

MIX Manchester

Economic Impact Statement

CBRE National Planning & Development report for:
Airport City Limited Partnership

March 2026

Contents

Executive Summary 3

1 Introduction.....6

2 Planning & Economic Policy 9

3 Economic Baseline.....17

4 Economic Impact Analysis..... 22

5 Conclusions 30

Executive Summary

This Economic Impact Statement has been prepared for Airport City Limited Partnership ('the applicant') as an economic analysis of the proposed redevelopment of MIX Manchester (formerly Airport City North), Land To The North Of The A56 Spur, Immediately South of Wythenshawe And To The North Of Manchester Airport Manchester , M90 5AZ ('the site').

The applicant intends to submit a Hybrid Planning Application for a scheme of the following description (hereafter referred to as 'the Proposed Development'):

- 1) Full planning permission for development of mid-tech units (Use Class E.g.(i, ii, iii)) and multi-storey car park (Use Class Sui Generis), alongside ancillary commercial uses (Class E) with associated access, servicing, public realm and landscaping.
- 2) Outline planning permission for development of a range of uses (comprising Use Class E.g., B2, C1) alongside a Multi-Storey Car Park (Use Class Sui Generis) and ancillary commercial uses (Class E), with associated access, servicing, public realm and landscaping. All matters reserved for future determination save for primary access.

The detailed element of the application relates to the development of three subdivisible mid-tech units and multi-storey car park, whilst the outline element provides parameters for future development via the submission of Reserved Matters application(s).

In summary, the Proposed Development will collectively deliver the following quantum of uses:

TABLE ES1: SUMMARY OF PROPOSED USES AND FLOORSPACE

Element	Description	Use Class	GIA (m ²)	GIA (ft ²)
Detailed	Office/ R&D/ Light Industrial	Eg(i),(ii),(iii)	6,570	70,719
	Retail	Class E	655	7,050
	MSCP	Sui Generis	40,778	438,930
Detailed Total:			48,003	516,699
Outline	MSCP	Sui Generis	14,300	153,924
	Office/ R&D/ Light Industrial/ General Industrial/ Hotel	Eg(i),(ii),(iii), B2, C1	92,180	992,216
Outline Total:			106,480	1,146,140

Source: CBRE; the Applicant

CBRE's analysis estimates that the construction stage of the Proposed Development will generate the following temporary economic impacts over an anticipated 9-year delivery period (c. Q4 2026 to Q4 2035):

CONSTRUCTION IMPACTS	PROPOSED DEVELOPMENT (IN TOTALITY)	DETAILED ELEMENT (ONLY)	OUTLINE ELEMENT (ONLY)
Estimated direct expenditure in the construction industry	£239.49m	£50.63m	£188.87m
Total gross person-years of employment directly supported through construction investment	3,976	840	3,135
Gross jobs per annum during the estimated construction period of c. 9 years¹	442	c. 420	c. 405
Net additional employment opportunities annually generated across the North West during construction (sum of direct, indirect, and induced employment impacts)	493	c. 469	c. 451
...of which: net additional employment opportunities annually generated in Manchester	215	c. 205	c. 197
Total net additional productivity generation in GVA in the wider North West	£330.84m	c. 69.92m	c. 260.93m
...of which: total net additional productivity generation (GVA) in Manchester	£257.04m	c. £54.34m	c. £202.74m

Upon completion, the Proposed Development will generate long-term economic impacts over its operational lifetime. These include:

OPERATIONAL IMPACTS	PROPOSED DEVELOPMENT (IN TOTALITY)	DETAILED ELEMENT (ONLY)	OUTLINE ELEMENT (ONLY)
Net additional FTE employment roles created for workers across the North West	2,163	183	1,980
...of which: total net additional productivity generation (GVA) in Manchester	945	80	865
GVA generated annually across the North West	£161.39m	£13.63m	£147.75m
...of which: GVA generated locally	£125.41m	£10.59m	£114.81m
Net additional business rates revenue uplift per annum	£7.60m	£880k	£6.72m
Provision of a range of positive wider social value impacts, including employment and skills opportunities, and high-quality, energy efficient employment spaces.			

This data is shown visually in summary, overleaf.

¹ The assessment assumes an overall development period of 9 years. The indicative programme shows an overlap between the Detailed and Outline Element delivery phases. Construction of the Detailed Element is assumed over a consecutive c. 2 year period, although indicative phasing suggests a possible gap and extended overall delivery timeframe. Construction of the Outline Element is assumed over c. 7.75 years. This creates a discrepancy when comparing annualised figures for the overall Proposed Development with those generated by each Element.

Manchester

**215 pa**Net Additional
Construction Jobs
Created**£257m**Net Additional
Construction GVA*
to the Economy**c. £239m**Direct spend in
construction
industry**945**Net Additional
Jobs Created**£125m pa**Net Additional
GVA* to the Local
Economy**c. £7.6m pa**Business Rates
Generated

* Gross Value Added (GVA)

North-West

**493 pa**Net Additional
Construction Jobs
Created**£331m**Net Additional
Construction GVA*
to the Economy**c. £239m**Direct spend in
construction
industry**2,163**Net Additional
Jobs Created**£161m pa**Net Additional
GVA* to the Local
Economy

1 Introduction

- 1.1 This Economic Impact Statement has been prepared for Airport City Limited Partnership (‘the applicant’) as an economic analysis of the proposed redevelopment of MIX Manchester (formerly Airport City North), Land To The North Of The A56 Spur, Immediately South of Wythenshawe And To The North Of Manchester Airport Manchester , M90 5AZ (‘the site’).
- 1.2 The description of development is as follows (hereafter referred to as ‘the Proposed Development’):

‘Full planning permission for development of mid-tech units (Use Class E.g.(i, ii, iii)) and multi-storey car park (Use Class Sui Generis), alongside ancillary commercial uses (Class E) with associated access, servicing, public realm and landscaping.

Outline planning permission for development of a range of uses (comprising Use Class E.g., B2, C1) alongside a Multi-Storey Car Park (Use Class Sui Generis) and ancillary commercial uses (Class E), with associated access, servicing, public realm and landscaping. All matters reserved for future determination save for primary access.’
- 1.3 The detailed element of the application relates to the development of three subdivisible mid-tech units and multi-storey car park, whilst the outline element provides parameters for future development via the submission of Reserved Matters application(s).
- 1.4 In summary, the Proposed Development will collectively deliver the following quantum of uses:

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Outline Total:			106,480	1,146,140

Source: CBRE; the Applicant

- 1.5 CBRE understands that the Proposed Development is anticipated to be developed over the period Q4 2026 to 2035. The current proposed construction periods for the Detailed and Outline Elements are summarised in the following table.

