

Planning Statement

Construction of new vehicular access

Land between Thorley Lane and Staff West Car Park, Manchester Airport

May 2024



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1 Introduction

- 1.1 This Planning Statement has been prepared in support of an application for planning permission for the construction of a new vehicular access on land between Thorley Lane and an existing staff car park (Staff West) near to Terminal 2 at Manchester Airport.
- 1.2 The new access is part of a wider project for the construction of a new road between Thorley Lane and the West End Roundabout that lies at the junction of Sydney Avenue, Palma Avenue and the Terminal 2 forecourt. The project also includes the stopping-up and re-purposing of the existing Sydney Avenue carriageway with landscaping, a footpath and cycleway, and associated alterations to the alignment of Thorley Lane. The new road project forms part of the wider MAN-TP transformation programme centred around the expansion and improvement of Terminal 2.
- 1.3 The purpose of this planning statement is to detail the application proposals, examine the site context and consider the proposed development against the current planning policy framework. Finally, it addresses the merits of the scheme which should be taken into account in any planning decision. It should be read in conjunction with the following submitted documents and drawings:

Planning Documents:

Application forms

Transport Statement (including Road Safety Audit and Designers Response)

Flood Risk Assessment

Drainage Statement

Tree Survey (incorporating an Arboricultural Impact Assessment)

Preliminary Ecological Assessment

Biodiversity Net Gain Statement

Statutory Biodiversity Metric Calculator

Heritage Statement

Ground Investigation Desk Study

Phase 2 Factual Geo-Environmental Investigation Report

Air Quality Assessment

Noise Statement

CIL Form 1

Planning Drawings (all plans have a prefix of MT2RSYDN-MAN.LG-00.RD-JAC)

Z-GA-LANDRD-0008-S4-1.0 Site location plan

Z-GA-LANDRD-0007-S4-1.0 Existing site layout plan

Z-GA-LANDRD-0006-S4-2.0 Proposed site layout

Z-GA-LANDRD-0004-S4-0.1 Proposed Site Layout – Metrolink overlay

C-GA-LANDRD-0001-S4-1.0	General Arrangement
C-GA-LANDRD-0006-S4-1.0	Contours Plan
C-GA-LANDRD-0011-S4-2.0	Indicative Car Park Layout
G-GA-ROADTC-0001-S4-2.0	Preliminary Landscape Masterplan
C-GA-KERBS-0001-S4-1.0	Kerbs, Footways and Paved Areas
C-GA-STORM-0001-S4-1.0	Surface Water Drainage

- 1.4 The planning statement demonstrates that the proposal is in accordance with the Development Plan and national planning policy and will aid the successful delivery of the Manchester Airport Transformation Programme (MAN-TP), a key driver for the local and regional economy.

2 Site Context and Planning History

Background

- 2.1 Manchester Airports Group (MAG) has recently invested significantly in its airside and landside infrastructure and are close to completion of the Manchester Airport Transformation Programme (MAN-TP), a £1.3 billion commitment, that will transform passenger experiences and help attract yet more of the world's leading airlines, expanding its worldwide route network.
- 2.2 The transformation project was announced in 2015 with a 10-year vision to revolutionise the customer experience and unlock the potential of its two full-length runways. The programme involves an extension doubling the size of Terminal 2 (T2) and refurbishing the original terminal. It includes the construction of two new aircraft piers, creation of a state-of-the-art baggage hall, installing next generation passenger scanners in a new security hall, additional retail and food and drink outlets as well as improvements to the airfield and taxiways to cater for the efficient movement and parking of aircraft.
- 2.3 The project also includes the development of the landside road network to allow sufficient road capacity and access to Terminal 2 to drop off passengers, pick-up passengers and provide sufficient car parking.
- 2.4 A traffic modelling exercise has reviewed various parts of the road network and the impacts of increasing traffic numbers in the immediate area following the opening of the full Terminal 2 and closure of Terminal 1 in 2025. This has concluded in the need for changes to the road network at the western end of Terminal 2.
- 2.5 With the existing layout, the Sydney Avenue junction with Thorley Lane is anticipated to be over capacity with queues extending back to the West End Roundabout and Palma Avenue, therefore causing congestion at the terminal forecourt and car park exits.
- 2.6 An optioneering exercise for solutions was undertaken and the option now progressed is for the closure of the existing short stretch of Sydney Avenue and construction of a replacement new link road from the western side of the existing West End roundabout, connecting into Thorley Lane via a new signal-controlled junction.

