Economic Benefits Statement

Atlas Park Development, Wythenshawe

September 2026

Turley
Economics

Contents

1.	Introduction	1
2.	Local Economic Context	3
3.	Strategic Economic Ambitions	10
4.	Economic Benefits on Completion	16
5.	Economic Benefits during Construction	24
6.	Responding to the Strategic Context	27
7.	Summary and Conclusions	29

Contact
Tom Ellis
Associate Director, Economics
tom.ellis@turley.co.uk

Ada Brahimi
Senior Consultant, Economics
ada.brahimi@turley.co.uk

Client
Aviva Life and Pensions UK Limited

Our reference
02618

September 2026

Benefits of Atlas Park, Wythenshawe

c. 36,480 sqm

of flexible storage & distribution and light industrial floorspace (Gross External Area)

Other details:
Redevelopment of land adjoining Atlas Business Park, with associated landscaping, amenity space and infrastructure and access to the site

Benefits during Construction



in the construction of the scheme, supporting the local construction sector



On-site construction jobs[1]
supported across construction (18 months)



Jobs in the wider economy
supported across Greater Manchester including 10 within Manchester



Economic boost
measured by GVA[3] during construction, including £24.7 million in Manchester

Benefits upon Completion[4]

Creating jobs for local people



On-site jobs
relating to manufacturing and logistics sectors



Jobs in the wider economy
supported across Greater Manchester, including 45 within Manchester

Boosting the local economy



Economic boost
per annum, measured by GVA, including £24.6 million in Manchester

Building on local strengths and services



Business Rates Revenue
to be collected per annum by Manchester City Council, boosting revenues to deliver local services



Aligned with the local business base
within Manchester and across wider Greater Manchester, supporting employment in an area with high levels of deprivation

Supporting diverse and flexible roles



Supporting secure employment
within a sector with an above average number of hours worked per week



Occupational variety
across a range of managerial, machine operative and elementary occupations

1 Estimated on a Full-time Equivalent (FTE) basis. All jobs figures are annual figures.
2 Estimated based on net indirect/induced FTE jobs taking into consideration the multiplier effect.
3 GVA (Gross Value Added) measure the value of output created (i.e. turnover) net of inputs used to produce a good or service (i.e. production of outputs). Put simply the GVA is the total of all revenue into businesses, which is used to fund wages, profits and taxes. Please note that the GVA estimates presented here are workplace-based, where GVA is allocated to the area in which the economic activity takes place.
4 Employment, economic output and business rate impacts are subject to operations of eventual occupiers. Quantified assumptions are based on an application of standard employment densities to an assumed mix of 20% B2 uses and 80% B8 uses.

Turley Economics

1. Introduction

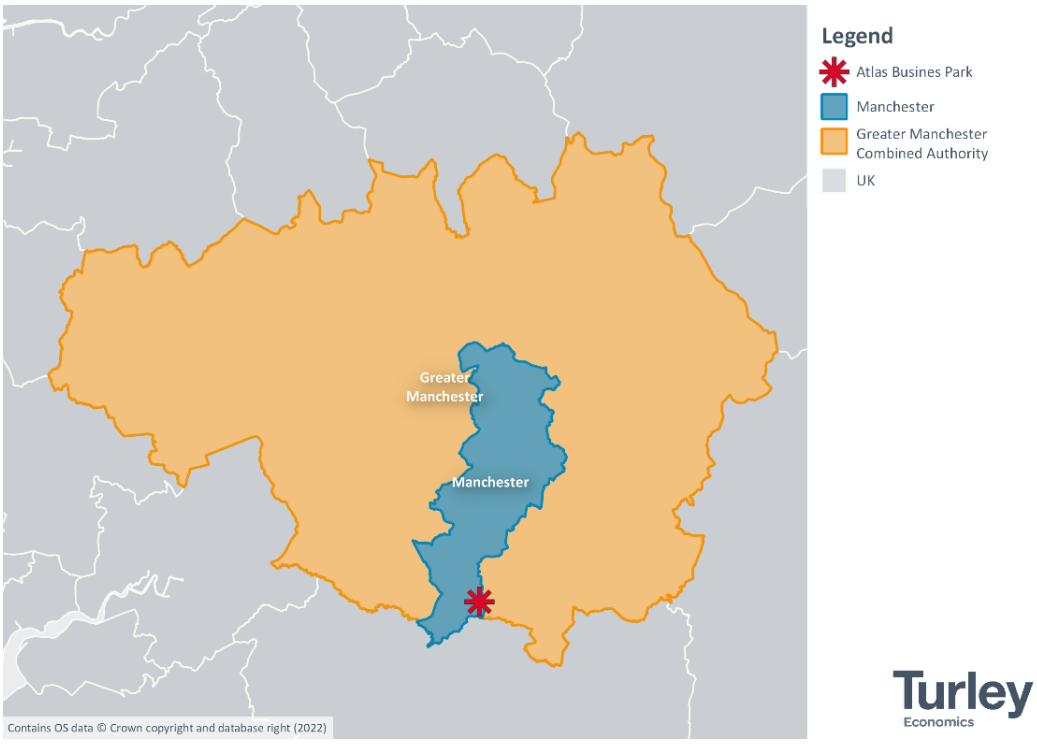
1.1 Turley Economics has been commissioned by Aviva Life and Pensions UK Limited ('the applicant') to estimate the economic benefits that could be generated through its proposals for the redevelopment of land adjoining Atlas Business Park, Simonsway, Wythenshawe ('the Site'). The proposals comprise the provision of a industrial (Use Class E(g)(iii) and B2) and logistics (Use Class B8) development comprising 7 no. warehouse units.

1.2 The description of development is as follows:

"Application for full planning permission for the demolition of one unit and the construction of seven units (light industrial (Use Class E(g)(iii), general industrial (Use Class B2) and/or storage or distribution (Use Class B8), together with ancillary offices (Use Class E(g)(i)); and associated service yards, parking, landscaping, amenity space and infrastructure, with vehicular access off Simonsway"

1.3 The location of Atlas Business Park within Manchester and Greater Manchester (GM) is shown at Figure 1.1 below.

Figure 1.1: Atlas Business Park



1.4 This assessment has been informed by the latest edition of the Additionality Guide, produced in 2014 by the former Homes and Communities Agency[1] (HCA). This allows

[1] Homes and Communities Agency (2014) Additionality Guide, 4th edition

the net additional impact of the proposed development to be quantifiably estimated, accounting for factors such as leakage, displacement and multiplier effects.

1.5 It should be noted that the planning application retains flexibility across the proposed potential uses, which will provide an additional c. 36,480 sqm Gross External Area (GEA) of floorspace across the site. Therefore, an indicative mix[2] has been defined for the purposes of the assessment as a realistic scenario as to the potential occupation of the additional floorspace.

1.6 As such, the associated figures derived from modelling (e.g. employment) are indicative at this stage, and all economic impacts to be generated by the Proposed Development are subject to the operations of eventual occupiers.

1.7 The remainder of this report is structured as follows:

- **Section 2: Local Economic Context** – a profile of the area surrounding the site and Manchester and GM more widely, to briefly introduce the individuals that stand to benefit most from the proposed development;
- **Section 3**: **Strategic Economic Ambitions** – considers the economic ambitions stated by a range of public bodies, from the Government down to Manchester City Council, to provide economic context for the proposed development at Atlas Business Park;
- **Section 4: Economic Benefits on Completion** – consideration of the number and types of jobs that will be created by the proposed development once it is operational, and their potential impact on the local economy;
- **Section 5: Economic Benefits during Construction** – a summary of the jobs that could be temporarily created while the proposed development is under construction;
- **Section 6**: **Responding to the Strategic Context** – a summary of how the proposed development responds to the economic profile of Wythenshawe and aligns to national, regional and local policy ambitions; and
- **Section 7: Summary and Conclusions** – a concise overview of the report's findings.