TABLE 1.2: ANTICIPATED CONSTRUCTION PERIOD

Element	Unit	Sum of GIA (m ²)	Sum of GIA (ft ²)	Construction Start	Construction End
Detailed	A1	2,835	30,516	Q2 2029	Q1 2030
	A2	2,785	29,977	Q4 2026	Q4 2027
	A5	950	10,226	Q4 2026	Q4 2027
	A7	180	1,938	Q4 2026	Q4 2027
	MSCP (incl. Retail)	41,253	444,043	Q4 2026	Q1 2028
Detailed Total:		48,003	516,699	Q4 2026	Q1 2030
Outline	Parcel A	49,500	532,813	Q1 2028	2035
	Parcel B	23,100	248,646	Q1 2028	2030
	Parcel C	17,820	191,813	Q1 2028	2035
	Parcel D	16,060	172,868	Q1 2028	2035
Outline Total:		106,480	1,146,140	Q1 2028	2035
Grant Total:		154,483	1,662,840	Q4 2026	2035

Source: The Applicant

The Site

- 1.6 The Site extends to 12.016 hectares (29.69 acres) of brownfield land to the north of the A56 spur, immediately south of Wythenshawe and to the north of Manchester Airport in the Woodhouse Park ward. The Site is currently partially cleared and partially in use as car parking. Baguley Brook watercourse runs diagonally across the Site for approximately 600m, from the southern boundary to the north-western boundary.
- 1.7 The Site is bounded to the north by Thorley Lane and Enterprise Way, to the east by Enterprise Way, to the south by Ringway Road West and the M56 and to the west by the M56. It is intersected by Enterprise Way, which splits the Site into distinct separate areas: Parcel A and Parcels B, C and D.
- 1.8 Two recent infrastructure developments have unlocked the development potential of the site. Enterprise Way was opened in November 2017, providing vehicular access to the site via a junction with the M56 spur road. Additionally, in 2021, a pedestrian footbridge over the M56 spur road was opened to the south of the site, providing direct connectivity between suburban areas to the north of the site and Manchester Airport to the south.
- 1.9 The north of the Site is characterised by low-rising, low-density mid-century residential developments, with Painswick Park, a 1960s civic greenspace, to the north-west. To the south of the Site, the surrounding area is completely dominated by land-uses associated with Manchester Airport. Manchester Business Park, a warehousing and logistics park, is located to the immediate east of the Site.

Access

- 1.10 The Site currently has two access points to the existing highway network; the eastern part of the Site to the south and east of Enterprise Way is predominantly brownfield land, previously used for car parking. There is an existing site access via a spur off the roundabout on Enterprise Way but this is currently fenced off.

- 1.11 Access to the western section of the Detailed Element is located on Thorley Lane approximately 220m west of the Enterprise Way/Thorley Lane signal junction. The access is currently used by JetParks 1 for airport parking and drop-off. This car park has 1,152 car parking spaces.
- 1.12 The Site is well-connected to public transport. TfGM's Greater Manchester Accessibility Levels (GMAL) model is used to measure public transport accessibility in Greater Manchester. GMAL is scored from 1 to 8, with 1 representing low accessibility and 8 representing the highest level of accessibility.
- 1.13 The GMAL output for the Site shows the western part of the Site has a GMAL of 6 and the eastern section has a GMAL of between 6 and 7, demonstrating a high-level of public transport accessibility.
- 1.14 The nearest bus stops to the site are located on Bailey Lane (c. 350m) and Thorley Lane (c. 800m), with additional services available via the bus station located at the GTI. These bus stops are served by a total of 10 bus routes.
- 1.15 The nearest railway station to the site is 'Manchester Airport' at the GTI, which is approximately 650m to the south or an 8-minute walk via the Terminal 2 Roundabout, or a 5-minute cycle. Metrolink services are also available at Manchester Airport via the 'Navy Line', which runs northwards via Peel Hall, Wythenshawe town centre and Sale Water Park to Firswood, Stretford.

The Statement

- 1.16 This Statement outlines the estimated economic impacts of the proposed mixed-use development of the Site.
- 1.17 The balance of the Statement is structured as follows:
 - **Section 2:** outlines the planning and economic policy position.
 - **Section 3:** provides the socio-economic baseline.
 - **Section 4:** outlines the estimated socio-economic impacts.
 - **Section 5:** identifies the conclusions.

2 Planning & Economic Policy

- 2.1 This section provides an overview of the planning and economic policy and strategy of relevance to the Proposed Development of the Site.

National Policy & Strategy

National Planning Policy Framework

- 2.2 The revised National Planning Policy Framework² (‘NPPF’) was last updated in early 2025 by the Ministry of Housing, Communities and Local Government (‘MHCLG’). This, along with the accompanying Planning Practice Guidance³ (PPG), sets out the Government’s planning policies for England.
- 2.3 The NPPF and PPG maintain a policy commitment to achieving sustainable development, including *“the provision of homes, commercial development, and supporting infrastructure in a sustainable manner”*.
- 2.4 Paragraph 8 of the NPPF confirms three overarching objectives of the planning system:
- “an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;*
- a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being; and*
- an environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.”*⁴
- 2.5 There is a *“presumption in favour of sustainable development”*⁵ at the heart of the NPPF, requiring local authorities in the development of their Local Plans to *“seek to meet the development needs of their area”*.⁶
- 2.6 Chapter 3 of the NPPF states the importance of having a plan-led system. Plans should be succinct and up to date and should provide a positive vision for the future with strategic policies looking ahead over a minimum 15-year period.
- 2.7 Chapter 6 focuses on building a strong and competitive economy ensuring that policies and decisions create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.
- 2.8 Specifically, paragraphs 85-86 highlight that the Government is committed to supporting economic growth and productivity, allowing for businesses and specific areas to capitalise on their performance and potential, and requires planning policies to proactively encourage inward investment, sustainable

² MHCLG (2025) National Planning Policy Framework

³ MHCLG (2021) Planning Practice Guidance

⁴ MHCLG (2025) National Planning Policy Framework, para 8

⁵ Ibid, para 10

⁶ Ibid, para 11

- economic growth and regeneration. Paragraph 86(e) identifies that planning policies should be flexible enough to accommodate needs not anticipated in the plan and allow for new and flexible working practices and a rapid response to changes in economic circumstances.
- 2.9 Chapter 11 is concerned with making the most effective use of land – particularly optimising delivery on brownfield land. Planning policies and Councils should encourage multiple benefits from promoting land as stated in paragraph 124. Local planning authorities should take a proactive role in identifying and helping to bring forward land that may be suitable for meeting development needs, including suitable sites on brownfield registers or held in public ownership, using the full range of powers available to them.
- 2.10 A positive approach should also be taken by local authorities to applications for alternative uses of land which is currently developed but not allocated for a specific purpose in plans, where this would help to meet identified development needs.

Levelling Up White Paper

- 2.11 The Levelling Up White Paper (February 2022) (‘LUWP’) outlines a moral, social and economic programme for the whole of government setting out how opportunity would be spread more equally across the UK. It comprises a bold programme of systems change and specific policy interventions that will deliver change now.
- 2.12 Levelling up requires us to:
- Boost productivity, pay, jobs and living standards by growing the private sector, especially in those places where they are lagging.
 - Spread opportunities and improve public services, especially in those places where they are weakest.
 - Restore a sense of community, local pride and belonging, especially in those places where they have been lost.
 - Empower local leaders and communities, especially in those places lacking local agency.
- 2.13 Levelling up is about the success of the whole country: realising the potential of every place and every person across the UK, building on their unique strengths, spreading opportunities for individuals and businesses, and celebrating every single city, town and village’s culture. This will make the economy stronger, more equal and more resilient, and lengthen and improve people’s lives. The economic prize from levelling up is potentially enormous. If underperforming places were levelled up towards the UK average, unlocking their potential, this could boost aggregate UK GDP by tens of billions of pounds each year. Levelling up skills, health, education and wellbeing would deliver similarly sized benefits. Accumulated over time, those gains could easily surpass annual UK GDP.
- 2.14 The UK Government sets clear and ambitious medium-term missions in the White Paper to provide consistency and clarity over levelling up policy objectives. These will serve as an anchor for policy across government, as well as catalysing innovation and action by the private and civil society sectors. These missions are ambitions that the UK Government has for all parts of the UK. Delivering on them, while being fully respectful of the devolution settlements, will require close and collaborative work with the devolved administrations. The missions, outlined in the table below, are rolling decade-long endeavours and will be reviewed periodically by the UK Government.

