

**Manchester City Council
Report for Resolution**

Report to: Economy Scrutiny Committee – 17 October 2012
Executive – 24 October 2012

Subject: Greater Manchester Enterprise Zone – Adoption of Manchester Airport City Enterprise Zone Framework Plan

Report of: Chief Executive

Summary

This report concerns the Greater Manchester Enterprise Zone, which is focused on a series of sites close to Manchester airport and the University Hospital of South Manchester (UHSM). A development and planning framework, has been produced to provide the context for the Zone (the Manchester Airport City Enterprise Zone Framework Plan). This report summarises the results of the consultation on this document, outlines changes to the document made as a result of the consultation and recommends its adoption. A summary of progress within the zone is also provided, comprising current planning applications and masterplanning work.

Recommendations

The Executive are invited to:

- 1) Adopt the Manchester Airport City Enterprise Zone Framework Plan, and note that it will be a material consideration in decisions the Council makes as local planning authority; and,
- 2) Endorse work to develop the planning regime within the Enterprise Zone, as set out in the body of the report in section 5.

Wards Affected:

Baguley, Woodhouse Park.

Community Strategy Spine	Summary of the contribution to the strategy
Performance of the economy of the region and sub region	The Enterprise Zone and associated development will make a significant contribution to the growth of the Greater Manchester economy.
Reaching full potential in education and employment	The development will create a large number of direct employment opportunities and drive further indirect jobs growth.

Individual and collective self esteem – mutual respect	Opportunities will be focused on Wythenshawe, a regeneration priority for the Council.
Neighbourhoods of Choice	The development will involve the creation of high quality new environments and the provision of facilities that are accessible to the local community.

Full details are in the body of the report, along with any implications for:

- Equal Opportunities Policy
- Risk Management
- Legal Considerations

Financial Consequences – Revenue

None

Financial Consequences – Capital

None

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Background documents (available for public inspection):

Manchester Core Strategy
Wythenshawe Strategic Regeneration Framework
Manchester Airport City - Development and Infrastructure Framework

1.0 Greater Manchester Enterprise Zone

- 1.1 The Greater Manchester Enterprise Zone focused on Airport City was one of four vanguard zones announced in the 2011 Budget.
- 1.2 The Zone consists of a series of linked sites focused around Manchester Airport, University Hospital of South Manchester and Wythenshawe Town Centre. Together these total 116 hectares and provide the opportunity to create a minimum of 7,000 new jobs for Greater Manchester. Sites were chosen on the basis that they aligned with existing planning and regeneration frameworks, they would deliver jobs quickly and they provided unique propositions that would fully exploit the economic potential of the location.
- 1.4 The Manchester Airport City Enterprise Zone Framework Plan (the 'Framework Plan') has been prepared to provide a structural policy context for development across the zone, explaining the role of each site and outlining development requirements across the EZ. The Framework Plan is set in an established strategic and local context. The Core Strategy (which has recently been adopted by the Council) includes policies to support the operational growth of the Airport, including the extension of the operation area to the west of its existing location, and the development of the sites to the north of the Airport and at UHSM. Consultation on a more detailed framework for the site to the north of the Airport also took place last summer, and further work is ongoing to update the masterplan for Wythenshawe Town Centre.
- 1.5 The Greater Manchester Airport City Enterprise Zone is an important opportunity for Wythenshawe. It has potential to create jobs across a range of sectors, suited to a wide range of skills. There is also potential for wider economic and enterprise growth that would be extremely beneficial to Wythenshawe. This is the part of the City that is least connected to the economic opportunities available in the Regional Centre. Although the Metrolink extension improves accessibility, this needs to be complemented by increased local employment. A key opportunity in managing the Enterprise Zone is that connections are made between local people and the new jobs.

2.0 Consultation on the Manchester Airport City Enterprise Zone Framework Plan

- 2.1 Consultation on the draft Framework Plan took place from 10th August 2012 to 3rd October 2012. Local stakeholders were consulted directly, and the document was made available publicly on the Council's website.
- 2.2 Responses were received from six parties:
 - The Environment Agency (EA) has requested that development is sustainably drained and that development is planned to avoid easements for public sewers.
 - The Highways Agency (HA) has indicated its commitment to working with the Council to achieve a successful EZ, particularly managing impacts on the surrounding motorway network. It has also requested clarification of references relating to transport investment.

- Goodman, owners of Manchester Business Park, support the general aims of the Framework Plan and suggest changes to more accurately reflect the potential contribution of its site. Goodman also supports use of a Local Development Order (LDO) to support development on Airport City North.
- Transport for Greater Manchester emphasise the need to support accessibility across the site, particularly to the parts furthest from public transport interchanges (such as Oak Farm). The EZ should also complement to operation of the Metrolink network in this location. Overall, a key challenge for the EZ is to encourage the use of public transport for as many additional (and existing) journeys to the area as possible.
- United Utilities have provided advice explaining the importance of addressing site drainage, flood risk, water management and green and other infrastructure through development.
- A local resident has raised a number of issues in relation to the potential environmental impact of EZ development, and reiterates the Framework Plan's emphasis on the importance of effective mitigation. The resident also expressed concern over the potential for simplified planning to prevent full consideration of these issues.

3.0 Summary of the Manchester Airport City Enterprise Zone Framework Plan

- 3.1 The changes suggested by the EA and HA have been made to the final Framework Plan. Development plots within Goodman's business park to the east of the Airport City North masterplan area have also been more clearly identified. At this stage the Council has not made a decision on specific site planning arrangements, such as LDOs. Goodman's representation in this respect will be considered as this work progresses. The Framework Plan also emphasises the importance of an appropriate and sustainable transport strategy, water management and environmental management and mitigation.
- 3.2 The final Framework Plan underlines the unique attributes of the Airport City offer, and explains its role as a vital element of a growing Greater Manchester economy, providing the chance to attract new, globally oriented businesses to the region. The opportunity in this area emerges from the presence of two key assets that have the potential to drive growth of a scale that will benefit both the local area and Greater Manchester as a whole. These are the site to the immediate north of the Airport (Airport City North) and the land adjoining UHSM (Medipark). These locations respond to aspects of economic growth that have global potential, including prevailing business networks (high quality business space connected to international travel) and key growth sectors (the knowledge economy and healthcare). Maximising the potential of these opportunities will generate economic growth for the region as a whole, whilst also generating demand for increased local business activity that will be captured in other sites in the Enterprise Zone. The framework provides, at a high level, a clear description of each of the sites within the zone, their features and role, and how they are linked together. It also outlines the key requirements for infrastructure including transport and digital connectivity.
- 3.3 Specifically, the key roles of sites within the Enterprise Zone can be

summarised as follows:

- Airport City North – The core opportunity for a high quality new business district, attracting global companies into grade A offices, high tech manufacturing and research and ancillary facilities (leisure, hotels, retail).
- Medipark and Roundthorn Industrial Estate – health and biotech commercial development, related to the research strengths of UHSM. Roundthorn will provide affordable opportunities for ancillary and related business development.
- Airport City South – World Freight facility, supporting the operational growth of the Airport and providing opportunities to enhance the logistics role of the Airport.
- Wythenshawe Town Centre – secondary and back office functions (which will also enhance the vitality of the Town Centre). alongside ancillary retail and leisure development to serve the increased volume of visitors to the area.
- Atlas Business Park – Affordable secondary and back office functions, including business related to the primary operators in Airport City North (for example, support services or companies linked through supply chains).

3.4 The Framework Plan will provide the basis for the development of more detailed planning arrangements for individual sites and would become a material consideration in the determination of associated planning applications as they come forward. Work is underway to ensure that the planning regime for the zone is as streamlined as possible and facilitates investment expediently, while also maintaining the integrity of the zone and maximising economic, social and environmental local benefits. These will draw on the experience in Manchester and the strong track record of facilitating development that supports the creation of jobs and growth.

4.0 Site Planning – Progress

4.1 The City Council is currently considering an outline planning application for the World Logistics Hub (Airport City South) and a planning application relating to the highway works around Airport City North. These applications reflect the Framework Plan, but the proposals will also be assessed against Core Strategy policy requirements, particularly related to appropriate uses and the management and mitigation of environmental impacts. An outline planning application for Airport City North is expected shortly.

4.2 Work has also been taking place on detailed masterplanning arrangements for Medipark and to update the masterplan for Wythenshawe Town Centre. This work is progressing, and it is expected that drafts will be presented to Executive in the near future. These documents will sit below the Framework Plan, to provide a detailed vision for the development of the sites, build on existing plans and are aligned with the Core Strategy and Wythenshawe SRF.

5.0 Future Planning Programme

5.1 An expectation of Enterprise Zone status is that a simplified planning process should be introduced to support development. Manchester has a strong track

record on the delivery of significant developments, and has demonstrated its ability to manage an efficient, effective and timely planning process that responds to the needs of the City and developers. This approach is based on clear, shared visions expressed through development and planning frameworks. These provide a basis for developers' proposals and a robust platform for the local planning authority to assess emerging schemes. It is anticipated the delivery of Airport City will be managed on this basis.

- 5.2 The government has encouraged the use of Local Development Orders (which grant express planning permission for certain types of development) as a means of achieving a simplified planning regime. However, it is believed this is only one approach and consideration ought to be given to other options, which provide certainty to investors but also deliver key outcomes and effectively manage risk, particularly from schemes of major significance.
- 5.3 The aim is therefore to ensure that the regime is focused on the outcomes associated with the success of an Enterprise Zone and on that basis it is suggested that different sites will suit different planning approaches. There are aspects of the development vision for Airport City in which design quality, the delivery of new jobs and the management of other environmental sensitivities are integral elements of a successful product, and it will be particularly important that the planning regime for such sites underpins delivery of appropriate development.
- 5.4 Across the EZ the City Council has endeavoured to ensure that a clear vision, founded on statutory planning policy support in the Core Strategy, provides a framework in which to expedite decisions on development proposals. The adoption of the Framework Plan will provide the high level structure for planning across the EZ. The Executive is therefore requested to endorse further work to consider the Council's approach to development management across the EZ. This will examine the potential for a Planning Performance Agreement or more likely an appropriate adaptation of this approach to reflect the circumstances of the EZ, through which the Council and key development partners commit to processing planning applications within a set timescale, subject to their being sufficient supporting information. This will serve to formalise and publicise Manchester's commitment to delivering key, positive growth. Whilst the Council's approach in this regard is well understood among local development stakeholders, formalising this may provide additional reassurance to international investors. It is also believed further consideration could be given to whether there are opportunities for LDOs to support certain types of development and in the context of site specific considerations.