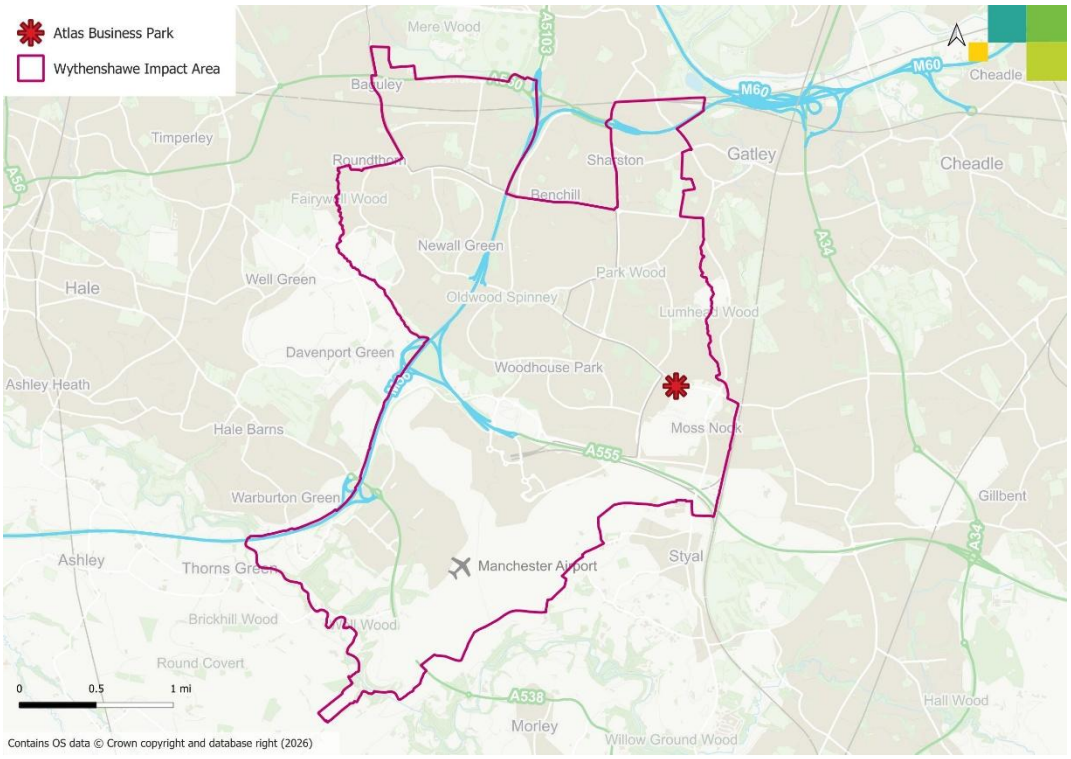
[2] Assessment assumes that 80% of floorspace is occupied for B8 uses and 20% for B2 uses.

2. Local Economic Context

2.1 This section provides a profile of the area surrounding the site and the wider city of Manchester, to briefly introduce the communities that stand to benefit most from the Proposed Development.

2.2 In order to profile Wythenshawe, three wards have been aggregated[3]. These are presented on the map in Figure 2.1, below.

Figure 2.1: Wythenshawe Impact Area



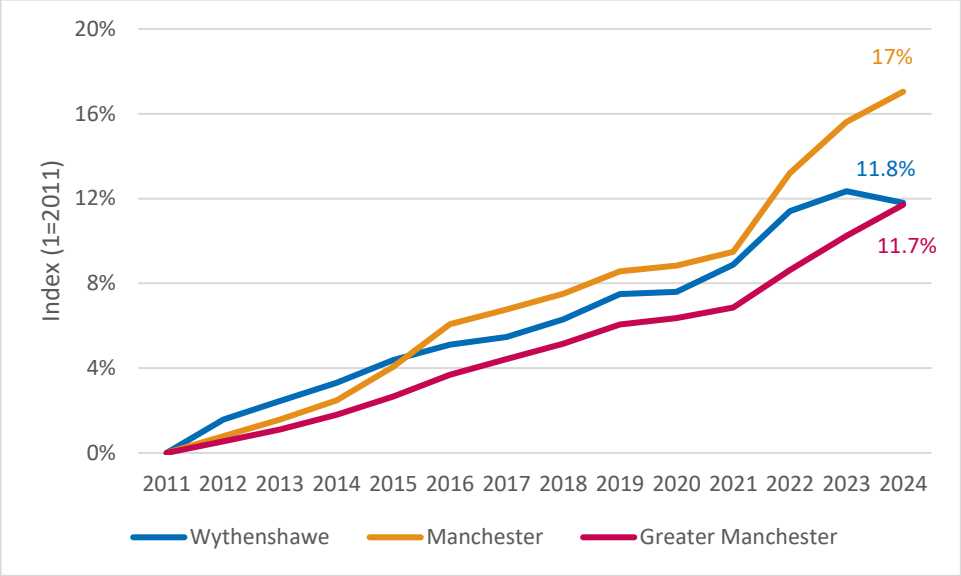
A growing population that is predominantly of working age

2.3 There are approximately c. 50,300 residents living in Wythenshawe, within close proximity to the site. The population of this area has increased by approximately 11.8% since 2011 which is a significantly lower rate of growth than the 17% seen in the city of Manchester.[4]

[3] An amalgamation of three wards was used to define Wythenshawe. These were: Woodhouse Park, Sharston and Baguley

[4] ONS (2026) 2025 mid-year population estimates

Figure 2.2: Indexed Change in Population of Wythenshawe, Manchester and GM (2011-24)



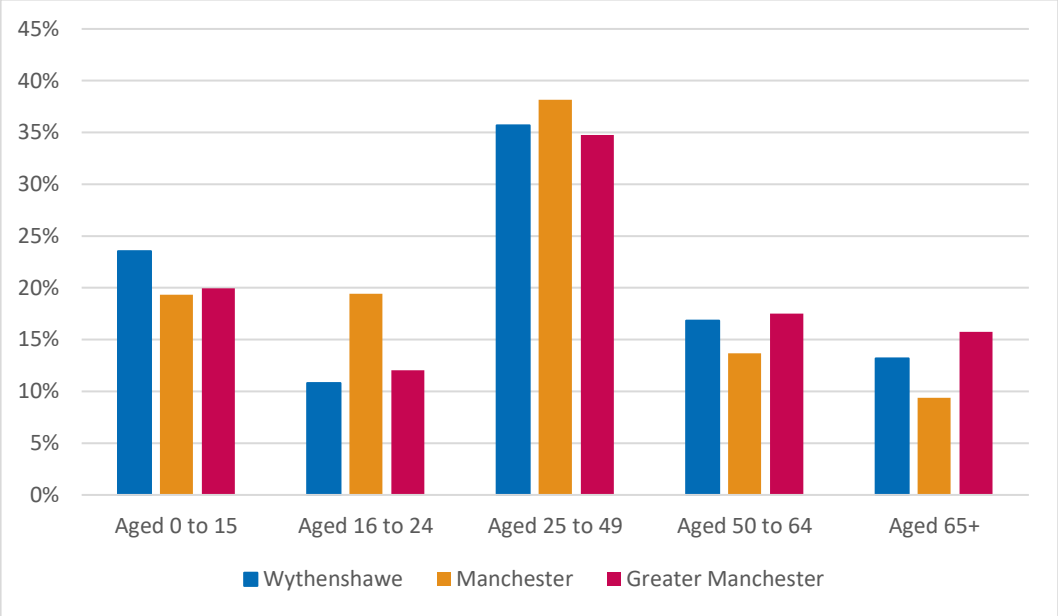
Source: ONS Population Estimates (2024); Turley analysis

2.4 As Figure 2.3 shows, Wythenshawe has a greater proportion of residents aged 0-15 than its geographical comparators. However, this trend reverses for the age cohort 16-24 where Wythenshawe has proportionally far fewer residents of this age than Manchester and marginally less than GM. This may though be indicative of large numbers of people moving into Manchester for university, thereby to skewing the figures.

2.5 Over half (52.5%) of the Wythenshawe population falls into the age cohorts that can be reasonably assumed to represent 'working age', 25-39 and 40-64, which is marginally greater than the equivalent figures for Manchester (51.8%) and GM (52.3%). This suggests that there is a reasonably large supply of labour in Wythenshawe. [5]

[5] ibid

Figure 2.3: Comparing the Age Profile of Wythenshawe, Manchester and Greater Manchester (2024)



Source: ONS Population Estimates(2024)

Unemployment and deprivation

2.6 Unemployment is an acute problem in Wythenshawe. There were 1,690 people claiming benefits associated with being out of work in Wythenshawe in July 2026, inclusive of 395 who were aged between 16 and 24[6]. This figure increases to 25,260 at the Manchester level, inclusive of 5,065 aged between 16 and 24.

2.7 The Indices of Deprivation (IoD)[7] is a measure of relative deprivation across different 'small areas' (defined as 'Lower Super Output Areas', LSOAs)[8] in England. Released in October 2025, the latest edition of the IoD is based on 55 separate indicators organised across seven distinct domains of deprivation[9], which are combined and weighted to calculate the Index of Multiple Deprivation (IMD).

2.8 The IMD ranks every LSOA nationally, from 1 (the most deprived) to 33,755 (lease deprived), as well as every Local Authority, on a scale of 1 (most deprived) to 296 (least deprived). Both geographies are then ranked across the country into ten deciles (1 being the most deprived, and 10 being the least).

