



MIX Manchester (formerly Airport City North) Heritage Statement

MARCH 2026

Prepared for: Airport City Limited Partnership
Prepared by: Levrant (Heritage Architecture Limited)

LEVRANT

MIX Manchester (formerly Airport City North) - Heritage Statement
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Executive Summary

This Heritage Statement has been prepared on behalf of Airport City Limited Partnership (‘the Applicant’) by Levrant, a practice of conservation architects, surveyors, and heritage consultants which specialise in the built historic environment.

MIX Manchester (formerly Airport City North) (hereafter ‘the Site’) extends to 12.016ha in its entirety (4.566ha detailed, 7.45ha outline), and is bounded to the north by Thorley Lane and Enterprise Way, to the east by Enterprise Way, to the south by Ringway Road West and the M56, and to the west by the M56. The Application Site is intersected by Enterprise Way.

The existing Site is comprised of previously developed (brownfield) land to the east, and long stay car parking associated with Manchester Airport to the west. The Site does not contain any heritage assets that are afforded statutory protection, such as Scheduled Monuments, listed buildings, or any Registered Parks and Gardens. Furthermore, the Site does not lie within the boundary or setting of a designated conservation area. However, whilst the Site itself does not yield any heritage interest, it is located within the vicinity of two listed buildings. The aim of this report has been to identify the significance of the Site and its contribution to the settings of nearby heritage assets, as required by Paragraph 207 of the NPPF.

The Applicant is seeking Hybrid Planning Permission for:

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

Each instance of identified impact is indirect and will only influence the experience of the settings of the individual identified heritage assets. The identified impact to the setting of the grade II listed Etrop Grange is considered to be neutral. Due to the separating distance, intervening tree cover, and absence of visibility between the Site and the grade II listed Haletop Farm, the Proposed Development is considered to result in no impact to the setting or significance of the listed building.

The detailed design of Parcel A, B, C, and D would be developed at Reserved Matters stage, and thus the assessed impact of the illustrative proposals would need to be further evaluated following future detailed designs, and any potential mitigation measures.

It is considered that the Proposed Hybrid Development adheres to the Planning (Listed Buildings and Conservation Areas) Act 1990, Section 66 whereby the setting of Etrop Grange has been preserved; Paragraphs 135, 139, 207, 212, and 213 of the NPPF; Greater Manchester Combined Authority Places for Everyone (PfE) Policy JP-P2; Core Strategy Policies CC9, EN3, and EN2 which requires development proposals to be sensitive to the inherent values of the designated heritage asset, with any impact justified by clear, documentary evidence; and UDP Policy 19.1.

1. Introduction

1.1. Aim of the Assessment and Authorship

This **Heritage Statement** has been prepared on behalf of Airport City Limited Partnership (the Applicant) by Levraant, a practice of conservation architects, surveyors, and heritage consultants which specialise in the built historic environment.

In line with the requirements of the NPPF (Paragraph 207), the purpose of this report is to first set out the significance of heritage assets which are likely to be affected by the proposals (Section 4) and subsequently assess the degree of change and relative impact of the proposals upon their significance (Section 5).

This Statement should be read in conjunction with the detailed drawings prepared by Sheppard Robson, 5Plus, and Planit, as well as the Planning Statement prepared by CBRE, and the Environmental Statement compiled by SLR.

This Statement was prepared by:

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1.2. Location and Designations

MIX Manchester (formerly Airport City North) (hereafter 'the Site') extends to 12.016ha in its entirety (4.566ha detailed, 7.45ha outline), and is bounded to the north by Thorley Lane and Enterprise Way, to the east by Enterprise Way, to the south by Ringway Road West and the M56, and to the west by the M56. The Application Site is intersected by Enterprise Way (**Figure 1**). The existing Site is comprised of previously developed (brownfield) land to the east, and long stay car parking associated with Manchester Airport to the west. The Site does not contain any heritage assets that are afforded statutory protection, such as Scheduled Monuments, listed buildings, or any Registered Parks and Gardens. Furthermore, the Site does not lie within the boundary or setting of a designated conservation area. However, whilst the Site itself does not yield any heritage interest, it is located within the vicinity of two listed buildings.

A study area of 500m from the Site boundary has been determined by Levraant as being appropriate for the consideration of potential impacts of the Proposed Development on the setting of heritage assets in the local area. The determination of the study area has been based on an understanding of the existing nature of the Site and its surroundings, heritage sensitivities in the locality of the Site, the form and character of the Proposed Development, and has been further informed by professional judgement and experience in similar assessments. The area of analysis provides a focus for assessment but is not intended to be prescriptive; buildings outside this 'boundary' are considered where relevant. **Figure 2** provides information on the listed buildings within the immediacies of the Site, the setting of which requires special regard.

Due to the separating distance, existence of mature trees, modern intervening developments and road infrastructure, and the natural topography of the immediate environs surrounding the Site, it is considered that not all the identified heritage assets will have intervisibility with the Site. Therefore, the listed building(s) that have been scoped into the subsequent Heritage Impact Assessment in Section 5 are bolded in **Table 1** below. The statutory list description of the listed buildings pertaining to this report are included in **Appendix I**.

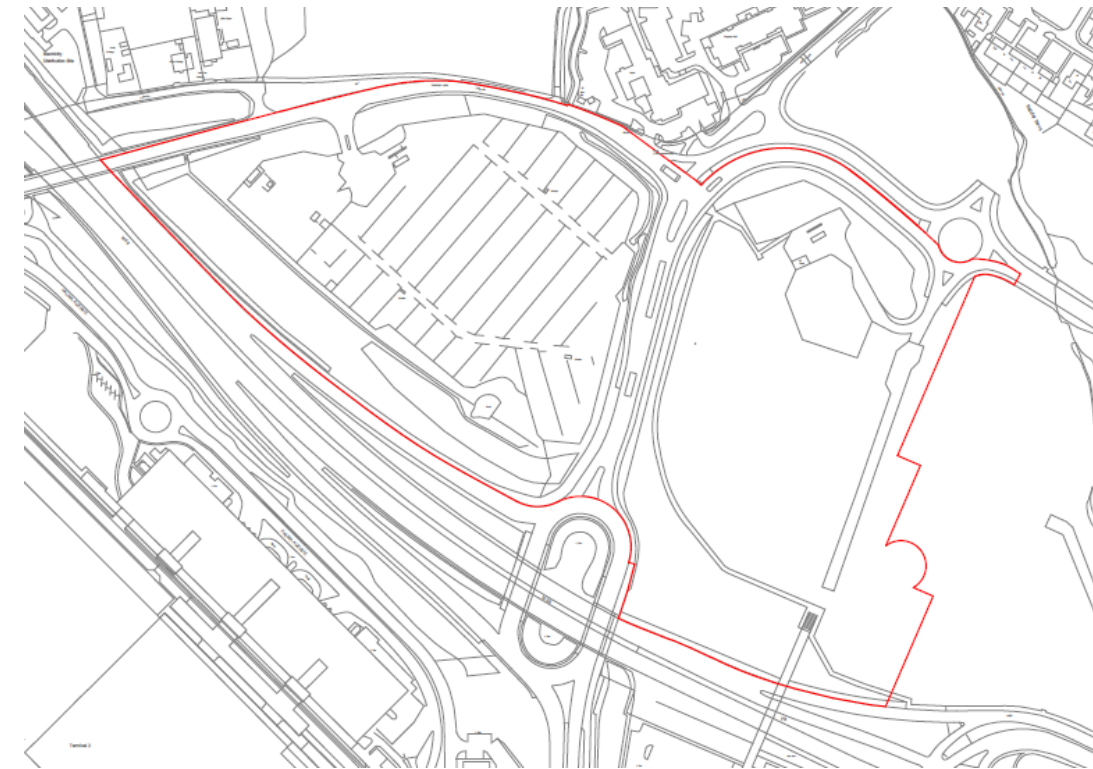


Figure 1: Site Location Plan (Source: Sheppard Robson).

