



Environmental Statement

MIX, Manchester

Airport City Limited Partnership

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Basis of Report

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Glossary and Abbreviations

Glossary

Term	Definition
Air Quality Limit Value	Legally binding parameters defined in air quality legislation that must not be exceeded. Limit values are set for individual pollutants and are a combination of a concentration value, an averaging time over which it is measured, the number of exceedances allowed per year, and a date by which it must be achieved.
Air Quality Management Area (AQMA)	An area where air pollutant concentrations exceed / are likely to exceed the relevant air quality objectives. AQMAs are declared for specific pollutants and objectives.
Air Quality Objective	The name given to the maximum ambient pollutant concentration that is not to be exceeded either without exception or within a permitted number of exceedances over a specified timescale for a pollutant outlined in the national Air Quality Strategy.
Air Quality Strategy	A national government document which contains standards, objectives and measures for improving ambient air quality.
Annual Average Daily Traffic	The number of traffic movements on a given road in a 24-hour period as an average across one year.
Background Concentration	The pollutant concentration assumed to represent baseline concentrations in the atmosphere across the modelled area.
Baseline Conditions	The existing environment against which potential changes caused by the Proposed Development are measured.
Cumulative Effect	The collective effects of the proposed development in combination with other committed developments (cumulative schemes) in the surrounding area.
Diffusion Tube Monitoring	A passive, periodic monitoring method. The tubes contain a substance which absorb the pollutant of interest at a known rate and from the period exposed and subsequent analysis, an ambient pollutant concentration can be calculated.
Do-Minimum	The scenario representing predicted traffic flows in the future year inclusive of committed developments should the proposals not be completed.
Do-Something	The scenario representing predicted traffic flows in the future year inclusive of committed developments should the proposals be completed.



Term	Definition
Dust	Dust is a generic term covering particles of different compositions, shapes and sizes. These can have different impacts and effects: - Those particles up to 10µm (micrometres) in diameter (known as PM₁₀) remain suspended in air for long periods and because they are fine enough to be breathed in and can, potentially, cause health effects. - The particles that are larger (and maybe visible to the naked eye) are not thought to cause health effects to the same extent, but can cause disamenity through soiling and staining when they deposit onto window ledges, cars, laundry and plants etc.
Ecological Receptor	A designated site, habitat or species population that could be affected by the Proposed Development.
Free-field Level	The sound level in an open area well away from any buildings or other sound reflecting surfaces other than the ground. Generally, the minimum distance from building facades required for free-field measurements is 3.5m.
Heavy Duty Vehicle (HDV)	Vehicles with a gross weight of greater than 3.5 tonnes.
L _{A10,18h}	This is the arithmetic average of the hourly (L _{A10,1h}) values for each of the eighteen one-hour periods between 06:00 and 24:00 hours. This indicator is normally used to describe road traffic noise.
L _{A10,T}	This is the 'A' weighted noise level exceeded for just 10% of the measurement period, T.
L _{A90,T}	This is the 'A' weighted noise level exceeded for 90% of the measurement period, T. This is often described as the background sound or noise level.
L _{Aeq,T}	The equivalent continuous A-weighted sound or noise level over the time period (T). This is the A-weighted sound pressure level of a continuous, steady sound that, over the given time period (T), contains the same sound energy as the actual fluctuating sound over the same time period.
L _{night}	The equivalent continuous sound pressure level when the reference time interval is the night-time period (23:00 – 07:00).
Magnitude	A judgment about the size, scale, and extent of the identified change to the townscape or view.