[6] ONS (2026) Claimant Count. The claimant count is the number of people claiming Jobseeker's Allowance plus those who claim Universal Credit who are out of work.

[7] Ministry of Housing, Communities and Local Government (MHCLG) (2025) English indices of deprivation 2025

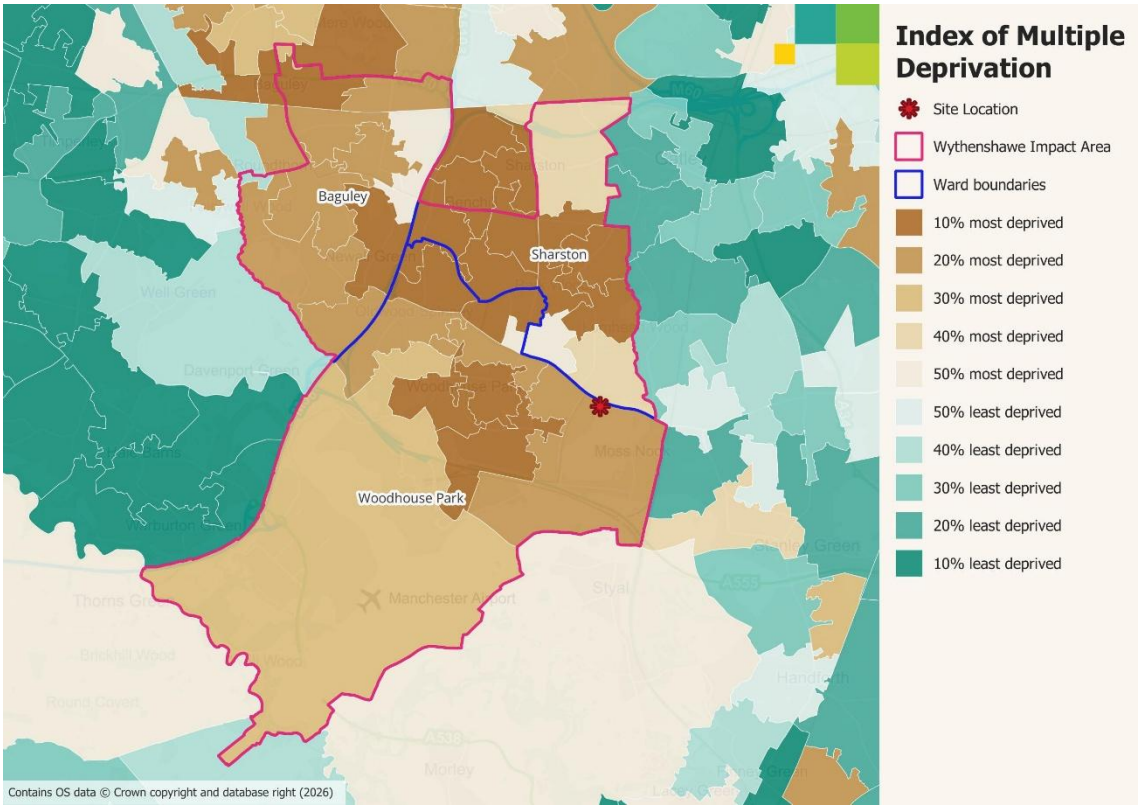
[8] Small areas are defined as 'Lower Super Output Areas' (LSOAs), which are small areas designed to be of a similar population size, with an average of approximately 1,500 residents.

[9] The seven domains of deprivation are: Income; Employment; Health & Disability; Education, Skills & Training; Crime; Barriers to Housing and Services; Living Environment.

2.9 When summarised at a Local Authority level, the area covered by Manchester ranks 4th out of England's 296 local authorities, thus indicating that it ranks within the first decile[10] for most deprived local authorities.

2.10 Of the 16 LSOAs[11] identified as being within the close vicinity of the site, 11 are in the top 10% most deprived nationally, based on the national Index of Multiple Deprivation (IMD). This includes a number of the neighbourhoods located adjacent to Atlas Business Park, as shown by Figure 2.4 below.

Figure 2.4: Index of Multiple Deprivation 2025



Source: MHCLG, 2025

Reversing employment loss

2.11 Wythenshawe reportedly accommodated approximately c. 58,700 jobs as of 2024, according to the Business Register and Employment Survey (BRES)[12]. This is substantially higher than the 2015-2024 period average (c. 53,700). However, it has

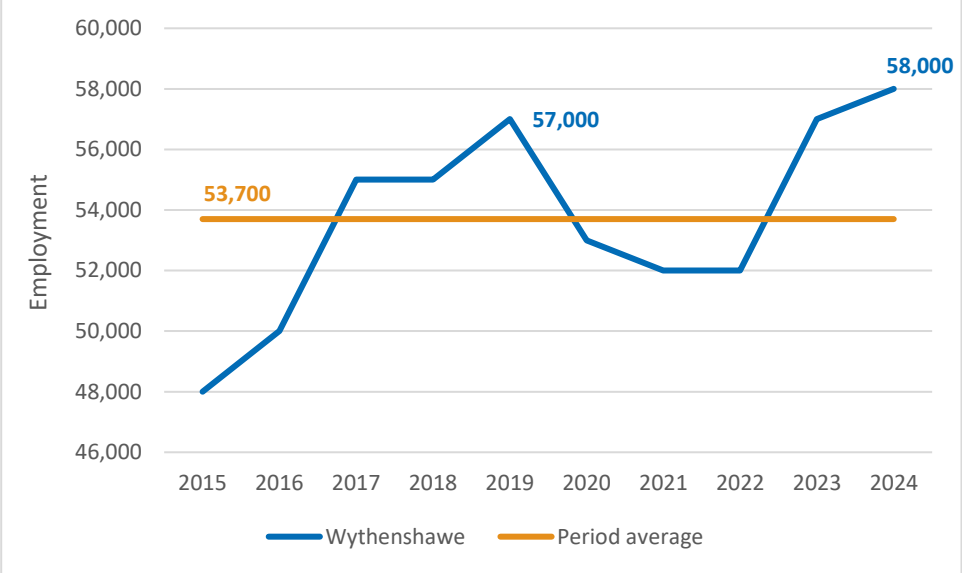
[10] The Index of Multiple Deprivation splits England's 296 local authorities into 10 different deciles, with the 1st decile being the most deprived and the 10th decile being the least. English local authorities ranked 1-29 are included in the 1st decile of deprivation, 30-59 in the 2nd, 60-89 in the 3rd, 90-118 in the 4th, 119-148 in the 5th, 149-177 in the 6th, 178-207 in the 7th, 208-237 in the 8th, 238-266 in the 9th and 267-296 in the 10th decile.

[11] Including: Manchester 052E, Manchester 053E, Manchester 053B, Manchester 053C, Manchester 053A, Manchester 051E, Manchester 050C, Manchester 050B, Manchester 050D, Manchester 050E, Manchester 052C, Manchester 052D, Manchester 052B, Manchester 052A, Manchester 048D and Manchester 049C.

[12] ONS (2024) Business Register and Employment Survey: 2024

only recently recovered and surpassed the 2019 period employment levels (c. 57,600), after a period of declining employment. This is shown in figure 2.5 below.

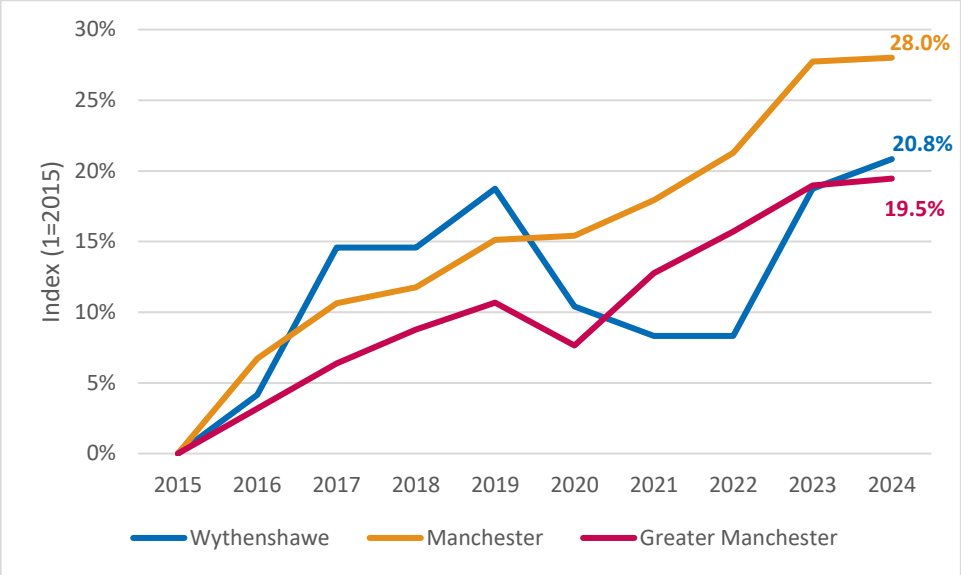
Figure 2.5: Employment level in Wythenshawe (2015 – 2024)



Source: BRES, 2024

2.12 Overall, employment has positively increased by 20.8% in Wythenshawe since 2015. Although, this is a somewhat smaller level of growth than that recorded in Manchester (28%), it is marginally greater than that of GM (19.5%). As discussed previously, a noticeable drop in employment in Wythenshawe was recorded between 2019 and 2022. The data presented in Figure 2.5 reaffirms this and suggests that Wythenshawe suffered from the economic downturn of the Covid-19 pandemic to a far greater extent. This may be due to its close proximity to Manchester Airport where economic activity was stifled as a result of restrictions placed on air travel during the pandemic. However, following the lifting of restrictions and the return of air travel to a more typical level (2022 onwards), Wythenshawe has seen a strong recovery with employment levels now exceeding those prior to the pandemic.