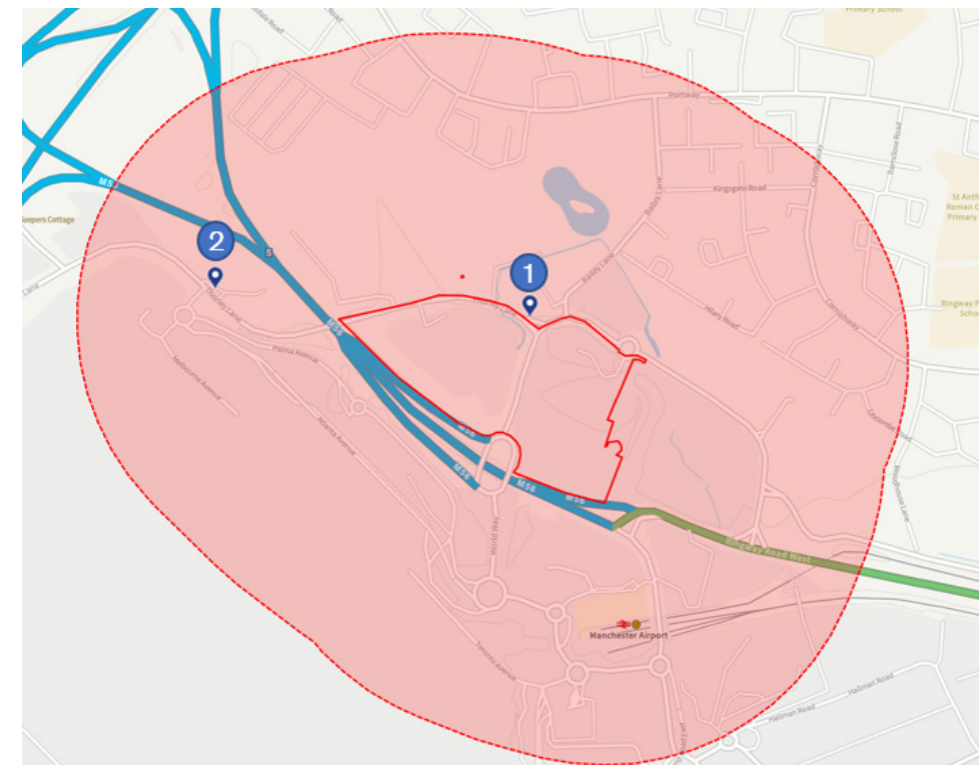


Figure 2: Heritage Asset Map (Source: LVT Overlay, supported by the NHLE search map, accessed February 2026).

Table 1: Listed Buildings which have the potential to be impacted by the Proposed Development

Number as per Figure 2	Designated Heritage Asset
1	Etrop Grange (LEN: 1197799), grade II
2	Haletop Farm (LEN: 1356645). grade II

1.3. Overview of Relevant Legislation, Planning Policy, and Guidance

National Legislation and Policy

- Planning (Listed Buildings and Conservation Areas) Act 1990, Section 66
- National Planning Policy Framework (NPPF) (2024) N.B. Last updated February 2025.
 - The relevant paragraphs are: 135, 139, 207, 212, 213, 214, and 215

National Guidance

- National Planning Policy Guidance (PPG) (2024)
- Conservation principles, policies and guidance for the sustainable management of the historic environment, English Heritage, April 2008
- Good Practice Advice in Planning, Historic England (GPAs):
 - Planning Note 3: The Setting of Heritage Assets (December 2017)
- Advice Notes, Historic England (HEANs)
 - Note 12 - Statements of Heritage Significance: Analysing Significance in Heritage Assets (October 2019)
 - Good Practice Advice Note 3 (The Setting of Heritage Assets – as amended December 2017)

Relevant Regional and Local Policy and Guidance

- Greater Manchester Combined Authority Places for Everyone (PfE) (2024)
 - Policy JP-P2 addresses ‘Heritage’
- Manchester’s Core Strategy (2012)
 - Policy CC9 (Design and Heritage), Policy EN3 (Heritage), Policy EN2
- Unitary Development Plan
 - Development Control Policy 19.1

2. History and Development

2.1. Brief Historical Background of the Immediate Context and the Site

The history of the Site and surrounding area is largely rooted in post-medieval development, with no settlement recorded in the Domesday Survey within the immediate vicinity of the Site. Historically, the Site was almost entirely composed of agricultural fields, and remained largely undeveloped throughout the 18th and 19th centuries.

Demonstrated in the earliest mapping of the Site and surrounding area, a few small isolated farmsteads occupied the northern and eastern side of Thorley Lane (formerly Outwood Lane), including ‘Moss House Farm’ (demolished in the 1970s), present in parcel 727 of the Tithe Map and registered as a ‘house and garden’ occupied by James Warburton; and the late 18th century ‘Moss House,’ now known as Etrop Grange (**Figure 3, 4**). A historic image of Moss House from 1944 shows the principal front of the building facing on to Bailey Lane, alongside the rear horizontal one-storey extension. The house is set over three stories and five bays with a central pediment topping three slightly projecting bays. The windows consisted of six-over-six vertical sliding sashes at ground and first floor level, with smaller three-over-three sliding sashes along the top floor. The central entrance door is topped by a Tuscan pilaster doorcase with a radial fanlight and a lantern extending over the door.

According to the 1838 Tithe Map Apportionment Details, Isaac Harrop was listed as the primary landowner, with small parcels also owned by Wilbraham Egerton, and James Warburton was the primary tenant within the majority of parcels of land within the Site area. Further structures associated with agricultural activity in the locality included barns and cottages, and are shown within the south eastern area of the Site, and recorded on the Historic Environment Record as ‘Barn Croft.’ However, all traces of these buildings have since been lost (**Figure 5**).

The 1899 Ordinance Survey map shows an area of land to the north of the Site labelled as ‘Woodhouse Park,’ with several smaller buildings extending along Bailey Lane. ‘Haletop’ is noted to the east of the Site, which was accessed by a private road leading north from Thorley Lane. Moss House is shown along the curve of Thorley Lane and consists of a large building fronting the road, with a horizontally oriented extension to the rear (**Figure 6**).

The Site remained unchanged in the 1910 and 1946 map, with little development occurring within the immediate vicinity, less the reduction in trees within Wood House Park, and the construction of two additional buildings to the north of Moss House, along the western side of Bailey Lane. The orientation of Haletop and Moss House Farm remained unchanged in these maps, with no additional buildings constructed to serve the operations of each respective farm (Figure 7).

Aerial photography from 1945 details the agricultural layout of the Site and immediate environs, including the runways connected to the Ringway Airport to the south of the Site. The image demonstrates that Moss House was originally surrounded by mature trees which largely shrouded the house from wider views, and bounded the garden area to the rear, creating a distinct separation between the grounds associated with the dwelling in its immediate setting, and the fields beyond (**Figure 8**).

Ringway Airport was established as a temporary municipal airfield in 1928, becoming the first of its kind in the United Kingdom. In 1935, a permanent airfield was developed, with passenger services commencing in 1938. Further major development occurred between 1959 and 1963 whereby the construction of a new terminal and runway extension expanded the airport’s capabilities, followed by an additional extension in 1967 to accommodate jet aircraft. The Ringway was renamed Manchester International Airport in 1975.

Development within the immediate vicinity of the Site had significantly expanded by the late 1960s, with the complete engulfment of the site of Wood House Park by the Wythenshawe Estate, and the construction of

Nursery Gardens to the east and west of the Site boundary (**Figure 9**). The development of vast expanses of housing, along with the construction of the airport, drastically altered the original agricultural context of the Site and immediate environs, and firmly placed the area into the expanding urban and sub-urban context of Greater Manchester.

Additional infrastructure associated with the neighbouring airport developed during the 1990s with the construction of numerous large roundabouts, and the expansion of the M56, alongside the creation of car parking areas within the Site (Figure 10). In particular, the car parking to the southeast of the Site area was constructed directly over the site of the demolished Moss House Farm, removing any remaining features related to these buildings (Figure 11). In 2013/2014, the tree line to the northwest of the Site along Thorley Lane was removed, subsequently opening up views between Etrop Grange and the Site which had not previously been present. The construction of Enterprise Way in 2017, which bisects the Site, joined Thorley Lane and the Terminal 2 Roundabout, creating additional access into the airport from the north.



Figure 3: Photograph of Moss House Farm, Outwood Lane, in 1949. (Source: Image courtesy of Manchester Libraries, accession no. m49101).



Figure 4: Photograph of Moss House in 1944. (Source: Image courtesy of Manchester Libraries, accession no. m43619).

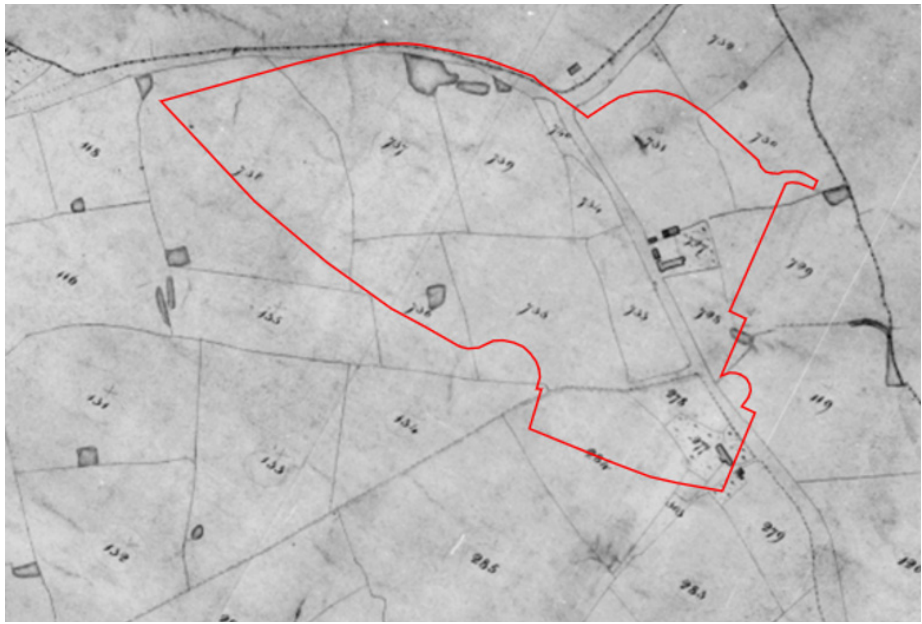


Figure 5: Extract from the 1838 Tithe Map for the Parish of Hale. The approximate location of the Site is outlined in red. (Source: IR29/5/183, © Crown Copyright Images reproduced by courtesy of The National Archives, London, England. www.NationalArchives.gov.uk).



