria North figures below, and the Ancoats Works site within the Holt Town figure below)
Holt Town	17,000	-	4,200*
Lower Medlock	-	-	700, plus 165 on adjacent site
Victoria North (Part)	-	-	13,731
Sportcity	41,000	-	-
Central Park	21,000	-	-
Other sites	2,444	-	1,508
Core Growth Area Total	1,630,865	4,063	62,978

*Figure reflects Plan Period change to 2039 using 2025 SHLAA

- 4.6.5 The Core Growth Area, and in particular the proposed City Centre has the potential to provide all the PfE office requirement for Manchester, with over 1.6m sqm of office supply, illustrating the attraction of the area to developers and businesses to locate and invest here.
- 4.6.6 There were 18,161 housing units in the planning pipeline (with planning permission) in the proposed City Centre on 31st March 2025 and expected to be developed by 2039; including 13,001 dwellings remaining to be built on schemes under construction, and 5,150 which had permission on this date but where construction had not yet started. This is 72% of the total planning pipeline in Manchester, reflecting the focus on the proposed City Centre.

Inner Areas

- 4.6.7 Within the Inner Areas, the following growth locations will provide significant housing provision with significant supply within Victoria North, Newton Heath, Clayton Canal Side, Grey Mare Lane and Ardwick Green. The locations of Strangeways and North Manchester General Hospital will provide locationally specific industrial and warehousing and offices.

Table 2: SHLAA and ELS 2025: Inner Area Figures for 2025 to 2039

	Office Supply sqm	Industrial & Warehousing sqm	Housing (dwellings)
Victoria North (part)	-	-	5,284
Strangeways	-	12,147	
North Manchester General Hospital	6,688	-	550
Newton Heath			319
Clayton Canal Side	-	-	1,750
Grey Mare Lane	-	-	1,044
Ardwick Green	-	-	2,507
Other sites	3,880	-	7,917
Inner Areas Total	10,568	12,147	19,371

Southern Areas

- 4.6.8 In the Southern Areas, Manchester Airport and the surrounding areas offer a second economic hub in the City with key economic assets, such as Manchester Airport, MIX Manchester, Wythenshawe Hospital and Wythenshawe Civic Centre.

Table 3: SHLAA and ELS 2025: Southern Area Figures for 2025 to 2039

	Office Supply sqm	Industrial & Warehousing sqm	Housing (dwellings)
Wythenshawe District Centre and Adjacent Areas	-	-	2,216
Wythenshawe Hospital	24,000	-	400
MIX Manchester	150,824*		-
Manchester Airport		19,259	-
Medipark	86,000		-
Southern Areas Total	260,824	19,259	2,616

*Based on current planning permissions and planned office supply before MIX Manchester SRF approval

- 4.6.9 Manchester Airport and the surrounding areas has potential to attract significant levels of investment and has been recognised in PfE Strat10: Manchester Airport and with the allocation of JPA3.1 Medipark for 86,000sqm in knowledge based industries creating a medical biotech cluster linked to Wythenshawe Hospital. The Airport site is also an industrial/logistic hub with many export/import businesses choosing to locate close to the airport for efficient movement of products to a range of global markets.

- 4.6.10 Alongside improvements to the retail and food and drink offer in Wythenshawe District Centre, significant new residential development in and adjacent to the centre, will increase the population helping to support the town centre economy by enabling more people to live and work in the area.

Housing and Employment Supply

- 4.6.11 The City has sufficient housing and employment supply to meet its requirements.
- 4.6.12 This supply supports the PfE spatial strategy within Manchester with the majority of office provision in the Proposed City Centre, with a second hub at Manchester Airport and the surrounding areas.
- 4.6.13 The level of housing to be delivered in each of the PfE areas was determined based on capacity and appropriate density for the area. Therefore the City Centre will continue to be the focus for new housing. Delivery in the Inner Areas and the Southern Areas are largely included within area regeneration plans but opportunities have been sought for new sites in all areas of the city. Any new sites proposed as part of the Call for Sites at Regulation 18 stage are being considered for inclusion in the SHLAA 2026.

4.7 Employment Land Review 2025

- 4.7.1 The review considered the key employment locations throughout Manchester and their potential for further growth and redevelopment for employment uses to meet the requirements set in PfE. It included a review of relevant policies for the sites, a critique of current uses and developments, an assessment of opportunities and recommendations as to potential uses over the forthcoming planning period. The supply of employment land has been critiqued compared to the forecast demand in the Places for Everyone.
- 4.7.2 With regard to the City Centre it states, it is recognised as the primary node for employment for Greater Manchester and a key location for corporate enterprises in the national economy. Its excellent connectivity, substantial mass of employment spaces and major civic, education and cultural institutions means that it commands the prime occupiers and developer interest.

Offices

- 4.7.3 Office based workers and many businesses are reorienting how they operate, with home based and hybrid working arrangements. There is a desire from businesses to provide office spaces that are attractive to workers and well-connected. The market is seeing growth in demand for smaller floorspaces, with high to very high amenities and fitout, that are well serviced by transport and surrounding facilities. Therefore, city centre locations are well-positioned to take advantage of this trend. Manchester City Centre has seen continued office growth in recent years, including substantial

developer interest for new build schemes to service solid occupier demand and significant refurbishment of existing office stock to Grade A quality in order to meet modern market expectations and environmental standards.

Industrial

- 4.7.4 Radius Data Exchange information on industrial transactions (lettings and occupational sales) shows that some 419,000 sqm of industrial floorspace was transacted in Manchester over the last five years (average of 84,000 sqm). The bulk of this is churn of existing stock.

Employment Land Assessment

- 4.7.5 Key employment locations throughout Manchester were reviewed to ensure they continued to offer further employment growth opportunities. The review of the employment areas has focused on areas outside of the City Centre due to the amount of evidence already existing about the City Centre.
- 4.7.6 Each area has been assessed from policy, spatial and market perspectives. The review provides commentary on the development potential for each area, including the scale of land that could be developed for employment uses. This land could be greenfield land, derelict brownfield land or brownfield land that is currently being used, but over the course of the planning period could be redeveloped.
- Holt Town - Overall, there is an opportunity to build on and expand the creative and artistic cluster in Holt Town. The proposed expansion of the City Centre has the potential to benefit fringe areas, such as Holt Town, making them more attractive as a work and living destination.
 - Eastlands (Sportcity) - identifies the area including Edwin Road Industrial Estate for a Sports and Innovation Zone. The office space would serve this use and not be available to the wider office market.
 - Central Park (North) - should continue to be a leading node for the City for office-based uses. This area should be a focus for growth, in particular supporting the digital and creative sector.
 - Strangeways – The expanded boundary of the City Centre incorporates some of the Strangeways areas closer to the City Centre. The remaining Derby Street area is envisaged to provide small and medium light industrial and warehousing, upper-level workshops, studios and flexible offices.
 - North Manchester General Hospital - provision of laboratory spaces, incubator spaces and shared facilities linked with the education hub. Manchester University NHS Foundation Trust is a key partner in the scheme, and could facilitate research and innovation within the campus.

- MIX Manchester – potential for manufacturing uses, including advanced technologies and research.
- Wythenshawe Hospital - commercial uses within the Hospital campus with a strong focus on health and wellbeing sector. This includes workspaces, laboratories and light manufacturing to support the commercialisation of research in life sciences and health care.

Other Employment Areas

4.7.7 Ardwick Goods Yard, Atlas Business Park, Central Park (South), Roundthorn Industrial Estate, Sharton Industrial Estate, Siemens, Styal Road and Towers Business Park are examples of established existing clusters of employment. They provide a broad array of employment uses and have good occupation levels in the industrial/warehousing units. Most of the existing built stock is of a sufficient quality to support employment uses in the foreseeable future. However, some stock is dated and would benefit from refurbishments or other improvements.

4.8 Housing Need Assessment (HNA) Nov 2023 (Updated 2026)

- 4.8.1 The Manchester HNA assessed housing need across Manchester for 2022–2039, in line with the National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG). Evidence used included: the city has a strong overall housing market performance but high polarisation; there is high demand and prices in south Manchester and the city centre; and lower demand and poorer-quality stock in parts of north Manchester. Across the city there is a shortage of family housing, adapted housing, and genuinely affordable renting options.
- 4.8.2 The report notes the overall Housing need set by Places for Everyone (PfE) at **3,533 net new dwellings per year** (2022–2039).