Figure 2.6: Benchmarking Employment Growth in Wythenshawe (2015-24)



Source: BRES, 2024

2.13 The table below breaks down the employment change in Wythenshawe by industry between 2019 and 2024 This table shows that job losses have been widespread with eight industries negatively affected. The greatest number of job losses has occurred in the Information and communication sector (c. 1,400). Both the Financial and insurance, and Health industry have experienced major losses (c. 985 and 950 respectively), while Manufacturing and Construction have experienced more modest contractions (c. 400 and c. 325 respectively).

Table 2.1: Employment change by industry in Wythenshawe (2019 – 2024)

Industry	2019	2024	2019-2024 Change
Information & communication	3,200	1,800	-1,400
Financial & insurance	1,290	305	-985
Health	10,550	9,600	-950
Manufacturing	2,800	2,400	-400
Construction	1,250	925	-325
Transport & storage (inc postal)	16,500	16,300	-200
Arts, entertainment, recreation & other services	775	625	-150
Motor trades	195	125	-70
Education	1,850	1,850	0
Agriculture, forestry & fishing	0	0	0
Wholesale	1,300	1,375	75

Public administration & defence	920	1,040	120
Mining, quarrying & utilities	15	120	105
Property	500	640	140
Accommodation & food services	3,325	3,800	475
Professional, scientific & technical	3,850	5,050	1,200
Business administration & support services	5,700	7,100	1,400
Retail	3,550	5,625	2,075

Source: BRES, 2024

Summary

2.14 Atlas Business Park is located in Wythenshawe, an area with a relatively large working age population. However, unemployment is an acute issue in the area with a considerable number of residents claiming benefits associated with being out of work and large swathes of the area are amongst the most deprived in the country.

2.15 Before 2020 and the Covid-19 pandemic, Wythenshawe had been relatively successful at creating new jobs. Employment increased by a fifth between 2015 and 2019, a greater proportional increase than that of Manchester and Greater Manchester. However, following the pandemic, employment in Wythenshawe dropped considerably and has only recently recovered to its previous levels. Several industries have been negatively affected, and experienced major job losses.

3. Strategic Economic Ambitions

3.1 This section provides strategic economic context to the proposals for the Atlas Park Development, outlining the national, sub-regional and local ambitions for economic growth as well as the identified opportunities that the proposals could help to fulfil.

National Policy and Economic Strategy Context

National Economic Policy

3.2 Since its election in July 2024, the Government has been clear in its view that *"sustained economic growth is the only route to improving the prosperity of our country and the living standards of working people"*[13]. It has stated that its *"central mission"* is to *"restore economic growth"*[14].

3.3 It has established an aim '*for the highest sustained growth in the G7 – with more people in good jobs, higher living standards, and productivity growth in every part of the United Kingdom'*[15].

3.4 In setting the milestone for establishing progress, the Government has retained the essence of its predecessor's commitment to "levelling up" by acknowledging that '*growth must be felt by everyone, everywhere, so we will track GDP per head at both a regional and national level to drive prosperity across the United Kingdom'*[16].

3.5 In this context it affirms that '*the main route to higher living standards is through good, productive jobs, stable employment, and a thriving business environment, and we believe that growth must be felt in every nation and region*'[17]

The UK's Modern Industrial Strategy

3.6 The Modern Industrial Strategy (MIS)18 sets out the Government's plan to create the conditions required to support the companies of the future to emerge, invest and deliver transformative growth.

3.7 It identifies eight sectors ('the IS-8') which it considers have the highest potential, and the frontier industries at their leading edge that support these sectors, to increase national productivity, strengthen the UK's economic security and resilience, along with supporting the country's environmental goals and the transition to net zero.

3.8 The Strategy is clear in its aim to remove planning barriers and support growth in the IS-8. The MIS confirms that the Government will enable investment and growth in city regions and clusters across the UK where the IS-8 are based. The Strategy also focusses on promoting city regions outside of London and the South-East, where economic performance has historically been focused. Tackling this comparative

[13] MHCLG (August 2024) Proposed reforms to the National Planning Policy Framework and other changes to the planning system
[14] Speeches by the Chancellor, The Rt Hon Rachel Reeves MP, on 5/8 July 2024
[15] Kickstarting Economic Growth - GOV.UK
[16] *Ibid*
[17] *Ibid*
[18] UK Government, Department for Business and Trade (June 2025), The UK's Modern Industrial Strategy

underperformance is identified as being key to economic growth and reducing inequality across regions.

3.9 Given the nature of the Proposed Development, it is noted that advanced manufacturing is one of the IS-8, with the national strategy recognising that the majority of manufacturing jobs lie outside of London and the South-East and that the sector is an important driver of innovation. The MIS states that:

"Decarbonisation, the AI revolution, and increasing global focus on economic resilience are creating unprecedented commercial opportunities for companies at the frontiers as well as those who are fastest to commercialise the latest innovations."[19]

3.10 The MIS also explicitly recognises the importance of the freight and logistics sector in making a vital contribution to the UK economy and the competitiveness of the IS-8, observing that in 2023 it contributed approximately £79.8 billion in GVA. Work by Oxford Economics is cited as showing that productivity growth nationally could be boosted by 20% if the UK were to become a global leader in the sector.

3.11 A new national plan for freight and logistics has been confirmed by the Government, which it is anticipated will continue to emphasise the importance of facilitating the sector to grow in areas of high demand and where connections to the strategic transport network are strong.

National Planning Policy Framework

3.12 The National Planning Policy Framework (NPPF)[20] provides a framework for a planning system centred around sustainable development, including the provision of homes, commercial development and supporting infrastructure.

3.13 As with previous iterations, the latest (August 2026) NPPF continues to outline the expectation that future development will play in meeting economic and social objectives, as follows:

- **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; and

- **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 well-designed, beautiful and safe places, with accessible community facilities, public service infrastructure and open spaces that reflect current and future needs and support communities' health, social and cultural well-being.

[19] Government response to the proposed reforms to the National Planning Policy Framework and other changes to the planning system consultation - GOV.UK

[20] Ministry of Housing, Communities & Local Government (2026) National Planning Policy Framework

3.14 In order that sustainable development is pursued a positive way, at the heart of the NPPF is a "*presumption in favour of sustainable development*", which requires local authorities to ensure planning policies promote a "*positive, proactive and realistic approach to encouraging sustainable economic growth*".

3.15 The NPPF sets out a range of planning policies relating to 'building a strong, effective economy', to enable businesses to invest, expand and adapt in a way that reflects the opportunities, challenges and characteristics of different areas, and supports long-term economic growth both locally and nationally.

3.16 In the context of 'providing the conditions for long-term economic growth', the NPPF highlights that sites should be allocated to implement local economic vision and strategy and to meet identified needs, paying particular regard to facilitating development to meet the needs of a modern economy (including sites and premises which are flexible and adaptable) and the specific locational requirements of different sectors.

3.17 The NPPF specifically states that this includes the need to make provision for:

"*Freight and logistics operations at a variety of scales and in suitably accessible locations that allow for the efficient and reliable handling of goods, especially where this is needed to support the supply chain (including 'last mile' deliveries), transport innovation and decarbonisation*"

Sub-Regional Policy and Strategy Context

Greater Manchester 'Places for Everyone'

3.18 The 'Places for Everyone' (PfE)[21] document sets out the Greater Manchester Combined Authority's (GMCA) spatial vision for nine local authorities. Adopted in March 2024, the purpose of the plan is to enable GM to set out strategic objectives and policies to deliver, homes, jobs and infrastructure and support economic development..