Figure 6: 1899 OS map showing the approximate location of the Site outlined in red. (Source: Cheshire XVIII.SE, Revised 1897, Published 1899, OS Six-Inch England and Wales, 1842-1952. <https://maps.nls.uk/view/101598301>).

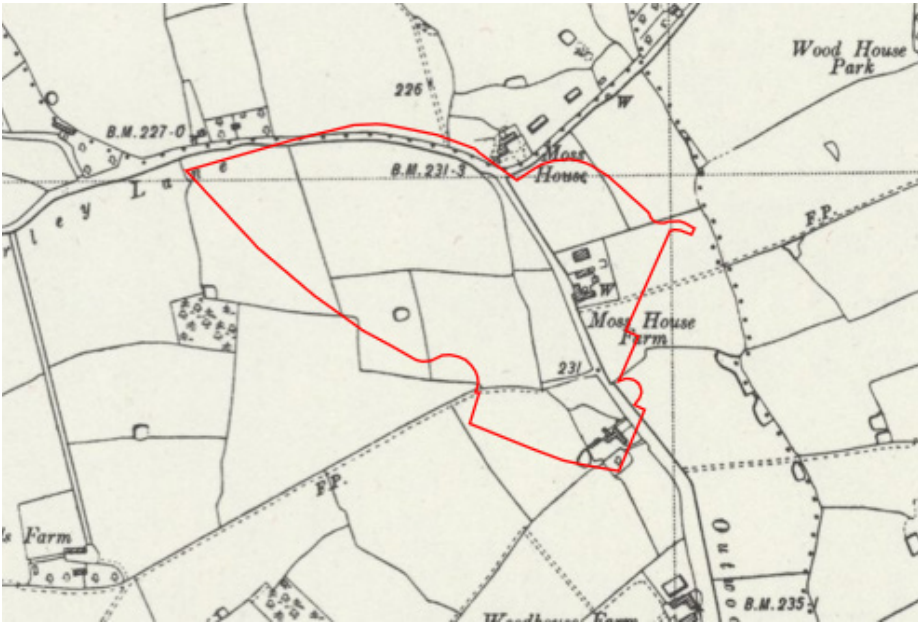


Figure 7: 1946 OS map showing the approximate location of the Site outlined in red. (Source: Cheshire Sheet XVIII.SE, Revised 1938, Published ca. 1946. OS Six-inch <https://maps.nls.uk/view/101598295>).



Figure 8: Aerial Photograph from 1945 showing the approximate location of the Site outlined in red. (Source: Historic England Aerial Photography collection, accessed February 2026).



Figure 9: 1967 OS map showing the approximate location of the Site outlined in red. (Source: SJ88NW – A, Surveyed / Revised 1956 to 1964, Published 1967. National Grid Maps, 1944 – 1975. <https://maps.nls.uk/view/189189582>).



Figure 10: 1992 Photograph showing the improved road infrastructure works surrounding Manchester Airport. (Source: Image courtesy of Manchester Libraries, accession no. m83580).



Figure 11: Aerial Image of the Site in December 2000 showing the new areas of car parking. (Source: Google Earth, December 2000).

3. Summary of Site Survey

3.1. The Study Site

The Site is currently occupied by a long stay airport car park to the west, and previously developed (brownfield) land to the east. **Figures 12 – 15** illustrate the existing Site context.



Figure 12: Parcel A as viewed from Enterprise Way looking northwest. (Source: Google Maps, accessed February 2025).



Figure 14: Parcel A as viewed from the frontage of Etrop Grange looking south. (Source: Google Maps, accessed February 2025).



Figure 13: Site area for buildings A1, A2, A5, A7, and E1, and Parcel B, C, and D as viewed from Enterprise Way looking east. (Source: Google Maps, accessed February 2025).



Figure 15: Eastern Site area as viewed from Enterprise Way looking south to Manchester Airport. (Source: Google Maps, accessed February 2025).

4. Significance Appraisal

4.1. Statement of Significance - The Site

The Site does not contain any heritage assets that are afforded statutory protection, such as Scheduled Monuments, listed buildings, or any Registered Parks and Gardens. Furthermore, the Site does not lie within the boundary or setting of a designated conservation area.

As presented in Section 2, there has been a historical lack of development within the Site, and it remained an area of open landscape, with distinct field boundaries and isolated rural farms through the 19th and early 20th century. The Site historically formed part of the wider rural setting of Etrop Grange and Haletop however, any historical relationship between these assets and the Site has been significantly diminished by the clearance of the eastern area of the Site, and the installation of a large area of car parking within the western area. As such, the existing Site is not considered to make any contribution to the setting of the identified heritage assets, nor is the Site considered to hold any heritage significance in its own right. It is therefore considered the Site yields **no architectural and artistic interest** and **no historic interest**.

4.2. Surrounding Heritage Assets

Due to the separating distance, intervening tree cover, and absence of visibility between the Site and the grade II listed Haletop Farm, this asset has been scoped out of further assessment, as the Proposed Development is considered to result in no impact to the setting or significance of the listed building.

Table 1 identified that the grade II listed Etrop Grange as has the potential to sustain impact to its setting as a result of the Proposed Development. The contribution of setting to the significance of Etrop Grange will be explored below.

Etrop Grange, grade II (LEN: 1197799)

Summary of Architectural, Aesthetic, and Historic Interest

Etrop Grange, originally referred to as ‘Moss’ Folley’ and later ‘Moss House,’ was constructed in the late 18th /early 19th century and has been significantly altered to the rear including the construction of numerous extension buildings to serve the new use of the building as a hotel. The architectural significance of the listed building is recognized in its grade II designation, and demonstrated in the Palladian Style of the frontage, of which is it only contemporary representation in the locality. The principal elevation of the listed building is little altered, less the total replacement of all windows, and features a distinctive pedimented doorcase with Tuscan pilasters and radial fanlight. The building is a standalone example of this style of architecture in area and it does not share strong group value with any nearby designated or non-designated heritage assets. Etrop Grange derives some of its historic interest from its age and rural location as is it not a typical farmhouse building representative of historical buildings in the locality, which is enhanced by the connections with Isaac Harrop, a wealthy local landowner. The 1838 Tithe Map lists Harrop as the landowner and James Wild as the tenant of Plots 1, 2, and 3, which centre around the ‘new House’ and ‘Meadow.’ The fabric of the building is also of evidential value given its ages and materials, including surviving interior features such as the open string dog-legged staircase.

In summary, the architectural, artistic interest, and historic interest of Etrop Grange is considered to be **medium**, commensurate with the building’s grade II listed status.

Contribution of Setting to Significance

The setting of Etrop Grange is largely characterised by modern infrastructure associated with Manchester Airport to the south and east. The extensive areas of car parking to the south, while partially screened by rows of vegetation, are considered to detract from the setting of the listed building. The principal façade of the building is positioned to the southeast, with its northern aspect formed of numerous 20th century extensions. Beyond these 20th century extensions, dense rows of trees screen longer-range views out of the immediate complex of buildings toward the open fields and residential developments to the north. To the north-east, the setting of the building is characterised by an area of car parking, and the Kingsley Hall business centre. The building is thus best experienced from within the area of hardstanding and car parking immediately south of the principal façade, where its architectural style and detailing is best appreciated.

The overall contribution of setting to significance is subsequently considered to be **negligible adverse**.

Relationship to the Existing Site

The Site is located to the immediate south of the listed building and makes **no contribution** to an appreciation of its significance. Given the proximity of the Site to the listed building, there is potential for the Proposed Development to have an impact upon its setting. The potential impact of the proposals will therefore need to be tested within the Heritage and Visual Impact Assessment.