Focus Area	Mission
	Boost productivity, pay, jobs and living standards by growing the private sector, especially in those places where they are lagging

Focus Area	Mission
Digital Connectivity	By 2030, pay, employment and productivity will have risen in every area of the UK, with each containing a globally competitive city, and the gap between the top performing and other areas closing. By 2030, domestic public investment in R&D outside the Greater North West will increase by at least 40%, and over the Spending Review period by at least one third. This additional government funding will seek to leverage at least twice as much private sector investment over the long term to stimulate innovation and productivity growth. By 2030, local public transport connectivity across the country will be significantly closer to the standards of London, with improved services, simpler fares and integrated ticketing. By 2030, the UK will have nationwide gigabit-capable broadband and 4G coverage, with 5G coverage for the majority of the population.
Spread opportunities and improve public services, especially in those places where they are weakest	
Education	By 2030, the number of primary school children achieving the expected standard in reading, writing and maths will have significantly increased. In England, this will mean 90% of children will achieve the expected standard, and the percentage of children meeting the expected standard in the worst performing areas will have increased by over a third.
Skills	By 2030, the number of people successfully completing high-quality skills training will have significantly increased in every area of the UK. In England, this will lead to 200,000 more people successfully completing high-quality skills training annually, driven by 80,000 more people completing courses in the lowest skilled areas.
Health	By 2030, the gap in Healthy Life Expectancy (HLE) between local areas where it is highest and lowest will have narrowed, and by 2035 HLE will rise by five years.
Well-being	By 2030, well-being will have improved in every area of the UK, with the gap between top performing and other areas closing.
Restore a sense of community, local pride and belonging, especially in those places where they have been lost	
Pride in Place	By 2030, pride in place, such as people's satisfaction with their town centre and engagement in local culture and community, will have risen in every area of the UK, with the gap between top performing and other areas closing.
Housing	By 2030, renters will have a secure path to ownership with the number of first-time buyers increasing in all areas; and the government's ambition is for the number of non-decent rented homes to have fallen by 50%, with the biggest improvements in the lowest performing areas.

Focus Area	Mission
Crime	By 2030, homicide, serious violence and neighbourhood crime will have fallen, focused on the worst affected areas.
Empower local leaders and communities, especially in those places lacking local agency	
Local Leadership	By 2030, every part of England that wants one will have a devolution deal with powers at or approaching the highest level of devolution and a simplified, long-term funding settlement.

2.15 The LUWP confirms the importance of a mix of social and physical capital, giving areas “*unique character and vibrancy*”. In addition, it notes that “*access to leisure and cultural amenities and safe neighbourhoods can also attract businesses to high street...leading to private sector investment in communities*”.⁷

Levelling Up and Regeneration Act

2.16 The Levelling-up and Regeneration Act 2023 is an Act of the Parliament of the United Kingdom, and came into law in October 2023. It makes provision for the setting of levelling-up missions and reporting on progress in delivering them.

Local Policy and Strategy Context

Manchester Core Strategy (July 2012)

2.17 Despite being dated, the Manchester Core Strategy remains a key Development Plan document setting-out the long-term (15 year) strategic policies for Manchester’s future development and forming the framework against which planning applications are assessed.

- 2.18 The Core Strategy’s vision has ambitions for the following:
- a successful sustainable and accessible City in the front rank of cities in Europe and the world;
 - a City with a growing economy driven by the strength of the Regional Centre and Manchester Airport which supports a successful City Region. The knowledge based economy flourishes within an entrepreneurial community, characterised by a fully skilled, inclusive working population
 - meeting the challenge of climate change at the forefront of environmental initiatives and improvements and continuing to deliver sustainable development and a more effective Green infrastructure;
 - a City with an increased and sustainable healthy population and a community which both benefits from and drives the City’s productivity upwards;
 - a City with neighbourhoods where people choose to live all their lives because they offer a wide range of quality housing and an attractive environment where locally distinctive character is conserved and enhanced. Neighbourhoods in the North and East of the City will have benefited from a significant increase in the quantity and quality of housing;
 - a City with thriving district centres, which have a distinct local character and provide a good range of accessible public services, retail and local facilities;
 - a City which is supported by transport infrastructure which provides sustainable and efficient links locally, within the City, and more widely, between the Regional Centre and workers across the City

⁷ Ibid. page 206.

Region. It will also have strong national and international connections made possible by its world class airport.

- 2.19 Policy SP 1 (Spatial Principles) identifies key spatial principles which will guide the strategic development of Manchester. These include:
- The growth of Manchester Airport will act as a catalyst for the regional economy, and will also provide the impetus for a second hub of economic activity in this part of the City.
 - The City is covered by regeneration areas including the City Centre. All development should have regard to the character, issues and strategy for each regeneration area as described in the North, East, Central and South Manchester and Wythenshawe Strategic Regeneration Frameworks and the Manchester City Centre Strategic Plan.
 - New development will maximise the potential of the City's transport infrastructure, in particular promoting walking, cycling and use of the public transport. The extension to the Metrolink network through the Oldham and Ashton lines will create key corridors for new development.
- 2.20 Policy EC 1 (Employment and Economic Growth in Manchester) seeks *“a minimum of 200 ha of employment land will be developed between 2010 and 2027 for offices (B1a), research and development (B1b), light industrial (B1c), general industry (B2) and distribution and warehousing (B8).”*
- 2.21 The policy confirms that a key location for major employment growth is Manchester Airport and the surrounding areas, which is allocated a distribution figure of 50ha.
- 2.22 Policy EC 2 (Existing Employment Space) confirms a priority to target the retention and enhancement of existing employment space and sites.
- 2.23 Policy EC 10 states that *“Wythenshawe is expected to provide 55ha of employment land within B1a offices, B1b/c research and development and light industry and B8 logistics and distribution.”* The majority of economic development will be focused on:
1. Manchester Airport and specifically Manchester Airport Strategic Site and Airport City Strategic Employment Location are suitable for aviation related development and a mix of economic development uses including offices, high technology industries, logistics, warehousing and airport hotels.
 2. University Hospital South Manchester suitable for growth related to the healthcare and biosciences and ancillary offices.
 3. Existing employment sites along:
 - West Wythenshawe Development Corridor - Oaks Business Park (B1) and Roundthorn Industrial Estate (B8);
 - East Wythenshawe Development Corridor - Sharston Industrial Estate (B8), Atlas and Concord Business Parks (B1) and Ringway Trading Estate (B8).
 4. The district centres of Wythenshawe, Northenden and the proposed centre at Baguley will all be suitable for mixed use local employment provision serving their catchment area.
- 2.24 Development and infrastructure provision will be supported which strengthens transport connections between Roundthorn Industrial Estate, University Hospital South Manchester, Airport City and Manchester Airport. The Council will seek to maximise the opportunities to enhance this spatial cluster of key employment uses.
- 2.25 Development proposals and planning applications should have regard to:

- Ensuring employment opportunities are made accessible to local communities, particularly those at Manchester Airport;
 - Locations with good access to the national motorway network M56 and M60 and their suitability for logistics;
 - Proposed extension to Metrolink and new stops plus improved bus routes;
 - Delivery of low and zero carbon decentralised energy schemes and energy projects within Strategic Employment Locations.
- 2.26 Policy EC 11 confirms that Airport City Strategic Employment Location is a significant opportunity area for employment development in Manchester. The policy states that development of this location - which comprises the area associated with the Site - will be promoted as the core of a wider Airport City opportunity, promoting functional and spatial links with nearby parts of Wythenshawe to maximise the catalytic potential of the airport to attract investment and increase economic activity.
- 2.27 The area is considered suitable for high technology industries, logistics, offices, warehousing and ancillary commercial facilities which will support further the business destination role at Airport City.
- 2.28 Any development in this area should support the vision of the Core Strategy and complement the role of the Regional Centre and other centres in Greater Manchester.
- 2.29 Development should also:
- maximise the employment and training opportunities and other regeneration benefits for local communities; and,
 - take full advantage of the existing transport hub at Manchester Airport and proposed extension of Metrolink and the South East Manchester Multi Modal Scheme (SEMMMS) road scheme, through layout and traffic management measures, such as the quantity of parking.
- 2.30 Any development proposal should be set within the context of a comprehensive scheme for the Strategic Location. This will have regard to access, delivery, design and layout, flood risk through the Manchester - Salford - Trafford SFRA, energy infrastructure, the scale of uses within the area and take full account of Baguley Brook and any wildlife in this corridor, in accordance with relevant Development Plan policies.

Places for Everyone (PfE)

- 2.31 Places for Everyone (PfE) is a Joint Development Plan of nine Greater Manchester districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan). PfE took effect and became part of the statutory development plan for each of the nine PfE authorities on March 21, 2024.
- 2.32 The Joint Development Plan identifies the following objectives and themes relevant to the application proposals:
- **Renewed Vision;** it is recognised that investing in town centres provides the opportunity to drive recovery and a real opportunity to support the transition of centres as they experience the continued (and possibly accelerated) decline in their traditional retail role.
 - **Good Jobs;** details, amongst others, that further improvements in transport connections are required to maximise the benefits of economic activity and deliver genuinely inclusive growth.
 - **Good Homes;** cross-references the Greater Manchester Housing Strategy and confirms that the plan sets out an ambition for the boroughs to enable the delivery of their share of Greater Manchester's 50,000 additional affordable homes over the plan period as well as the requirement for all homes to meet the nationally described space standards and the 'accessible and adaptable' standard as set out in Part M of the Building Regulations.

- **Good Places;** neighbourhoods need to be inclusive, well-designed, resilient, safe and well served by local services.
- **Brownfield Preference;** districts have looked to maximise the contribution of brownfield land. The PfE plan is identified within this context as supporting the continued renewal of town centres.
- **Becoming Carbon Neutral by 2038;** confirms the Greater Manchester ambition to be a carbon neutral city-region by 2038. A key element of this is to set out a pathway for new development to be net zero carbon by 2028 at the latest.
- **Infrastructure;** cross-references the 'refreshed' Greater Manchester Transport Strategy 2040. The Transport Delivery Plan details that capacity enhancements to rail and Metrolink networks are proposed along with reform of the bus market.
- **Key Challenges for the PfE Plan;** the plan is identified as needing to deliver high levels of economic growth and the highest possible quality of life for residents and to address existing problems.
- **Strategic Objectives;** ten objectives are identified, including the requirement to prioritise the use of brownfield land; focusing new homes within town centres; securing development in well-connected locations; and ensure infrastructure provision to deliver an inclusive and accessible transport network.
- **Inclusive Growth;** the central theme of the spatial strategy is to deliver inclusive growth. Making the most of the key locations and assets best-placed to support economic growth and creating more favourable conditions for growth by providing high quality investment opportunities which help to address disparities are specifically identified.
- **Efficient Use of Land Resources;** directs local authorities to make as much use as possible of suitable previously-developed (brownfield) land and vacant buildings when meeting development needs in order to help address dereliction and bring investment into existing urban areas, supporting their regeneration. Development is required to be undertaken at an appropriate density but that securing higher densities in the most accessible locations will help maximise modal-shift and deliver a sustainable pattern of development.

2.33 'Policy JP-J1: Supporting Long-Term Economic Growth' places emphasis on the following measures:

- A. Maintaining a very high level of economic diversity across our boroughs
- B. Facilitating the development of high value clusters in key economic sectors such as:
 - a. Advanced manufacturing;
 - b. Digital and cyber;
 - c. Health innovation, including life sciences;
 - d. Low carbon goods and services;
 - e. Business, financial and professional services;
 - f. Logistics.
- C. Making the most of major assets of the sub-region, such as:
 - a. The high concentration and range of research assets
 - b. The large pool of graduates
 - c. Highly productive businesses in every sector of our economy
 - d. Existing transport infrastructure such as Manchester Airport, Manchester Ship Canal, public transport networks and the motorway network

- e. Major proposed transport improvements such as Northern Powerhouse Rail
 - D. Grasping the economic opportunities from the global transition to a low carbon economy
 - E. Providing the high-quality, sustainable living environments that will help to attract and retain skilled workers
 - F. Supporting local job growth, by seeking agreement with employers and developers, including housebuilders, to enter into local labour and training agreements through planning obligations and other mechanisms where appropriate
 - G. Maximising the potential of the key growth locations set out in JP-Strat1 to JPStrat12 to deliver inclusive growth across the sub-region by ensuring that employment growth opportunities are well connected and accessible to all residents
- 2.34 'Policy JP-J2: Employment Sites and Premises' targets a diverse range of employment sites and accessible premises, offering opportunities for all types and sizes of businesses.
- 2.35 'Policy JP-STRAT10: Manchester Airport' targets the sustainable growth of Manchester Airport and its surrounding locality. The policy targets enhancement of the accessibility and connectivity of the area, which should be maximised by the following:
- Completing the development of Airport City immediately around the airport, which will provide a total of around 500,000 sqm of office, logistics, hotel and advanced manufacturing space (See Manchester Local Plan);
 - Continuing to develop 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 (See Policy JP Allocation 3.1 'Medipark' and Manchester Local Plan);
 - Delivering around 60,000 sqm of office floorspace around the new Airport Station (See Policy JP Allocation 3.2 'Timperley Wedge');
 - Providing around 1,800 new homes to the west of the M56 at Timperley Wedge, up to 2039 (See Policy JP Allocation 3.2 'Timperley Wedge');
 - Providing sufficient development opportunities to take full advantage of the introduction of Northern Powerhouse Rail (NPR) into this location.

3 Economic Baseline

3.1 To understand the potential economic impacts of the Proposed Development of the Site, it is important to examine the relevant socio-economic profile. The approach focuses on two spatial scales:

- **Local:** the Manchester administrative area.
- **Regional:** the North West administrative area.

3.2 Analysis of the socio-economic baseline of relevance to the Site includes:

- **Population composition.**
- **Economic activity and employment** which shows the proportion of people of working age.
- **Local labour market** identifying employee jobs by sector and their occupation.
- **Commuting patterns** showing the in-commuting residence of people who work in Manchester and the most popular out-commuting locations.
- **Unemployment and worklessness** showing the economic activity and claimant count.