6.0 Conclusions

- 6.1 The Manchester Airport City Enterprise Zone Framework Plan provides a clear vision for development across the EZ. It builds on the EZ policy context and takes account of the responses to the consultation exercise. Significantly, it provides a basis on which practical implementation of development in the EZ can be planned, including specific development proposals and more detailed plans for individual sites. Progress on sites is beginning to be seen, including

planning applications around the Airport and masterplans for Medipark and Wythenshawe Town Centre. The Executive is therefore requested to adopt this document. The Framework Plan also provides an agreed basis for the future delivery of the EZ, and this can underpin the development of a specific EZ planning regime. In the first instance, the Executive is requested to support preparation of further development management measures, including a Planning Performance Agreement (or similar) across the EZ. The Council will continue to consider further opportunities to enhance the EZ planning regime as development progresses.

7.0 Contributing to the Community Strategy

(a) Performance of the economy of the region and sub region

7.1 The Enterprise Zone and associated development will make a significant contribution to the growth of the Greater Manchester economy.

(b) Reaching full potential in education and employment

7.2 The development will create a large number of direct employment opportunities and drive further indirect jobs growth.

(c) Individual and collective self esteem – mutual respect

7.3 Opportunities will be focused on Wythenshawe, a regeneration priority for the Council.

(d) Neighbourhoods of Choice

7.4 The development will involve the creation of high quality new environments and the provision of facilities that are accessible to the local community.

8.0 Key Polices and Considerations

(a) Equal Opportunities

8.1 The Development and Planning Framework and subsequent planning regime arrangements will all be prepared and introduced through appropriate consultation, giving all stakeholders opportunities to engage in the process.

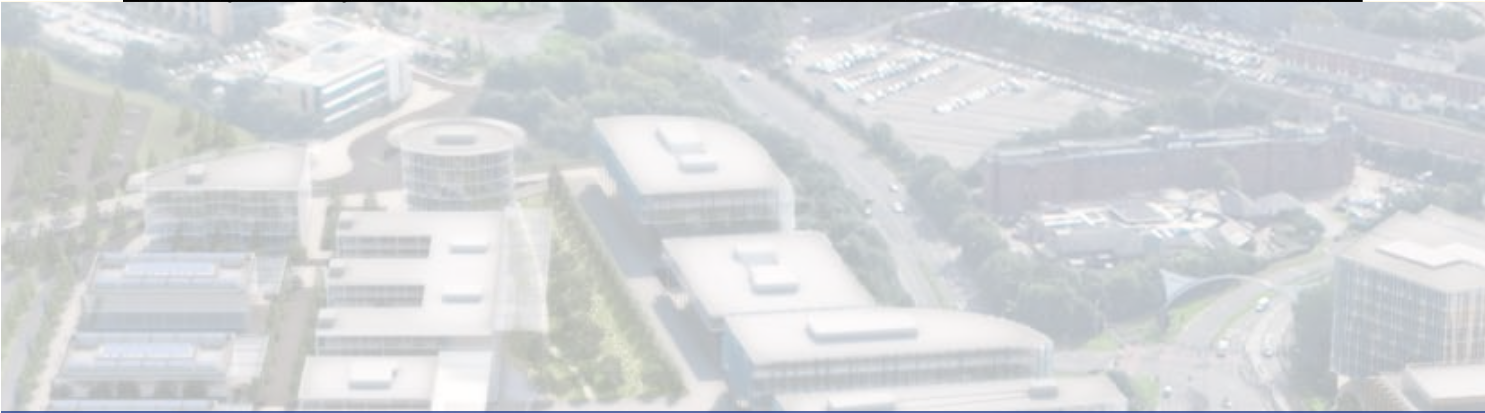
(b) Risk Management

8.2 The planning regime is an integral aspect of the Enterprise Zone programme. The proper development of policy and approach to this issue mitigates any risks associated with implementation.

(c) Legal Considerations

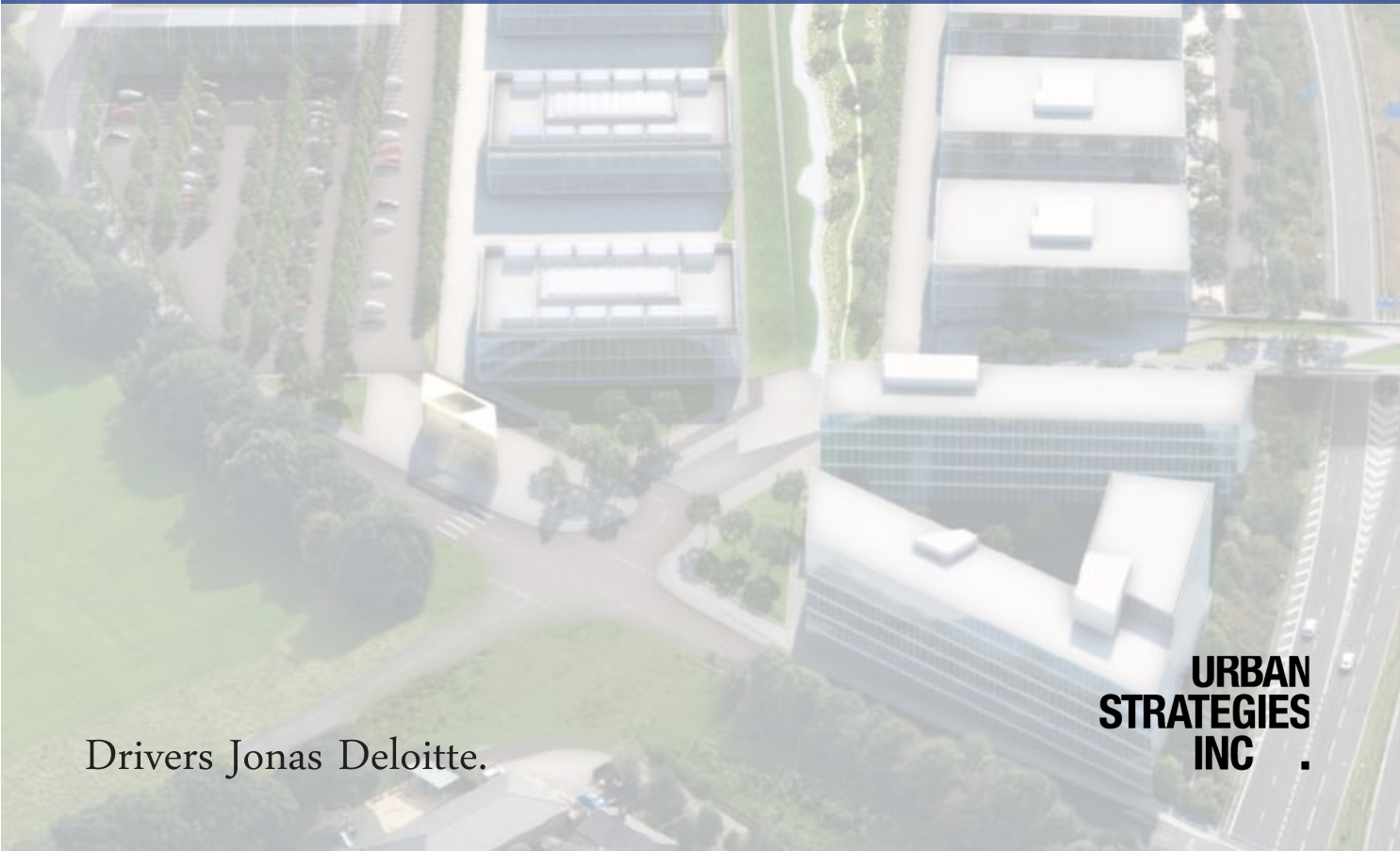
8.3 The Manchester Airport City Enterprise Zone Framework Plan will be a material consideration for planning decisions in the Enterprise Zone, complementing

up-to-date policies in the local plan, although it is not a statutory plan.



Manchester Airport City Enterprise Zone Framework Plan

October 9, 2012



Drivers Jonas Deloitte.

**URBAN
STRATEGIES
INC .**

Table of Contents

1. Introduction	1
2. Vision for the Enterprise Zone	3
3. The Enterprise Zone and Greater Manchester's Knowledge Economy	6
4. Economic and Spatial Framework	10
Manchester Airport	10
A. Airport City North	10
B. World Logistics Hub (Airport City South)	13
C. Manchester Medi-Park	15
D. Roundthorn Industrial Estate	17
E. Wythenshawe - Town Centre	18
F. Atlas Business Park	19
G. Emerson Properties	19
Future Opportunity Sites - Davenport Green	20
5. Enterprise Zone Planning Regime	22
Planning Objectives	23
Simplified Planning Measure	24
6. Delivering the Enterprise Zone	25

Tables & Figures

Figures

Figure 1	Airport City North - The Centre of the Enterprise Zone
Figure 2	Enterprise Zone Sites
Figure 3	The Greater Manchester Context
Figure 4	The South Manchester Economic Corridor
Figure 5	Required New Infrastructure
Figure 6	Site A - Airport City North
Figure 7	Site A - Airport City North Masterplan
Figure 8	Site B - World Logistics Hub (Airport City South)
Figure 9	Site B - World Logistics Hub Masterplan
Figure 10	Site C - Medi-Park
Figure 11	Site C - Medi-Park Masterplan
Figure 12	Site D - Roundthorn Industrial Estate
Figure 13	Site E - Wythenshawe - Town Centre
Figure 14	Site F - Atlas Business Park

Tables

Table 1	Priority Enterprise Zone Infrastructure Schemes
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Figure 1: Airport City North - The Centre of the Enterprise Zone

1. Introduction

The Airport City Enterprise Zone Framework Plan provides a high level economic and spatial framework for the Zone. It sets the context for development across the Zone and outlines the implementation arrangements that will maximise the impact of investment likely to be brought forward over the next 15 years, creating new jobs and opportunities for local people.