Dwelling Mix

4.8.3 Recommended overall mix for new homes by area:

No of bedrooms	City Centre (%)	North and Central (Inner) Areas (%)	South Manchester (Southern Areas)
1	15-20	15-20	10-15
2	40-45	25-30	35-40
3	30-35	30-35	40-45
4+	5-10	15-20	10-15

- 4.8.4 It also recommended that 10–15% of all new homes should be level-access. Places for Everyone Policy that 100% of all homes be accessible and adaptable (Part M4(2) of the

Building Regulations). In addition to the PfE requirement, the Local Plan requires a minimum of 4% of all homes, on major schemes to be suitable for wheelchair users (Part M4(3) of the Building Regulations).

4.9 Strategic Regeneration Frameworks

- 4.9.1 The City Council produces regeneration frameworks for those areas of the City where planned regeneration and redevelopment is expected. They set a vision for the area, alongside principles of development, mix of uses, quantum of development, design and height considerations, collaborative working and phasing of development.
- 4.9.2 Regeneration frameworks are developed for key areas of the City, the majority can be found on the [City Council Website](#), including:

City Centre

- Great Jackson Street – predominantly residential
- NOMA – mixed residential and offices
- First Street – mixed residential and offices
- St Johns (Enterprise City) - mixed residential and offices
- Piccadilly - mixed residential and offices
- Mayfield - mixed residential and offices
- Sister (ID) - mixed residential and offices
- St. Mary's Parsonage - mixed residential and offices
- Oxford Road Corridor
- Water Street (Castlefield)

Proposed City Centre

- Ancoats and New Islington
- Central Retail Park
- Manchester Science Park
- Strangeways and Cambridge Street including Great Ducie Street
- Victoria North (part)
- Holt Town (part)

Outside the City Centre

- Eastlands Regeneration Framework 2017
- Victoria North (part)
- Holt Town (part)
- North Manchester General Hospital
- Wythenshawe Hospital Campus

- Wythenshawe Town Centre
- Mix Manchester
- Manchester Airport

5. Manchester Growth Locations

- 5.1 The Local Plan has been drafted in line with PfE, which sets out a spatial strategy. The spatial strategy sets out clear priorities for the location of development and growth. Rather than allocations, the Local Plan has identified Growth Locations to accommodate the PfE requirement and shown below are how these areas are in line with the PfE spatial strategy. The City has significant supply in housing, offices and industrial and warehousing to meet its requirement. The supply is located in areas meeting PfE Spatial Strategy, local plan evidence and Council strategies.
- 5.2 Manchester has a proven track record of delivering regeneration, new homes and employment using City Council endorsed Strategic and Neighbourhood Frameworks and masterplans underpinned by planning policies. It successfully works in partnership with other interested parties to deliver development in line with key policies and strategies. Growth Locations offer a policy context to guide development but also a degree of flexibility to respond to changing circumstances.
- 5.3 The Local Plan has also designated Growth Locations, rather than allocations, to allow development to come forward on multiple individual sites as part of separate planning applications. Due to the nature of Manchester being a developed urban area, they include areas of existing development which is likely to remain.
- 5.4 Within Growth Locations the local plan will be proposing some different/additional requirements for development than for development outside them, which points to them being most appropriately an “area designation”, specifically defined on the policies map, within which specific development management policies would apply.
- 5.5 Based on the above the following growth locations have been identified within the Manchester Local Plan.

5.1 PfE Core Growth Area

Proposed Expansion of the City Centre

- 5.1.1 The City Centre is identified as a key asset within the PfE Core Growth Area. The primary focus is protecting and enhancing its economic role supporting major growth in the number of jobs and businesses with an increasingly important role for residential provision. Priority is also given to investment and infrastructure increasing capacity of the City Centre to accommodate growth. The area has significant development potential and will be the largest source of new jobs and homes in Greater Manchester

over the next few decades. It is also recognised as suitable for higher density development and expansion of knowledge based clusters.

5.1.2 In relation to the office market, the PfE acknowledges that the:

“City Centre is the pre-eminent office location outside London. It will be important to maintain this position, and improve accessibility to the associated job opportunities, for the wider benefit of Greater Manchester,”

5.1.3 Policy JP-J3: Office Development identifies 2,019,000sqm of office floorspace across the PfE area between 2022 and 2039. It also states the City Centre will account for more than half of all new office floorspace in the Sub-region.

5.1.4 Recognising the importance of the City Centre is a continuation of the existing policy position within the Manchester Core Strategy. It recognised that the fringe areas around the City Centre could provide well-connected extensions to meet development demand.

5.1.5 The GM Local Industrial Strategy (GM LIS) recognises the dynamic role of the City Centre and research excellence along the Oxford Road Corridor. The sectors it seeks to focus growth on are predominantly located in the City Centre, such as health innovation - life sciences clusters, academic-industrial partnerships ; advanced materials - research and lab to market development around graphene and other advanced materials with research centres ; digital and creative sectors – cyber security clusters developing around GCHQ and creative media expertise . The GM LIS states *“The expanding city centre, which will further strengthen as the most significant economic location in the UK outside London”*.

5.1.6 The Manchester Economic Strategy acknowledges the City Centre will need to expand outward and upward and utilise the fringe for more productive purposes, stating expansion of commercial space in the city centre is crucial for fostering economic growth. It commits to expanding the city centre and adding high-density commercial and residential space in appropriate locations.

5.1.7 Significant quantum of the land supply is identified in the proposed City Centre boundary for housing and offices, with the SHLAA and ELS identifying more than an adequate supply of housing (65% of SHLAA sites) and office space (over 100% of Manchester’s office PfE requirement).

5.1.8 The Employment Land Review confirms that in terms of the office market, the City Centre would be expected to take the bulk of Manchester’s PfE requirement. It confirms that Manchester City Centre has seen continued office growth in recent years, including substantial developer interest for new build schemes to service occupier demand and

significant refurbishment of existing office stock to Grade A quality in order to meet modern market expectations and environmental standards.

5.1.9 Regeneration frameworks covering both existing and proposed City Centre areas illustrate the delivery of this space across various City Centre neighbourhoods and can be found [here](#) .

5.1.10 Growth is also being supported with planned transport infrastructure increasing capacity within the public transport network, including a proposed underground Northern Powerhouse Rail Station at Manchester Piccadilly, a Regional Centre Metro Tunnel increasing rapid transit capacity in the city centre, bus corridor and heavy rail improvements, plus improved cycle and walking routes.

5.1.11 The Manchester Local Plan (Publication Draft) is proposing to extend the boundary of the City Centre to reflect the PfE indicative area which is larger than the current Core Strategy boundary. It has been drawn to fulfil the policy ambitions in JP-Strat2: City Centre and reflect on the ground realities of existing neighbourhoods where change is not expected. To this end it excludes areas not considered suitable for the City Centre, this includes Hulme and Rusholme District Centres, the Aquarius Estate and parts of Moss Side neighbourhood.