Site description

- 2.7 The planning application site, shown in red on the site location plan (plan ref: Z-GA-LANDRD-0008-S4-1.0) and on the existing site layout plan (plan ref: Z-GA-LANDRD-0007-S4-1.0) extends to 0.12 ha and is limited to a narrow strip of existing highway and an adjacent soft, grassed verge on the south side of the existing Thorley Lane

carriageway. This 'application site' is located where a new access road from the West End Roundabout will meet the existing Thorley Lane carriageway.

- 2.8 The small application site is part of a wider area of approximately 1.7 hectares where the wider project proposals will be constructed. This area is shown in blue on the existing site layout plan (plan ref: Z-GA-LANDRD-0007-S4-1.0) and hereafter is referred to as the 'project site'.
- 2.9 This broader area (outside of the planning application boundary) comprises the existing carriageway and footpath of Sydney Avenue, which leads from West End Roundabout to Thorley Lane, in addition to part of the existing carriageway and associated dual cycleway/footpath of Thorley Lane between Hale Top Cottages to the east and the Runger Lane/Thorley Lane junction to the west.
- 2.10 To the east of the application site (north of Thorley Lane) lies the Grade II listed Hale Top Cottages and a landscaped belt. To the north, lies Keepers Cottage, airport car parks (currently used for construction contractor car parking) and a continuation of the same landscaped belt. To the south of the application site lies the existing Staff West car park, and south of that, the West End Roundabout. West End Roundabout connects Sydney Avenue to Thorley Lane, the access roads that lead away from the Terminal 2 forecourt (Atlanta Avenue) and the Terminal 2 multi-storey car park (Melbourne Avenue) and Palma Avenue that runs eastwards. To the south-west of the application site lies the airside bussing parking area and beyond that the Terminal 2 apron.
- 2.11 Thorley Lane is located to the immediate south of Junction 5 of the M56 and connects Junction 6 of the motorway to the settlements of Hale Barns and Wythenshawe, passing over the motorway twice. The route also provides access into the Manchester Airport site.

Planning History

- 2.12 Planning permission (MCC ref: 110720/FO/2015/S2) was granted in 2016 for the key components of the Manchester Airport Transformation Programme (MAN-TP). The application comprised:

Erection of a 82,395m² extension to the north-west elevation of Terminal 2 to provide extended passenger processing facilities; erection of extension to upper level Terminal 2 forecourt and re-configuration of the Terminal 2 multi-storey car park top deck for departures traffic; erection of extension to lower level Terminal 2 forecourt and reconfiguration of existing forecourt for arrivals traffic and dedicated coach set down; creation of an elevated access road to Terminal 2 direct from the elevated roundabout on M56 spur; erection of a 7 storey extension to the existing Terminal 2 multi-storey car park to provide 2,592 additional car parking spaces and erection of a new 7 storey multi-storey car park for 4,236 vehicles (providing a net increase of 2,553 car parking spaces); re-alignment of internal roads at the northwest corner of Terminal 2; with

associated landscape works and the demolition of Terminal 1 and the associated multistorey car park (a loss of 2,006 spaces)’

- 2.13 The permission granted consent for the main building works that have been taking place over the last 5 years, namely the construction of a significant extension to the original Terminal 2, a 7-storey extension to the existing multi-storey car park, a new 7-storey multi-storey car park and extensions to and improvements to the terminal’s forecourt.
- 2.14 It also included the re-alignment of internal roads at the north-west corner of Terminal 2.
- 2.15 In 2017, permission (117100/JO/2017) was granted for a variation to the original 2016 permission to amend the approved layout, including revising the highway arrangements. These amendments included the creation of a new roundabout (West End Roundabout) to provide a new exit to the Terminal 2 new forecourt, to provide access and egress to the new multi-storey car park and connect to the existing Palma Avenue and Sydney Avenue carriageways. This roundabout has now been built.
- 2.16 However, at the time of submission of these applications in 2015 and 2017, no works to the original Sydney Avenue itself were proposed or deemed required.
- 2.17 Subsequently, a review of the modelling of the future Terminal 2 and wider airport network vehicle flows has been undertaken, resulting in the need for the now proposed works to Sydney Avenue involving its closure and replacement with a new, longer road linking West End Roundabout to Thorley Lane. Part of these works involve the creation of a new access onto Thorley Lane for which planning permission is now specifically sought.