This document sets out the long term vision for the area, and provides the economic rationale that underpins the investment that will be brought forward within the Enterprise Zone.

The Enterprise Zone (EZ) has been established to build on the significant economic opportunities presented by Manchester Airport and the University Hospital South Manchester (UHSM), as well as the wider Wythenshawe area. The Enterprise Zone itself consists of a series of sites linked to these key economic drivers that together have the potential to drive growth that will impact at the Greater Manchester level. The Zone has been designed to meet market demand and ensure that the number of net new jobs to Greater Manchester is maximized by focusing on the unique attributes of the location and assets. This document describes how the sites that make up the Enterprise Zone contribute to delivering the overall vision and the links between them.

This framework sits within and complements the established planning and regeneration policy

context in this part of Greater Manchester. This is contained within the Manchester and Trafford Core Strategies and the Wythenshawe Strategic Regeneration Framework, which include policies that relate specifically to key Enterprise Zone sites. This document will support the development of more detailed masterplans and planning arrangements for individual sites within the Zone.

2. Vision for the Enterprise Zone

At the Budget 2011 Government announced a new policy to introduce Enterprise Zones to drive growth and create new jobs. A number of incentives apply to the Zones including business rate discounts, support to ensure that sites are connected via broadband, simplified planning arrangements and the ability for local areas to reinvest any uplift in business rates collected. Local Enterprise Partnerships were invited to identify the location of the Zone for their areas. Greater Manchester's Enterprise Zone was one of four 'vanguard' zones whose location was announced at the Budget. The Combined Authority and LEP had identified Airport City as the best location for Greater Manchester's Zone. Further independent analysis was commissioned to refine the precise boundaries of the Zone. The overarching objectives were to ensure that the Zone maximized the number of net additional jobs, could deliver these jobs as quickly as possible and was aligned with the planning and regeneration frameworks of relevant local authorities.

Airport City Enterprise Zone will create a new business destination for global mobile investors, providing a cluster of European HQs, advanced manufacturing, life sciences and biotech companies, specialist logistic businesses and other who will benefit for the excellent international connectivity, world class knowledge assets and access to large and highly developed labour market.

The Airport City Enterprise Zone consists of a series of linked sites that will drive growth of a scale that will benefit both the local area and Greater Manchester as a whole. (See Figure 2 for EZ sites)

The Enterprise Zone is anchored by one of Greater Manchester's primary economic assets – Manchester Airport – and includes 'Airport City', a strategic-scale development involving significant new business and logistics space in the area immediately adjacent to the airport. The Enterprise Zone's second anchor is the proposed Manchester Medi-Park, an internationally significant health and biotech enterprise linked to the leading edge healthcare innovation of the Manchester Academic Health Sciences Centre.

The combined impact of these two core initiatives in close proximity – Airport City and Manchester Medi-Park – is of transformational significance to the surrounding area of Wythenshawe, to the wider South Manchester area, and to the entire urban region, generating significant local and regional growth and prosperity, reducing disparities within Greater Manchester and beyond, and providing immediately adjacent employment opportunities to residents of one of the UK's most deprived areas.

The Enterprise Zone boundaries have been drawn carefully to maximize opportunity and economic/social impact. In addition to the core sites at the Airport and the Medi-Park a number of other sites are included which whilst proximate to the core can deliver a diversity of product that will ensure that the EZ can cater for market need and demand. That means in practice a closely connected cluster of sites offering a range of opportunities for SME's, logistics, manufacturing support services and administrative functions able to benefit from the location and EZ status. Importantly the boundaries have been drawn to deliver added value and minimize displacement. A robust performance monitoring framework will be put in place to ensure that the EZ deliver

new product and new jobs and new investment. An implementation programme has been put in place to effectively link development phasing and infrastructure investment.

The Enterprise Zone will provide local direct and indirect employment and stimulate local business formation. The adjacent community of Wythenshawe currently provides approximately 20% of total employment at the airport. Metrolink and the other access linkages proposed in this framework will increase this and extend employment opportunities to the wider conurbation.

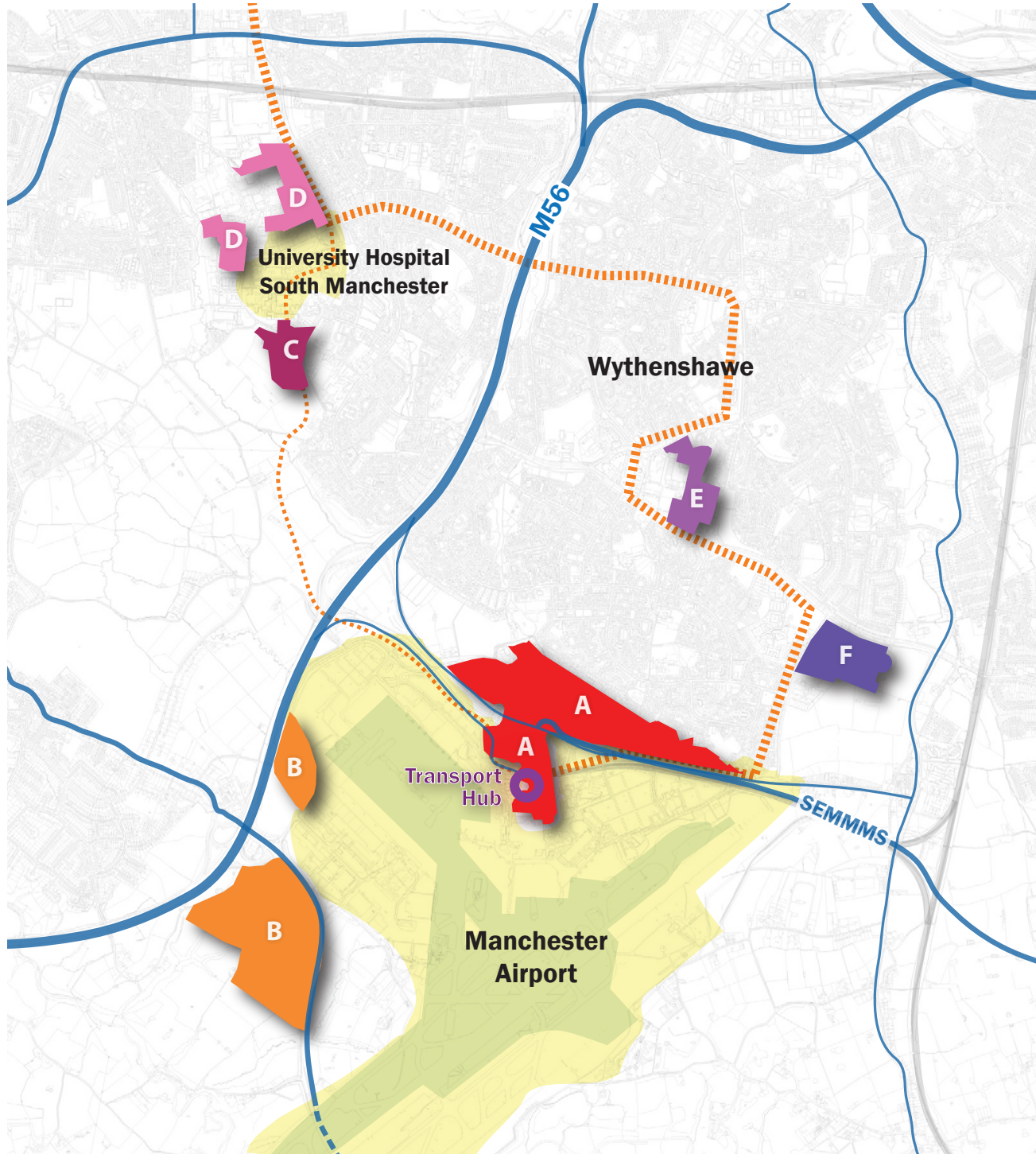
A bespoke local policy and planning framework will be drawn up to underpin the EZ. This is outlined in Section 5 of the document.

The Enterprise Zone as a whole is well connected within the region making it a sustainable location for further business development. It builds on the excellent existing transport links to the Airport and Wythenshawe including rail, road bus and coach interchange. A Metrolink extension through Wythenshawe to the Airport and a new Metrolink and bus interchange at Wythenshawe Town Centre will significantly increase the transport connectivity of the Enterprise Zone strengthening further the links between the sites and increasing business' access to the labour market and residents' access to employment opportunities.

Super fast broadband will be rolled out to sites within the Zone with the expectation that this will be largely through market interventions.

Whilst infrastructure and connectivity across the Zone is good, the proposed development is an opportunity to further improve links across the zone and beyond. Options will continue to be reviewed, overseen by the Programme Director and strategic Board as the implementation plan develops.

Figure 2: Enterprise Zone Sites



- A. Airport City North
- B. World Logistics Hub
- C. Manchester Medi-Park
- D. Roundthorn Industrial Estate
- E. Rowlandsway
- F. Atlas Business Park

3. The Enterprise Zone and Greater Manchester's Knowledge Economy

The Airport City Enterprise Zone proposals have been developed in the context of the Greater Manchester Strategy and its priority to grow the economic base of the conurbation through the development of its knowledge industries. Greater Manchester has a strong history in science, innovation and manufacturing and this is seen in the way that it is responding to the challenges of the modern economy. Greater Manchester has major strengths in financial and professional services, science, biotech and health, creative and digital industries. These are underpinned by world class Universities and hospitals, including the University of Manchester an internationally renowned research institution, and the largest student population in Europe, with 100,000 students.

The Enterprise Zone builds on these strengths and will complement the other significant developments across the conurbation. These include Manchester City Centre, MediaCityUk, the 'Corridor' (see Figure 3), Trafford Park, Kingsway and the Etihad Campus. The connection between the Enterprise Zone and the knowledge assets and clusters in the city are critical and will be supported by the physical connectivity of the Enterprise Zone and the innovation and business infrastructure in Greater Manchester. By focusing on its unique international and regional transport connections the Enterprise Zone will draw in businesses to Greater Manchester and support the creation of new businesses that will benefit from the access that it provides to global markets.