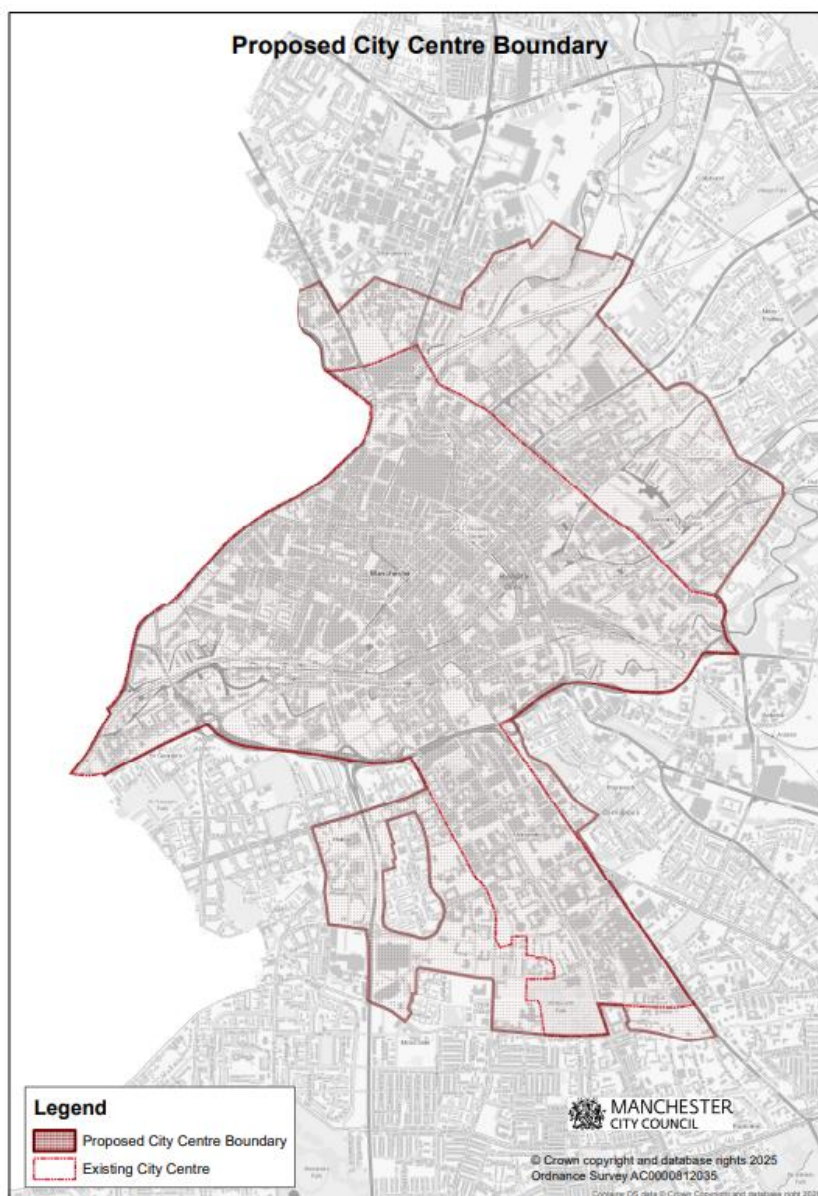


Figure 6: Proposed City Centre Boundary and the existing City Centre Boundary

Holt Town

- 5.1.12 Holt Town is identified for regeneration and includes significant increases in the number of homes in the area. It falls within the Core Growth Area and includes a small part within the proposed City Centre boundary. This area will contribute to the increasingly important residential role of the City Centre and adjacent areas.
- 5.1.13 The Our Manchester Strategy prioritises the creation of affordable neighbourhoods. The delivery of this area is supported by the Holt Town SRF and the identification of SHLAA sites which are available and suitable for the delivery of 4,500 homes. The residential area will be supported with 6 Ha of new and enhance public realm including public spaces, play and social infrastructure. Residents will also be provided with improved access to the Lower Medlock Valley riverbank environment and the Ashton Canal.
- 5.1.14 The Employment Land Review acknowledged the area is an opportunity to build on and expand the creative and artistic cluster in Holt Town, with 17,000sqm of offices in these sectors identified in the ELS.

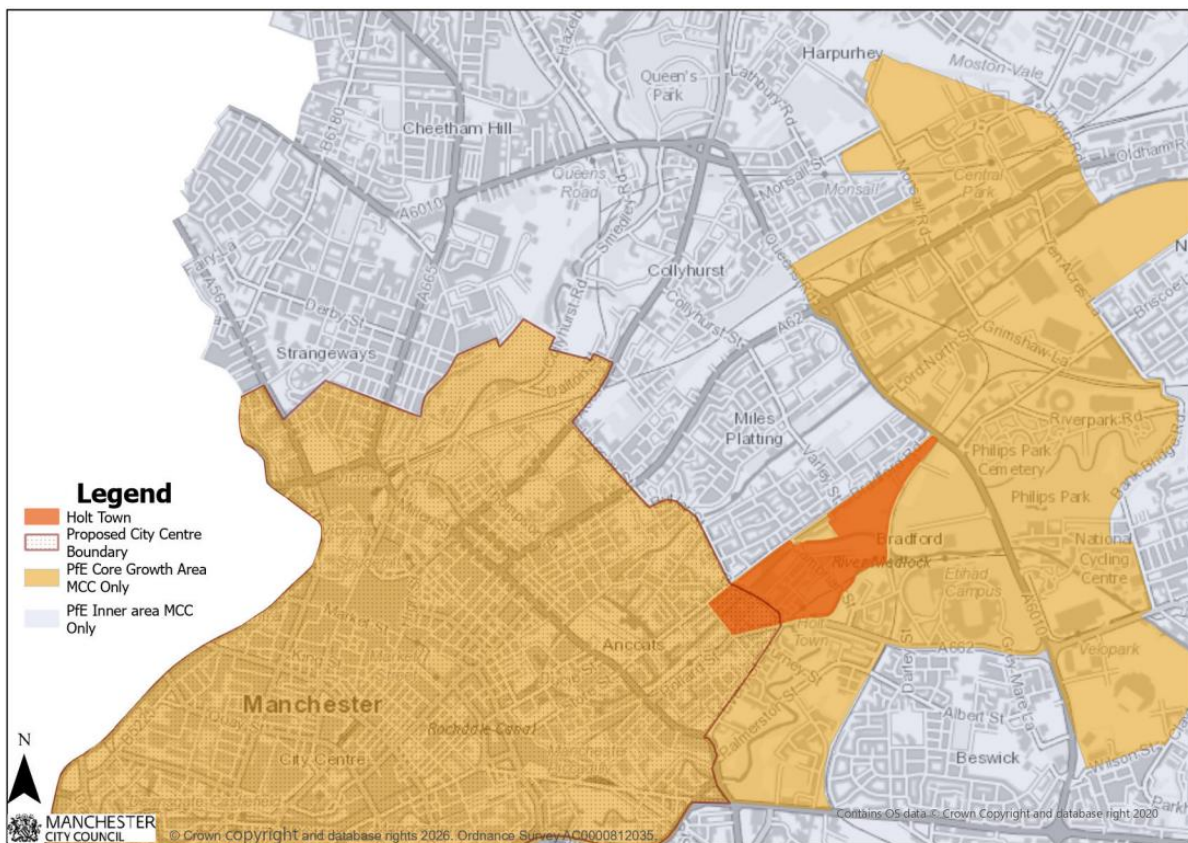


Figure 7: Holt Town and its location within the Core Growth Area

Sportcity

5.1.15 The location falls within the Core Growth area, an area seeking to protect and enhance the economic role supporting major growth in numbers of jobs. It has been an important site to the City, identified for large scale sports and leisure within the Manchester Core Strategy and East Manchester UDP Alternations. It is also acknowledged within the Greater Manchester Local Industrial Strategy which references the City Centre and wider area reaching to the Etihad Stadium (part of Sportcity). This area is expected to develop as a Sports and Innovation Zone as outlined in the Eastlands Regeneration Framework and has been identified within the Employment Land Supply as having potential for 45,000sqm of offices with some delivery post 2039. The Employment Land Review identifies the Edwin Road Industrial Estate as the location for part of the Sports and Innovation zone with office space serving this use and not being available to the wider office market