Population Composition

3.3 Table 3.1 confirms that, as of the latest available data for 2024, Manchester had an estimated resident population of 589,670 people.

TABLE 3.1: RESIDENT POPULATION (2024 ESTIMATES)

	Manchester		North West	
	No.	%	No.	%
All People	589,670	100	7,737,414	100
Males	294,216	49.90	3,809,909	49.24
Females	295,454	50.10	3,927,505	50.76

Source: ONS Population estimates

Economic Activity and Employment

3.4 Table 3.2 confirms that there are 417,700 working age residents living in Manchester, which equates to 70.8% of the total resident population. The working age population in Manchester is higher than across the North West region (62.6%).

TABLE 3.2: RESIDENT WORKING AGE POPULATION

	Manchester		North West
	No.	%	%
All People	417,700	70.8	62.6
Males	208,721	70.9	63
Females	208,979	70.7	62.2

Source: ONS Population estimates

- 3.5 Table 3.3 sets out the economic activity profile – including employment and unemployment rates - for Manchester between October 2024 and September 2025, benchmarked against the North West region.
- 3.6 For all people (male and female), the percentage of economically active residents in employment in Manchester is marginally lower than the North West average. The total percentage of all people as employees in Manchester is also lower than the North West average. The data illustrates a marginally higher proportion of self-employed people in Manchester compared with the North West.
- 3.7 The total percentage of all people unemployed is also higher in Manchester (6.6%) than in the North West (4.1%) and also Great Britain (4.3%).

TABLE 3.3: ECONOMIC ACTIVITY, EMPLOYMENT & UNEMPLOYMENT (OCT 2024 - SEPT 2025)

	Manchester		North West
	(numbers)	(%)	(%)
All people			
Economically active	316,500	78.7	77.5
In employment	295,700	73.6	74.2
Employees	258,900	64.3	65.4
Self-employed	36,200	9.2	8.6
Unemployed	20,700	6.6	4.1
Males			
Economically active	172,400	87	80.1
In employment	156,900	79.4	76.4
Employees	135,200	68.3	65
Self-employed	21,700	11.1	11.2
Unemployed	15,500	9	4.5
Females			
Economically active	144,100	70.6	74.8
In employment	138,800	68	72
Employees	123,700	60.4	65.8
Self-employed	14,500	7.3	6.1
Unemployed	Unknown	Unknown	3.7

Source: ONS Annual Population Survey

Local Labour Market

- 3.8 Table 3.4 confirms that Manchester has a marginally higher percentage (72.8%) of employees in full-time jobs than the North West average (69.3%).
- 3.9 The most prevalent employment roles in Manchester are within professional, scientific & technical (PST) activities; human health and social work activities; administrative and support service activities; and wholesale and retail trade/ repair of motor vehicles and motorcycles. This is summarised within Table 3.4 below.

TABLE 3.4: EMPLOYEE JOBS BY INDUSTRY (2024)

	Manchester	Manchester	North West
	(Employee Jobs)	(%)	(%)
Total Employee Jobs	453,000	-	-
Full-Time	330,000	72.8	69.3
Part-Time	122,000	26.9	30.7
Employee Jobs By Industry			
B : Mining And Quarrying	50	0	0.1
C : Manufacturing	12,000	2.6	8.7
D : Electricity, Gas, Steam And Air Conditioning Supply	1,000	0.2	0.4
E : Water Supply; Sewerage, Waste Management And Remediation Activities	800	0.2	0.7
F : Construction	9,000	2	4.9
G : Wholesale And Retail Trade; Repair Of Motor Vehicles And Motorcycles	49,000	10.8	14
H : Transportation And Storage	29,000	6.4	4.7
I : Accommodation And Food Service Activities	36,000	7.9	7.5
J : Information And Communication	25,000	5.5	3
K : Financial And Insurance Activities	25,000	5.5	2.4
L : Real Estate Activities	15,000	3.3	1.9
M : Professional, Scientific And Technical Activities	60,000	13.2	9.6
N : Administrative And Support Service Activities	52,000	11.5	8.7
O : Public Administration And Defense; Compulsory Social Security	24,000	5.3	5.1
P : Education	43,000	9.5	8.3
Q : Human Health And Social Work Activities	53,000	11.7	15.9
R : Arts, Entertainment And	10,000	2.2	2.3
S : Other Service Activities	9,000	2	1.6

Source: ONS Business Register and Employment Survey

- 3.10 In terms of long-term unemployment, at the UK level, the 'Wholesale and Retail Trade; Repair of Motor Vehicles and Motorcycles' sector accounts for the highest number of unemployed individuals, at approximately 185,000 people. This is followed by the 'Accommodation & Food Services' sector which accounts for approximately 145,000 unemployed people. The 'Professional, Scientific and Technical Activities' sector represents a further c.102,000 people experiencing long-term unemployment.
- 3.11 Table 3.5 confirms that the average weekly pay (gross) for all full-time workers in Manchester is far higher than the North West average, on both a gross week pay and hourly pay basis.

TABLE 3.5: EARNINGS BY PLACE OF WORK (2025)

	Manchester	North West
	(£/Wk)	(£/Wk)
Gross Weekly Pay		
Full-Time Workers	794.8	734.2
Male Full-Time Workers	873.7	786.1
Female Full-Time Workers	746.4	683.7
Hourly Pay - Excluding Overtime		
Full-Time Workers	21.59	19.05
Male Full-Time Workers	23.33	19.74
Female Full-Time Workers	20.35	18.25

Source: ONS annual survey of hours and earnings

- 3.12
- Table 3.6 sets out the occupations held by employed residents of Manchester set against the North West average over the period October 2024 – September 2025.
- 3.13
- The data shows that Manchester has a higher overall proportion of residents in the most senior occupational groups (Groups 1-3) compared with the North West average. While the city records a lower proportion of ‘manager, directors and senior officials’ and ‘associate professional occupations’, it has a significantly higher share of employment in ‘professional occupations’, which drives the overall uplift in higher-level roles.
- 3.14
- There is also a higher proportion of employees with roles in ‘elementary occupations’ in Manchester compared with the North West.

TABLE 3.6: EMPLOYMENT BY OCCUPATION (OCT 2024 – SEPT 2025)

	Manchester		North West	
	Numerator	(%)	Numerator	(%)
1: managers, directors and senior officials (SOC2020)	25,100	8.5	349,200	9.9
2: professional occupations (SOC2020)	111,100	37.6	944,300	26.8
3: associate professional occupations (SOC2020)	38,200	12.9	491,600	14
4: administrative and secretarial occupations (SOC2020)	16,200	5.5	336,700	9.6
5: skilled trades occupations (SOC2020)	18,000	6.1	295,800	8.4
6: caring, leisure and other service occupations (SOC2020)	24,300	8.2	331,000	9.4
7: sales and customer service occupations (SOC2020)	17,100	5.8	218,100	6.2
8: process, plant and machine operatives (SOC2020)	15,900	5.4	208,400	5.9
9: elementary occupations (SOC2020)	29,300	9.9	327,700	9.3

Source: ONS Annual Population Survey

Commuting patterns

- 3.15
- Data has been utilised from the 2021 Census for the determination of commuting patterns to and from Manchester.