3.19 Key PfE policies of relevance to the Proposed Development include:

- **JP-S1: 'Sustainable Development'**, which states that to help tackle climate change, development should aim to maximise its economic, social and environmental benefits and minimise its adverse impacts.

- **JP-J2: 'Employment Sites and Premises'**, which seeks to maintain a diverse range of employment sites and accessible premises in terms of location, scale, type and cost, offering opportunities for all kinds and sizes of businesses, including start-ups, firms seeking to expand, and large-scale inward investment, which will help to tackle inequalities.

- **JP-J4: 'Industry and Warehousing Development'**, which seeks to deliver upwards of 3.513 million sqm of new, accessible, industrial and warehousing floorspace over the period 2022 – 2039.

[21] Greater Manchester Combined Authority (2024) Places for Everyone – Joint Development Plan Document for Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan (2022-2039)

- **Policy JP-J 1: 'Supporting Long-Term Economic Growth'**, which states that "*a thriving, inclusive and productive economy will be sought in our boroughs*"[22], outlining that there will be a focus on facilitating the development of high-value clusters in prime sectors and maximising the potential of the key growth locations, with one of these being the Manchester Airport Enterprise Zone. There is an aspiration to see increased employment activity around the airport.

- **Policy JP-Strat 9: 'Southern Areas'**, which states that "*The economic competitiveness, distinctive local neighbourhood character and environmental attractiveness of the southern areas will be protected and enhanced*".[23] In particular, the economic potential of Manchester Airport is highlighted as a key area where the benefits can be maximised.

Greater Manchester Strategy 2021-31

3.20 The Greater Manchester Strategy[24] sets out the vision for the city region to deliver growth that benefits the people of GM, the place and the planet. In order to create a greener economy within GM, the Strategy targets being the first carbon neutral city region by 2038. In addition, it aims to ensure that policies are delivered which support the diverse community of GM by targeting resources at the communities that face the greatest obstacles in life. Finally, the Strategy aims to deliver a more prosperous GM by ensuring that it is more equitable and socially responsible.

3.21 Overall, the commitments of the Greater Manchester Strategy 2021-2031 can be summarised as follows:

- Create a carbon neutral city region by 2038, with better air quality and natural environment.

- Enable the delivery of world-class smart digital infrastructure.

- Realise the opportunities from GM's world-class growth and innovation assets, enabled by specific plans including PfE, Local Growth Plans, and Industrial Strategy to open up opportunities in all parts of the city region.

- Support GM's businesses to grow sustainably, to become as prosperous as they can be.

- Support the creation of better jobs and good employment that has a purpose beyond growing shareholder value, utilising the opportunity to make a positive difference to our communities.

- Drive investment into GM's growth locations and use that to create opportunities in adjacent town and local centres.

[22] Ibid.
23 Ibid.
[24] Greater Manchester Combined Authority (2021) Greater Manchester Strategy 2021-2031

Local Policy and Strategy Context

Manchester Core Strategy

3.22 Manchester's Core Strategy[25] was adopted in 2012 and sets out the planning principles and policies that will deliver Manchester City Council's (MCC) vision for the city as one "*with a growing economy*" and with "*an increased and sustainable healthy population and a community which both benefits from and drives the City's productivity upwards*"[26].

3.23 Policy EC1 – Employment and Economic Growth in Manchester identifies Manchester Airport and the surrounding area as a key location for major employment growth, with distribution and warehousing being a central part of this.

3.24 The Core Strategy divides the Local Authority area into five Regeneration Areas (RA). **CS Policy SP1** (Spatial Principles) provides key spatial principles to guide the strategic development of the city as a whole and each of the RAs have more specific principles and locations for strategic development based upon a thorough review of challenges and opportunities in that area.

3.25 The site is located within the Wythenshawe Regeneration Area (**CS Policy EC10**) which is expected to provide 55ha of employment land within B1a offices, B1b/c research and development and light industry and B8 logistics and distribution over the plan period. A key objective of the area is to fully realise the economic and other benefits of proximity to the Airport for the Wythenshawe residents. Atlas Business Park is recognised as a location for continued economic development as part of the East Wythenshawe Development Corridor. Furthermore, this policy seeks to ensure that employment opportunities at Manchester Airport are made accessible to local communities.

3.26 **CS Policy EC1** (Employment and Economic Growth in Manchester) supports the economic growth of the City and recognises the significant contributions to economic growth and productivity made by industrial, logistics and office-related uses. Land around Manchester Airport is identified as one of the key locations for employment development. This includes the continued social, economic and environmental regeneration of the City.

Wythenshawe Town Centre Development Framework (Draft)

3.27 In July 2022, MCC published their draft development framework for Wythenshawe Town Centre.[27] Although Atlas Business Park is not located within Wythenshawe Town Centre, this framework nevertheless provides an important context to MCC's overall regeneration ambitions for Wythenshawe.

3.28 The framework underlines that Wythenshawe has suffered with high levels of unemployment, poverty and deprivation. However, it also notes that in recent years

[25] Manchester City Council (2012) Manchester's Local Development Framework: Core Strategy Development Plan Document
[26] Ibid.
[27] Manchester City Council (2022) Wythenshawe Town Centre: Development Framework Draft

property prices have risen rapidly and there has been significant investment in local schools, hospitals and transport infrastructure.

3.29 A central component of the vision for Wythenshawe Town Centre is around employment, with the need for improved employment opportunities a focus to reactivate the area.

Summary

3.30 Planning and economic strategy as expressed through the NPPF at a national level, and locally through PfE and MCC's Core Strategy highlights the importance of sustainable economic growth. Growing the economy of Manchester and the wider city region, along with its population and workforce, is a key local objective, and local policy and strategy emphasises that significant levels of industrial development will be required in order to do so.

4. Economic Benefits on Completion

4.1 This section presents the quantified economic impacts likely to be generated by the proposed development when complete and fully occupied. These impacts will all be net additional relative to the existing state of the site, which is understood to not currently support employment.

Gross jobs created on site

4.2 The number of jobs accommodated on site will depend on the profile of the eventual occupier(s). Planning permission is being sought for a mix of B2 and/or B8 use, with the former typically leading to a more intensive use of space – according to guidance published by the former Homes and Communities Agency[28] – but the latter presumably more likely to prevail in this logistics-led scheme.

4.3 If the new facility is occupied in a manner comparable to a regional distribution centre, it is estimated that c. 475 full-time equivalent gross jobs will be accommodated on site[29]. However, assuming that the scheme comes forward in an 80/20 logistics/industrial and manufacturing mix, then it is estimated there will be **approximately 570 full-time equivalent gross jobs** on site.[30]

Net additional employment

4.4 While the above provides an indication of the number and type of jobs likely to be created on site, in gross terms, the *net additionality* of these jobs can also be estimated. This is a term that is used to refer to the final scale of employment that is generated once a number of economic considerations have been taken into account. The net additional employment is essentially the sum of the direct and indirect employment impacts of the proposed development.

4.5 The former HCA recommended a specific approach to calculating additionality which is still widely referenced[31]. It allows for the consideration of the following:

- **Deadweight** – the economic outcomes which would occur if the proposed development were not implemented;
- **Leakage** – a measure of the extent to which employment will be taken up by persons residing outside of the target area;
- **Displacement** – the extent to which investment in the proposed development will lead to existing companies or employees within the target area relocating

[28] Homes & Communities Agency (2015) Employment Density Guide 3rd Edition

[29] Alternatively, the site could accommodate c. 970 jobs if it is entirely used for manufacturing or industrial use (B2)

[30] Scheme mix informed by past experience of similar developments.

[31] 'Additionality' is defined in the Homes and Communities Agency (2014) Additionality Guide 4th Edition. The Guide advises on the assessment of the additional impact (or 'additionality') of interventions in terms of local and regional economic growth.

activities to the site, rather than attracting new investment and employment from businesses located outside of the target area; and

- **Multiplier effects** – further economic activity (jobs, expenditure or income) associated with additional local income (from employment), local supplier purchases and longer term expenditure effects.

4.6 These factors are considered below to estimate the net additional employment benefit generated by the proposed development, with the exception of deadweight which is considered to be zero given that the site's existing state does not support employment.

Leakage

4.7 The creation of manufacturing and logistics jobs at the proposed development can be expected to provide new employment opportunities both for local residents of Manchester as well as those residing in wider GM.

4.8 The last reported Census in 2021 found that c. 42% of those working in Manchester also reside in the city, with c. 88% of the city's jobs filled by residents of GM. It is therefore reasonable to assume that a rounded proportion of approximately 40% of jobs created through the operational phase of the proposed development will be contained within and accessed by residents of Manchester, expanding to 90% being filled by those residing somewhere in GM. The remaining 10% are assumed to live further afield.