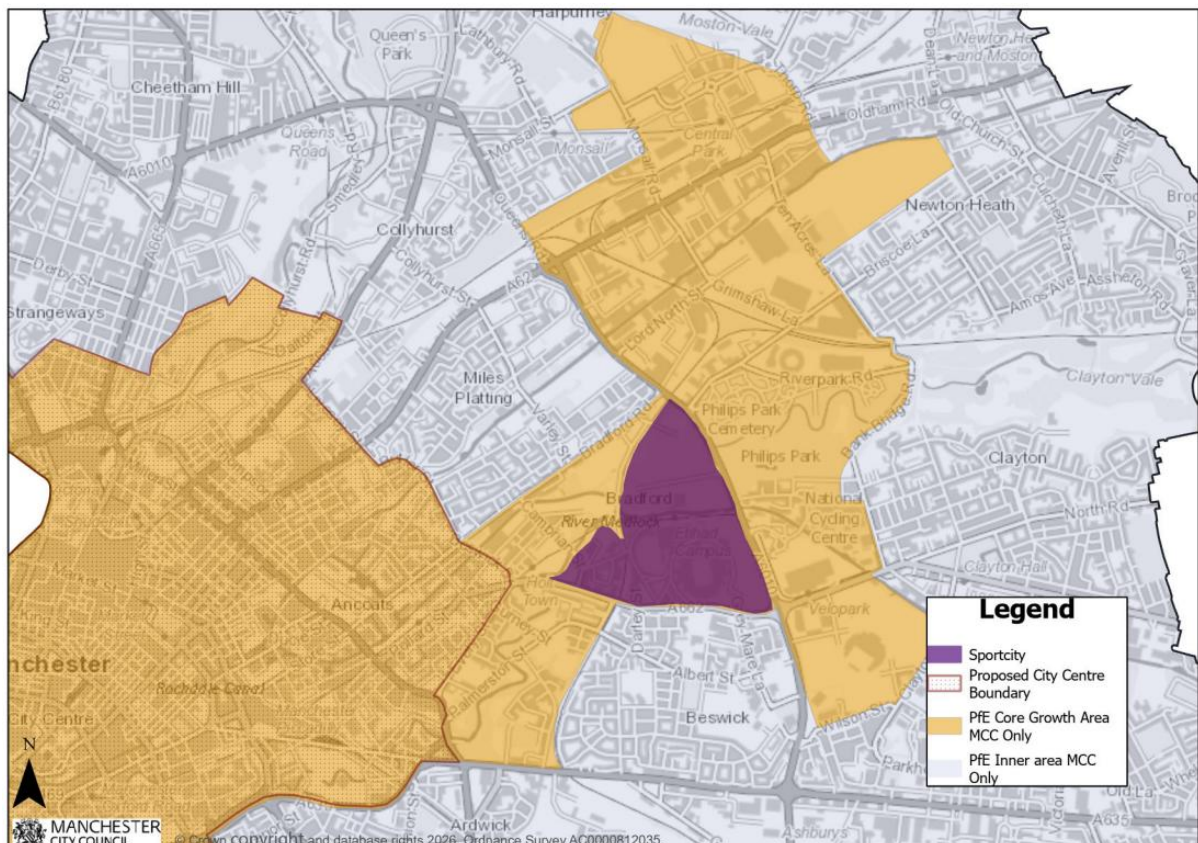


Figure 8: Sportcity and its location within the Core Growth Area

Central Park (North)

5.1.16 The location falls within the Core Growth area, an area seeking to protect and enhance the economic role supporting major growth in numbers of jobs. It has been an important site to the City, identified within the PfE, Manchester Core Strategy and East Manchester UDP Alterations.

5.1.17 A Manchester City Council Committee Report in 2017 identified Central Park as a ‘key employment location and sub-regional economic asset comprising a number of undeveloped parcels of land set within a high quality environment.’

5.1.18 The Employment Land Supply identifies the area as suitable for 25,000sqm of office space, with some delivery post 2039. The Employment Land Review states, this area should be a focus for growth, in particular supporting the digital and creative sectors.

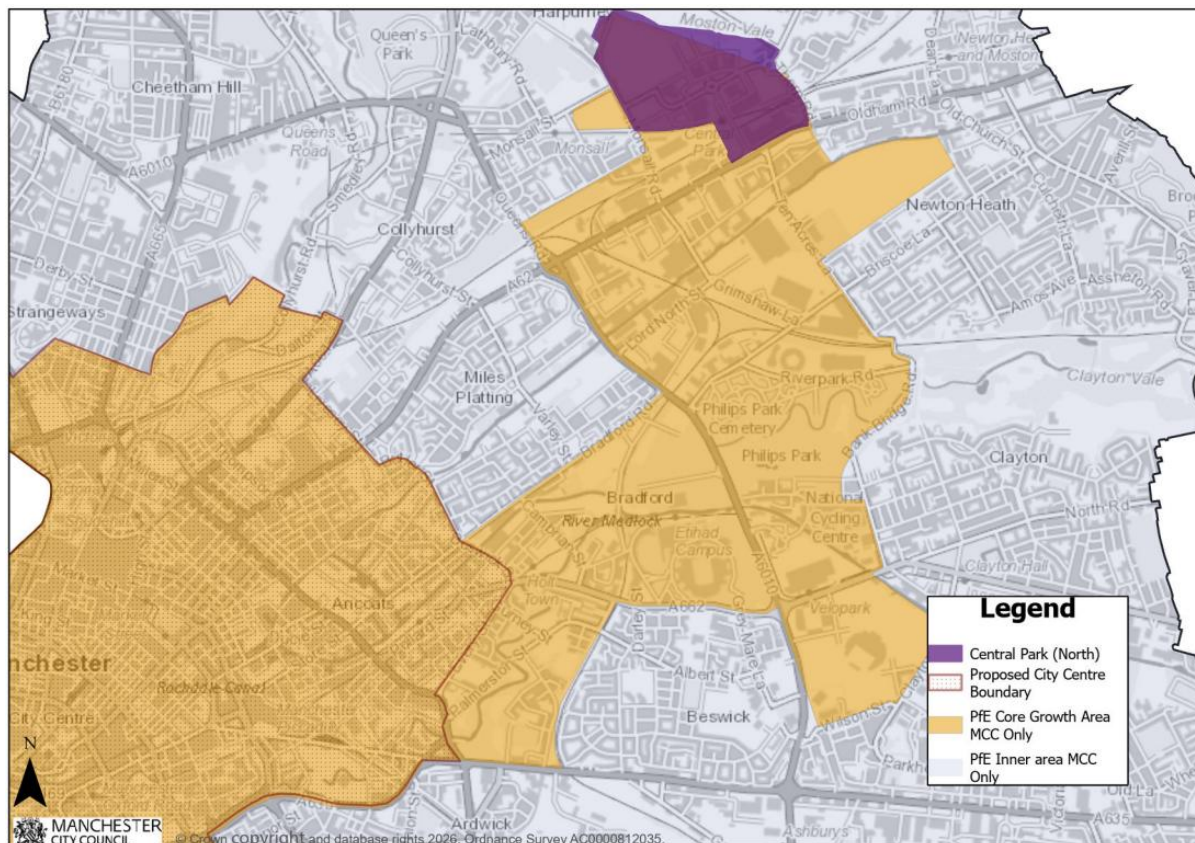


Figure 9: Central Park and its locations within the Core Growth Area

5.2 PfE Core Growth Area and Inner Areas

Victoria North

- 5.2.1 This location falls within the PfE Core Growth Area, City Centre and Inner Areas identified for significant increases in the number of homes. This is considered a highly accessible and sustainable location, where new development will be predominantly residential.
- 5.2.2 This area was considered suitable for housing in the Core Strategy, falling within the Manchester Core Strategy 2012 Strategic Housing Location to the east and north of the City Centre.
- 5.2.3 The Our Manchester Strategy prioritises the creation of affordable neighbourhoods. Victoria North is one of the UK's largest and most ambitious urban regeneration projects. The delivery of this area is supported by the Victoria North SRF and includes sites for over 15,000 homes as identified in the SHLAA.. New infrastructure supporting the area will include a new Metrolink station and improved links to the City Centre and surrounding areas. It will also include a new park and an enhanced and extended green and blue infrastructure.