Environmental Impact Assessment

- 2.18 A request for an Environmental Impact Assessment Screening Opinion for the entirety of the proposed project works (including the new means of access subject of this planning application) development was submitted to the City Council on 8 November 2023.
- 2.19 The City Council responded on 11 December 2023 confirming that an Environmental Impact Assessment was not required.

Use of Airport Permitted Development Rights

- 2.20 The majority of the project's works to the existing Sydney Avenue, the existing Staff West car park and around Thorley Lane will be within the airport's Operational Area, on Operational Land (for the purposes of Section 263 and 264 of the Town and Country Planning Act 199 (as amended). These works include the construction of the new road through the Staff West car park to the boundary of Thorley Lane, the creation of a new access to the Staff West car park from West End Roundabout and the re-purposing of the existing Sydney Avenue.
- 2.21 The airport's permitted development rights under Schedule 2, Part 8, Class F of the Town and Country Planning (General Permitted Development) Order 2015 will be used for the delivery of these elements of the project that are on Operational Land. The City Council has confirmed that these works constitute permitted development.
- 2.22 The only element of the project's works which are not on Operational Land and which requires planning permission is the construction of a means of access from the new road to the Thorley Lane highway.
- 2.23 Planning permission is therefore only sought for this specific element of the overall project.

3 The Proposed Development

3.1 The proposed works within the planning application red line boundary are:-

- Construction of new vehicular access

4 Pre-Application Advice

- 4.1 MAG Planning engaged in informal pre-application discussions with MCC in early 2024. The submitted application addresses the points raised.

5 Planning Policy Framework

National Planning Policy Framework (2023)

- 5.1 The National Planning Policy Framework (NPPF), revised December 2023, sets out that the purpose of the planning system is to contribute to the achievement of sustainable development, which itself is clarified as being composed of three dimensions: economic, social and environmental. These dimensions should be sought jointly and simultaneously.
- 5.2 In specific reference to development at / of airports the NPPF states that local authorities should work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure necessary to support the growth of airports. It explains that when planning for airports, plans should take account of their growth and role in serving business and the Government framework for UK aviation.
- 5.3 The National Planning Policy Framework (NPPF) is clear that the infrastructure and wider development required to support the operation, expansion and economic contribution of large-scale transport facilities including airports should be supported (section 9 - promoting sustainable transport). Paragraph 110e and footnote no. 46 states that planning policies should: *'provide for any large scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy.'* Examples of such facilities are provided in footnote no. 46 and includes airports.
- 5.4 The NPPF also requires significant weight to be placed on the need to support sustainable economic growth (see Section 6 Building a strong, competitive economy, paragraphs 85-87). Paragraph 85 states that: *'Planning policies and decisions should help 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 ...'*. A requirement for planning policies and decisions to *recognise and address the specific locational requirements of different sectors'* is also set out at paragraph 87.
- 5.5 The following specific paragraphs of the NPPF are relevant to this application:
 - a) Transport and Access - Paragraphs 114-117 detail that, *inter alia*, development should be located and designed where practical to give priority to pedestrian and cycle movements; provide access to high quality public transport facilities; create safe and secure layouts minimising conflict between traffic and cyclists or pedestrians, to consider the needs of people with disabilities by all modes of transport, allow for the efficient delivery of goods, and be designed to enable the

charging of plug-in and ultra-low emission vehicles.