- 3.16

Commuting inflow data (see Table 3.7) demonstrates that the level of containment in Manchester (i.e. employment in Manchester undertaken by residents) is 62.87%. The largest inflows of labour are from Stockport, Salford, Trafford and Tameside. This demonstrates that Manchester is a net importer of labour from households residing in surrounding locations.
- 3.17

Census 2021 data also confirms that largest outflows of residents for employment are to Trafford, Stockport, Salford and Oldham.

TABLE 3.7: COMMUTING INFLOWS (INTO MANCHESTER)

	Manchester		Stockport		Salford		Trafford		Tameside	
	No.	%	No.	%	No.	%	No.	%	No.	%
Inflows	181,039	62.87	15,316	5.32	14,595	5.07	14,205	4.93	12,061	4.19

Source: ONS, Census 2021

4 Economic Impact Analysis

Introduction

- 4.1 This section sets out the expected economic impacts generated from the proposed redevelopment of the Site during both the construction phase and operational lifetime.
- 4.2 The assessment focuses on two spatial scales:
 - **Local:** the Manchester administrative area.
 - **Regional:** the North West administrative area.

Construction Phase Impacts

- 4.3 The construction of the Proposed Development will generate investment in the construction sector and supply chain, which will sustain construction employment and economic output (in the form of GVA) within the local Manchester administrative area and the wider North West economy.
- 4.4 A Stage 3 Cost Estimate been prepared on behalf of the Applicant by consultancy AtkinsRealis. The Cost Estimate assesses the present day construction cost of the Detailed Element of the Proposed Development.
- 4.5 The Cost Estimate includes allowances for site-wide preparation and infrastructure costs, plus Main Contractor’s on costs and contingency budgets. The total estimated cost of the Detailed Element is £50,625,000. A summary of the total estimated cost is presented in Table 4.1 below.

TABLE 4.1: SUMMARY OF ESTIMATED CONSTRUCTION COSTS | DETAILED ELEMENT

Unit/ Plot	Use(s)	Total GIA (ft²)	Total Cost (£)	£/ft²
A1	Office/ R&D/ Light Industrial	30,516	£5,430,000	£177.94
A2, A5 & A7	Office/ R&D/ Light Industrial; Retail	42,141	£9,687,000	£229.87
MSCP	MSCP; Retail	444,043	£35,508,000	£79.97
Total:		516,699	£50,625,000	£97.98

Source: AtkinsRealis

- 4.6 The Outline Element of the Proposed Development is not yet fixed or defined in sufficient detail to allow a detailed cost estimate to be produced. In the absence of this, and as a proxy, CBRE has applied the relevant construction cost rate (£/ft²) from the Detailed Element Cost Estimate to the corresponding Outline Elements. The resulting estimated construction cost budget generated is £188.87m. This is presented in Table 4.2 below.

TABLE 4.2: SUMMARY OF ESTIMATED CONSTRUCTION COSTS | OUTLINE ELEMENT

Plot	Use(s)	Total GIA (ft²)	Total Cost (£)	£/ft²
Parcel A	MSCP	153,924	£12,310,000	£79.97
Parcel A	Office/ R&D/ Light Industrial/ General Industrial/ Hotel	378,889	£67,420,000	£177.94
Parcel B	Office/ R&D/ Light Industrial/ General Industrial/ Hotel	248,646	£44,245,000	£177.94
Parcel C	Office/ R&D/ Light Industrial/ General Industrial/ Hotel	191,813	£34,130,000	£177.93
Parcel D	Office/ R&D/ Light Industrial/ General Industrial/ Hotel	172,868	£30,760,000	£177.94
Total:		1,146,140	£188,865,000	£164.78

Source: AtkinsRealis; CBRE

- 4.7 The total construction cost presented in Table 4.2 is indicative and reflects an optimistic assumption, which assumes the Outline Element will deliver a mix of uses consistent with those in the Detailed Element. Should alternative uses be brought forward as part of the Outline Element, e.g. a hotel, the applicable construction cost rate (£/ft²) would be expected to alter (increase) accordingly.

Temporary Employment

- 4.8 To assess the employment impact of this expenditure CBRE has drawn on published construction labour coefficients produced by the Homes and Communities Agency ('HCA,' now operating as Homes England). This expresses the number of temporary workers required over one year to deliver £1m of construction investment. CBRE has adopted the 'private commercial' coefficient of 16.60.
- 4.9 In the absence of a precise rate of annual expenditure, CBRE has adopted an average annual rate of expenditure for the Proposed Development over the total anticipated 9-year (Q4 2026 to 2035⁸) programme of works.
- 4.10 This generates an estimate that the Proposed Development could directly support 3,976 gross person-years of temporary construction employment over the anticipated 9-year period, reflecting an average of c. 398 temporary jobs per annum.
- 4.11 This is the total gross number of jobs supported directly on and off site by the construction of the Proposed Development.
- 4.12 To calculate the net additional employment impact, which reflects the total of direct, indirect and induced employment impacts, it is necessary to account for a set of wider economic factors termed deadweight, leakage, and multiplier effects. In simple terms, these can be described as follows:
- **Deadweight:** a measurement of the economic effects that would occur in the absence of the Proposed Development. In this case, if the Proposed Development were not to proceed, there would be no construction investment and therefore no additional employment opportunities created. It is therefore set at zero.
 - **Leakage:** a measurement to address the extent to which construction phase economic effects will benefit areas outside the target area. For this assessment, CBRE has addressed leakage at both the scale of the Manchester administrative area and wider North West administrative area. As shown in

⁸ CBRE has assumed completion by Q4 2035 for the purposes of this assessment

Table 3.7, the level of employment containment in Manchester is 62.87%, with 37.13% of jobs in the administrative area taken by incoming commuters living elsewhere. In addition, approximately 97.96% of jobs in Manchester are taken by people residing in the North West region, with leaking of roles to employees living outside of the region at a rate of c. 2.04%. Reflecting this, CBRE has allowed for leakage of 37.13% at the Manchester area scale and 2.04% for the North West.

- **Displacement:** a measure of the impact of the competition for resources arising from the Proposed Development on other existing businesses within the assessment area. For the purposes of this construction phase assessment CBRE has applied a displacement rate of 38.00% at the Manchester scale and a lower rate of 21.50% at the North West regional scale. As appropriate, where specific local information is unavailable, this reflects the respective sub-regional and regional mean displacement rates identified in research conducted by BIS/CEA and reflected in the HCA's Additionality Guide⁹.
- **Multiplier Effects:** an assessment of the additionality generated indirectly via purchases from companies in the supply chain and via induced effects represented by the purchases in the economy via wage expenditure of those employed in businesses impacted by the investment. CBRE has applied the sub-regional and regional (mean) composite multipliers of 1.25 and 1.45, respectively, as published within the HCA's Additionality Guide¹⁰ as the relevant measure for Manchester and the North West region.

4.13 The additionality factors are summarised in Table 4.3.

TABLE 4.3: CONSTRUCTION IMPACTS: ADDITIONALITY ASSUMPTIONS

Construction Stage Additionality Metric	Manchester	North West
Deadweight	0.0%	0.0%
Leakage	37.13%	2.04%
Displacement	38.00%	21.50%
Multiplier	1.25	1.45

4.14 When reflecting the above factors, the economic impact of the construction of the Proposed Development will generate an average of 493 net additional employment opportunities annually within the North West over a 9-year period, of which 215 employment opportunities would be expected to be created within Manchester. This is summarised within Table 4.4.