Term	Definition
Mitigation	Measures proposed to prevent, reduce, or offset any potential adverse effects of the Proposed Development.
OMHPDL	Open mosaic habitat on previously developed land - a UK Priority Habitat.
Potential Roost Feature (PRF)	A feature on a tree/building that could be used by roosting bats.
Roughness Length	A measure of the surface roughness of the area.
Sensitivity	A term combining judgments about the value of a receptor and its susceptibility to change.
Significance	The measure of the overall importance or gravity of the environmental effect, determined by considering the sensitivity of the receptor and the magnitude of the effect.
Susceptibility	Ability of a receptor to accommodate the proposed development without experiencing undue negative consequences.
Trackout	The transport of dust and dirt from the construction site onto the public road network, where it may be deposited and then re-suspended by vehicles using the network. This arises when HDVs leave the construction site with dusty materials, which may then spill onto the road, and/or when HDVs transfer dust and dirt onto the road having travelled over muddy ground on site.
Value	The relative importance or quality attached to a specific receptor, which can be informed by designations (e.g., Conservation Areas) or community interest.
Zone of Influence (Zoi)	The area over which ecological features may be subject to effects from the Proposed Development.

Abbreviations

Abbreviation	Term
AADT	Annual Average Daily Traffic
AAWT	Annual Average Weekday Traffic
ADM	Atmospheric Dispersion Modelling
APSH	Annual Probably Sunlight Hours
AQAP	Air Quality Action Plan
AQLV	Air Quality Limit Value
AQMA	Air Quality Management Area
AQO	Air Quality Objective
AQS	Air Quality Strategy



Abbreviation	Term
AVR	Accurate Visual Representation
BAP	Biodiversity Action Plan
BCMP	Biodiversity Construction Management Plan
BNG	Biodiversity net gain
BPM	Best Practicable Means
CAP	Clean Air Plan
CERC	Cambridge Environmental Research Consultants
CMLI	Chartered Member of the Landscape Institute
CMP	Construction Management Plan
CRTN	Calculation of Road Traffic Noise
DAS	Design and Access Statement
DBW	Daytime Bat Walkover
DEFRA	Department for Environment, Food and Rural Affairs
DfT	Department for Transport
DM	Do-Minimum
DMRB	Design Manual for Roads and Bridges
DS	Do-Something
ECow	Ecological Clerk of Works
EFT	Emissions Factor Toolkit
EIA	Environmental Impact Assessment
EIA Regulations 2017	The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended)
ELC	European Landscape Convention
GIA	Gross Internal Area
GLTA	Ground-Level Tree Assessment
GLVIA	Guidelines for Landscape and Visual Impact Assessments
GMAL	Greater Manchester Accessibility Levels
GMCA	Greater Manchester Combined Authority
HDV	Heavy Duty Vehicle
HGV	Heavy Goods Vehicle
HMMP	Habitat Management and Maintenance Plan
IAQM	Institute of Air Quality Management
IEMA	Institute of Environmental Management and Assessment
LA	Local Authority



Abbreviation	Term
LAQM	Local Air Quality Management
LGV	Light Goods Vehicle
LI	Landscape Institute
LOAEL	Lowest Observed Adverse Effect Level
MAG	Manchester Airport Group
MCC	Manchester City Council
NB	Northbound
NERC Act	Natural Environment and Rural Communities Act 2006
NGR	National Grid Reference
NO ₂	Nitrogen Dioxide
NO _x	Oxides of Nitrogen
NPPF	National Planning Policy Framework
NPPG	National Planning Practice Guidance
NPSE	Noise Policy Statement for England
OMHPDL	Open Mosaic Habitat on Previously Developed Land
PEA	Preliminary Ecological Appraisal
PM ₁₀	Particulate Matter with an Aerodynamic Diameter of Less than 10µm
PM _{2.5}	Particulate Matter with an Aerodynamic Diameter of Less than 2.5µm
PPG	National Planning Practice Guidance
PPG: N	Planning Practice Guidance: Noise
PRF	Potential Roost Feature
PRoW	Public Right of Way
SAC	Special Area of Conservation
SB	Southbound
SBI	Site of Biological Importance
SLM	Sound Level Meter
SOAEL	Significant Observed Adverse Effect Level
SSSI	Site of Special Scientific Interest
TA	Transport Assessment
TfGM	Transport for Greater Manchester
TVIA	Townscape and Visual Impact Assessment
UKHab	UK Habitat Classification
VSC	Vertical Sky Component
VVM	Visually Verified Photomontage