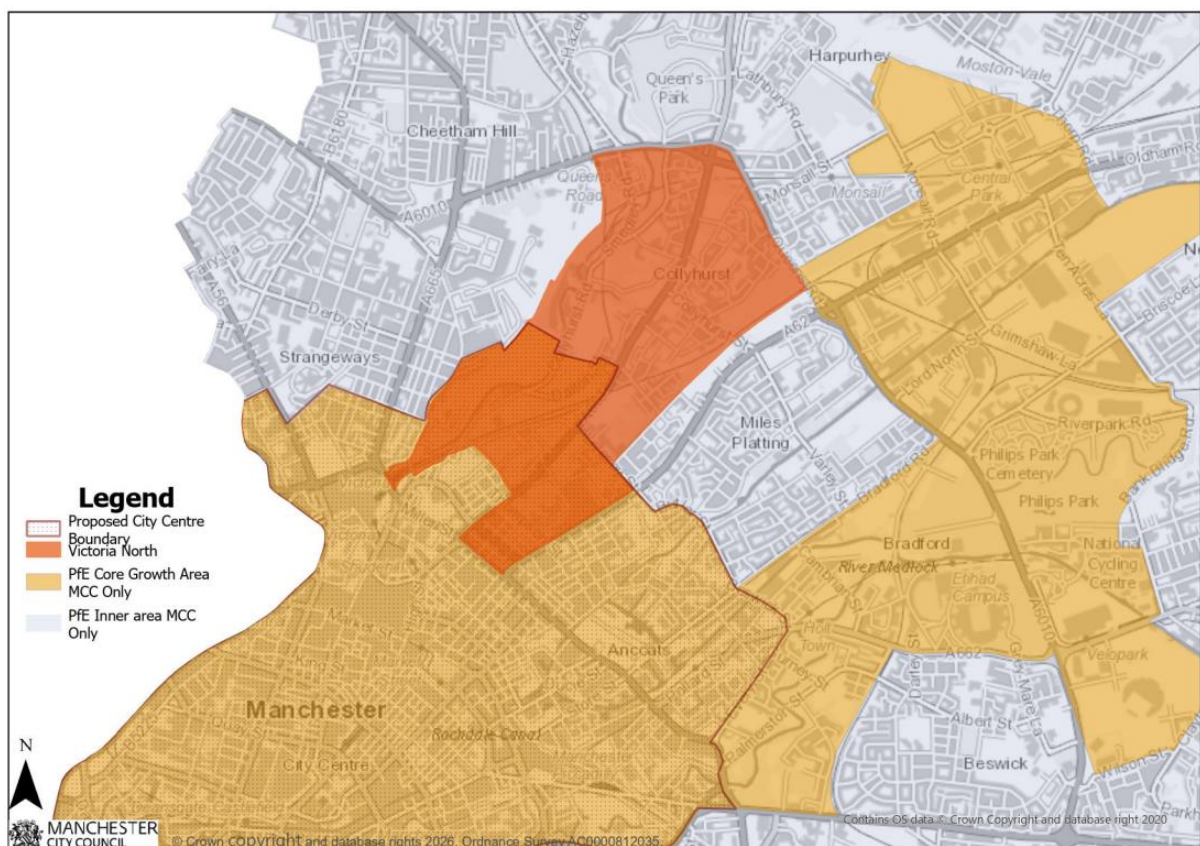


Figure 10: Victoria North and its Location within the Core Growth Area and Inner Areas

5.3 PfE Inner Areas

Strangeways

- 5.3.1 Strangeways forms part of the broader PfE Inner areas. This area will benefit from a position adjacent to the City Centre and the concentration of economic activity. The proposed scale of job growth in the Core Growth Area, and the excellent location of the Inner Areas in relation to them, make it likely that there will continue to be significant pressures from population growth within this part of Greater Manchester. The continued regeneration of the Inner Areas will be promoted and high levels of new development will be accommodated in this highly accessible and sustainable location.
- 5.3.2 The UDP identified the wider Strangeways area as an Economic Improvement Area and it has provided significant numbers of jobs for local people. The area is expected to undergo significant change with the southern part of the Strangeways area being included within the proposed City Centre boundary, becoming a high density mixed use neighbourhood and the northern part remaining an employment growth location.
- 5.3.3 The northern half of Strangeways will remain an industrial area and will see further intensification of the area as sites come forward for redevelopment. It currently has over 12,000sqm of industrial and warehousing permissions within the Employment Land Supply. The area has redevelopment potential with continued interest expected over the lifetime of the plan. The Employment Land Review states, the remaining Derby Street area is envisaged to provide small and medium light industrial and warehousing, upper-level workshops, studios and flexible offices.
- 5.3.4 The recently adopted, Strangeways and Cambridge Street SRF will guide development and investment in the area over a 20-30 year period and identifies this area as a vibrant and exciting extension to the City Centre. The Derby Street area to the north of the proposed City Centre is planned for employment intensification and reuse of vacant/derelict sites.

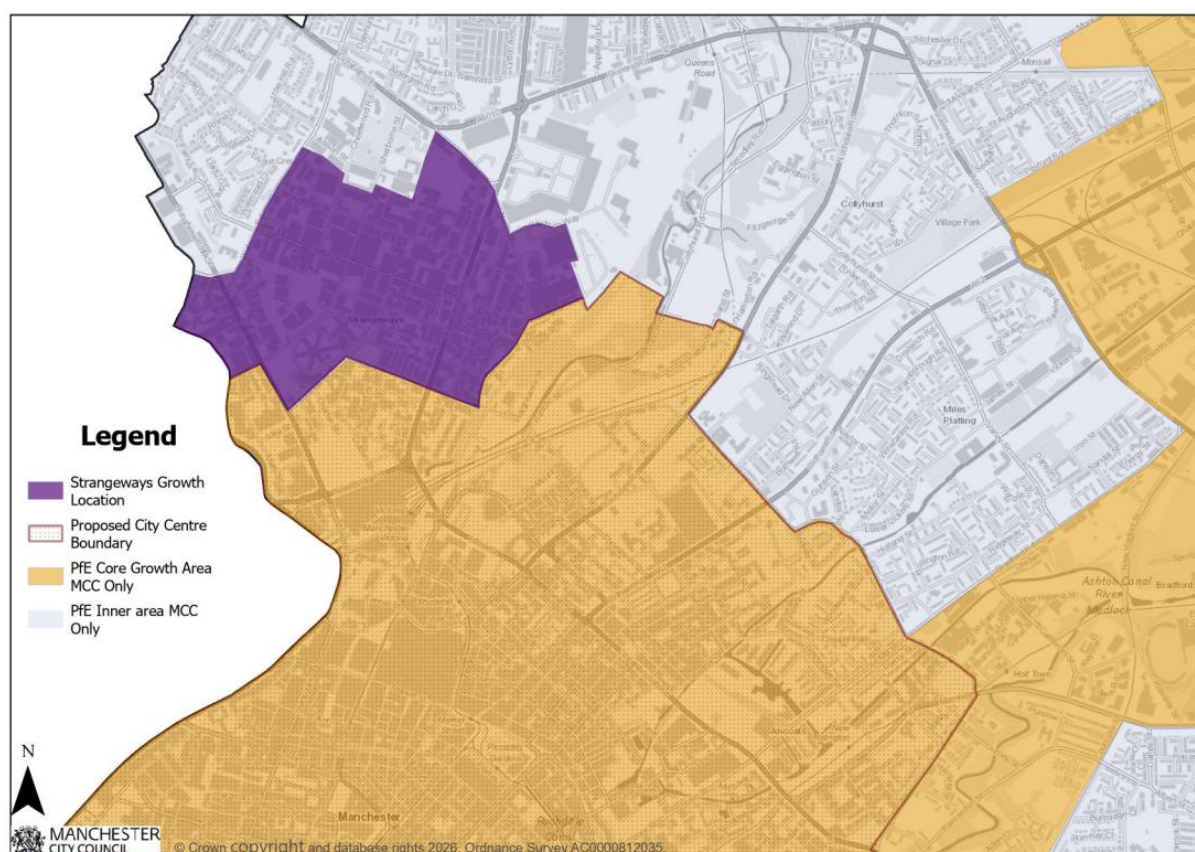


Figure 11: Strangeways and its Location adjacent to the Core Growth Area and within the Inner Areas

North Manchester General Hospital (NMGH)

- 5.3.5 It is located within the PfE Inner Areas where continued regeneration will be promoted and will be linked to reducing levels of deprivation and poverty, supporting the improved health and wellbeing of the communities. High levels of new development will be accommodated in this highly accessible and sustainable location.
- 5.3.6 The Greater Manchester Local Industrial Strategy focuses on health innovation and this is further developed in the Manchester Economic Strategy which acknowledges the role of building and expanding health clusters including North Manchester General Hospital.
- 5.3.7 The Employment Land Review confirms NMGH comprehensive redevelopment as a health and well being campus. This will support the development of quality workspaces to encourage occupation by targeted users and create a healthy neighbourhood. The ELS and SHLAA identifies the site for over 22,000sqm in offices with over 6,000sqm by 2039 and 550 units.
- 5.3.8 The NMGH Strategic Regeneration Framework 2021 guides the comprehensive redevelopment and will enable the co-location of healthcare providers, including hospital, mental health, intermediate and community services and primary care. An education hub is proposed for the site to enable healthcare training that can result in employment within the NMGH site. However, this hub would also be available for other agencies to support employment and skills development in the wider area.