5. Impact Assessment

5.1. The Proposals

The Applicant is seeking Hybrid Planning Permission for:

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

The Full Planning element includes flexible use class e.g. i (office), ii (R&D), and iii (light industrial) mid-tech units, as well as a Multi-Storey Car Park (MSCP) (Sui generis, with ancillary ground floor commercial area):

- Unit A1 (2,835 sqm GIA)
- Unit A2 (2,785 sqm GIA)
- Unit A5 (950 sqm GIA)
- Unit A7 (180 sqm GIA) (retail / F&B / amenity)
- MSCP (41,253 sqm GIA)
 - Commercial unit (475 sqm) (retail / F&B / amenity)
 - 18 levels (half storeys)
 - 1,493 spaces

The Outline Planning Element includes:

- Parcel A (Units F1 -F5) Floorspace up to 49,500 sqm (GIA) (including the MSCP c. 14,300 sqm), with a height parameter (including roof plant and flues) of up to 30m* (101m AOD).
- Parcel B (Units A3 and A6) Floorspace up to 23,100 sqm (GIA), with a height parameter (including roof plant and flues) of up to 30m* (101m AOD).
- Parcel C (Units B3 and E2) Floorspace up to 17,820 sqm (GIA), with a height parameter (including roof plant and flues) of up to 30m* (101m AOD).
- Parcel D (Unit B1) Floorspace up to 16,060 sqm (GIA), with a height parameter (including roof plant and flues) of up to 30m* (101m AOD).

The Outline Planning Element is supported by a Design Guide prepared by Sheppard Robson which establishes a framework of direction for the future Reserved Matters Applications for the Site.

5.2. Imapct Assessment

Measuring the heritage impact of the Proposed Development is essentially an evaluation of change to the fabric, character, and appearance of the identified heritage asset, balanced against its relative significance. Please refer to Appendix III for relative significance / values, and the criteria for assessing the magnitude of change and significance of impact used in this Heritage Statement.

To support initial discussions with Manchester City Council regarding the Proposed Development, Levrant prepared a Built Heritage Scoping Report that identified the discipline could be scoped out of the Environmental Statement prepared for the application, as it was considered there were no significant impacts on built heritage in EIA terms. Following consultation with officers, the Local Authority accepted that the application did not need to be supported by an Environmental Chapter regarding Built Heritage and advised that a standalone Heritage Statement would be an acceptable approach to addressing potential impacts of the Proposed Development on built heritage.

The Proposed Development will not physically alter any part of the identified designated heritage assets, thus resulting in **no direct impact**. The potential impacts of the Proposed Development are therefore limited to indirect visual impacts to the setting of the grade II listed Etrop Grange.

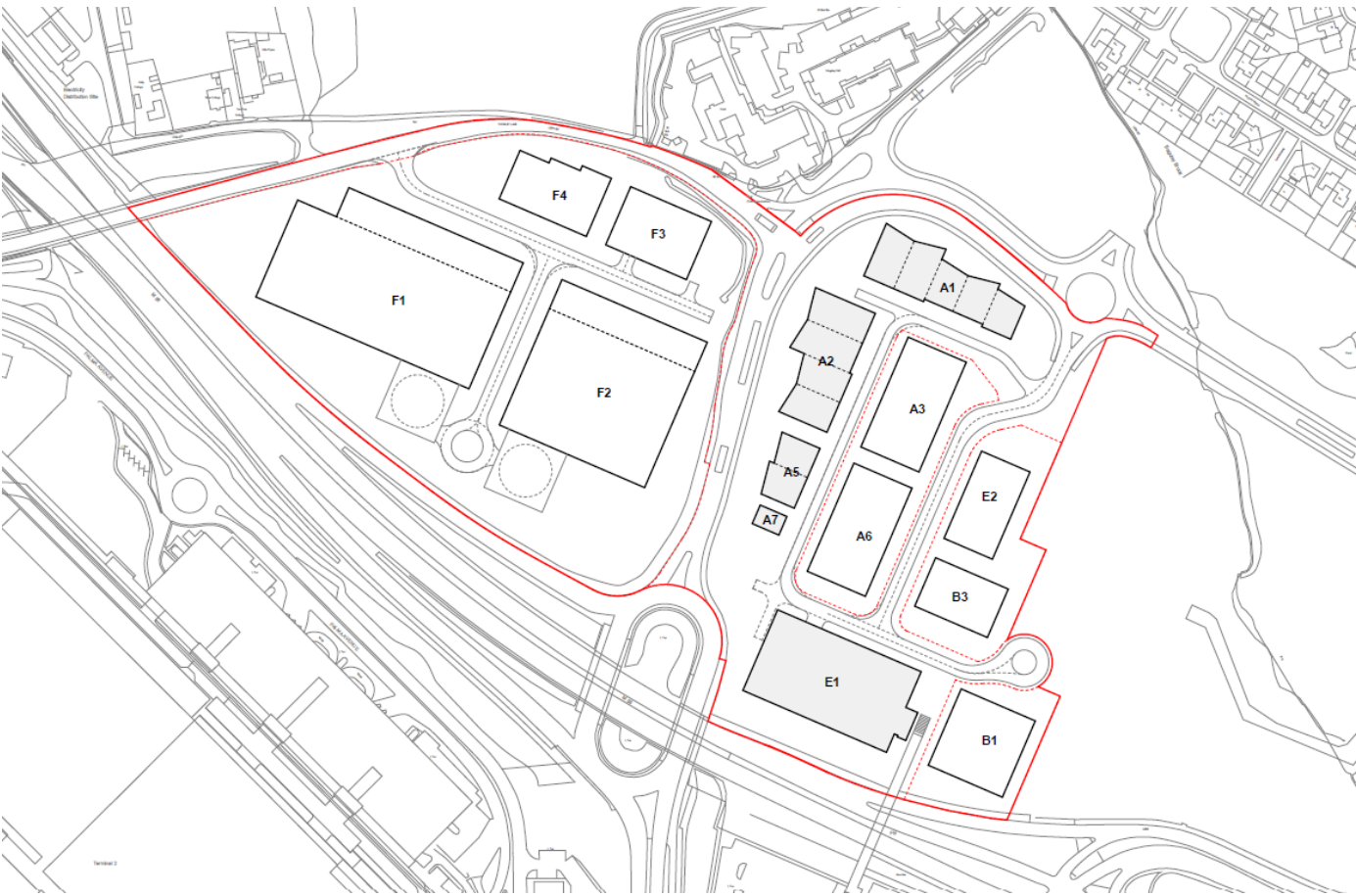


Figure 16: Extract of the Illustrative masterplan. The elements shaded white and outlined in dotted red form part of the Illustrative Building Plots and Outline Development Parcels, with those buildings shaded grey part of the Building Footprints for Detailed Approval.