- b) Design – paragraph 131 states that *‘Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.’*
- c) Flood and Drainage – Paragraphs 165 - 175 describe the requirement to steer new developments to the areas with the lowest risk of flooding from any source.
- d) Ecology – paragraph 180 states that the planning system should contribute to the enhancement of the natural and local environment; minimising impacts on biodiversity and providing net gains to biodiversity where possible.
- e) Ground Conditions and Pollution– paragraph 189 requires that a site is suitable for its proposed use taking account any risks arising from land stability and ground contamination. Paragraph 191 refers to both noise and light pollution and states that decisions should mitigate and reduce to a minimum any potential impacts resulting from noise from the new development as well as considering the sensitivity of the site to wider impacts. Paragraph 192 refers to air quality and states that planning decisions should ensure that any new development in an Air Quality Management Area is consistent with the local air quality action plan.

Manchester Core Strategy (2012)

- 5.6 The City Council adopted their Core Strategy in 2012. It sets out the Council’s vision to 2027 and details the planning policies that will help it to achieve that vision.
- 5.7 The adopted Proposals Map shows that the application site is within the Manchester Airport Strategic Site designation (Policy MA1). The Strategic Site boundary on the Proposals Map indicates the airport’s Operational Area.
- 5.8 The application site falls within sub-area 1a – Existing Area – on Figure 8.8. Within this area, Table 8.1, indicates that *‘terminal, taxiways, aircraft apron, ancillary operational facilities, offices, hotels and other uses, surface access and car parking’* as uses which are expected.
- 5.9 More broadly, Policy MA1 recognises Manchester Airport as a significant catalyst for economic growth and supports its expansion to 2030, acknowledging that *‘significant development’* will be required to meet operational requirements. The policy states that all development proposed as part of the Airport expansion should seek to ensure that any environmental effects of development are assessed at the planning application stage to ensure any impact is acceptable. This includes a particular focus on conservation, ecological and landscape value; heritage assets; surface access; noise,

air quality and training and job opportunities.

5.10 Other more general policies relating to the proposed development are assessed below.

5.11 Policy DM1 advises that all development should have regard to the following specific issues:

- Appropriate siting, layout, scale, form, massing, materials and detail;
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed road safety and traffic generation;
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin and birds;
- Accessibility;
- Community safety and crime prevention;
- Design for health;
- Adequacy of internal accommodation and external amenity space;
- Refuse storage and collection;
- Vehicular access and car parking;
- Effects relating to biodiversity, landscape, archaeological or built heritage;
- Green Infrastructure including open space, both public and private;
- The use of alternatives to peat-based products in landscaping / gardens within development schemes;
- Flood risk and drainage;
- Existing or proposed hazardous installations; and
- Sustainable construction techniques including the application of the Building Research Establishment Environmental Assessment Method (BREEAM) standards.

5.12 Policy T1 (Sustainable Transport) states the Council will support proposals that promote regeneration and economic vitality by relieving traffic congestion, improve cycle and pedestrian routes, would reduce the negative impacts of road traffic and take account of the needs of road users according to a stated hierarchy.

5.13 Policy T2 (Accessible areas of opportunity and need) seeks to actively manage the pattern of development to ensure that new development is located to ensure good access to the City's main economic drivers (including the Airport), is easily accessible by walking, cycling and public transport and improves connectivity with the Airport.

5.14 Policy EN1 (Design principles and Strategic Character Areas) states that all development will be expected to have regard to the strategic character area in which the development is located. The application site falls in the 'Airport & urban fringe' Character Area and

the policy states that development in this area needs to accommodate the future operational needs of the Airport, while retaining the area's open character as far as possible.

- 5.15 Policy EN3 (Heritage) states that new development must be designed so as to support the Council in preserving, or where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including listed buildings.
- 5.16 Policy EN9 (Green infrastructure) states that development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple functions. Where the benefits of a proposed development are considered to outweigh the loss of an existing element of green infrastructure, the developer will be required to demonstrate how this loss will be mitigated in terms of quantity, quality, function and future management.
- 5.17 Policy EN14 (Flood Risk) states that development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding. It also states new development should minimise surface water run-off including through sustainable drainage systems and appropriate use of green infrastructure.
- 5.18 Policy EN15 (Biodiversity and Geological Conservation) states that the Council will seek to maintain or enhance sites of biodiversity and geological value, with particular attention given to designated sites. Developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on-site or adjacent to the site. Any adverse impacts will need to be justified against the wider benefits of the proposal.
- 5.19 Policy EN16 (Air Quality) sets out an expectation of developers to take measures to minimise and mitigate the local impact of emissions from the development, including its use and traffic generation. The Council will consider the impacts on air quality of development, including the cumulative impacts, particularly in Air Quality Management Areas.