Abbreviation	Term
Z ₀	Roughness Length
Z ₀₁	Zone of Influence
ZVI	Zones of Visual Influence



1.0 Introduction

This Environmental Statement (ES) has been coordinated by SLR Consulting Ltd (SLR). It accompanies a part outline and part detailed (hybrid) planning application submitted by Airport City Limited Partnership (hereafter the 'Applicant') to Manchester City Council (MCC) for a mainly employment and industrial development, on land to the north of the A56 spur, immediately south of Wythenshawe and to the north of Manchester Airport (hereafter the 'Application Site').

1.1 Scheme Overview

The Application Site covers an area of 12.016 hectares (ha) and Parcel A currently contains the Manchester Airport long stay car park, bound by dense woodland along its southern and western boundaries. The Detailed Element, Parcels B, C and D currently contain an additional car park and extensive areas of cleared scrubland and previously developed brownfield land. The Application Site falls within the administrative boundary of MCC.

The scheme (hereafter referred to as the 'Proposed Development') will comprise mid-tech industrial, large scale advanced manufacturing, R&D / office, hotel and a MSCP alongside ancillary amenities which could include small scale convenience retailing and F&B. The description of development as it appears on the planning application forms is as follows:

Hybrid Planning Application seeking:

- 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.*

Further information on the Application Site and the Proposed Development is contained in **Chapter 3: Site Description** and **Chapter 5: The Proposed Development**, respectively.

1.2 Environmental Impact Assessment (EIA)

1.2.1 The Purpose of EIA

EIA is a systematic process for ensuring that the likely significant effects of a new development on its surrounding environment are fully identified and taken into account in the decision-making process to assess whether a development should proceed.

The aim of the EIA process is to provide the relevant decision maker (the 'competent' or lead authority) with the information necessary to consider potential environmental impacts, to ascertain whether these are acceptable and to secure measures to mitigate any impacts likely to result in significant effects, or remove them completely, prior to granting relevant consents/permissions.

The purpose of EIA is:

"[...] to protect the environment by ensuring that a local planning authority, when deciding whether to grant planning permission for a project which is likely to have significant effects on the environment, does so in the full knowledge of the likely significant effects, and takes this into account in the decision-making process..."¹



1.2.2 Applicable EIA Regulations

This ES is submitted in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017² (as amended^{3,4,5}) (hereafter referred to as ‘the EIA Regulations’).

The Proposed Development is not listed under Schedule 1 of the EIA Regulations (for which EIA is mandatory) but is listed under Schedule 2, Category 10b *urban development projects*, where EIA is required where a development is likely to have significant effects on the environment by virtue of factors such as its nature, size or location.

1.2.3 The EIA Process

Regulation 4(2) to (4) of the EIA Regulations provide salient information in relation to the EIA process. The key considerations for EIA are described as follows:

“... (2) The EIA must identify, describe and assess in an appropriate manner, in light of each individual case, the direct and indirect significant effects of the proposed development on the following factors -

(a) population and human health;

(b) biodiversity, with particular attention to species and habitats protected under Directive 92/43/EEC(1) and Directive 2009/147/EC(2);

(c) land, soil, water, air and climate;

(d) material assets, cultural heritage and the landscape;

(e) the interaction between the factors referred to in sub-paragraphs (a) to (d).

(3) The effects referred to in paragraph (2) on the factors set out in that paragraph must include the operational effects of the proposed development, where the proposed development will have operational effects.

(4) The significant effects to be identified, described and assessed under paragraph (2) include the expected significant effects arising from the vulnerability of the proposed development to major accidents or disasters that are relevant to that development....”

1.3 The Environmental Statement (ES)

Regulation 18(3) of the EIA Regulations provides a definition of an ES.

Table 1.1 summarises the minimum information requirements specified in this Regulation and sets out where these requirements are satisfied within this ES.