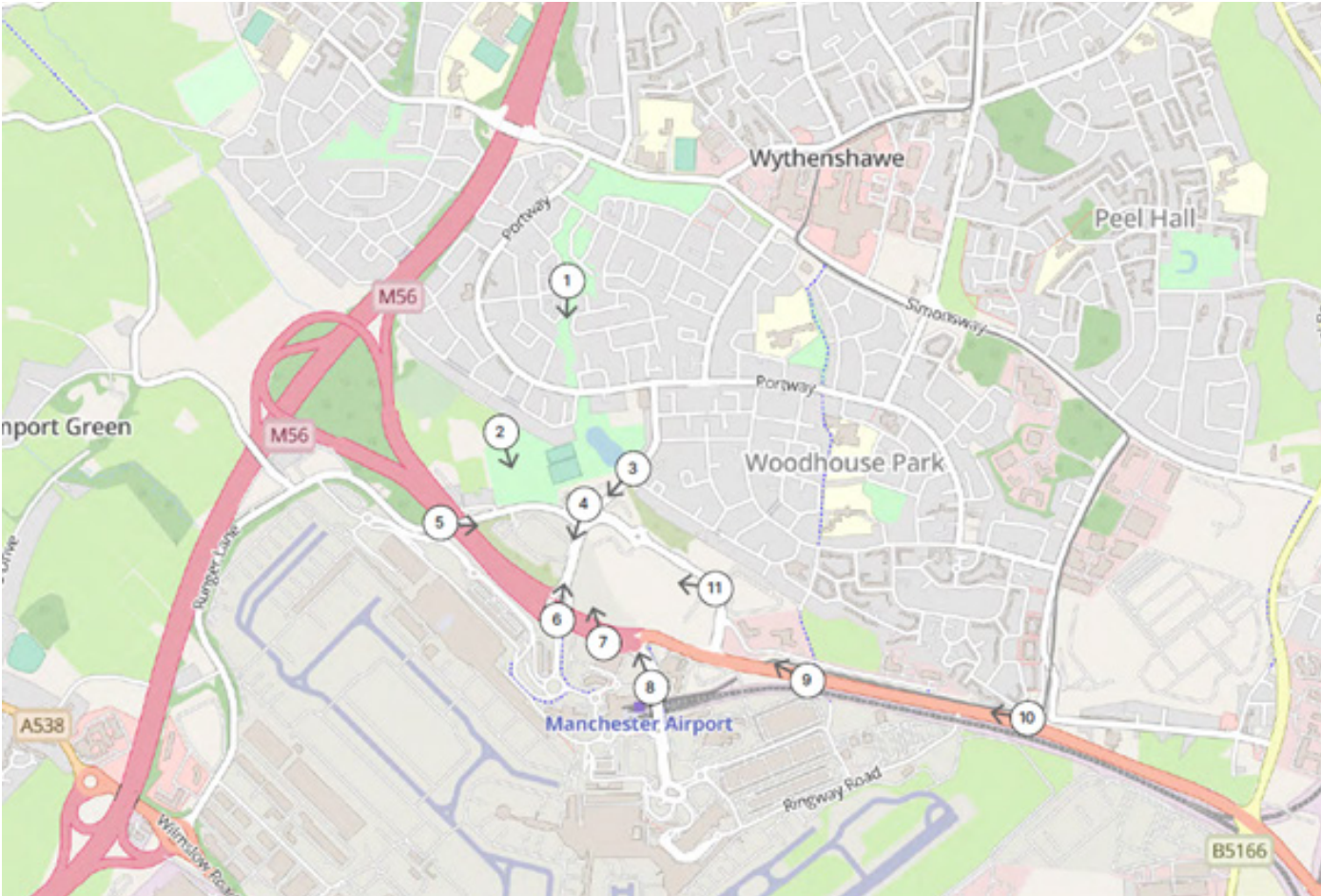


Figure 17: View locations map. Viewpoints 4, 6, 7, and 11 are relevant to the analysis of the potential impact of the Proposed Development on the setting of Etrop Grange.

View 4 is taken from Thorley Lane / Enterprise Way looking south toward the Site from the pedestrian path to the south of Etrop Grange. The existing Site makes no contribution to the setting of the listed building as experienced from this location.

In this view, the Proposed Development is shown to the western edge of Enterprise Way, with the proposed multi-storey car park rising slightly above the roofline of the mid-tech units. This view is directed away from the listed building, and demonstrates the proposed future context of the approach to Etrop Grange from the immediacies of the building. Therefore, the Proposed Development is considered to incur a neutral impact on the setting of the listed building, as directed views toward Etrop Grange will be unaffected, and the Site will not be experienced in conjunction with the listed building from this location. The impact of the proposed outline element on the setting of the listed building would be required to be assessed as part of future Reserved Matters Applications

View 6 is taken from the Terminal 2 Roundabout looking north toward Etrop Grange. Parcel A sits within the far-distance view and is currently occupied by car parking associated with Manchester Airport. Etrop Grange is largely concealed behind existing road signage from this location, with only glimpsed views in the far-distance of the ridge line and chimney stacks of the building. This view is therefore not considered to be a prominent position from which to experience the significance of the listed building, and the existing Site makes no contribution to the setting of the listed building as experienced from this location.

In the proposed view, the Multi-Storey Car Park (MSCP) is shown to the right periphery, and the mid-tech units form a terminating element along Enterprise Way to the north. In this view, the Proposed Development would be experienced in conjunction with the listed building, and form a visible part of its immediate setting. The proposed height of the mid-tech units is shown to be comparable to the existing Kingsley Hall development to the northwest, allowing the Proposed Development to sit comfortably within the existing built context. Although the height of the MSCP would rise above the established context, this element would only be viewed peripherally in directed views toward the listed building. While the Proposed Development would be visible in conjunction with the listed building, it is considered to have a neutral impact on its setting from this location as it would not diminish the ability to appreciate the individual significance of the asset, and key views towards the asset would be unimpeded. The impact of the proposed outline element on the setting of the listed building would be required to be assessed as part of future Reserved Matters Applications, however views demonstrate that the listed building would remain unobscured by the proposed outline element contained within Parcel A.

View 7 is taken from the footbridge over the M56 looking northwest toward the Site. The existing Site makes no contribution to the setting of the listed building as experienced from this location, however, the flat topography, and absence of built form allows for a glimpsed view of Etrop Grange in the far-distance.

The Proposed Development would drastically alter the nature of this view in terms of the scale and massing of the proposed MSCP, and would completely obscure the glimpsed existing view of the listed building from this location. However, due to the separating distance, it is not considered to be the most prominent location from which to experience the significance of Etrop Grange. Furthermore, this view is a new location from which to view the listed building, as the footbridge was constructed in 2019 as part of the Enterprise Way works, subsequently opening up views between the Site and Etrop Grange. Additionally, the listed building would have originally been obscured by dense tree lines to its southern boundary, and along the boundary of the M56 when historically viewed from this location. Thus, the Proposed Development is considered to incur a neutral impact on the setting of listed building when viewed from this location, as the obscurement of the listed building from this position would not result in the loss of historically prominent key views toward the asset. The impact of the proposed outline element on the setting of the listed building would be required to be assessed as part of future Reserved Matters Applications

View 11 is taken from Enterprise Way looking west into the Site. The existing Site makes no contribution to the setting of the listed building as experienced from this location. Etrop Grange is glimpsed in the background of this view along Enterprise Way, with only the chimney stacks slightly visible above the intervening road infrastructure and tree line.

The Proposed Development would introduce numerous elements of modern built form, with the height and materiality of the MSCP and mid-tech units designed to complement the existing airport infrastructure and built context left periphery of the view. The massing and siting of the Proposed Development from this view would completely obscure the glimpsed existing view of the listed building from this location. However, due to the separating distance, this view is not considered to be the most prominent location from which to experience the significance of Etrop Grange. Furthermore, this view is a new location from which to view the listed building, as prior to the construction of Enterprise Way, the listed building would not have been appreciable from this location. Thus, the Proposed Development is considered to incur a neutral impact on the setting of listed building when viewed from this location, as the obscurement of the listed building from this position would not result in the loss of historically prominent key views toward the asset. The impact of the proposed outline element on the setting of the listed building would be required to be assessed as part of future Reserved Matters Applications



Figure 18: Existing View 4
(Source: Planit).



Figure 19: Proposed View 4
of the Full Planning element,
including the mid-tech units
and MSCP (Source: Planit).



Figure 20: Proposed View
4 showing both the Full
Planning element and the
Outline parameters (green
line) (Source: Planit).



Figure 21: Existing View 6
(Source: Planit).



Figure 22: Proposed View 6 of the Full Planning element, including the mid-tech units and MSCP (Source: Planit).



Figure 23: Proposed View 6 showing both the Full Planning element and the Outline parameters (green line) (Source: Planit).



Figure 24: Existing View 7 (Source: Planit).

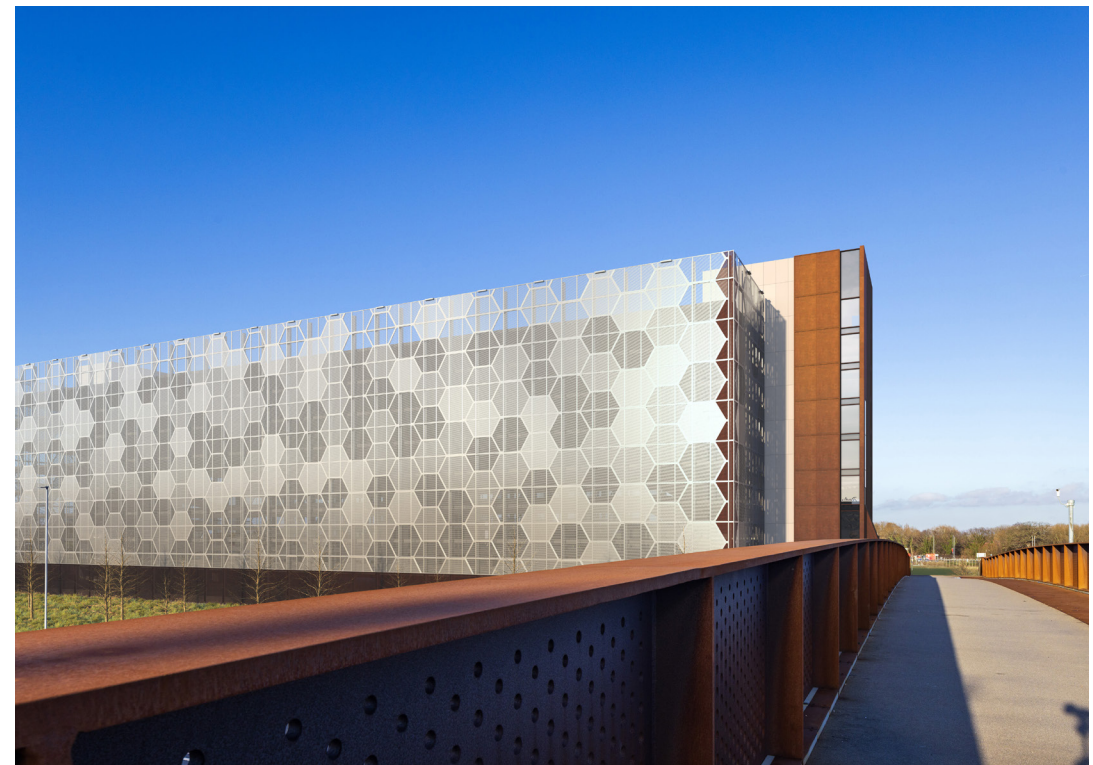


Figure 25: Proposed View 7 of the Full Planning element, including the mid-tech units and MSCP (Source: Planit).