Greater Manchester Places for Everyone Joint Development Plan (2024)

- 5.20 The Places for Everyone Plan (PfE) is the long-term plan of nine of the ten Greater Manchester districts for jobs, new homes and sustainable growth.
- 5.21 The Plan recognises the importance and scale of benefits that Manchester Airport provides to Greater Manchester and the wider region, describing the Airport as a '*key economic asset*' (paragraph 4.3). The Airport is considered to be an integral part of

the overall growth agenda for the North, unlocking the economic potential of cities and regions within its catchment area (paragraph 4.68). The £1 billion MAN-TP programme referenced earlier in this Statement is acknowledged in paragraph 4.69 to transform the airport and improve its facilities to create a much-improved customer experience and meet the changing needs of passengers and airlines.

- 5.22 Policy JP-Strat10 (Manchester Airport) seeks to *‘...maximise the benefits of the continued operation and sustainable growth of Manchester Airport and its surrounding locality’*. It further states that *‘the airport and its surrounding locality will make a major contribution to the competitiveness of the North, Midlands and Wales by supporting inward investment, international trade and tourism, high quality new homes and supporting our economic and social regeneration. It will be central to raising our global profile and economic performance.’*
- 5.23 Policy JP-S4 (Flood Risk and the Water Environment) expects developments to manage surface water runoff through sustainable drainage systems and as close to source as possible, with development achieving greenfield run-off rates unless it is demonstrated to be impracticable.
- 5.24 Policy JP-S5 (Clean Air) requires applications for development that could have an adverse impact on air quality to submit relevant air pollution data so that adverse impacts on air quality can be fully assessed and development only permitted where they are acceptable and/or suitable mitigation can be provided.
- 5.25 Policy JP-G7 (Trees and Woodland) states that where development would result in the loss of existing trees, replacement on the basis of two new trees for each tree lost, or other measures that would result in a net enhancement in the character and quality of the treescape and biodiversity value in the local area will be required, with a preference for on-site provision.
- 5.26 Policy JP-G8 (A Net Enhancement of Biodiversity and Geodiversity) states that development will be expected to follow the mitigation hierarchy, avoid fragmenting habitats, achieve a measurable net gain of no less than 10% and make appropriate provision for long-term management of habitats connected to the development proposed.
- 5.27 Policy JP-P2 (Heritage) states that development proposals affecting designated and non-designated heritage assets and/or their settings will be considered having regard to national planning policy.

- 5.28 Policy JP-C6 (Walking and Cycling) supports a range of measures to help deliver a higher proportion of journeys made by walking and cycling. This includes creating safe, attractive and integrated walking and cycling infrastructure.
- 5.29 Policy JP-C8 (Transport Requirements of New Development) requires new development to be located and designed to enable and encourage walking, cycling and public transport use and help deliver high quality, attractive, liveable and sustainable environments.

6 The Planning Considerations

- 6.1 The Planning and Compulsory Purchase Act 2004, Section 38(6) requires that the determination of planning applications must *'be made in accordance with the development plan unless material considerations indicate otherwise'*. The following section assesses the application proposals against the relevant development plan considerations. Other material considerations are discussed where relevant.

Principle of Development

- 6.2 The principle of an access from a road exiting Terminal 2 to Thorley Avenue has been established by the current presence of Sydney Avenue, connecting West End Roundabout to Thorley Lane. This road's purpose is to connect the airport's internal road network, particularly vehicles exiting Terminal 2's forecourt and its multi-storey car parks, with the external adopted highway network of Thorley Lane and beyond.
- 6.3 The closure of the existing Sydney Avenue and its replacement with an alternative alignment – still connecting West End Roundabout to Thorley Lane – requiring a new access to be created in a different position is acceptable therefore. *'Surface access'* is one of the *'expected uses'* within sub-area 1a in Table 8.1 within the site-specific Policy MA1 of the Core Strategy.
- 6.4 As part of the MAN-TP transformation programme, the means of access will help support the growth of the Airport to 2030.
- 6.5 Therefore, the proposed development, in principle, is in accordance with policy MA1 of the Core Strategy and policy JP-Strat10 of Places for Everyone.