Displacement

4.9 Displacement occurs when new development takes existing market share – in this case labour – from other existing local businesses.

4.10 As of July 2026, there were c. 700 Manchester residents claiming Jobseeker's Allowance (JSA) and seeking employment[32]. Further latent labour force capacity also exists beyond in Greater Manchester, with over 3,500 people seeking employment, increasing to c.8,560 across the North West[33].

4.11 In terms of overall claimants, there were c. 25,260 people claiming benefits in Manchester as of July 2026 (c. 6% of residents aged between 16-64), further evidencing a potential latent labour force within the local impact area[34] It is therefore considered reasonable to make an allowance for only a low level of displacement in Manchester and GM.

4.12 This recognises the relatively large supply of prospective workers, and the scale of employment effect generated by the proposed development. Based on the benchmarks outlined in the Additionality Guide[35], a low rate of displacement (25%) has been assumed during the operational phase.

[32] ONS via Nomis (2026) Jobseekers Allowance by Occupation – July 2026
[33] Ibid
[34] ONS via Nomis (2026) Claimant Count – July 2026
[35] HCA (2014) Additionality Guide 4th Edition

Multiplier Effects

4.13 Once operational, the proposed development will generate considerable expenditure on materials, goods and other services that will be purchased from a wide range of suppliers. This expenditure will have far-ranging benefits both locally and further afield, as it filters down the supply chain (indirect effects). Employees working on-site will also spend their wages on goods and services (induced effects).

4.14 This will result in an amplification of the initial investment in the proposed development; in other words an economic multiplier effect, with linked benefits in terms of expenditure on goods and services locally. This will bring indirect employment and financial benefits for local individuals and firms, and could help to sustain employment across the local and wider economy.

4.15 Based on the Additionality Guide's recommendations[36], a sub-regional composite multiplier of 1.25 has been applied at the scale of the local authority, with a multiplier of 1.5 being applied at the scale of GM.

Net additional jobs for Manchester residents

4.16 After accounting for these additionality factors, it is estimated that the proposed development will directly generate 170 FTE employment opportunities for residents of Manchester, increasing to 385 for people living in GM.

4.17 A further 45 FTE jobs could be locally supported via indirect and induced effects, including contracts within the supply chain, salaries and onward expenditure in Manchester, with this increasing to 195 when considered at the scale of wider GM.

4.18 Overall, when rounded, the proposed development can therefore be expected to provide 215 net additional employment opportunities for residents of Manchester and 580 for people living throughout GM.

Table 4.1: Operational Phase Net FTE Employment Generation

FTE Employment Generation	Manchester	Greater Manchester
Gross On-site Employment	570	
Direct Net Employment	170	385
Indirect / Induced Net Employment	45	195
Net Additional Employment (Total)	**215**	**580**

Source: Turley Economics, 2026

Sectors of Employment

4.19 BRES data shows that the transport & storage sector occupies a higher proportion of roles within the workforce in Manchester (6.4%), than across GM (4.7%), the North

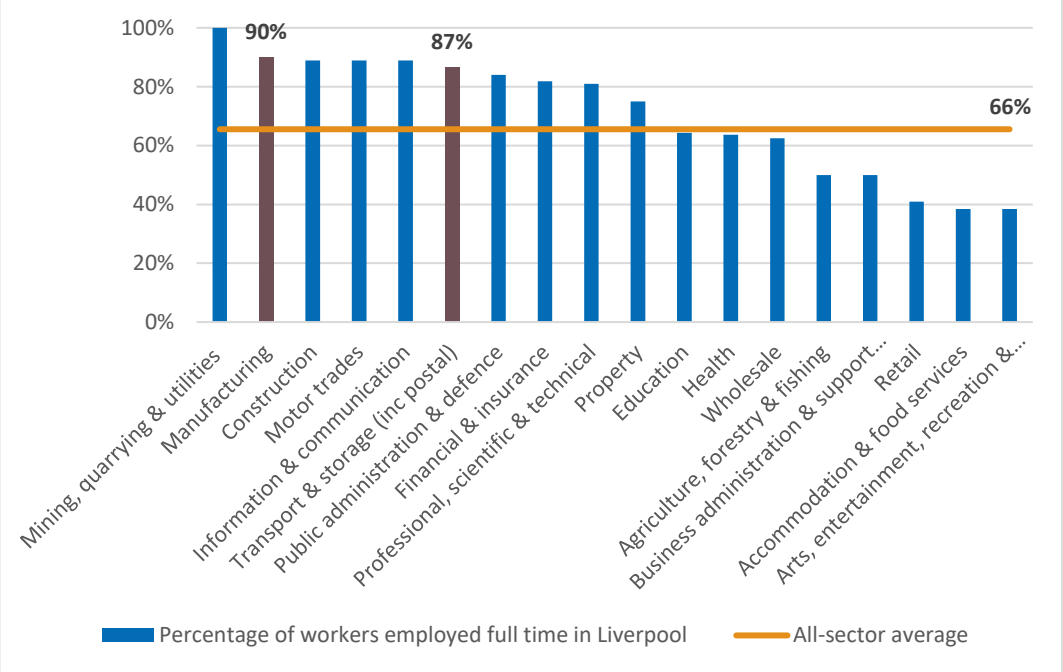
[36] Ibid.

West (4.7%) and England as a whole (5.1%)[37]. The transport & storage sector includes warehousing and support activities for transportation which is anticipated to be the most appropriate description for the B8 use at the Proposed Development. The warehousing industry employs 13,000 people within Manchester (2.9% of total employment), higher than the corresponding proportion across GM and the North West (both 2.0%) and England as a whole (2.3%). This indicates the strength of existing warehousing workforce within Manchester.

4.20 The manufacturing sector occupies a smaller proportion of total employment across Manchester (2.6%) and GM (6.5%) than across the North West (8.6%) and England as a whole (7.1%)[38].

4.21 Employment opportunities in the manufacturing and the transportation and storage sectors are much more likely to be full-time than other occupations. BRES data indicates that some 90% and 87% of employees in the respective sectors within Manchester were working full-time as of 2024[39]. This is higher than the all-sector average of 66%.[40] Further comparisons are made in Figure 4.1.

Figure 4.1: Proportion of GM employees working full-time, by industry (2024)



Source: Business Register and Employment Survey, 2024

4.22 Approximately 85% of the warehousing and support activities for the transportation industry (a subset of the Transport and Storage sector) were working on a full-time

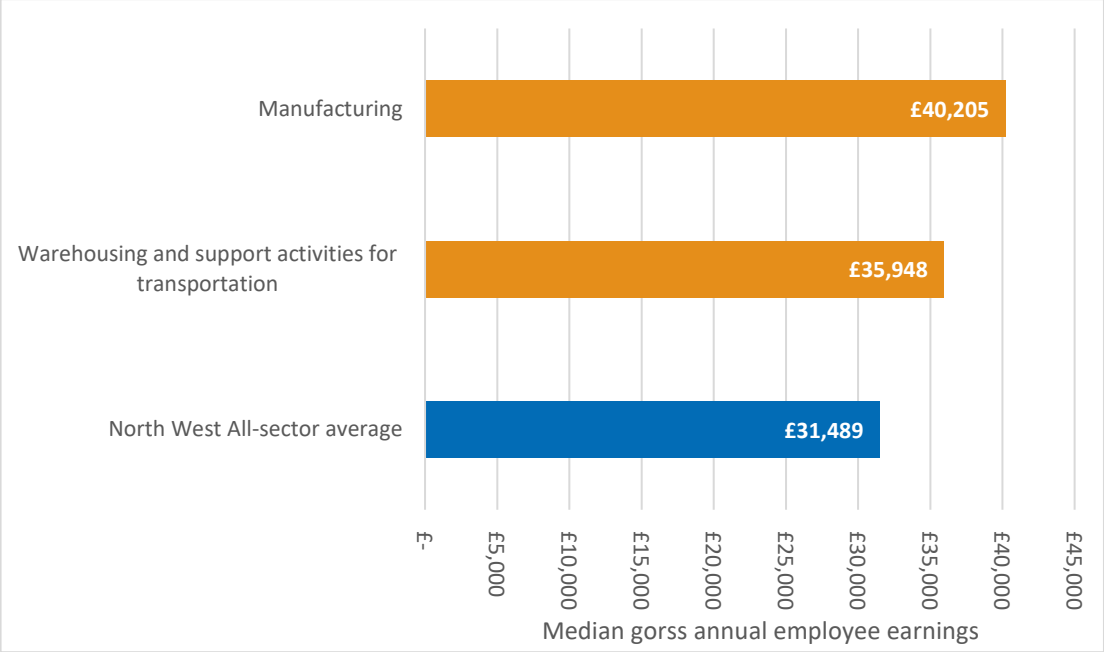
[37] ONS (2025) Business Register and Employment Survey: 2024
[38] ONS (2025) Business Register and Employment Survey: 2024
[39] ONS (2025) Business Register and Employment Survey: 2024
[40] Ibid

basis in Manchester, indicating a high propensity for employees to be employed full-time in the industry.