Figure 26: Proposed View 7 showing both the Full Planning element and the Outline parameters (green line) (Source: Planit).



Figure 27: Existing View 11 (Source: Planit).



Figure 28: Proposed View 11 of the Full Planning element, including the mid-tech units and MSCP (Source: Planit).



Figure 29: Proposed View 11 showing both the Full Planning element and the Outline parameters (green line) (Source: Planit).

5.3. Summary of Impact

The Site was previously granted permission in 2012 for the MIX Manchester Masterplan, and full planning consent for the Plot E1 MSCP and E2/E3 office buildings, with additional permissions in 2018 comprising the construction of office building and a MSCP. The development of the Site has therefore been acceptable in principle.

It is noted that the application is for hybrid permission, and thus the visual impact assessment focuses on those elements proposed as part of the full planning application. The impacts of the Proposed Outline Development, and the cumulative impact of the wider masterplan upon the setting of the identified heritage assets will need to be further considered following the submission of Reserved Matters Applications (RMAs) whereby the particulars of the outline elements, including detailed design, would be available for assessment, and thus the predicted impacts outlined below could be confirmed or mitigated.

This existing urbanisation of the area has eroded the historic setting of Etrop Grange, therefore, any impacts arising from the Proposed Development would primarily be limited to new visual effects resulting from the quantum and height of the new structures. In this, the Proposed Development submitted for full permission has been designed to integrate with the existing built context, with the height of the mid-tech units and MSCP taking cues from the existing development to the northern and southern boundaries of the Site. The elements of height are situated to the south of the Site boundary, and step down to the north upon the approach to the listed building. Thus, the elements of the Proposed Development which will be most proximate to Etrop Grange are not considered to constitute a significant increase in height which would compromise views of the listed building from its immediate setting. Furthermore, due to the siting of the Site to the south of the listed building, the impacts of the Proposed Development are primarily limited to mid-to-long distance views of the listed building where its significance is not best appreciated.

There is a significant opportunity to improve the setting of the listed building through the Proposed Development and future RMA(s) submitted following the approval of Outline elements by improving the pedestrian experience throughout and surrounding the site, and integrating green buffer zones, landscape, and amenity spaces which would visually enhance the existing Site. As demonstrated in the views, and the landscape plans prepared by Planit, the proposed planting and green buffer zones to the northern Site boundary would introduce additional tree cover and landscaped pedestrian pathways, and would offer a negligible beneficial impact on the surrounding experience of the listed building.

The Design Guide prepared by Sheppard Robson outlines the appropriate height limits for the Site which are to be agreed as part of the Outline element of the application. It is likely that there would be increased visibility between the development proposed within Parcel A, and the listed building, however, detailed landscaping proposals could offer an opportunity for improvement of the pedestrian environment surrounding Parcel A, and offer screening effects of the development when viewed in conjunction with the listed building from key locations within its immediate setting. The location of Parcels B, C, and D, to the rear of those elements proposed in full is considered to reduce their individual impact upon the setting of the listed building, as the buildings and MSCP proposed along the eastern edge of Enterprise Way would offer some screening effect in directed views toward Etrop Grange from the south. However, due to the increased height of the proposed outline Parcels B, C, and D over the mid-tech elements proposed in full, the potential cumulative impact of these Parcels is to be assessed as part of future RMA(s). The detailed design and final proposals of Parcel A, B, C, and D are subject to future RMA(s), and the potential impact of these developments on the setting of Etrop Grange is to be further assessed through verified views, and visualisations.

5.4. Visual (indirect) Impact Assessment - Summary Table

As recommended in the revised Historic England guidance on the Settings of Historic Buildings, the perceived indirect (visual) impact upon the identified heritage assets has been tabulated below. The tabulated matrix is intended to be generally consistent with recognised criteria for assessing impact upon the significance of heritage assets, as defined within ICOMOS Guidance (2011). This matrix is not, however, intended to be prescriptive, and consideration is given to the elements of the existing surrounds of heritage assets which increase or decrease the relative value of their setting to significance.

It is noted that the application is for Hybrid Planning Permission, and thus the predicted impacts outlined below are assessed following consideration of the principles of quantum, scale, siting, landscaping, and general layout, with a concentration of those elements which form part of the Full Planning Permission. The impacts of the Proposed Outline Development upon the setting of the identified heritage assets will be further considered following the submission of the RMA(s) whereby the particulars of the Outline elements, including detailed design, and any cumulative impact, would be available for assessment, and thus the predicted impacts outlined below could be confirmed, re-evaluated, or mitigated.

Table 2: Predicted Impacts of the Proposed Development on Identified Heritage Assets

Heritage Asset	Grade	Relative Value/Significance (incl. contribution of setting)	Scale of Impact (indirect)	Significance of the Effect, or Overall Impact
Etrop Grange	II	Medium	Negligible	Neutral
Haletop Farm	II	Medium	No Impact	No Change

6. Conclusion

6.1. Overview of Significance and Impact

The existing Site is comprised of previously developed (brownfield) land to the east, and long stay car parking associated with Manchester Airport to the west. The Site does not contain any heritage assets that are afforded statutory protection, such as Scheduled Monuments, listed buildings, or any Registered Parks and Gardens. Furthermore, the Site does not lie within the boundary or setting of a designated conservation area. However, whilst the Site itself does not yield any heritage interest, it is located within the vicinity of two listed buildings. The aim of this report has been to identify the significance of the Site and its contribution to the settings of nearby heritage assets, as required by Paragraph 207 of the NPPF.

The Visual and Heritage Impact Assessment (Section 5.2– 5.4) identified that the Proposed Development would preserve the setting of the identified designated heritage assets.

6.2. Statutory and Policy Requirements

The NPPF identifies the protection and enhancement of the built and historic environment as a key component of one of three overarching objectives (an environmental objective) of the planning system required to achieve sustainable development (Paragraph 8, point c).

Each instance of identified impact is indirect and will only influence the experience of the settings of the individual identified heritage assets. The identified impact to the setting of the grade II listed Etrop Grange is considered to be neutral. Due to the separating distance, intervening tree cover, and absence of visibility between the Site and the grade II listed Haletop Farm, the Proposed Development is considered to result in no impact to the setting or significance of the listed building.

The detailed design of Parcel A, B, C, and D would be developed at Reserved Matters stage, and thus the assessed impact of the illustrative proposals would need to be further evaluated following future detailed designs, and any potential mitigation measures.

It is considered that the Proposed Hybrid Development adheres to the Planning (Listed Buildings and Conservation Areas) Act 1990, Section 66 whereby the setting of Etrop Grange has been preserved; Paragraphs 135, 139, 207, 212, and 213 of the NPPF; Greater Manchester Combined Authority Places for Everyone (PfE) Policy JP-P2; Core Strategy Policies CC9, EN3, and EN2 which requires development proposals to be sensitive to the inherent values of the designated heritage asset, with any impact justified by clear, documentary evidence; and UDP Policy 19.1.

7. Appendices

Appendix I: List Description

Etrop Grange

Grade: II

List Entry Number: 1197799

Date first listed: 18-Dec-1963

Date of most recent amendment: 06-Jun-1994

Statutory Address: ETROP GRANGE, BAILEY LANE

National Grid Reference: SJ 81806 86030

Details

MANCHESTER

SJ88NW BAILEY LANE, Woodhouse Park 698-1/11/849 Etrop Grange 18/12/63 (Formerly Listed as: BAILEY LANE, Ringway (North side) Moss House)

II

House, now hotel. Probably later C18; altered. Red brick in Flemish bond with sandstone dressings and slate roof. Double-depth plan with shallow back extension and later addition to this. Palladian style on small scale. Three storeys, 1:3:1 bays, symmetrical, with pedimented centre breaking forwards slightly, stone plinth, modillioned eaves cornice and pediment. Central round-headed doorway (up 3 steps) with pedimented Tuscan pilaster doorcase, fanlight with renewed radiating tracery; tall sashed windows at ground and 1st floors with prominent raised sills and flat-arched heads with large keystones; square windows at 2nd floor, with raised sills. Gable chimneys. Left gable wall rebuilt c.1900; right-hand gable wall has some cross-window casements. Rear: stair-window with intersecting tracery. Interior: dog-legged staicase with open-string, 3 turned balusters per tread (all those above 1st flight recently restored), mahogany handrail; otherwise, altered.