Transport and Access

- 6.6 The impact of the entire Sydney Avenue project, including the new means of access to Thorley Lane for which planning permission is sought, on traffic circulation is addressed in the supporting Transport Statement.
- 6.7 Section 2 of the Statement identifies the design standards that have been used in the current RIBA3 level of design for the wider project that is shown on the submitted application drawings and states that these standards will also be used to develop the next, RIBA4 level of design.
- 6.8 Section 4 of the Statement identifies that when the expanded Terminal 2 opens and additional traffic currently visiting Terminal 1 moves over to Terminal 2, the existing Sydney Avenue will be over-capacity and extensive queuing will take place (the '2026

do minimum' scenario). This modelling demonstrates the need for a new solution to be implemented for traffic exiting Terminal 2.

- 6.9 In contrast, the proposed new road, linking West End Roundabout to Thorley Lane via the new means of access for which planning permission is sought, would operate within capacity and queuing would be at acceptable levels in both the 2026 and 2030 'Do-Something' scenarios.
- 6.10 It is therefore considered that the proposal accords with policies T1, T2 and MA1 of the Core Strategy, policy JP-C8 of Places for Everyone and the transport policies of the NPPF.

Trees

- 6.11 The impact of the entire Sydney Avenue project on trees, including the new means of access to Thorley Lane for which planning permission is sought on the application site, is addressed in the submitted Tree Report.
- 6.12 There are no trees within the planning application site itself. The application site does not impinge on the area requiring removal of existing trees shown on the project's Tree Removals Plan at Appendix G
- 6.13 Accordingly, as no trees will be affected by the proposed development, it is therefore considered that the proposal accords with policy EN9 of the Core Strategy and policy JP-G7 of Places for Everyone.

Ecology

- 6.14 A Preliminary Ecological Appraisal (PEA), comprising a desk study, UK Habitat Classification Survey and an ecological scoping survey for the entire project site, including the application site, was carried out in July 2023.
- 6.15 There is one Site of Special Scientific Interest (SSSI) located within 2km of the project site, Cotterill Clough SSSI which is located approximately 1.7km south of the site. It is not anticipated that the application proposals would have any impact on this site, due to existing infrastructure located between the SSSI and the application site.
- 6.16 Seven non-statutory designated sites are located within 2km of the project site, with the closest being Davenport Green Wood Site of Biological Importance (SBI) approximately 150m to the west of the proposed scheme. There is no direct connection to the SBI and the proposed scheme, with the M56 acting as a barrier between these two areas.
- 6.17 Desk study data revealed that there were multiple records of protected species present

within 2km of the project site, including bats, badger and amphibian species, however, none of these records were present within the application site itself.

- 6.18 No evidence of badger was found within the project site. No signs of foraging or evidence of historical badger setts are present within the application site.
- 6.19 No bat roost potential was found within the project site, however, the woodland on the project site is likely to be used as foraging and commuting habitat by bat species.
- 6.20 No ponds are present within the application site and there is no suitable habitat for reptiles.
- 6.21 There is no suitability for other terrestrial mammals (otter and water vole) as no watercourses are present.
- 6.22 A search of the MAGIC database revealed that deciduous woodland and ancient woodland are present within 2km of the project site, which are Habitats of Principal importance. Deciduous woodland is present within the project site and ancient woodland is present 200m to the west, part of Davenport Green Wood SBI. A total of four broad habitat types comprising three level three, three level four and one level five UKHab categories have been identified within the survey area during the UKHAB survey. Two Priority Habitats were found within the project site - a native hedgerow and other broadleaved woodland – however they are not present within the application site itself.
- 6.23 Given the low ecological baseline of the existing application site and the limited change on the application site arising from the development proposed, the proposals therefore accord with Core Strategy policies MA1 and EN15, policy JP-G8 of Places for Everyone and the NPPF.