Figure 3: The Greater Manchester Context

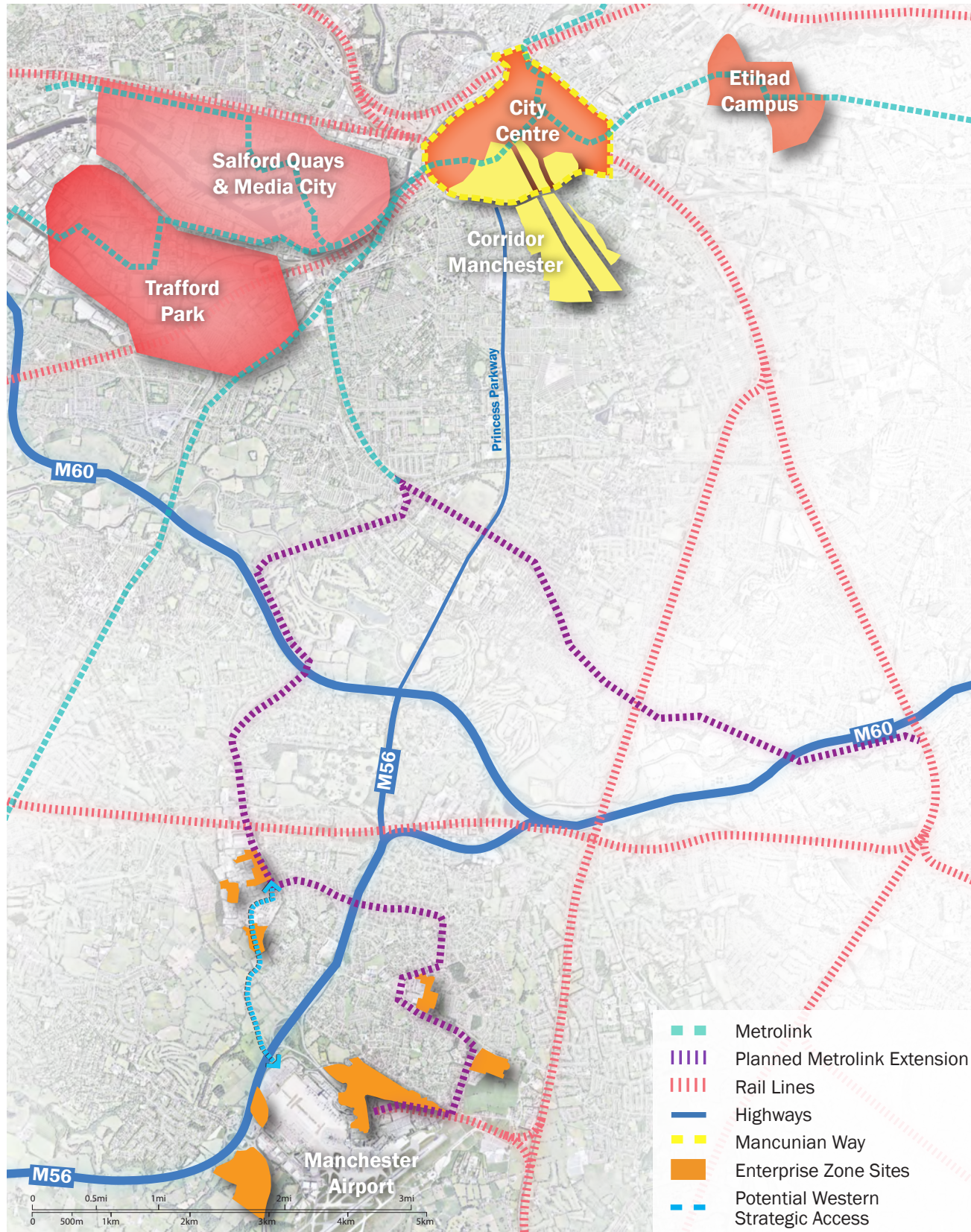


Figure 4: The South Manchester Economic Corridor

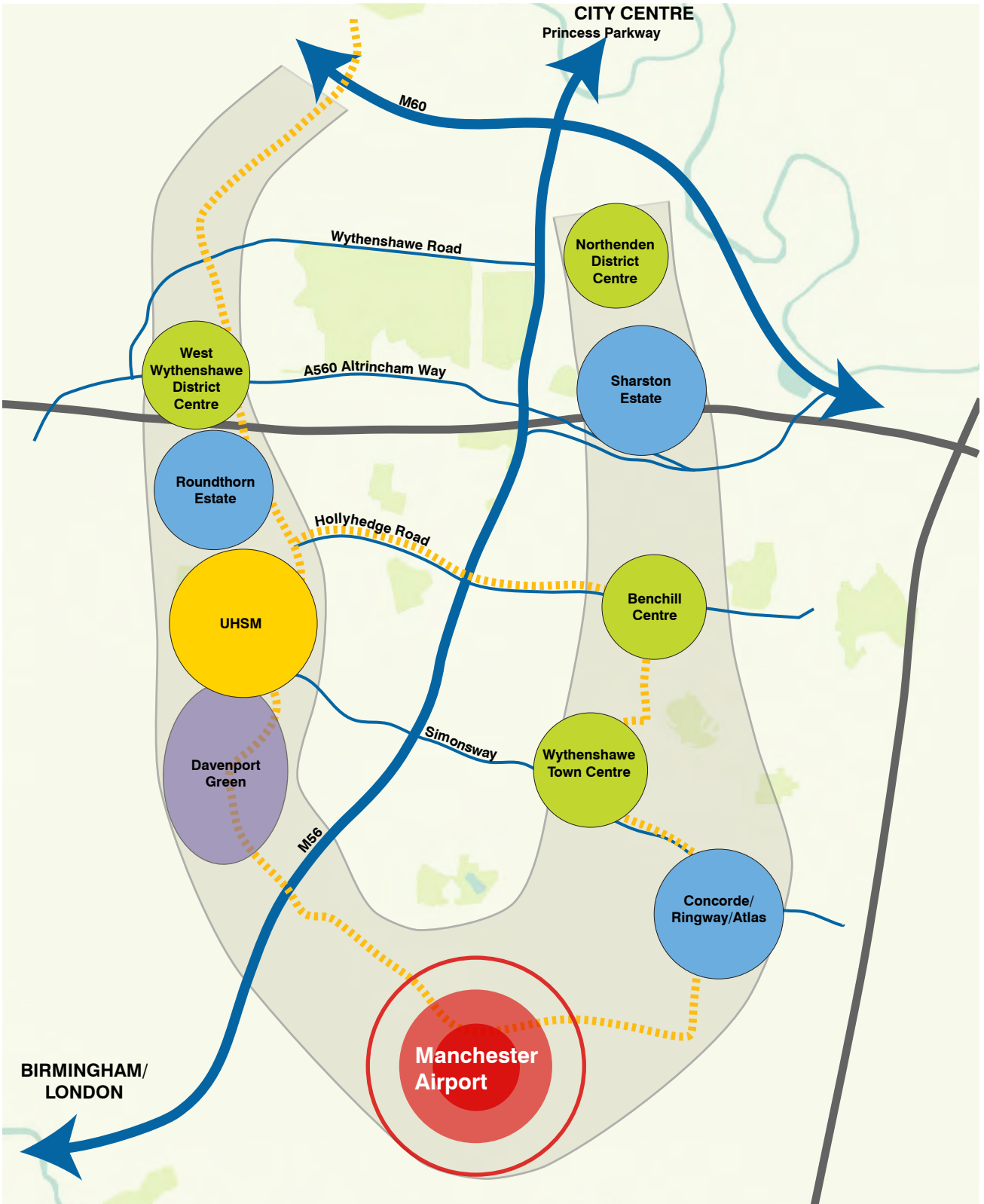
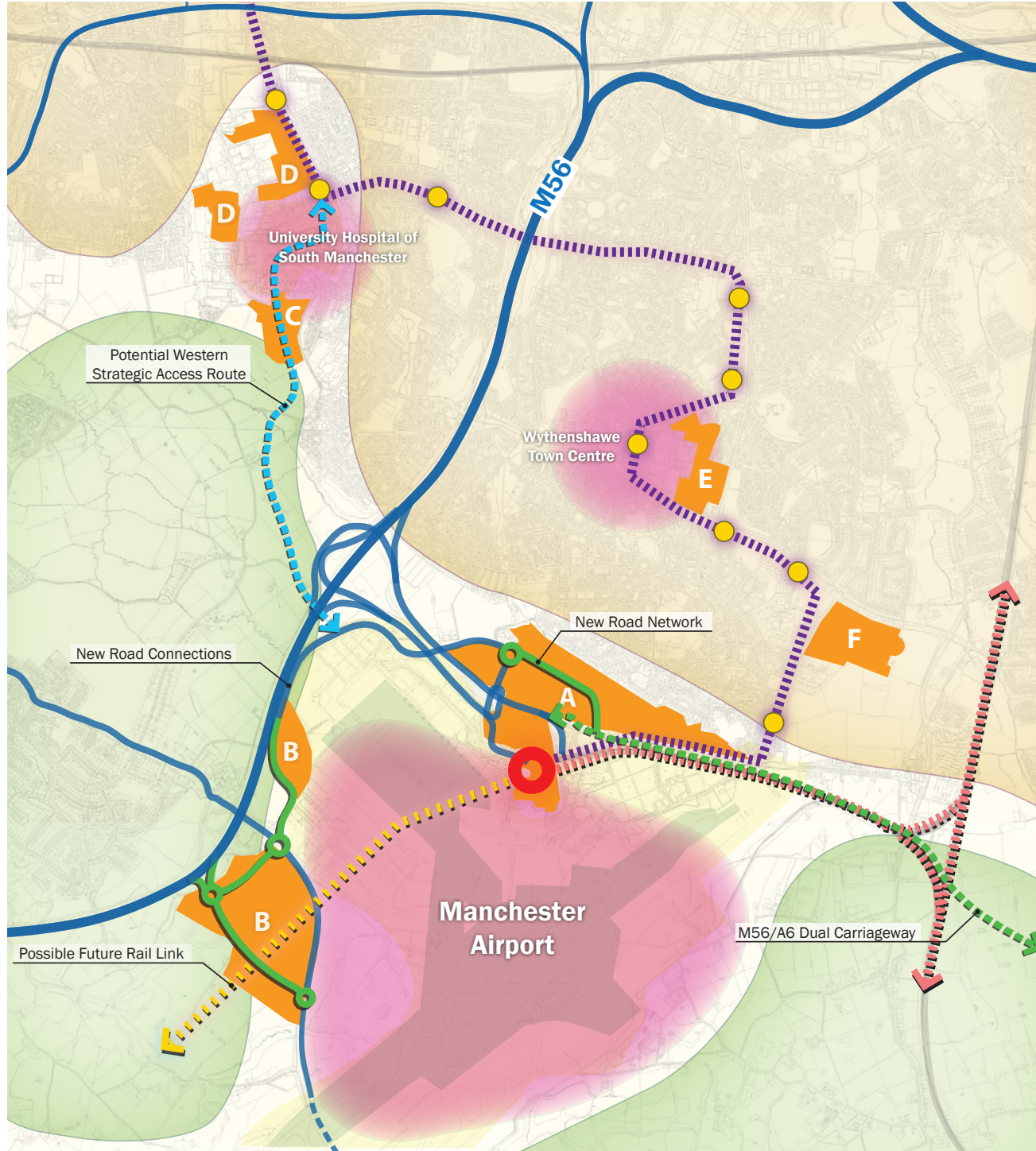