Earnings

4.23 Workers in the manufacturing sector as well as the warehousing industries tend to be better paid than those working in other sectors at the regional level of the North West for which official data is available[41]the transportation and storage sectors also tend to be better paid than those working in other sectors, at the regional level of the North West for which official data is available[42]. As set out in Figure 4.2, in 2025, the Annual Survey of Hours and Earnings reported that median earnings were approximately 28% and 14% higher in the manufacturing and warehousing and support activities for transportation sectors respectively compared to the all-sector average of the North West.

Figure 4.2: Benchmarking Median Earnings in the North West Manufacturing sector and Warehousing sector (2025)

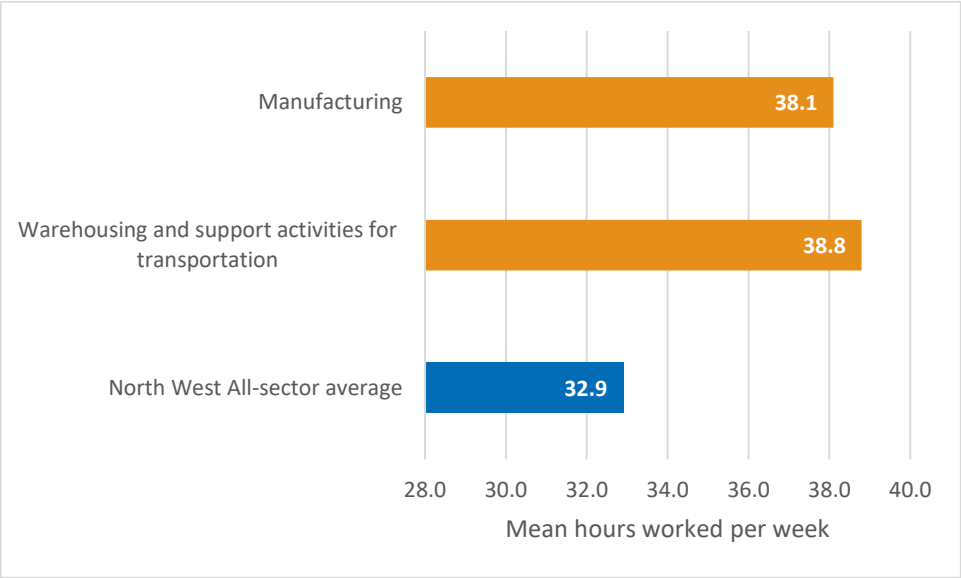


Source: Annual Survey of Hours and Earnings (2025)

4.24 While the manufacturing and warehousing industries can be perceived to offer less consistent work, sometimes with zero-hours contracts, as shown in Figure 4.3, it is actually the case that individuals employed in the manufacturing and warehousing industries in the North West worked 16% and 18% more hours each week respectively than the all-sector average[43].

[41] ONS (2026) Annual Survey of Hours and Earnings: 2025
[42] Ibid
[43] Ibid

Figure 4.3: Benchmarking Mean Hours Worked in the North West Manufacturing sector and Warehousing sector (2025)



Source: Annual Survey of Hours and Earnings (2025)

4.25 The manufacturing and warehousing industry (and therefore employment generated from the Proposed Development) benefits from:

- A higher than average proportion of employees employed on a full-time basis;
- A higher than average median annual salary; and
- A higher than average number of hours worked per week

4.26 As a result, employees at the Proposed Development are anticipated to benefit from secure employment. Indeed, Section 2 identified that within Manchester, there is a high proportion of residents that are unemployed and live in areas with high levels of deprivation. The forthcoming proposal would therefore open up opportunities for residents within these areas to commute to the Proposed Development.

Gross value added to the Manchester economy

4.27 Once operational, the proposed development can be expected to generate an increase in gross value added (GVA) which measures the value of output created (i.e. turnover) net of inputs purchased and used to produce a good or service (i.e. production of the output). GVA therefore provides a key measure of economic productivity.

4.28 Estimates sourced from economic data provider Experian indicate that the average FTE employee in the transport and storage industry and the manufacturing industry in Manchester generates c. £41,100 and £78,600 annually in GVA, respectively[44].

[44] Experian (June 2026) UK Regional Planning Quarterly; average 2021 – 2025

4.29 The proposed development has the potential to generate economic productivity in the form of a GVA uplift throughout its operational lifetime. It could deliver an annual c. £36.6 million GVA contribution to the wider economy of GM each year, including £24.6 million concentrated in Manchester.

4.30 This is summarised in Table 4.2.

Table 4.2: Operational Phase - Net GVA Generation (per annum)

Net GVA Generation	Manchester	Greater Manchester
Gross Direct GVA (Annual)	£30.7 million	
Direct Net Additional GVA (Annual)	£20.7 million	
Indirect / Induced Net Additional GVA (Annual)	£3.8 million	£15.9 million
Total Net Additional GVA (Annual)	**£24.6 million**	**£36.6 million**

Source: Turley Economics, 2026 *Note: figures may not sum due to rounding*

Business rates

4.31 Businesses pay non-domestic rates (known as business rates) to contribute to the cost of the local authority providing public services within which the business property is situated. The Government operates a Business Rate Retention Scheme (BRRS), which provides a direct link between business rates growth and the amount of money local authorities have to spend on local people and local services.

4.32 MCC is an authority with an increased Business Rates Retention Agreement and therefore keeps 99% of rates collected with the remaining 1% going to the GMCA[45].

4.33 Based on this level of business rates retention, there is potential for c. £1.3 million per annum in business rates revenue to be retained by MCC going forward, as a result of the proposed development. This additional funding will contribute towards the delivery of public services and enable investment in maintaining and enhancing infrastructure within the locality. This will in turn generate associated socio-economic benefits and potentially attract further inward investment.

Summary

4.34 The proposed development at Atlas Business Park is expected to create **570 full-time equivalent jobs** on site, with most relating to manufacturing and logistics sectors and likely to be:

- **Full-time**, this being more common in the GM manufacturing and logistics sectors than in the sub-regional economy as a whole;

[45] Ministry of Housing, Communities and Local Government (2025) Draft local government finance report for 2026/2027

- **Well-paid**, with earnings in the sector typically higher than the average for the North West; and

- **Steady** in their offer of more working hours each week than the average job in the region.

4.35 The creation of these jobs on site could generate around **580 net additional employment opportunities** for individuals living throughout GM, when allowing for economic multipliers, displacement and leakage. Some **215 jobs** could be created in total for residents of Manchester.

4.36 The proposed development could also generate **c. £36.6 million in GVA** at the GM scale every year, including **£24.6 million in Manchester**, with the Council also set to retain **£1.3 million of the additional business rates** paid every year.

5. Economic Benefits during Construction

5.1 This section outlines the economic impacts estimated to temporarily result from the proposed development during its construction phase.

Gross jobs supported by investment

5.2 The creation of temporary construction jobs during the build period will provide new employment opportunities for the local and wider labour force in Manchester and GM.

5.3 The delivery of the Proposed Development will require a sizeable investment[46] in construction. Investment of this scale could be expected to support approximately c. 245 person-years of direct employment, based on the average turnover per employee in the construction industry in the North West[47].

5.4 Given the 1.5 year construction period, this suggests that there will be c. 165 gross direct FTE construction-related jobs supported on and off-site.

Net additional jobs for Manchester residents

5.5 The positive economic impacts of the proposed development will extend beyond construction employment, as expenditure on construction materials, goods and other services will have far-ranging benefits both locally and further afield as it filters down the supply chain.

5.6 Net additional employment is a term, introduced in the previous section, that is used to refer to the final scale of employment that is generated once a number of economic considerations have been taken into account.

5.7 As outlined in Section 4, net additional employment can be estimated by considering leakage, displacement and the multiplier effect. After accounting for leakage[48] and displacement[49], it is estimated that the scheme will generate c. 110 direct net additional FTE jobs for residents in GM, inclusive of c. 50 direct net additional FTE roles in Manchester

5.8 As with operation, the construction of the Proposed Development will generate indirect/induced effects through supply chain spending, procurement and employee expenditure. Therefore, the direct effect is amplified, resulting in a multiplier effect[50]. It

[46] Estimates for investment in the construction of the Proposed Development have been obtained based on an assumption that 80% of the floorspace will be occupied for B8 use and 20% for B2 use. Construction investment is estimated based on BCIS £/sqm estimates for each use, with additional allowance made for infrastructure fees (15%) and professional fees (10%).