Biodiversity Net Gain

- 6.24 A Biodiversity Net Gain Statement has been submitted with the application. This identifies that the application site has an existing baseline of 0.73 Habitat Units.
- 6.25 There will be a loss of 0.72 Habitat Units as a result of the proposed development within the application site boundary, as some modified grassland (0.008 ha) will be re-provided in the highway verge.
- 6.26 As a consequence, 0.79 Habitat Units (a 10% net gain on the baseline) will need to be provided to accord with BNG legislation and policy.
- 6.27 In accordance with the BNG mitigation hierarchy, wherever possible, opportunities have been explored to contribute towards biodiversity on the application site and on the

‘project site’ through landscaping along the new road, along the re-aligned Thorley Lane verge and on the carriageway of the current Sydney Avenue which will be closed.

- 6.28 However, due to medium to long term proposals for this area of the airport, the commitment to a 30-year management plan under the BNG regulations is not possible within the project or application boundary.
- 6.29 As a consequence, to fulfil its BNG requirement, the airport company will explore the opportunities for off-site habitat creation and/or the purchase of biodiversity units on the open market, with the purchase of statutory biodiversity credits as a last resort.
- 6.30 On this basis, the proposal will accord with policy EN16 and MA1 of the Core Strategy, policy JP-G8 of Places for Everyone and the NPPF.

Air Quality

- 6.31 The impact of the entire Sydney Avenue project on air quality, including the new means of access to Thorley Lane for which planning permission is sought, is addressed in the supporting Air Quality Statement.
- 6.32 Neither the project site nor the application site are located within an Air Quality Management Area (AQMA). An AQMA does surround the area of Thorley Lane and Palma Avenue along the M56 main corridor and airport spur, however. Owing to the local nature of the proposed works and limited changes in traffic once the works are completed, it is not expected that the AQMA will be adversely impacted during the operational phase.
- 6.33 There are three residential properties in the immediate vicinity of the project. Two are at Hale Top Cottages opposite the current Sydney Avenue exit onto Thorley Lane and one, Keeper's Cottage, on Thorley Lane close to its junction with Runger Lane. There are further sensitive receptors more distant. Again, owing to the local nature of the proposed works and limited changes in traffic once the works are completed, it is not expected that these sensitive receptors will be adversely impacted during the operational phase.

- 6.34 Best practice dust mitigation and measures to reduce emissions of fugitive dust during construction would be implemented and set out in a Construction Environmental Management Plan (CEMP). Emissions from construction- and operation- related road traffic are not considered to represent a significant air quality effect on receptors adjacent to the local road network.
- 6.35 Taking the above into account, the Statement concludes that the construction and operation of the site would not have any significant effects on air quality. Accordingly, the application proposals will accord with policy EN15 and MA1 of the Core Strategy, policy JP-S5 of Places for Everyone and the NPPF.

Noise

- 6.36 A Noise Assessment has been submitted with the application with its key conclusions provided below. This assessment covers the entire Sydney Avenue project, including the means of access for which planning permission is specifically sought.
- 6.37 The application site is adjacent to two Noise Improvement Areas; one improvement area (7218) is situated along Thorley Lane, just south of Junction 5 of the M56 and a second (7220) is located directly opposite West End Roundabout. These improvement areas are possibly in relation to the M56 motorway. Owing to the local nature of the proposed works and limited changes in traffic once the works are completed, it is not expected that the Noise Important Areas will be adversely impacted during the operational phase.
- 6.38 There are three residential properties in the immediate vicinity of the project site. Two are at Hale Top Cottages opposite the current Sydney Avenue exit onto Thorley Lane and one, Keeper's Cottage, on Thorley Lane close to its junction with Runger Lane. Further sensitive receptors are further afield. Owing to the local nature of the proposed works and limited changes in traffic once the works are completed, it is not expected that these sensitive receptors will be adversely impacted by noise during the operational phase.
- 6.39 The assessment identifies, during the construction phase, potential major adverse noise impacts and moderate adverse vibration impacts at Hale Top Cottages. However, no potential significant noise and vibration effects have been identified because assuming best practical measures are applied to minimise noise and vibration, the duration of moderate or major impacts is considered less than significant.
- 6.40 Noise and vibration impacts during construction will be managed by following standard

site good practice and routine construction method and mitigation measures.