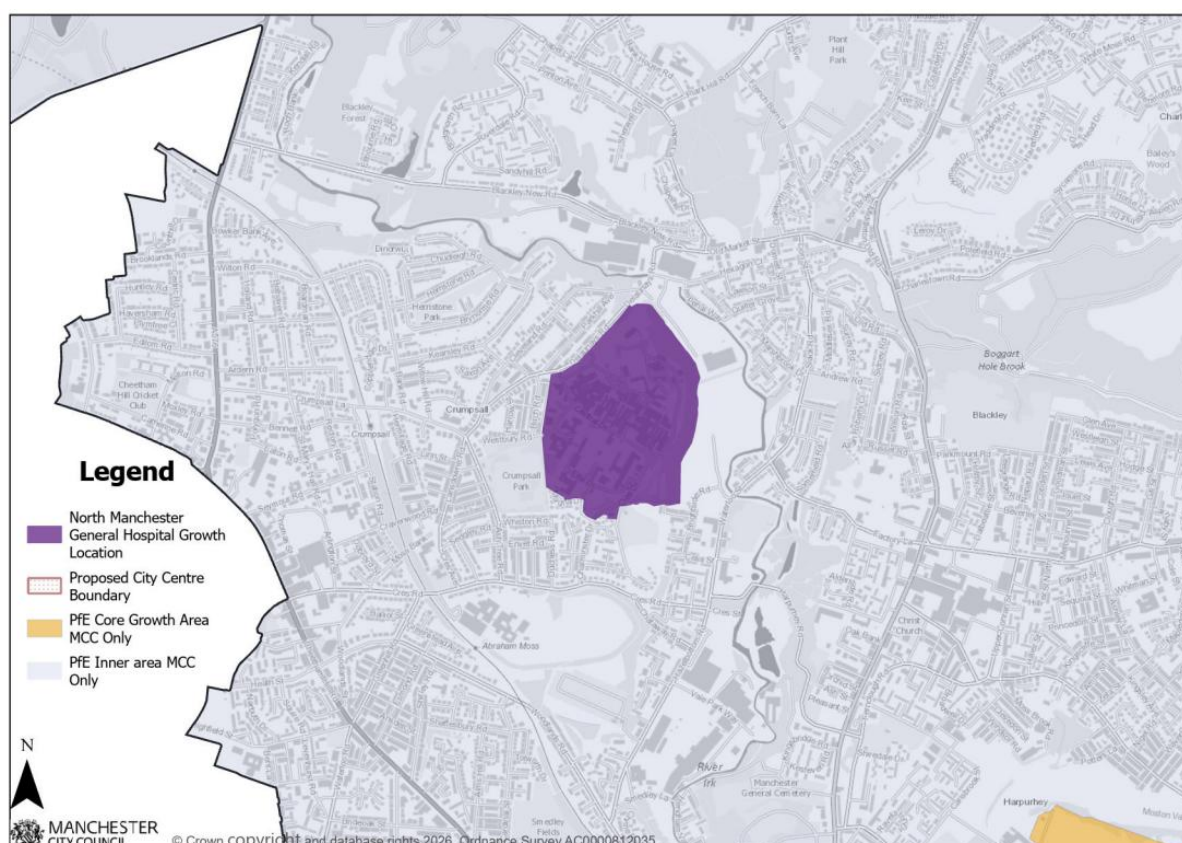


Figure 12: North Manchester General Hospital and its Location within the Inner Areas

5.4 PfE Southern Areas

Wythenshawe Centre and Adjacent Areas

- 5.4.1 This area is located within the Southern Area of the PfE Spatial Strategy and identified as a key asset, development should seek to protect and enhance local neighbourhood character and promote the role of the area's town centres and key assets.
- 5.4.2 As a designated district centre, this is the largest district centre in Manchester in terms of floorspace. The Our Manchester Strategy seeks to continue investing in highstreets to make them more attractive and sustainable, such as the regeneration of Wythenshawe Civic Centre. The Manchester Economic Strategy recognises the economic assets that help neighbourhoods thrive including Wythenshawe Civic Centre.
- 5.4.3 The SHLAA has identified a significant supply of potential housing sites with over 2,200 units.
- 5.4.5 In recent years, high vacancy rate, lack of footfall throughout, dominance by cars, and lack of diversity in the offer has led to the Council publishing the Wythenshawe Town Centre Development Framework in 2022. Realising the interventions set out within the Framework will help to secure the future of the district centre and ensure that it fully

meets the needs of its local community, this includes provision of significant levels of housing in both the district centre and adjacent areas.

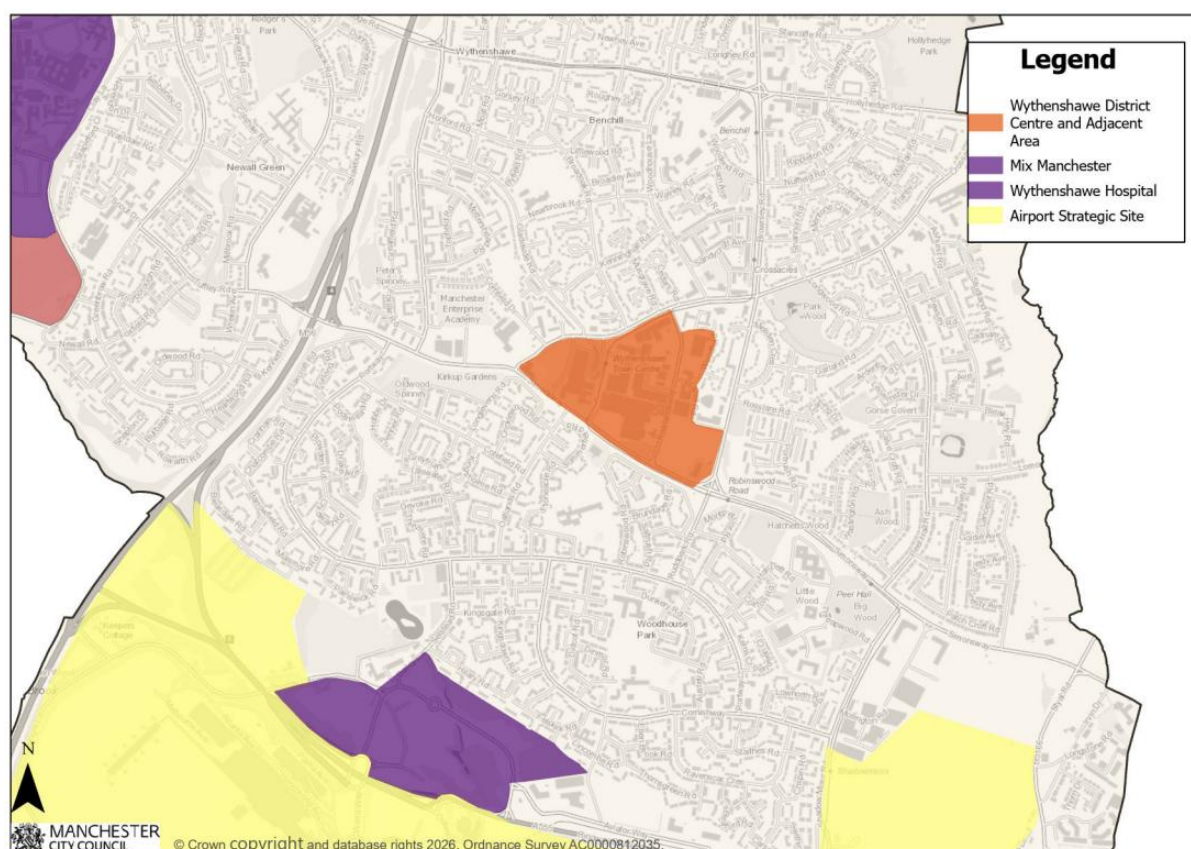


Figure 13: Wythenshawe Centre and Adjacent Areas and its Location within the Southern Areas

MIX Manchester

- 5.4.6 This area is located within the PfE Southern Areas where economic competitiveness will be protected and enhanced. It also lies within the Manchester Airport policy area JP-Strat10 which outlines economic and transport improvements to better connect the airport to the wider area and promotes completing the development of Airport City (including MIX Manchester) immediately around the airport for office, logistics and advanced manufacturing (Airport City includes a wider area than MIX Manchester). MIX Manchester, is described as an emerging development, ‘creating a major new economic asset, attracting global occupiers and investment attracted by the unrivalled connectivity’.
- 5.4.7 This is a longstanding employment site which the Council has sought to bring forward for a significant quantum of employment. MIX Manchester is recognised as having the potential for bringing international investment to the city.
- 5.4.8 The Manchester Economic Strategy highlights MIX Manchester (part of Airport City) as an area for significant economic growth outside the City Centre which can help

neighbourhoods thrive. The Employment Land Supply also identifies the potential for over 150,000sqm of employment in office type development. This relates to a previous proposal and does not reflect the MIX Manchester proposal as this was not included in the 2025 ELS. The Employment Land Review identifies the area as having potential for manufacturing uses, including advanced technologies and research.

5.4.9 MIX Manchester Strategic Regeneration Framework is proposing a new science, innovation and manufacturing campus. The scheme could provide advanced manufacturing, research and development, laboratory and office space of up to 128,000sqm.