Figure 5: Enterprise Zone Infrastructure



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|--|----------------------------------|---------------------------------|
| Metrolink Extension (under construction) | West Coast Mainline | A. Airport City North |
| Potential Western Strategic Access | Road Improvements | B. World Logistics Hub |
| Possible Western Rail Extension | Metrolink Station | C. Manchester Medi-Park |
| | Manchester Airport Transport Hub | D. Roundthorn Industrial Estate |
| | | E. Rowlandsway |
| | | F. Atlas Business Park |

4. Enterprise Zone Sites

This chapter introduces the overarching planning principles that will guide the development of the Enterprise Zone and also outlines for each of the sites within the Enterprise Zone the economic contribution that it will make and development that it will support. It also provides at a high level the spatial context for the sites which will inform more detailed masterplanning or the preparation of specific planning guidance.

The guidance in this chapter supplements policies in the core strategy and Wythenshawe Strategic Framework Document. This will ensure that proposals reflect the EZ policy context and provide greater direction and confidence for the development of detailed schemes. This chapter also identifies the initial infrastructure priorities for the EZ.

The sites within the Zone are:

Airport City – North and South
MediPark and Roundthorne Industrial Estate
Wythenshawe Town Centre
Atlas Business Park
Thorley Lane

Manchester Airport

At the centre of the Enterprise Zone is Manchester Airport, the busiest airport in the UK outside of London. Passenger traffic at MIA is projected to more than double by 2030, from 19 million passengers per year today to 40 million per year. Such increased activity generates significant ancillary employment growth, not only in passenger related services but in the wide range of logistics associated with air freight. The increasing connectivity of the airport to

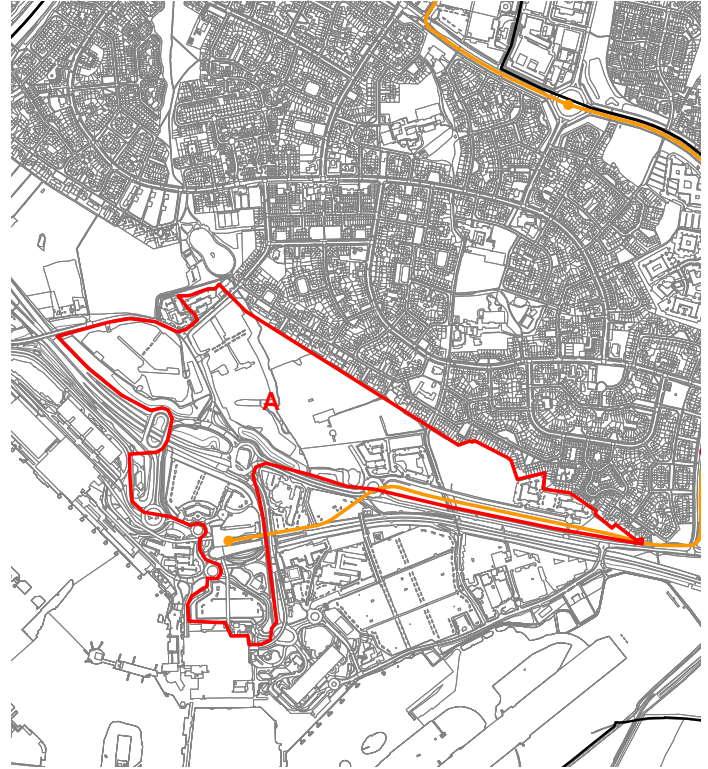
UK, European and international destinations significantly adds to the attractiveness of adjacent locations for businesses whose personnel and customers depend on convenient air travel. Finally, the transport infrastructure support required for these increased travel volumes will also serve to generate employment opportunities in surrounding locations within that catchment area. Increased air-side activity supports and serves increased land-side development and, in a virtuous circle, such new land-side development generates increased activity for air-side carriers. This model of airport city growth is increasingly characteristic of the world's major international airports; recent developments at Dusseldorf, Barcelona and Amsterdam Schiphol provide very comparable precedents.








A. Airport City North

Airport City North consists of 44 hectares of land immediately north of the airport terminals on either side of the M56 spur road (see Figures 6 and 7). Not all the potentially available sites in this general area are included within the Enterprise Zone. Priority has been given to the sites where development can be anticipated in a reasonably short period of time and where planning and infrastructure risks are minimal.

The essential concept for Airport City is of a high-quality business destination, an advanced manufacturing district and a location for hotels and other support services for Manchester Airport. It is a high-value, high-intensity district with a strong identity and presence, easily accessible and highly visible that will form the core of the Enterprise Zone. It is designed to attract national and international enterprises who can take advantage of the location in the heart

Figure 6: Site A - Airport City North



-  Development plot
-  Public open space
-  Car Parking
-  Undercroft car parking
-  Vehicle link
-  Service access
-  Pedestrian link

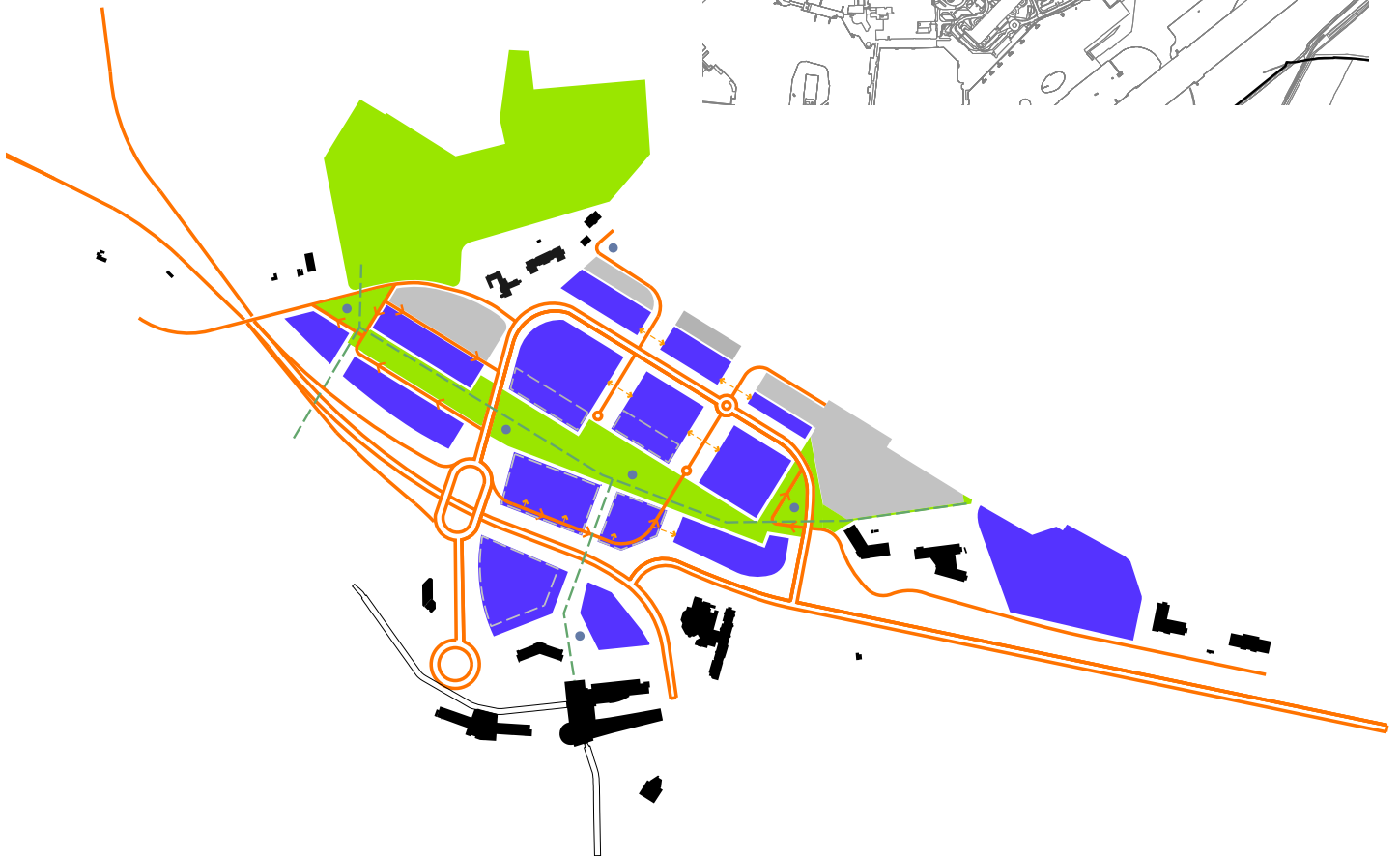


Figure 7: Site A - Airport City North Masterplan

Figure 8: Site B - World Logistics Hub (Airport City S.)