Listing NGR: SJ8180686030

Haletop Farm

Grade: II

List Entry Number: 1356645

Date first listed: 17-Nov-1986

Statutory Address: HALETOP FARM, 1 AND 2, THORLEY LANE

National Grid Reference: SJ 81207 86083

Details

RINGWAY THORLEY LANE SJ 88 NW (north side) 8/4 Nos. 1 and 2 - Haletop Farm

- II

Farmhouse, now 2 cottages. C17 with later alterations. Timber frame, English garden wall bond brick and slate roof. 3-unit 2-storey house, the left unit having been converted into a cottage. 3 bays partly painted to imitate timbers. Bay 1 has door and segmental headed 3-light casement window. Bay 2 has a 3-light casement on each floor with a cambered arch to ground floor. Door and 2 small windows to bay 3. Near-complete gable frame with window inserted at first floor. The rear has 2 structural bays of square-panel box framing with diagonal bracing, on a stone plinth door in bay 2 and raised eaves line. 2 ridge chimney stacks.

Listing NGR: SJ8120786083

Appendix II: Summary of Relevant Planning History

Reference	Detail	Decision	Decision Date
024274 & 024810	Construction of office/research/ industrial/warehousing accommodation for high technology related users and associated access roads, car parking, landscaping, and reasonable improvements to Bailey Lane and Outwood Lane	Refused	31 July 1985
035700 & 035701	Erection of class B1 development	Refused	20 June 1990
044146/00/SOUTH3/93	Laying out of land as a car park	Approved	13 April 1994
074330/FO/2004/S2	Retrospective application for the creation of a 4,240 spaces "off-airport" long stay car park for use by air passengers.	Approved	29 September 2005
076789/FU/2005/S2	Continuation of use of land as a 4240 space long stay airport car park	Temporarily Approved	13 October 2005
059313/00/SOUTH2/00	Outline application for the erection of a Class B1 (offices) business park, totalling 40,226 square metres of floorspace, with associated highway works including new access off the T1 roundabout, and the creation of new roundabouts on Thorley Lane and Bailey Lane.	Approved	17 October 2005
078993/00/2006/S2	OUTLINE APPLICATION for the erection of a Class B1 Business Park, totalling 50,185 square metres of floorspace, with associated car parking and landscaping and highway works, including a realigned and improved Thorley Lane/ Outwood Lane West junction and improvements to junction 5 of the M56 motorway.	Approved	11 January 2007
087396/00/2008/S2	OUTLINE APPLICATION FOR (i) The erection of 6,038 square metres of office space (Class B1); three hotels (Class C1) of up to 500 bedrooms, with ancillary facilities including conference facilities, health and fitness club and bar and restaurant; 205 residential units (Class C3) (access only) (ii) The erection of a 6,300 square metres of car dealership (access, layout and scale only)	Withdrawn	12 January 2009

089869/FO/2009/S2	Use of site for off-airport car parking for 3,155 vehicles for a temporary period of 18 months	Approved	29 June 2009
094336/FO/2010/S2	Continued use of site for off-airport car parking for 3,155 vehicles for a temporary period of 18 months	Approved	23 November 2010
099732/FO/2012/S2	Continued use of site for off-airport car parking for 3,155 vehicles for a further temporary period of 24 months	Approved	25 September 2012
100268/FO/2012/S2	Diversion of part of Thorley Lane and Outwood Lane West through the creation of a new link road	Approved	20 December 2012
100831/00/2012/S2	Outline planning application for Airport City North, comprising of Class B1(a) office space (113,433 square metres); Class B1(c) and Class B2 light and general industrial space (49,046 square metres); Class C1 hotels (47,398 square metres); Class A1, A2, A3, A4, A5, D1 and D2 accommodation (5,761 square metres) and associated parking and public realm works.	Approved	8 February 2013
121323/FO/2018	Erection of: two 6 storey office buildings (Class B1(a) comprising 8,567 sqm of net internal floorspace in Plot E2 and 8,581 sqm of net internal floorspace in Plot E3) and ground floor commercial space (Class A1,A2,A3,A4,A5, B1(a) or D1 (excluding Places of Worship) uses only; 9 storey multi-storey car park (1,497 spaces) including 1,812 sqm of ground floor commercial space (Class A1-A5, B1(a) or D1 (excluding Places of Worship) uses only), pedestrian and vehicular access arrangements, temporary (5 years) surface level car parking (202 spaces) and associated infrastructure works including brook diversion and landscaping	Approved	20 December 2018
EIASCO/25/014	Request for Scoping opinion under Part 4, Regulation 15 of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended).	Scoping Opinion Issued	7 January 2026

Appendix III: Methodology

Literature and Research Review

The documentary research was based upon primary and secondary sources, including maps, drawings, and reports, as well as archive material. Reference with the following organisations, and documentation sources has been undertaken:

- Council Planning Records
- Historic Environment Record (HER);
- Historic mapping (Ordnance Survey where appropriate); and
- Various online resources (including the National Heritage List for England and Britain from Above)

Significance Assessment

The appraisal of significance includes the result of desktop and site surveys, as well as professional judgement. Assumptions have been made based on previous experience and historical research sources where findings have been limited.

The key criteria for assessing the significance of assets is set-out in Historic England’s ‘Statements of Heritage Significance: Analysing Significance in Heritage Assets’, published 21 October 2019. These definitions are in alignment with the NPPF definition of significance and are as follows:

- Archaeological interest – There will be archaeological interest in a heritage asset if it holds, or potentially holds, evidence of past human activity worthy of expert investigation at some point.
- Architectural and Artistic interest – These are interests in the design and general aesthetics of a place. They can arise from conscious design or fortuitously from the way the heritage asset has evolved. More specifically, architectural interest is an interest in the art or science of the design, construction, craftsmanship and decoration of buildings and structures of all types. Artistic interest is an interest in other human creative skills, like sculpture.
- Historic interest – An interest in past lives and events (including pre-historic). Heritage assets can illustrate or be associated with them. Heritage assets with historic interest not only provide a material record of our nation’s history but can also provide meaning for communities derived from their collective experience of a place and can symbolise wider values such as faith and cultural identity.

The grading of values is typically considered using three categories: low, medium and high.

Very High / Exceptional: International architectural and historic interest and importance.

This heritage grading relates to the fabric and setting of Scheduled Ancient Monuments, Grade-I listed buildings, and Grade-I historic parks/gardens, and battlefields, defined by statute, where the particular site is well represented in the impacted historic environment.

High: National architectural and historic importance and interest.

This heritage grading relates to the fabric and setting of Grade-II* and grade-II listed buildings, Grade-II* and grade-II historic parks/gardens, battlefields, as defined by statute, and Conservation Areas containing very Important buildings where the particular site is well represented in the impacted historic environment.

Medium: Regional architectural and historic importance and interest.

This heritage grading relates to the fabric and setting of Grade-II listed buildings (dependant on character), Grade-II historic parks/gardens and battlefields, designated Conservation Areas, and Unscheduled archaeological sites and landscapes of potential national interest where the fabric and character of the site is well represented in the impacted historic environment.

Low: Local architectural and historic heritage importance and interest.

This heritage grading relates to the fabric and setting of Locally Listed Buildings (as formally identified by the Council and defined by an adopted Local Planning Policy), and Site’s identified and recorded as being of heritage interest on the Historic Environment Record, which retain a definable heritage interest as a component of the historic environment.

Impact Assessment

The following grading system has been used for impact assessments in this report.

Substantial adverse: a fundamental change in the appreciation of the heritage asset and its historic context, or setting, involving the degradation of a cultural heritage site of national importance, or the substantial demolition of any grade of a statutorily listed building. This is usually considered as ‘substantial harm’. In relation to a conservation area, this is a high test representing a severe impact, where the significance of the asset is either totally lost or drained away, as established in the *Bedford BC v SSCLG38* appeal.

Moderate adverse: a change resulting in a level of impact that noticeably reduces the significance of a listed building or its setting, a locally important building, site, or landscape, but does not totally destroy its value. A moderate adverse impact to a conservation area occurs when development causes a noticeable, negative impact on its overall character or appearance, but does not fundamentally destroy its significance.

Minor adverse: a subtle change to a heritage asset resulting in a low-level, non-fundamental reduction in its significance or setting. Such harm or impact often includes reversible alterations, minor setting changes, or non-intrusive material changes This is usually considered as ‘less than substantial harm’.

Neutral: the development would not materially affect the status quo.

Negligible: can be adverse or beneficial but essentially would have no significant effect on the heritage asset

Minor beneficial: small yet perceptible improvement in the setting of, or condition of, or character of the heritage asset or its setting. It may involve the removal of minor adverse features or be limited to appropriate reinstatement.

Moderate beneficial: a change that appreciably helps to explain the significance and history of the site and surrounding area, ensuring the long-term future and understanding of a heritage asset. This may include the reinstatement of lost historic features and the removal of inappropriate and intrusive later features.

Substantial beneficial: brought about when a development proposal significantly enhances, sustains, or better reveals the significance of a designated or non-designated asset.