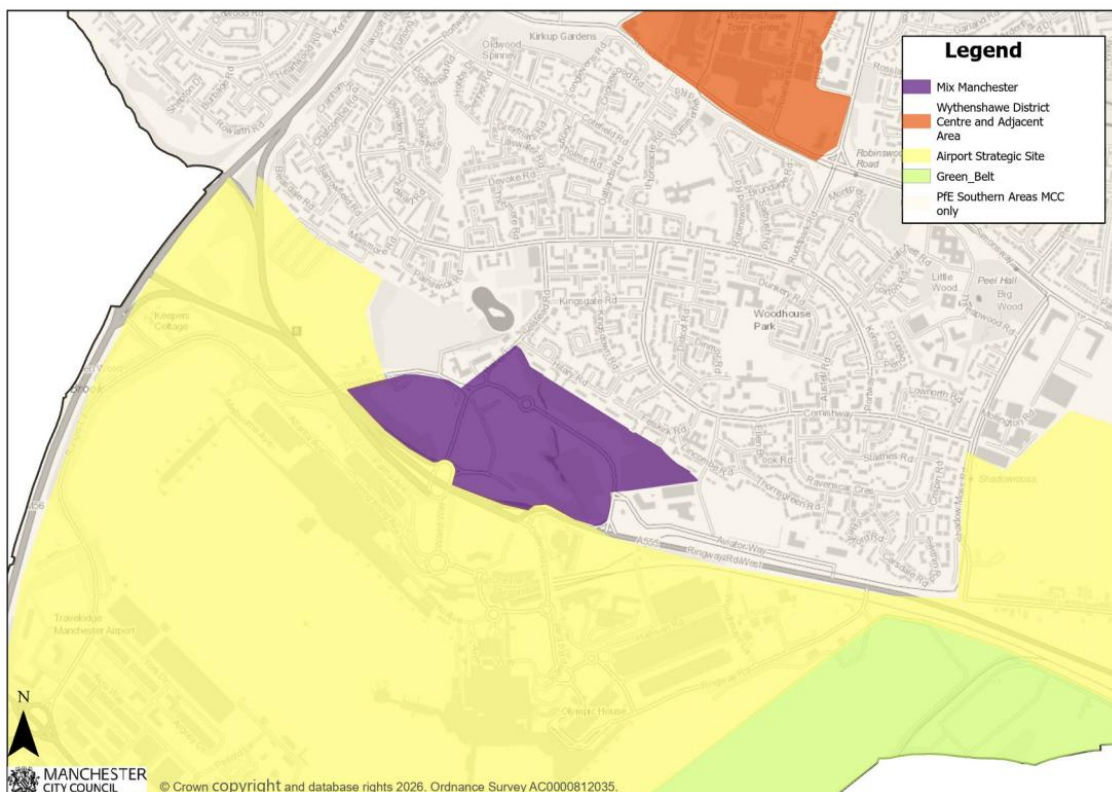


Figure 14: MIX Manchester and its Location within the Southern Areas

Wythenshawe Hospital

- 5.4.10 This area is located within the PfE Southern Areas where economic competitiveness will be protected and enhanced. It recognises the South Manchester area has several economic drivers and assets, including Wythenshawe Hospital. It supports improved transport links for the Hospital and adjacent Medipark and Timperley Wedge, including Metrolink connections. This is reflected in the Greater Manchester Transport Strategy Delivery Plans which includes the Metrolink Airport Line Western Leg extension to the site. This is further reiterated in Manchester Airport JP Strat-10. It is acknowledged to be a catalytic site supporting the development of Medipark and Roundthorn Industrial Estate as a health and biotech cluster, taking advantage of the research strengths of the adjacent Wythenshawe Hospital and the wider Manchester University NHS Foundation Trust. To the south of Wythenshawe Hospital is PfE allocation JPA 3.1 Medipark allocated for 86,000sqm of office focused floorspace.
- 5.4.11 The Council has had a longstanding commitment to this site, as suitable for hospital expansion and growth related to the healthcare and biosciences and ancillary offices.
- 5.4.12 The Greater Manchester Local Industrial Strategy focuses on health innovation and supports expansion of the airport which will increase employment activity around the airport site including Wythenshawe Hospital. The Manchester Economic Strategy acknowledges the role of building and expanding health clusters including Wythenshawe Hospital, forming part of a Life Science hub. It commits to ensuring large-scale redevelopment projects outside of the city centre helping existing neighbourhoods to thrive, such as Wythenshawe Hospital.
- 5.4.13 The Medipark site to the south of Wythenshawe hospital is identified for 86,000sqm of offices and Wythenshawe Hospital is identified as having potential for 24,000sqm of hospital focused offices by 2039 with further delivery post 2039, creating a medical biotech cluster linked to Wythenshawe Hospital. The Manchester Employment Land Review identifies the site as suitable for commercial uses within the Hospital campus with a strong focus on health and wellbeing sector. This includes workspaces, laboratories and light manufacturing to support the commercialisation of research in life sciences and health care.
- 5.4.14 Wythenshawe Hospital Campus Strategic Regeneration Framework sets out delivery of the hospital campus, a health village including complementary research and development, offices, hospital-aligned light manufacturing, workspaces, residential linked to the hospital.