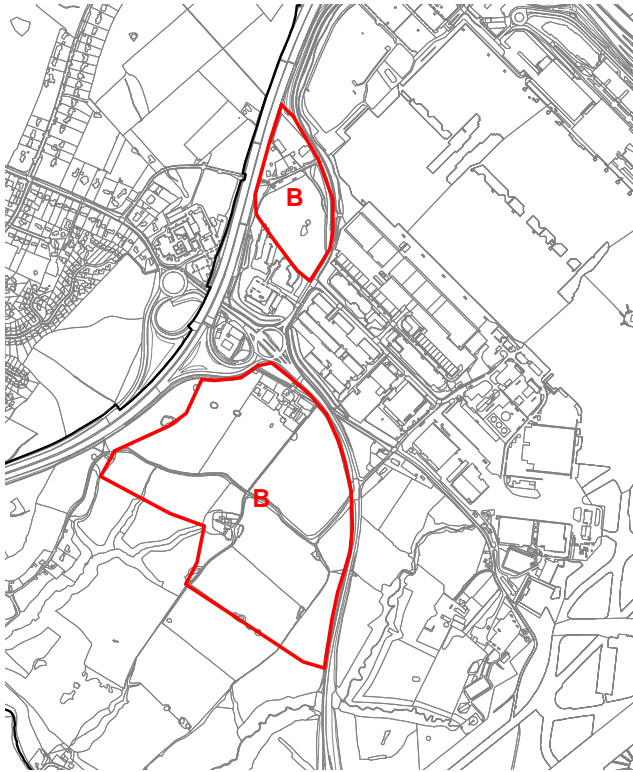


Figure 9: Site B - World Logistics Hub Masterplan

of the North West and of the UK and the ready international connectivity provided by the airport.

A detailed masterplan for Airport City North has been composed which places the transport hub at its core. Higher density hotel and office accommodation is located to the immediate north of the transport hub; a green pedestrian bridge connects this area to development across the motorway spur, which bisects the site. Office development will be arranged around a central green space, in close walking distance of the transport hub, with advanced manufacturing uses proposed for the more distant locations. Road access is provided by a new link road as part of the Manchester Airport to A6 scheme (formerly SEMMMS) will provide connections to both the M56 (west) and Rigway Road (east) and the strategic network beyond.

Significant new transport accessibility will be provided by the completion of the Metrolink line to the airport transport hub in 2016. The M56-A6 Dual Carriageway project, adding greatly improved road accessibility to the east, will also make a substantial contribution to the attractiveness of this component of Airport City. There is further potential to strengthen accessibility through High Speed Rail connections and further extensions to Metrolink. Transport options will continue to be evaluated as any enhancements would be subject to business cases.

All the employment areas are within easy and sheltered walking distance of the hub and of the airport terminals. Movement across the M56 spur will be facilitated by a new "green bridge" and additional bridges can be provided in the future. The dense network of pedestrian and bicycle trails is important not just in ensuring complete mobility but in strongly linking this Airport City core area to the Wythenshawe community, so as to maximise employment opportunities for local residents and entrepreneurial business activity within that community.

A pattern of phased development is proposed

from centrally located sites with ready access to the transport hub and the pedestrian bridge to the more distant sites, consistent with the anticipated market take up of the array of opportunities being provided.

B. World Logistics Hub (Airport City South)

The World Logistics Hub consists primarily of a land parcel to the south of the airport terminals on land totalling 32 hectares (see Figures 8 and 9). Sites in this area provide uniquely convenient logistics facilities with varying degrees of direct access to the airport apron and cargo handling areas.

The World Logistics Hub is conceived of as a logistics district offering a full range of air-to-road transfer, assembly and processing activities. It is at present a largely greenfield site adjacent to the current freight activities of the airport. A highly functional zone offering efficient goods handling, storage and mode change, World Logistics Hub will have carefully specified design and layout requirements, most important among them access to the M56 and the Airport's cargo handling facilities.

A key design objective is that development should respect the adjacency of biodiversity sites such as SBIs, ancient woodland and an SSSI.

The proposed development programme is for a mix of medium and small logistics units which can be arranged flexibly. A high standard of environment and amenity will set World Logistics Hub apart from other logistics facilities in the region. The project is essentially focused on the most efficient and functional layout for the activities associated with air-to-road freight handling. Freight facilities would be arranged around a simple road system that allows ready access to air freight areas and to Junction 6 on the M56. A primary entrance from Wilmslow Road leads into World Logistics Hub to connect with the World Freight Terminal. An internal road hierarchy

Figure 10: Site C - Medi-Park

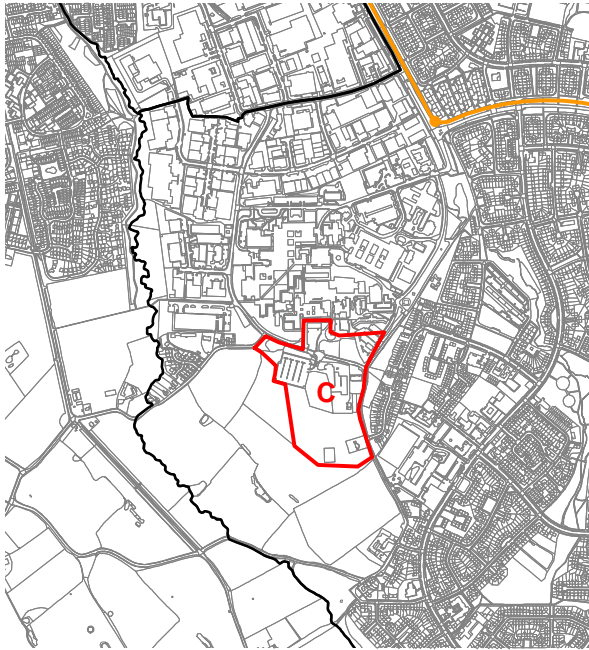


Figure 11: Site C - Medi-Park Masterplan

based on two primary boulevards establishes a grid system and a pattern of flexible plots.

New road connections to the terminals to the north of the runway will be provided by the reconfiguration and improvement of both Runger Lane and Thorley Lane, increasing the capacity of Junction 6 of the M56 to accommodate airport and Airport City traffic. Design of the access points will act to keep World Logistics Hub logistics traffic away from the primary employment and activity areas in the balance of the Enterprise Zone. Internal transport arrangements linking the World Logistics Hub to other public transport infrastructure should be provided.

C. Manchester Medi-Park

The second 'anchor' within the Enterprise Zone is located around the University Hospital of South Manchester (UHSM).

The hospital is at the centre of a number of initiatives which can take advantage of sites to the north and south (see Figures 10 and 11) for the creation of a medical and related services complex as well as general business activity, known as Medi-Park. UHSM is a world class research hospital and centre of clinical excellence. It is supported academically by the University of Manchester and is fundamentally driven by three core elements: clinical, research and education.

Its strength also lies in its ability to translate developments in specialised biomedical research from the laboratory to the Hospital, where they can benefit patients from Greater Manchester and beyond.

As part of the outline infrastructure plan the EZ stakeholders have identified the need for improved access between the hospital, Medipark and the Airport. Local planning authorities will work together to ensure any plans developed for MediPark secure effective linkages with the rest of the EZ.

As a Centre of Excellence, UHSM has strategic allegiances with pharmaceutical companies, such as GSK, AstraZeneca and Proctor and Gamble, and attracts some of the country's best clinicians and practitioners. UHSM is particularly recognised for its strength in providing specialised services which inform the international bio-medical arena and strengthen Manchester's knowledge economy.

The particular fields of expertise (their unique selling point) for which UHSM are renowned provide a robust platform to attract investment for Wythenshawe and the City Region. These are centred on clinical and academic strengths in:

- respiratory,
- wound and burn healing,
- organ transplantation; and
- cardiac.

The opportunity has been recognised jointly by UHSM, Manchester City Council and Manchester Airports Group to build upon the well-established concentration of health research, learning and clinical expertise. Manchester Medi-Park will create a catalyst for growth, employment and increased productivity within the Manchester City Region which has the ability to make a significant contribution to the UK's science and innovation agenda. It is evident that there is a supply of sites in the locality that could accommodate the proposition of a Medi-Park.

There may be an opportunity in the longer term, subject to demand and the success of the Medipark to consider linking the Davenport Green site to the wider enterprise zone. The Davenport Green site is outside the EZ and is dealt with at the end of this section of the framework plan.

Manchester Medi-Park will be an internationally significant health and biotech commercial opportunity directly linked to UHSM and the leading edge research and innovation of the Manchester Academic Health Sciences Centre. It will comprise a number of elements, the precise

combination of which will be dependent upon the initial “anchor tenants”. Once these are identified, Medi-Park will develop further through associated and smaller companies and organisations seeking to cluster and become associated with the location. However potential tenants already identified include:

- UHSM and Manchester Academic Health Science Centre departments and functions currently without a permanent base on the main sites and occupying leasehold premises elsewhere;
- UK offices of overseas health/medical/biotech companies notably those with significant trading and export activity;
- Health/biotech-related companies or bodies in need of a relevant, credible location with ready access to clinical staff, case studies etc, e.g. Advisory, professional, lobbying, academic;
- Managed workspace for start-up, spin-out and grow-on health/biotech Small to Medium sized Enterprises (SMEs);
- Training, education and conference facilities targeted at the health and biotech community;
- National and international regulatory bodies;
- National and international representative organisations;
- Super-specialised biotech manufacturing capacity involving local IP/clinical/scientific expertise but requiring ready access to airfreight facilities;
- Expansion space for commercially successful NHS service functions from MAHSC partners e.g. Medical physics, communications and PR, training functions;
- Private medical facilities;
- Bespoke laboratory space e.g. Robotics, genetic mentored manufacturing, medical devices;
- Accommodation for specialist health/biotech supply chain companies;
- Business development support for start-ups and SME's.