- 6.41 It is considered no noise impact would give rise to any policy conflict under Core Strategy policies DM1 and MA1 and would accord with the Noise Policy Statement for England.

Flood Risk and Drainage

- 6.42 The submitted Flood Risk Statement indicates that the project site, together with the smaller red line application site boundary area, is located within Flood Zone 1. Therefore the proposals are considered to pass the Sequential Test and, as a 'less vulnerable' use, is not required to pass the Exception Test.
- 6.43 All sources of flood risk to the site are low. With appropriate drainage design, no increase in flood risk elsewhere is anticipated.
- 6.44 A Drainage Statement and accompanying Surface Water Drainage Plan have been submitted with the application. This assessment covers the entire Sydney Avenue project, including the limited application site area where the means of access for which planning permission is sought is located.
- 6.45 It identifies the existing situation and sets out the proposed surface water drainage arrangements separately for the parts of the site that are situated on land controlled by the applicant ('MAG network') and by the City Council ('MCC network').
- 6.46 It is considered that the proposed flood risk and drainage arrangements are acceptable and in accordance with policy EN14 of the Core Strategy, JP-S4 of Places for Everyone and the NPPF.

Heritage

- 6.47 The Heritage Statement provides an assessment of the heritage value (significance) of the heritage assets within a 500m study area of the project site (within which is the application site itself).
- 6.48 There are no World Heritage Sites, Scheduled Monuments, Registered Park and Gardens, Registered Battlefields or Conservation Areas within 2km of the application site. There are no known archaeological sites within the project site or specifically the application site. There is one Grade II Listed Building within 500m of the proposed development.
- 6.49 This Listed Building is Hale Top Farm, No 1 and 2, Thorley Lane to the east of the application site, opposite the current junction of Sydney Avenue and Thorley Lane. Hale

Top Farm was a 17th century timber frame farmhouse which is now two cottages. The Assessment considers this building to be of medium significance – for its historical and aesthetic (architectural) interest but is identified to also have evidential (archaeological) interest and communal interest. The asset survives in a relatively well-preserved state and is still in active sustainable use related to its original historic function. Its setting has changed to the south from its original agricultural landscape to an industrial and transport landscape today.

6.50 The application proposals are considered to result in no harm to the significance of the asset in NPPF terms. There were no impacts identified on other heritage assets.

6.51 On this basis it is considered that the proposal is in accordance with policy DM1, EN3 and MA1 of the Core Strategy, policy JP-P2 of Places for Everyone and the NPPF.

Ground conditions

6.52 Land contamination risks for the project (including the works subject of the planning application) have been assessed through the provision of a desktop study and subsequently through an intrusive phase 2 geo-environmental investigation report.

6.53 The reports identified no evidence of contamination, other than anthropogenics within the made ground. Accordingly, it is considered that the proposed development is in accordance with and the policy DM1 of the Core Strategy and the NPPF.

Summary

6.54 There is considerable policy support for the proposed development, facilitating the improvement of Manchester Airport in both local and sub-regional planning policy.

6.55 In summary, the proposals are in overall accordance with the development plan.

7 Summary & Conclusion

- 7.1 The growth of Manchester Airport is supported in policy nationally, regionally and locally and it is acknowledged that growth in the number of passengers will also require growth in the core facilities of the airport.
- 7.2 The proposed new road subject of the wider project is key to the efficient operation of the newly expanded Terminal 2 and its associated road infrastructure and will enable the Airport to continue to fulfil its economic driver role and enhance it in the coming years. It has been demonstrated that the proposed new means of access has no significant environmental effects or conflict with planning policies.
- 7.3 As such, the proposal is in accordance with the Development Plan, and with no material considerations pointing to the contrary, as per the statutory test and the advice in the NPPF, planning permission should be granted.