TABLE 4.4: TEMPORARY ANNUAL CONSTRUCTION EMPLOYMENT IMPACTS

Construction Stage Employment Additionality	Manchester	North West
Gross Jobs (person years)		3,976
Gross Jobs (per annum of construction prog.)		398
Deadweight	0	0
Leakage	(164)	(9)
Displacement	(106)	(93)
Multiplier Impacts	43	153
Net Additional Employment (per annum)	215	493

⁹ HCA (2014) Additionality Guide Fourth Edition

¹⁰ HCA (2014) Additionality Guide Fourth Edition

- 4.15 When disaggregated by the Detailed and Outline Elements [of the Proposed Development], the temporary construction employment impacts present the following net additional annual employment averages¹¹.

TABLE 4.5: TEMPORARY ANNUAL NET ADDITIONAL EMPLOYMENT | BY ELEMENT

Element	Manchester	North West
Detailed	205	469
Outline	197	451

Temporary Construction Productivity

- 4.16 GVA is the measure of value of output contribution created (i.e. turnover), net of inputs purchased to produce a good or service (i.e. production of the output / intermediate consumption), and therefore represents a key measure of economic productivity. GVA is used to determine gross domestic product ('GDP') which is a barometer of national economic prosperity and growth.
- 4.17 The ONS publishes data for "subregional productivity: labour productivity indices by local authority district," which reports an annual labour productivity (per GVA) per job filled of £71,724 for Manchester, as at 2023. Utilising the ONS GDP deflator to adjust forward (to available data as at 2025), this equates to a GVA per job of £74,625.
- 4.18 Applying the GVA per job to the net additional employment impact generated by construction of the Proposed Development indicates that an additional £36.76 million in GVA could be generated annually across the North West region during the construction period. This is inclusive of £28.456 million generated locally in Manchester.
- 4.19 Over the expected 9-year construction period for the Proposed Development, this equates to £330.84 million in GVA generated within the North West region of which £257.04 million is estimated to be generated locally within Manchester. This is summarised in Table 4.6.

TABLE 4.6: TEMPORARY CONSTRUCTION PHASE PRODUCTIVITY IMPACTS (Q4 2026 – Q4 2035)

Construction Stage GVA Generation	Manchester	North West
Direct (Net) GVA Impact (Annual) (£)	25,350,000	
Indirect / Induced GVA Impact (Annual) (£)	3,210,000	11,410,000
Net Additional GVA Impact (Annual) (£)	28,560,000	36,760,000
Net Additional GVA Impact (Total) (£)	257,040,000	330,840,000

- 4.20 The net additional construction stage GVA impact per annum, disaggregated by the Detailed and Outline Elements of the Proposed Development, is summarised in the following table.

¹¹ Note: the assessment assumes an overall development period of 9 years. However, the indicative programme shows an overlap between the Detailed Element and Outline Element delivery phases. Construction of the Detailed Element has been assumed to take place over a consecutive c. 2 year period, although indicative phasing suggests a possible gap and extended overall delivery timeframe. Construction of the Outline Element is assumed over approximately 7.75 years. This creates a discrepancy when comparing annualised figures for the overall Proposed Development with those generated by each Element.

TABLE 4.7: TEMPORARY CONSTRUCTION PHASE NET ADDITIONAL GVA IMPACT PER ANNUM | BY ELEMENT

Element	Manchester	North West
Detailed	27,170,000	34,960,000
Outline	26,160,000	33,670,000

Operational Effects

4.21 This section sets out the estimated economic effects generated during the operational phase of the Proposed Development at the Site, following construction.

4.22 Based on the indicative construction phasing, operational effects are anticipated to occur from Q3 2027 as phased completions occur. These impacts will build progressively and are expected to be fully realised by Q4 2035, when the Proposed Development reaches practical completion and becomes fully operational.

4.23 CBRE has assessed the operational effects of the Proposed Development in its totality – in today's prices.

Direct Employment Creation

4.24 Direct employment will result from the operation of the proposed uses. Using industry-wide assumptions on the volume of full-time equivalent ('FTE') employees per meter of occupied floorspace, CBRE has estimated the total direct employment generated by the Proposed Development.

4.25 CBRE has adopted the following employment density assumptions:

- every 22m² GIA of Class Eg(a) retail floorspace will house 1 FTE employee
- every 52m² GIA of Class Eg(i),(ii),(iii)/ B2/ C1 floorspace will house 1 FTE employee

4.26 The above rates are considered reflective of typical employment densities and follow the HCA's Employment Density Guida, 3rd Edition (November 2015).

4.27 In relation to the proposed multi-story car park (Class: Sui Generis) floorspace, it is acknowledged that its operation would generate only limited employment. Accordingly, a notional employment density is attributed to the proposed floorspace, resulting in an estimated floorspace 11 FTE employees across the total 55,078m² GIA.

4.28 CBRE estimates that, upon completion of the Proposed Development, it will directly employ approximately 1,940 FTE persons. This is summarised below in Table 4.8.

TABLE 4.8: DIRECT OPERATIONAL GROSS FTE EMPLOYMENT

	Estimated Total FTE Jobs
Detailed Element	164
Outline Element	1,776
Total Direct Gross FTE Jobs Created	1,940

Net Additional Employment Creation

4.29 As outlined in respect of temporary construction employment, to calculate the net additional employment impact arising during the operation of the Proposed Development, which reflects the total of direct, indirect and induced employment impacts, it is necessary to account for deadweight, leakage, and multiplier effects.

- 4.30 In respect of deadweight, the Site is largely vacant, aside from an existing surface car park. CBRE understands that the current car parking operation supports a nominal number of FTE employees, and that there is sufficient car parking capacity across Manchester Airport. Under this assumption, no deadweight allocation has been applied as it is anticipated car parking operatives can be redeployed on other sites in the portfolio.
- 4.31 All other additionality assumptions have been maintained on a consistent basis with Table 4.3, as applied to the construction phase analysis.
- 4.32 CBRE estimates that the Proposed Development will generate a net additional 2,163 FTE roles across the North West of which 945 net additional roles will be created locally in Manchester.
- 4.33 This data is presented in Table 4.9.

TABLE 4.6: NET ADDITIONAL OPERATIONAL FTE EMPLOYMENT

Operational Employment Additionality	Manchester	North West
Gross Direct FTE Jobs	1,940	
Deadweight	0	
Leakage	(720)	(39)
Displacement	(463)	(409)
Multiplier Impacts	189	671
Net Additional FTE Employment	945	2,163
Detailed Element	80	183
Outline Element	865	1,980

Operational Productivity Effects

- 4.34 Applying the adjusted GVA per job (£74,625) to the net additional employment impact generated by the operation of the Proposed Development (upon completion) indicates that an additional £161.4 million in GVA could be generated annually across the North West economy (in today's prices) once fully operational. This is inclusive of £125.4 million generated locally in the Manchester economy.
- 4.35 This is summarised in Table 4.7.