By exploiting its unique location the Manchester Medi-Park offers unrivalled opportunities to commercial organisations whose own development can be accelerated by close association with major hospitals and academic groups. As the development gathers further momentum and like-minded organisations are attracted to the site this will add further competitive advantage as the Medi-Park destination emerges onto the international stage.

The Medi-Park will be designed and developed in a manner that responds to its location, bordering the urban edge of West Wythenshawe and the Green Belt and countryside. Low-rise buildings sited to take advantage of the views to the south west will be set within a high quality landscape, creating the quality and sense of place which will be sought by the sorts of tenants envisioned.

The most favourable sites available for expansion to accommodate co-location uses are currently land to the immediate south of UHSM at Floats Road and Roundthorn Industrial Estate (see next section).

Two core propositions have been identified to promote early development of the Medi-Park:

- The first is approximately 7 hectares and adjoins the main site access across Floats Road. The land has no planning constraints other than the need to satisfactorily re-provide the surface car parking for which it is presently used. This area is within UHSM ownership and is capable of redevelopment, subject to a review and re-organisation of the hospital estate with regard to car parking and the demolition of buildings which are not fit for purpose. This site has the potential to deliver a Phase 1 development in the form of SIC and SME provision of around 28,000 sq m (310,000 sq ft).

- The second location is approximately 2.7 hectares and comprises the southeast quadrant of the existing hospital site. It offers access direct to the main hospital and specialist facilities. This space will be utilised for those enterprises that need close proximity to prime clinical services. This second location has the potential to provide approximately 41,000 sq m (135,000 sq ft) of floorspace.

D. Roundthorn Industrial Estate

Roundthorn Industrial Estate is a well established major manufacturing and industrial estate positioned immediately to the north of the UHSM estate (see Figure 12). The estate is home to many businesses, which are part of the Manchester Airport and UHSM supply chains, as well as other manufacturing and logistics activities. A number of land parcels within the estate have been included within the Enterprise Zone and there is a near-term opportunity to create new business floorspace on

the site. Roundthorn can deliver sites and support health-related industrial and manufacturing companies. There is significant potential to build on the opportunities here to provide a complementary offer to the main medipark site.

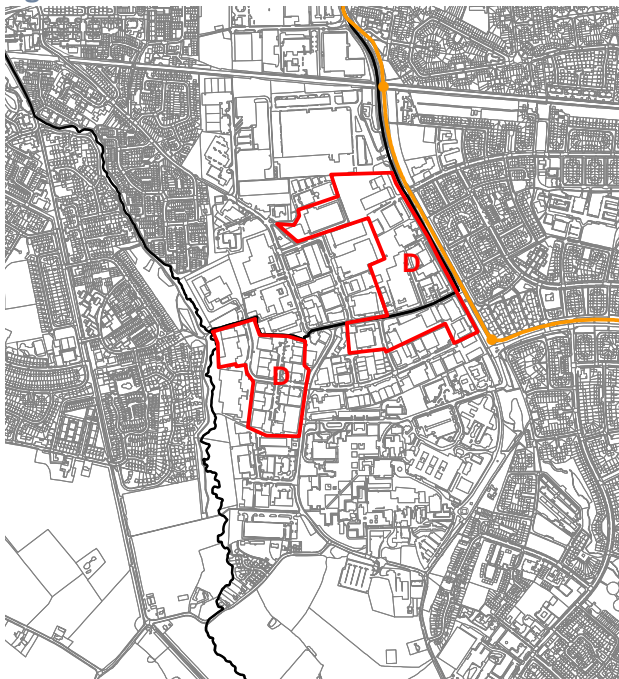
Roundthorn Industrial Estate, under the Enterprise Zone initiative has the potential to transform its offer from industrial estate to a premier business location supporting UHSM, the Medi-Park, Manchester Airport and Airport City. Supported by high quality infrastructure, including improved accommodation, an enhanced environment, improved access and a service hub for businesses and employees, the site will offer leading edge facilities in an accessible location.

Industrial (e.g. manufacturing, logistics, high-tech) uses will remain prominent, complemented by service-based office uses. The site is capable of providing a good mix of unit sizes from starter units to large units of 50,000 sq ft, as well as hybrid units combining office and shell space suitable for research and development and young businesses.

Bluemantle, in partnership with Manchester City Council will redevelop their portion of the estate totaling 8.9 hectares* to provide high quality new and refurbished business accommodation for businesses which will support the ongoing growth of the airport, hospital and other sectors (e.g. high tech manufacturing). Plans have been prepared involving substantial refurbishment of one unit and demolition of the remaining ones.

The Medi-Park area which includes Roundthorn, currently suffers from poor accessibility. Extensions to the Metrolink line are already being built which will provide important connecting infrastructure, strengthening its connections with the airport and the wider South Manchester area. A stop at the entrance to the estate and hospital will improve accessibility as well as the image of the estate and contribute to its re-branding as an attractive business location.

Figure 12: Site D - Roundthorn Industrial Estate



Options for providing better access and reconfiguring of the estate's internal roads are being developed as part of the detailed masterplanning. Improved pedestrian and cycle connections to surrounding neighbourhoods will also be considered to ensure the local community is able to access and benefit from expanded and varied employment opportunities at Roundthorn Industrial Estate.

E. Wythenshawe - Town Centre

One of the primary objectives of the Enterprise Zone is to maximise the beneficial leverage of the new business activity promoted by its incentives on the employment opportunities, business creation and overall quality of life of Wythenshawe residents (see Figure 13). The Town Centre has the capacity and locational advantage to absorb a wide range of new office, hotel, assembly, food service and other support facilities catering to the airport and the wider Airport City. This could include, for instance, technology companies.

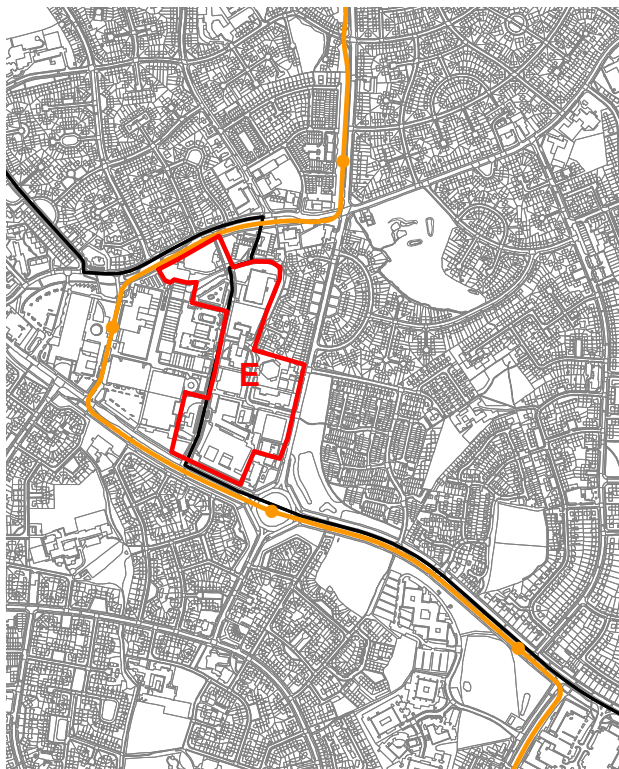
New development and activity will add to the opportunities for expanding the range of employment and other uses (including a new indoor market) in the Town Centre.

The designated enterprise zone area is comprised of a mix of office accommodation and public service facilities built primary in the late 1960s and early 1970s. Transformation of the area into a high quality, expanded district centre that meets the needs of the community and which is capable of maximising opportunities for growth is well underway, guided by the Wythenshawe Town Centre Masterplan.

The generally increasing level of activity anticipated in the Enterprise Zone will also act as a stimulus to the retail and restaurant activity in the town centre. Both existing underutilised buildings and several sites for new development are available to absorb this new demand. The Metrolink extension will reinforce the area's importance as a district centre and provide important connections both south to the airport and north to the City Centre.

Investments since the approval of the original masterplan in 2006 include a new ADSA supermarket, new retail and office development at Haletop East, improvements to and refurbishment of retail units, pedestrian and parking facilities. Work is continuing on the Etrop Court development which will bring additional office

Figure 13: Site E - Wythenshawe - Rowlandsway



and retail space to the area. The 7.7 hectare site within the Enterprise Zone can be brought forward as part of the Enterprise Zone Initiative. A new masterplanning process for the Town Centre is underway and will be brought forward separately. Short term options for supporting existing uses in the Town Centre should also be brought forwards as soon as possible.

F. Atlas Business Park

The Atlas Business Park is located to the northeast of the airport on the site of the former Ferranti factory, totaling 10.9 hectares (see Figure 14). Atlas is one of a number of excellent business sites near the Airport that can be used to deliver further economic activity as part of the EZ strategy. The site is 40% developed as a business park; however, further land is available that would be suited to additional business park development. Planning permission is already in place on the site and there is therefore a near-term opportunity to realise Enterprise Zone benefits from bringing forward consented works on the site. Offices are geared to occupation by businesses requiring ready access to local

and regional markets and the airport. Further development of this site with uses complementary to the presence of the airport, Airport City and Medi-Park will strengthen the corridor of successful business parks which include Concorde and Ringway parks.

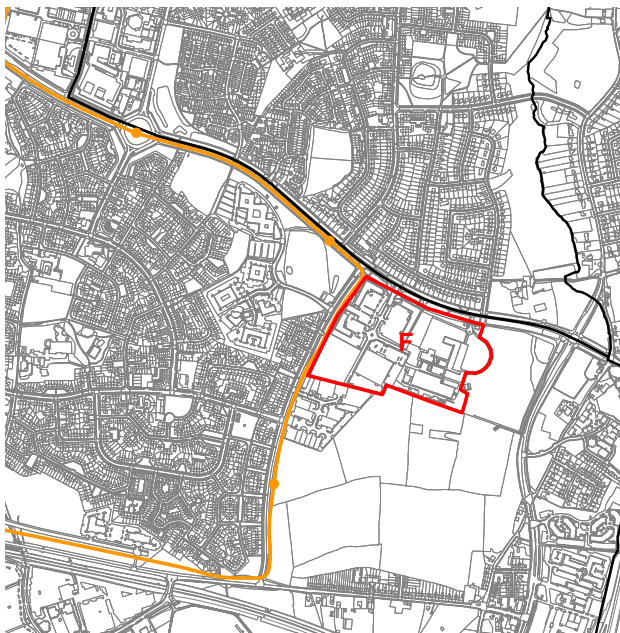
Further development of the site with the proposed office and warehouse uses will complement the airport-related activities of the EZ while simultaneously strengthening the corridor of attractive business park accommodation extending north and east from the airport and including Atlas, Concorde and Ringway parks.