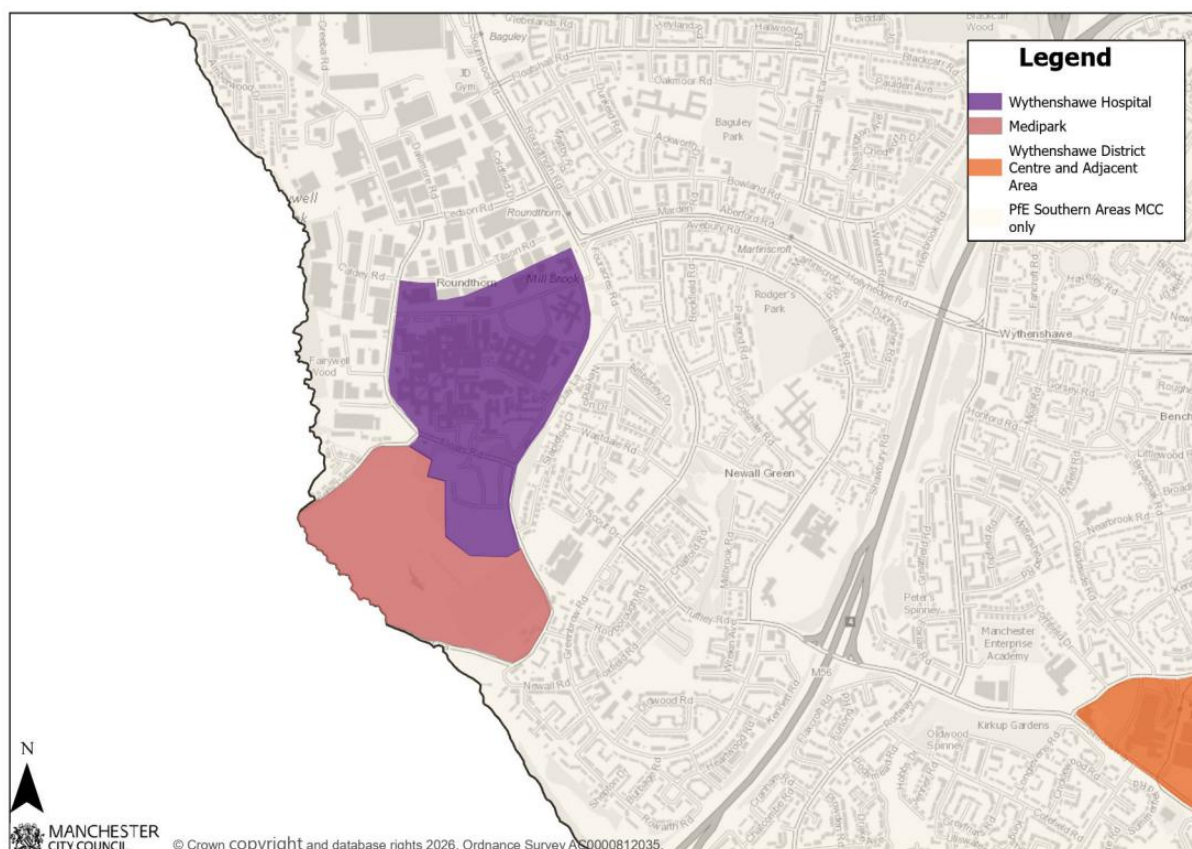


Figure 15: Wythenshawe Hospital and its Location in the Southern Areas

Manchester Airport

- 5.4.15 This area is located within the PfE Spatial Strategy Southern Areas where economic competitiveness is to be protected and enhanced. It is also inline with PfE JP-Strat10: Manchester Airport seeking to maximise the benefits of the continued operation and sustainable growth of Manchester Airport and its surrounding locality. This demonstrates the level of policy support to maximise the economic potential of the Airport. It acknowledges Manchester Airport as a major employer of 25,000 on-site jobs, economic driver adding £1.4bn GVA to the regional economy, connector to international markets and asset to attract inward investment. The airport is a key factor in realising the wider growth agenda for the North and unlocking the economic potential of cities and regions within its catchment area. Improved connectivity to the Airport is planned over the lifetime of the plan increasing capacity of the site for passenger and economic growth. Policy JP-J3: Office Development focuses on Manchester Airport and its environs, taking advantage of the extensive international connections, public transport accessibility, and proposed Northern Powerhouse Rail links.
- 5.4.16 Manchester Airport has been a strategic site recognised in the Manchester Core Strategy 2012, which supports growth and expansion of the Airport Area, it has undergone significant development since 2012 to meet operational requirements and passenger growth, including the redevelopment of Terminal 2.
- 5.4.17 The GM LIS recognises Manchester Airport as the global gateway to the north of England. It serves more destinations than any other UK airport (over 200) facilitating trade. The expansion of the airport will provide business connectivity across the world, and increased employment activity around the airport site. Enhanced transport connectivity will help Manchester Airport to fully utilise its capacity (55 million passengers per annum), open up new routes and increase services to key growth markets in line with the national Aviation Strategy.
- 5.4.18 The Manchester Economic Strategy recognises the economic assets outside the City Centre that help new and existing neighbourhoods to thrive, including Manchester Airport. It states “It supports businesses and industries across the city, as well as the city region and the north west through tourism, business travel and freight. As the UKs third-busiest airport and one of the best connected, it serves as a gateway to the world for many parts of the North and the Midlands”.
- 5.4.19 The Manchester Employment Land Supply identifies nearly 20,000sqm of industrial and warehousing permissions within the Airport site and continued investment in the site is expected to see further redevelopment and intensification of the site for airport related operations. The Manchester Airport Master Plan to 2030 is also in place to support, guide and deliver development.

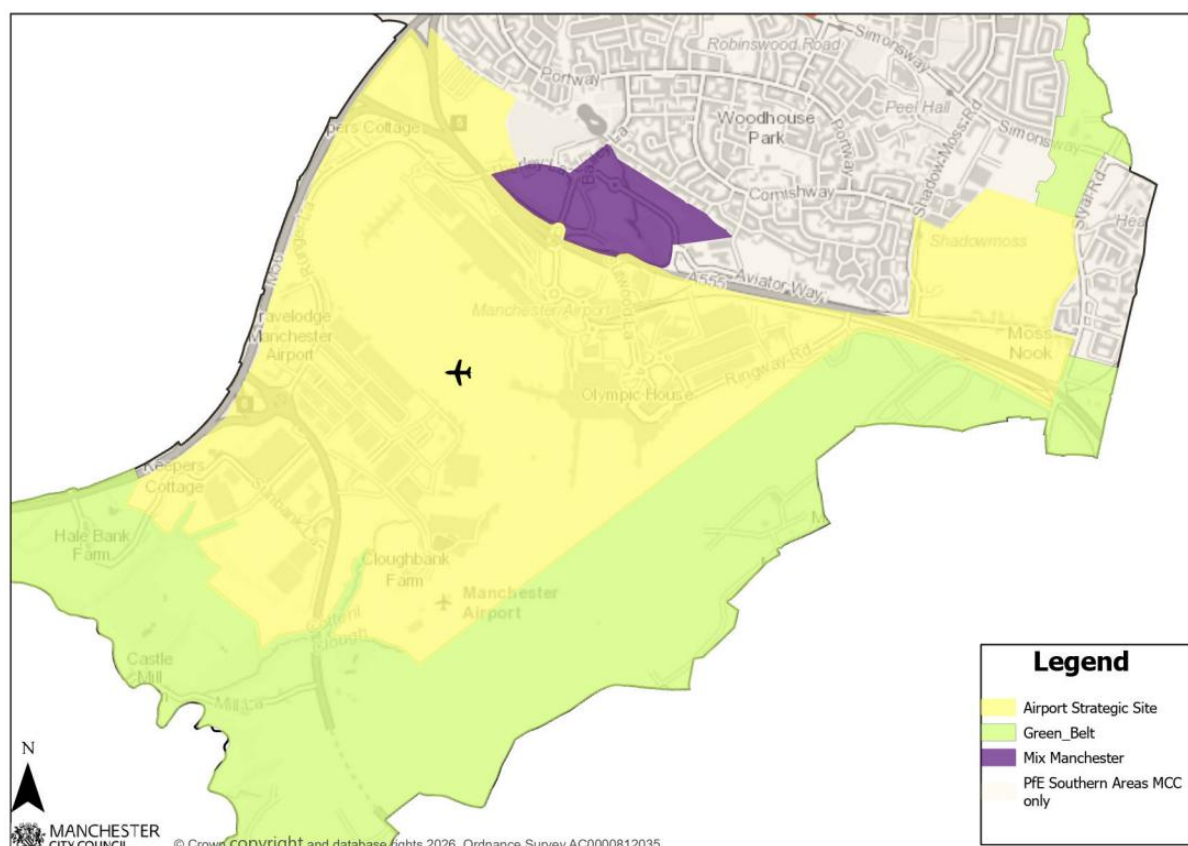


Figure 16: Manchester Airport and its Location within the Southern Areas

6. Integrated Appraisal (IA)

- 6.1 The IA states that the identified growth locations are the most sustainably located and can accommodate the need in Manchester in an appropriate manner. It further states the Manchester Local Plan builds on the Core Growth Area, Inner Areas and Southern Areas. It confirms that the scale of growth and proposed land uses within the growth locations have been influenced by a range of factors including land supply, committed developments, infrastructure, existing uses, constraints and opportunities. There are also long-term regeneration strategies and frameworks for key parts of Manchester which must be reflected in the Local Plan strategy.

7. Conclusion

- 7.1 The PfE states the City Centre would provide more than half of Greater Manchester's office total of 2,019,000sqm which equates to a minimum of 1,009,500sqm being provided in the City Centre between 2022 and 2039. The City has a significant supply of office space which is over 2 million sqm, the majority in the proposed City Centre. Overall, the City has sufficient supply to meet requirements for both office and industrial and warehousing.

- 7.2 For the office market, the proposed City Centre would be expected to take the bulk of the requirement and with a potential supply of over 1.4 million sqm, which could meet the office requirement for the City to 2039 with a surplus supply. The areas outside the Proposed City Centre boundary for example, Holt Town, Sportcity, Wythenshawe Hospital, Medipark etc., offer alternative office locations, providing choice of location, price point, specialisation and profile for potential occupiers.
- 7.3 The industrial and warehousing requirement for the City is about 65,000sqm, this can be met within the existing supply and also MIX Manchester coming forward at the Airport, which would provide up to 128,000 sqm of mixed floorspace, led by advanced manufacturing. For more generic industrial and warehousing demand, the City is reliant on smaller availability, such as at Sharston and Central Park (South).
- 7.4 The PfE shows Manchester delivering over 34% of all housing in Greater Manchester. The Local Plan shows how these homes will be delivered. Of the approximately 61,000 homes, 40,000 are planned for the City Centre, 42,000 in the Core Growth Area, 15,000 in the Inner Areas and 4,000 in the Southern Areas. Manchester's SHLAA demonstrates that Manchester has the capacity to deliver these figures. A significant proportion of housing will be delivered in the Housing-led Growth Locations along with the additional housing growth sites described in the Local Plan.
- 7.5 The Growth Locations contribute towards the PfE Spatial Strategy and housing and employment policies and priorities outlined in the Our Manchester Strategy, Greater Manchester Local Industrial Strategy, Manchester Economic Strategy, Manchester Housing Strategy, Employment Land Review, Housing Needs Assessment, Strategic Regeneration Frameworks and Greater Manchester Transport Strategy.