TABLE 4.7: NET OPERATIONAL PRODUCTIVITY IMPACTS

Operational GVA Generation	Manchester	North West
Gross Direct GVA Impact (Annual) (£)	144,736,840	
Direct (Net) GVA Impact (Annual) (£)	111,300,000	
Indirect / Induced GVA Impact (Annual) (£)	14,110,000	50,090,000
Net Additional GVA Impact (Annual) (£)	125,410,000	161,390,000
Detailed Element (Annual) (£)	10,590,000	13,630,000
Outline Element (Annual) (£)	114,810,000	147,750,000

Business (Non-Domestic) Rates

- 4.36
- The occupation of businesses within the Proposed Development will increase the rateable value of the Site from its current baseline (i.e., deadweight) position, which will generate an additional local fiscal benefit derived via the uplift in payment of business (i.e., ‘non-domestic’) rates to Manchester City Council.
- 4.37
- These rates are utilised by the Council to fund provision of public services and represent an important source of revenue.
- 4.38
- In calculating the estimated uplift in business rates generated by the Proposed Development, CBRE has had regard to comparable data on rateable values set by the Valuation Office Agency (‘VOA’).
- 4.39
- CBRE has estimated that the net non-domestic rate payment attributable (excluding inflation) for the Proposed Development may represent an additional annual income flowing to the public purse of c. £7.6m.
- 4.40
- The revenue will ‘step up’ to the above level over the period during which the Proposed Development becomes operational (e.g. from approx. Q3 2027), with the estimated sum of £7.6m representing the estimated rate payment due once it is complete and fully operational.
- 4.41
- The calculation of estimated Business Rates is summarised in Table 4.9.

TABLE 4.9: ESTIMATED NET ADDITIONAL NON-DOMESTIC RATES

Element	Proposed Use	Use Class	GIA (m ²)	Rateable Value	Rateable Value (£/Total)	Business Rates (Standard Business Multiplier (£/Total p.a.)
Detailed	Office/ R&D/ Light Industrial	Eg(i),(ii),(iii)	6,570	£215/m ²	£1,412,550	£710,000
	Retail	Class E	655	£190/m ²	£124,450	£60,000
	MSCP (1,493 spaces)	Sui Generis	40,778	£150/m ² /unit	£223,500	£110,000
Sub-Total:						£880,000
Outline	MSCP (Est. 523 spaces)	Sui Generis	14,300	£150/m ² /unit	£78,450	£40,000
	Office/ R&D/ Light Industrial/ General Industrial/ Hotel	Eg(i),(ii),(iii), B2, C1	92,180	£145/m ²	£13,366,100	£6,680,000
Sub-Total:						£6,720,000
Total:						£7,600,000

- 4.42
- Under the present Business Rate Retention Scheme (‘BRRS’) 99% of collected rates are to be retained by the Council. This represents a financial incentive within the system to generate economic growth and job creation.
- 4.43
- The Business Rates calculation set-out Table 4.9 is an indicative estimate only and will remain subject to formal assessment and confirmation by the Council as the rating authority.

Social Impacts

- 4.44
- In addition to the economic benefits outlined above, the Proposed Development will deliver wider social benefits over the long-term in Manchester. While economic benefits can be quantified, the social value generated through placemaking is often qualitative in nature and will impact upon the overall health and wellbeing of communities and society as a whole.

4.45 The Proposed Development is expected to make positive contributions to the existing built environment and growth aspirations of Manchester. Over the construction and operational phases, the Proposed Development will support:

- the sustainable growth of Airport City and the wider locality of Manchester Airport, contributing to the delivery of a high-quality mix of employment uses capable of attracting a diverse range of businesses, particularly those operating in higher-value sectors, such as PST and advanced manufacturing.
- Providing employment and skills opportunities that are highly accessible via public transport;
- Enhancing training, skills and employability among the local workforce, particularly through construction phase training, apprenticeships, and supply-chain participation;
- Generating additional employment during both the construction and operational phases, delivering significant economic and wellbeing benefits for individuals and the wider community, including opportunities for the locally unemployed to re-enter the labour market;
- reducing car dependency by capitalising on the Site's accessible location and connectivity, encouraging employees (and visitors) to use sustainable travel options;
- delivering a mix of high-quality, energy efficient employment spaces, capable of driving future growth and supporting long-term economic resilience.

5 Conclusions

5.1 This Economic Impact Statement has been prepared for Airport City Limited Partnership ('the applicant') as an economic analysis of the proposed redevelopment of MIX Manchester (formerly Airport City North), Land To The North Of The A56 Spur, Immediately South of Wythenshawe And To The North Of Manchester Airport Manchester , M90 5AZ ('the site').

5.2 The description of the Proposed Development is as follows

'Full planning permission for development of mid-tech units (Use Class E.g.(i, ii, iii)) and multi-storey car park (Use Class Sui Generis), alongside ancillary commercial uses (Class E) with associated access, servicing, public realm and landscaping.

Outline planning permission for development of a range of uses (comprising Use Class E.g., B2, C1) alongside a Multi-Storey Car Park (Use Class Sui Generis) and ancillary commercial uses (Class E), with associated access, servicing, public realm and landscaping. All matters reserved for future determination save for primary access.'

5.3 The detailed element of the application relates to the development of three subdivisible mid-tech units and multi-storey car park, whilst the outline element provides parameters for future development via the submission of Reserved Matters application(s).

5.4 In summary the construction stage of the Proposed Development will generate the following temporary economic impacts over an anticipated 9-year delivery period (c. Q4 2026 to Q4 2035):

CONSTRUCTION IMPACTS	PROPOSED DEVELOPMENT	DETAILED ELEMENT	OUTLINE ELEMENT
Estimated direct expenditure in the construction industry	£239.49m	£50.63m	£188.87m
Total gross person-years of employment directly supported through construction investment	3,976	840	3,135
Gross jobs per annum during the estimated construction period of c. 9 years¹²	442	c. 420	c. 405
Net additional employment opportunities annually generated across the North West during construction (sum of direct, indirect, and induced employment impacts)	493	c. 469	c. 451
...of which: net additional employment opportunities annually generated in Manchester	215	c. 205	c. 197
Total net additional productivity generation in GVA in the wider North West	£330.84m	c. 69.92m	c. 260.93m
...of which: total net additional productivity generation (GVA) in Manchester	£257.04m	c. £54.34m	c. £202.74m

¹² The assessment assumes an overall development period of 9 years. The indicative programme shows an overlap between the Detailed Element and Outline Element delivery phases. Construction of the Detailed Element has been assumed to take place over a consecutive c. 2 year period, although indicative phasing suggests a possible gap and extended overall delivery timeframe. Construction of the Outline Element is assumed over approximately 7.75 years. This creates a discrepancy when comparing annualised figures for the overall Proposed Development with those generated by each Element.

5.5 Upon completion, the Proposed Development will generate long-term economic impacts over its operational lifetime. These include:

OPERATIONAL IMPACTS	PROPOSED DEVELOPMENT	DETAILED ELEMENT	OUTLINE ELEMENT
Net additional FTE employment roles created for workers across the North West	2,163	183	1,980
...of which: total net additional productivity generation (GVA) in Manchester	945	80	865
GVA generated annually across the North West	£161.39m	£13.63m	£147.75m
...of which: GVA generated locally	£125.41m	£10.59m	£114.81m
Net additional business rates revenue uplift per annum	£7.60m	£880k	£6.72m
Provision of a range of positive wider social value impacts, including employment and skills opportunities, and high-quality, energy efficient employment spaces.			