Appendix IV: Relevant Policy and Guidance

Planning (Listed Buildings and Conservation Areas) Act 1990

The Act is legislative basis for decision making on applications that relate to the historic environment. Sections 16, 66 and 72(l) of the Act impose a statutory duty upon local planning authorities to consider the impact of proposals upon listed buildings and conservation areas.

Section 66 of the above Act states that: In considering whether to grant permission for development which affects a listed building or its setting, the local planning authority, or as the case may be the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

National Planning Policy Framework (NPPF) (2025)

This sets out the Government’s planning policies for England and how these are expected to be applied. With regard to ‘Conserving and enhancing the historic environment’, the framework requires proposals relating to heritage assets to be justified and an explanation of their effect on the heritage asset’s significance provided.

Paragraph 7 of the Framework states that the purpose of the planning system is to ‘contribute to the achievement of sustainable development’ and that, at a very high level, ‘the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs’. So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development (paragraph 11).

With regard to the significance of a heritage asset, the framework contains the following policies:

208. Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset’s conservation and any aspect of the proposal.

With regard to potential ‘harm’ to the significance designated heritage asset, in paragraph 212 the framework states the following: ...great weight should be given to the asset’s conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

213. Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of:

- (a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional;
- (b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.

214. Where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- (a) the nature of the heritage asset prevents all reasonable uses of the site; and
- (b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and

- (c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and
- (d) the harm or loss is outweighed by the benefit of bringing the site back into use.

215. Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

Regional Planning Policy

The Greater Manchester Combined Authority Places for Everyone (‘PfE’) (2024) is the long-term plan of nine Greater Manchester districts for jobs, new homes, and sustainable growth. The plan sets out a strategic policy framework for the nine boroughs and helps these areas to meet their local housing and employment needs by identifying land and infrastructure to support growth.

Objective 4 of the PfE seeks to:

- Enhance our cultural, heritage and educational assets;
- Improve sustainable transport and active travel access to these locations; and
- Improve access for local people to jobs in these locations.

Policy JP-P2 addresses ‘Heritage,’ and states that:

Through this Plan we will proactively manage and work with partners to positively conserve, sustain and enhance its historic environment and heritage assets and their settings. Opportunities will be pursued to aid the promotion, enjoyment, understanding and interpretation of heritage assets, as a means of maximising wider public benefits and reinforcing Greater Manchester's distinct identity and sense of place. Local Plans will set out the key elements which contribute to the district's identity, character, and distinctiveness and which should be the priority for safeguarding and enhancing in the future, and demonstrate a clear understanding of the historic environment and the heritage values of sites, buildings or areas and their relationship with their surroundings. This knowledge should be used to inform the positive integration of our heritage by:

- Setting out a clear vision that recognises and embeds the role of heritage in place-making;
- Utilising the heritage significance of a site or area in the planning and design process, providing opportunities for interpretation and local engagement;
- Integrating the conservation and enhancement of heritage assets and their settings, with creative contextual architectural responses that contribute to their significance and sense of place;
- Delivering positive benefits that sustain and enhance the historic environment, as well as contributing to the economic viability, accessibility, and environmental quality of a place, and to social wellbeing; and
- Exploring opportunities to reduce greenhouse gas emissions that restoration of historic buildings offer.

Particular consideration will be given to ensure that the significance of key elements of the historic environment which contribute to Greater Manchester's distinctive identity and sense of place are protected from harm. These include historic town centres, places of worship, historic Places for Everyone transport routes including the canal network, industrial buildings and structures including textile mills, farmsteads and other sites, buildings, and areas of identified archaeological, architectural, artistic and historic value.

Development proposals affecting a designated heritage asset (or an archaeological site of national importance) and a conservation area should conserve those elements which contribute to its significance including those identified in any conservation area appraisal as making a positive contribution to the area.

Harm to such elements will only be permitted where this is clearly justified and outweighed by the public benefits of the proposal.

Proposals should be informed, as necessary, by the findings and recommendations of the appropriate heritage assessment(s) in the development plan evidence base and/or any updated heritage assessment submitted as part of the planning application process.

Local Context

Local Plan (2012)

The relevant, local heritage Planning Policy maintains the same focus as the NPPF. The City Council’s heritage policies focus on the fundamental importance of “preserving or, where possible, enhancing the historic environment.” The following policies from Manchester’s Core Strategy (2012) are of importance to the heritage assets considered within this statement.

Policy CC9 (Design and Heritage) states that development in Manchester City Centre should preserve or enhance the heritage assets that have been identified, including listed buildings, conservation areas and scheduled ancient monuments. The policy also establishes that new development must support the range of uses the Council expects in the City Centre and contribute to a coherent and integrated physical environment.

Policy EN3 (Heritage) states that throughout the City, MCC will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods. New developments must be designed to support MCC in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance.

Policy EN2 is also of relevance, as it stresses that “suitable locations will include sites within and immediately adjacent to the City Centre with particular encouragement given to non-conservation areas and sites which can easily be served by public transport nodes.”

The Council’s key regeneration objective is tempered by the need to ensure that “historic sites and areas of particular heritage value should be both safeguarded for the future and, where possible, enhanced for their own heritage merits and as part of wider heritage regeneration proposals” (paragraph 12.21, Policy EN3). The policy thus evidently requires development proposals to be sensitive to the inherent values of the designated heritage asset, with any impact justified by clear, documentary evidence.

Unitary Development Plan for the City of Manchester, 1995

The Unitary Development Plan (the ‘UDP’) for Manchester was adopted by the Council in 1995. The Core Strategy, adopted in 2012 and referred to above, replaced significant elements of the UDP, though there are saved policies which are extant, and which are relevant to a consideration of the impact of development proposals on heritage assets.

Development Control Policy 19.1 is saved from the UDP and addresses listed buildings. The policy stipulates that careful consideration is to be given to development proposals which affect the respective heritage assets, providing a series of provisions to consider such as relationships between new and old buildings, and promote their preservation and enhancement.

National Planning Policy Guidance (PPG) (2024)

The National Planning Practice Guidance (PPG) was last updated in February 2024 to support the National Planning Policy Framework (NPPF) and the planning system. It includes particular guidance on matters relating to protecting the historic environment in the section: Conserving and Enhancing the Historic

Environment.

Our assessment methodology (Appendix 3) uses the NPPF and PPG’s terminology for significance.

Paragraph 7: Why is ‘significance’ important in decision-taking? Heritage assets may be affected by direct physical change or by change in their setting. Being able to properly assess the nature, extent and importance of the significance of a heritage asset, and the contribution of its setting, is very important to understanding the potential impact and acceptability of development proposals.

Paragraph 8: How can proposals avoid or minimise harm to the significance of a heritage asset?

Understanding the significance of a heritage asset and its setting from an early stage in the design process can help to inform the development of proposals which avoid or minimise harm. Analysis of relevant information can generate a clear understanding of the affected asset, the heritage interests represented in it, and their relative importance.

Early appraisals, a conservation plan or targeted specialist investigation can help to identify constraints and opportunities arising from the asset at an early stage. Such appraisals or investigations can identify alternative development options, for example more sensitive designs or different orientations, that will both conserve the heritage assets and deliver public benefits in a more sustainable and appropriate way.

Paragraph 13: What is the setting of a heritage asset and how should it be taken into account? The setting of a heritage asset is defined in the Glossary of the National Planning Policy Framework. All heritage assets have a setting, irrespective of the form in which they survive and whether they are designated or not. The setting of a heritage asset and the asset’s curtilage may not have the same extent. The extent and importance of setting is often expressed by reference to the visual relationship between the asset and the proposed development and associated visual/physical considerations. Although views of or from an asset will play an important part in the assessment of impacts on setting, the way in which we experience an asset in its setting is also influenced by other environmental factors such as noise, dust, smell and vibration from other land uses in the vicinity, and by our understanding of the historic relationship between places. For example, buildings that are in close proximity but are not visible from each other may have a historic or aesthetic connection that amplifies the experience of the significance of each. The contribution that setting makes to the significance of the heritage asset does not depend on there being public rights of way or an ability to otherwise access or experience that setting. The contribution may vary over time. When assessing any application which may affect the setting of a heritage asset, local planning authorities may need to consider the implications of cumulative change. They may also need to consider the fact that developments which materially detract from the asset’s significance may also damage its economic viability now, or in the future, thereby threatening its ongoing conservation.

Appendix V: References

Planning (Listed Buildings & Conservation Areas) Act 1990.

Department of Communities and Local Government (2025). National Planning Policy Framework.

Department of Communities and Local Government (2019) Planning Practice Guide. Conserving and enhancing the historic environment

Historic England (2019). Understanding Place: Conservation Area Designation, Appraisal and Management.

Historic England (2008). Conservation Principles. Policies and Guidance.

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Historic England (2015). Historic Environment Good Practice Advice in Planning. Note 2: Decision-Taking in the Historic Environment.

Historic England (2019). Statements of Heritage Significance.