The Atlas Business Park is due to benefit from the new Metrolink stop currently under construction on Shadowmoss Road, which will connect it directly to Manchester Airport and the City Centre.

G. Emerson Properties

One further small site makes up the Enterprise Zone area. The site and buildings sit on Thorley Lane, adjacent to the Etrop Court Hotel and in close proximity to land designated to support Airport City. Existing office buildings could realise near term benefits through occupation which would make a contribution to the EZ output profile.

Figure 14: Site F - Atlas Business Park



Summary

Collectively the EZ sites provide some 116 hectares of developable or re-developable land that offer the scale and significance to become a strategic economic and employment driver for the wider Greater Manchester area. The Enterprise Zone is intentionally restricted to employment areas. However all of the sites are located within a broader residential and mixed-use area that contains much of the potential workforce for EZ businesses. The collective effect of the sites will therefore be the revitalisation of the entire Wythenshawe neighbourhood with all the accompanying broad socio-economic regeneration benefits.

Future Opportunity Sites – Davenport Green

The Davenport Green strategic employment site is located outside the EZ boundary in Trafford borough. It is directly adjacent to the Medi-Park site and within the 'sphere of influence' of the wider Enterprise Zone area. The future use and development of the site is subject to specific criteria set out in Trafford Council's Core Strategy under policy R4. Development of the Davenport Green site will only be permitted where it can be demonstrated that :

- It is needed to support approved development proposals at Airport City or for a Medi-Park at the University Hospital South Manchester (the Medi-Park) or that a need has been generated by a significant change to the economic context of the region as a result of either the growth of Airport City or the Medi-Park ;
 - The opportunity will deliver substantial new investment and employment to the sub-region;
 - It is in accordance with national guidance;
 - There is a comprehensive scheme for the development of the whole site;
 - It would contribute significantly to the Plan's objectives, including the sustainable economic growth of the City Region;
 - It will contribute significantly to the achievement of the regeneration priorities set out in Policy L3 - Regeneration and Reducing Inequalities;
 - The site will be accessible by a range of alternative modes other than the private car;
 - The 99ha of land surrounding the development site will be protected, enhanced and managed for ecological interest, recreational access and farming as a rural park; and
- It is in accordance with other relevant policies in the Development Plan for Trafford.

Proposals will need to deliver an exemplar, very high quality, sustainable B1 business/office employment related development which satisfies the criteria set out above. The site is mentioned within this framework for completeness, however it is not part of the framework plan itself.

Any proposals will at the appropriate time need to be evidence in accordance with the above criteria and brought forward in close consultation with the local planning authority.

Table 1: Priority Enterprise Zone Infrastructure Schemes

Scheme	Benefits
1. Metrolink	Connection of Airport City to the wider City Region, as well as access for employees from Wythenshawe Town Centre and link to Medi-Park
2. M56-A6 Dual Carriageway	Improved access to Manchester Airport and Airport City
3. Green pedestrian bridge over M56 spur road	Connection between Manchester Airport and Airport City
4. Western Strategic Access Appraisal Subject to further options development and a robust business case, proposals will be developed to improve acces to Medi-Park, Roundthorn Industrial Park and Davenport Green	Improved access to Medi-Park, Roundthorn Industrial Estate and Davenport Green
5. Eastern access route	Improved access to Manchester Airport and Airport City from the east.
6. M56 corridor work	Improved connections to Manchester Airport terminals and World Logistics Hub Separation of Manchester Airport and Airport City traffic from logistics traffic
7. Utilities corridor/ Superfast Broadband	Boost productivity and streamline connections for Airport City tenants

5. Enterprise Zone Planning Regime

The Manchester Airport City Enterprise Zone Framework Plan is an important part of the Enterprise Zone planning regime. It provides a structured link between the Enterprise Zone sites and the strategic policy context provided by statutory local plans and the Wythenshawe Regeneration Framework.

The Manchester Core Strategy recognises the economic contribution of Manchester Airport. It specifically supports the operational growth of the Airport (including development at Airport City South) and identifies Airport City North as the core of the Airport City opportunity. The University Hospital South Manchester is identified as a Strategic Employment Location, whilst commercial development is also supported at Wythenshawe Town Centre, Roundthorn Industrial Estate and Atlas Business Park. The Core Strategy underlines the importance of economic development in this area, not just to exploit key opportunities but also to connect this growth to key social regeneration outcomes in Wythenshawe. The Wythenshawe Strategic Regeneration Framework highlights the Enterprise Zone sites, too, and the pivotal role of the Airport in delivering regeneration in Wythenshawe and economic growth for the whole City Region.

Trafford's Core Strategy acknowledges the scale of the Manchester Airport City Enterprise Zone opportunity, explaining that any development in this part of Trafford would need to be clearly related to the Enterprise Zone and continue to contribute to its role as an economic location of regional significance.

This section of the framework document sets out the planning regime that will be created to underpin delivery of Enterprise Zone development. The Council will oversee the preparation of a planning regime that is closely related to the strategic vision within the Enterprise Zone Framework Plan. Each site will have a bespoke planning regime that is clearly designed to support the delivery of the proposed development. The aim is that the planning regime for the Enterprise Zone will provide investors with confidence to commit to Manchester, and also secure savings in terms of time and costs.

Planning Objectives

The Enterprise Zone is a vital element of the growth of the City Region economy, but the right type of development is essential if the opportunity is to be fully realized. The Enterprise Zone comprises a number of different sites, which will accommodate a wide variety of uses and styles of development. A single planning regime would not be appropriate across all these sites. Instead, the regime will reflect the nature of development, the associated sensitivities and most effective means of managing the planning process. There are a number of key planning objectives that will inform the nature of the planning regimes across the sites:

- The range and scale of uses – the Airport City opportunity is well-understood. In strategic terms it is a chance to add value to the Greater Manchester economy, bringing in activity that would not otherwise come here. It is therefore important that permitted uses support this concept, and that the scale of development is managed to reflect the scale of the opportunity and therefore complement the wider economy
- The development should result in outcomes that reflect the objectives for the Enterprise Zone, including the number and type of jobs created and the provision of employment and training opportunities for local people.
- The importance of urban design and place-making – certain sites are proposed as attractive urban environments, and success is contingent upon quality design and effective place-making. Others are more functional, for which design success will be based on operational efficiency.
- Connectivity and access – connections between sites is important – the functional link between sites is clear, and the development of the Enterprise Zone should enable these connections. The Airport and the surrounding area benefits from good transport connections, and significant enhancements are planned to improve road and public transport access. Development in the Enterprise Zone should capitalise on these connections, and in particular should propose traffic management measures to ensure that the impact on the road network is minimised and that public transport is an attractive option for journeys to the area. This will be addressed through site design details and travel planning
- There is also a need to consider how sites link with adjacent areas, ensuring that they are part of the wider Wythenshawe community and that employment opportunities are easily accessible to local people
- Sustainability – the development of the Enterprise Zone must be exemplary in terms of environmental impact and climate change. In all sites there will be a requirement to demonstrate that development is as sustainable as possible. Development should be planned to achieve carbon savings in terms of building design, energy supply and use. This will include effective measures to mitigate environmental impacts where necessary. Development should make full use of opportunities for sustainable drainage options and consider water management issues, including flood risk. Proposals will have regard to existing utilities infrastructure within the Enterprise Zone.

Simplified Planning

A key benefit of the Enterprise Zone is the development of a simplified planning regime. The Council will consider a range of measures to achieve this, and will work with site owners to ensure that the regime for each site offers the maximum in terms of simplification, whilst also ensuring that the identified planning and other objectives can be realized.

There are a range of options to consider and the Council will consider how the vision for each site best aligns with these, as well as how to provide certainty to developers while minimising risk. These options include:

Outline Planning Consents

Outline planning consents are a means of considering the principle of development whilst leaving the consideration of details to future planning applications. They can provide added certainty, but still allow the details of development to be fully assessed.

Planning Performance Agreements

A Planning Performance Agreement is a commitment from the Council to consider planning applications in line with an agreed process. Developers can be confident that planning applications will be considered quickly, enabling development programmes to be planned more clearly.

Permitted Development Rights

Development that is operationally related to the Airport can benefit from statutory permitted development rights. This is an option for parts of the Enterprise Zone

Local Development Orders (LDOs)

LDOs are a means of granting planning permission for certain development, thereby removing the need for a planning application. They have the potential to offer certainty to developers, as well as reducing the time and costs associated with the planning process. However, they are unlikely to be suitable for all aspects of large scale development.

6. Delivering the Enterprise Zone

Governance arrangements have been developed to support the successful delivery of the Enterprise Zone to the benefit of Greater Manchester. This section describes these arrangements.

Strategic Board

In order to provide strategic direction to the delivery of the Enterprise Zone and to ensure that it meets its potential for Greater Manchester a Strategic Board has been established that will report to the Local Enterprise Partnership.

The purpose of the Board is to:

- Provide strategic direction to development of the EZ proposals
- Own the development framework for the EZ
- Set the performance framework for the EZ, monitor progress against it and identify where action needs to be taken to optimise the benefits across the Zone.
- Oversee the marketing and branding of the Zone and high level relationships with UKTI
- Ensure structures and mechanisms are in place to ensure effective coordination and communications with landowners and other stakeholders.

The Board will not have a role in decisions related to the development of specific sites which will remain the responsibilities of landowners and developers.

Membership of the Strategic Board is:

- Chair Manchester Airport Group
- Leader Manchester City Council
- Leader Trafford MBC
- Chair University Hospital South Manchester Foundation Trust
- Chair MIDAS
- Chair LEP