[47] Department of Business, Energy and Industrial Strategy (2025) Business population estimates: Table 12 – North West

[48] Leakage rates of 60% and 10% respectively applied at the local and sub-regional impact area scales

[49] As with the operation phase, a low assumption for displacement (25%) has been assumed at all spatial scales.

[50] In line with the HCA's Additionality Guide's recommendation, a multiplier of 1.25 has been applied at the scale of Manchester, with a multiplier of 1.5 applied at the scale of GM.

is estimated that 55 net indirect/induced FTE jobs will be generated across Greater Manchester, of which 10 jobs could be taken by Manchester residents.

5.9 In total, the direct, indirect and induced impacts of the construction of the Proposed Development can be expected to annually create 165 net additional FTE employment opportunities for residents of GM, inclusive of 60 jobs for residents of Manchester. This is summarised at Table 5.1 below.

Table 5.1: Construction Phase Employment

Employment	Manchester	GM
Person-years of Employment	245	
Construction Period (Years)	1.5	
Gross FTE Employment	165	
Direct Net Additional FTE Employment	50	110
Indirect / Induced Net Additional FTE Employment	10	55
Total Net Additional FTE Employment	**60**	**165**

Source: Turley Economics, 2026

Gross value added to the Manchester economy

5.10 Construction can also be expected to generate a temporary productivity boost, which can be measured in GVA.

5.11 Estimates sourced from Experian indicate that the average FTE employee in the construction industry in Manchester generates c. £137,800 annually in GVA[51].

5.12 Applying this and where appropriate the all-sector average to the net additional employment impact generated by construction of the proposed development indicates that an additional £29.9 million in GVA could be generated across GM during the construction period, inclusive of £24.7 million in Manchester itself.

5.13 This is summarised in the following table.

[51] Experian (June 2026) UK Regional Planning Quarterly; average 2021 – 2025

Table 5.2: Construction Phase GVA

GVA	Manchester	GM
Gross Direct GVA (Annual)	£22.7 million	
Direct Net Additional GVA (Annual)	£15.3 million	
Indirect / Induced Net Additional GVA (Annual)	£1.1 million	£4.6 million
Total Net Additional GVA (Annual)	**£16.4 million**	**£19.9 million**
Total Net Additional GVA (Construction Period)	**£24.7 million**	**£29.9 million**

Source: Turley Economics, 2026 *Note: figures may not sum due to rounding*

Summary

5.14 In summary, construction of the proposed development has the potential to generate the following economic impacts:

- Investment in the construction sector at a scale that will support **c. 245** person-years of employment directly, equivalent to **c. 165** FTE gross direct jobs over the build period;
- Creating **c. 165** direct, indirect and induced net additional FTE employment opportunities generated annually for people living in GM during construction, including **60** for residents of Manchester; and
- Total net additional contribution of c. **£29.9 million** GVA to the economic output of the GM economy, of which **£24.7 million** will be concentrated in Manchester.

6. Responding to the Strategic Context

6.1 Table 6.1, below, details how the proposed development will respond to the economic profile of Wythenshawe and align with local, regional and national policy ambitions.

Table 6.1: How the proposed development responds to the strategic context in Wythenshawe

Policy Ambition	Wythenshawe Context	How the proposed development responds to this context…
National Planning Policy Framework: • 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.'	• Large swathes of Wythenshawe have been identified as among the most deprived in GM, and indeed, England.	• The Proposed development is estimated to generate c. £24.6 million in GVA at the Manchester scale every year. This would make it an important element of local supply chains and induce further economic activity and employment. • The Council could retain an estimated £1.3 million of the additional business rates paid every year. This amount would enable the upkeep and improvement of Council services and public spaces in Wythenshawe.
Manchester Core Strategy: • To enable "a growing economy" with "a community which both benefits from and drives the City's productivity upwards. • Fully realise the economic and other benefits of proximity to the Airport for the residents of Wythenshawe	• Though Greater Manchester has exhibited employment growth in recent years, employment in Wythenshawe particularly has suffered a significant decline since 2019. In the Transport and Storage sector, 265 jobs have been lost since 2019.	• The creation of jobs on site could generate around 215 net additional employment opportunities for individuals living within Manchester, after allowing for economic multipliers, displacement and leakage. It is reasonable to assume many of these will be taken by people living close to the site, helping to reverse local employment loss and provide secure, well-paid employment in Wythenshawe. • The Proposed Development would provide employment

		predominantly in the Transport & Storage sector, where pay is above the regional all-sector average and work is more likely to be full-time than other sectors in Greater Manchester.
'Places for Everyone': • Sustaining Southern Competitiveness: "The economic competitiveness…of the southern areas will be protected and enhanced" • Manchester Airport is a key area where economic benefits can be maximised.	• Manchester Airport is recognised as an 'anchor employer' in Wythenshawe that generated £2.4 billion for the local economy prior to Covid-19.[52] Despite this, unemployment remains a challenge in Wythenshawe and lags behind both Manchester and Greater Manchester in terms of employment growth.	• The proposed development would further solidify Manchester Airport's economic importance in Wythenshawe and strengthen its ability to retain economic benefits locally. • As above, the uplift in both GVA and jobs as a result of the Proposed Development would serve to sustain Southern competitiveness and provide opportunities to residents of Wythenshawe who are currently seeking employment.

[52] Director of City Centre Growth and Infrastructure, Manchester City Council (2022) Manchester Airport, report to Economy Scrutiny Committee – 10 March 2022.

7. Summary and Conclusions

7.1 Turley Economics has been commissioned by Aviva Investors to estimate the economic benefits that could be generated through its proposals for the development of land adjacent to Atlas Business Park, off Simonsway in Wythenshawe, which would see 34,650 sqm (GIA) of new logistics/ manufacturing space delivered.

7.2 This report has framed these benefits within the local context of Manchester and specifically Wythenshawe, parts of which rank amongst the most deprived areas in the country with residents more likely to be claiming unemployment benefits than their counterparts elsewhere in Manchester or GM. This particular area has also seen job losses since the onset of the Covid-19 pandemic, contrasting with the recovery of GM which is now – through Places for Everyone – aiming to foster a thriving and productive economy. There is a stated desire to sustain the competitiveness of south Manchester, while maximising the potential of its international assets such as Manchester Airport.

Operation Phase Benefits

7.3 While the exact number will depend on the eventual split between logistics and manufacturing, the proposed development at Atlas Business Park can be expected to support these objectives by creating around **570 full-time equivalent jobs** on site, based on an indicative split. The prevailing logistics jobs alone are likely to be:

- **Varied in nature**, given evidence that a growing number of logistics jobs are now managerial or office-based;
- **Full-time**, this being more common in the GM logistics sector than in the sub-regional economy as a whole;
- **Well-paid**, with earnings in the sector typically 9% higher than the average for the North West; and
- **Steady** in their offer of more working hours each week than the average job in the region.

7.4 The creation of these jobs on site could generate around **580 net additional employment opportunities** for individuals living throughout GM, when allowing for economic multipliers, displacement and leakage. Some **215 jobs** could be created in total for residents of Manchester, with a substantial number likely to be taken by residents of Wythenshawe – a relatively deprived community – given the site's location.

7.5 The proposed development could also generate **c. £36.6 million in GVA** at the GM scale every year, including **£24.6 million in Manchester**, with the Council also set to retain **£1.3 million of the additional business rates** paid every year.

Construction Phase Benefits

7.6 Further economic benefits will also be temporarily generated during the construction phase. In summary, construction of the proposed development has the potential to generate the following economic impacts:

- Investment in the construction sector at a scale that will support **c. 245** person-years of employment directly, equivalent to **c. 165** FTE gross direct jobs over the build period;

- Creating **c. 165** direct, indirect and induced net additional FTE employment opportunities generated annually for people living in GM during construction, including **60** for residents of Manchester; and

- Total net additional contribution of c. **£29.9 million** GVA to the economic output of the GM economy, of which **£24.7 million** will be concentrated in Manchester.

Economic Benefits Summary

7.7 This report assessed the quantifiable economic impacts that could be generated by the Proposed Development both during construction and over its operational lifetime. This has demonstrated that the Proposed Development will make a positive contribution towards local and regional employment generation and economic productivity over the long-term. The economic benefits are summarised below.

Turley Office
Level 5, Transmission
6 Atherton Street
Manchester
M3 3GS

0161 233 7676