Table 1.1: Regulation 18(3) Requirements

Specified Information	Where Addressed
a) a description of the proposed development comprising information on the site, design, size and other relevant features of the development;	Volume I, Chapter 5: The Proposed Development Volume I, Chapter 6: Construction Strategy and Management
b) a description of the likely significant effects of the proposed development on the environment;	Volume I, Chapters 7 to 12
c) a description of any features of the proposed development, or measures envisaged in order to avoid, prevent or reduce and, if possible	Volume I, Chapters 7 to 12



Specified Information	Where Addressed
offset likely significant adverse effects on the environment;	
d) a description of the reasonable alternatives studied by the developer, which are relevant to the proposed development and its specific characteristics, and an indication of the main reasons for the option chosen, taking into account the effects of the development on the environment;	Volume I, Chapter 4: Alternatives and Design Evolution
e) a non-technical summary of the information referred to in sub-paragraphs (a) to (d)	Volume III, Non-Technical Summary
f) any additional information specified in Schedule 4 relevant to the specific characteristics of the particular development or type of development and to the environmental features likely to be significantly affected.	Volume I, Chapter 6: Construction Strategy and Management and Chapters 7 to 12.

The content of the ES is set out in **Table 1.2** below.

Table 1.2: Content of the ES

ES Volume	ES Component(s)
Volume I: Main Report	Glossary and Abbreviations
	Chapter 1 Introduction
	Chapter 2 EIA Methodology
	Chapter 3 Site Description
	Chapter 4 Alternatives and Design Evolution
	Chapter 5 The Proposed Development
	Chapter 6 Construction Strategy and Management
	Chapter 7 Air Quality
	Chapter 8 Daylight, Sunlight and Overshadowing
	Chapter 9 Ecology and Biodiversity
	Chapter 10 Noise and Vibration
	Chapter 11 Townscape and Visual
	Chapter 12 Traffic and Movement
	Chapter 13 Intra-Development Cumulative Effects
	Chapter 14 Summary of Mitigation and Residual Effects, and Next Steps
Volume II: Appendices	Appendix 2.1 Request for a Scoping Opinion
	Appendix 2.2 MCC EIA Scoping Opinion
	Appendix 3.1 Indicative Site Boundary and Existing Site



ES Volume	ES Component(s)
	Appendix 5.1 Outline Parameter Plans
	Appendix 5.2 Detailed Scheme Drawings
	Appendix 5.3 Site-Wide Masterplan Drawings
	Appendix 7.1 Legislation and Policy
	Appendix 7.2 Construction Dust Methodology and Assessment
	Appendix 7.3 Operational Phase Road Vehicle Exhaust Emissions Assessment
	Appendix 7.4 Air Quality Figures
	Appendix 8.1 Daylight, Sunlight and Overshadowing Assessment
	Appendix 9.1 Preliminary Ecological Appraisal (PEA) including UKHab Survey and Desk Study
	Appendix 9.2 Detailed Botanical Survey Report
	Appendix 9.3 Ground-Level Tree Assessment (GLTA)
	Appendix 10.1 Glossary of Terms
	Appendix 10.2 Relevant Policies and Guidance
	Appendix 10.3 Noise Receptor Locations
	Appendix 10.4 Noise Monitoring Locations
	Appendix 10.5 Summary of Noise Survey Monitoring Equipment
	Appendix 10.6 Noise Survey Summary Results
	Appendix 10.7 Operational Noise Assumptions
	Appendix 10.8 Construction Noise Predictions
	Appendix 11.1 TVIA Figures and Townscape Assessment Tables
	Appendix 11.2 Views & Photomontages and Visual Assessment Tables
	Appendix 12.1 Transport Assessment (TA)
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	Appendix 12.2 Traffic and Movement Figures
Volume III: Non-Technical Summary	Non-Technical Summary

Information on how the scope of this ES was agreed with MCC is contained in **Chapter 2: EIA Methodology**, along with details of the consultation with other statutory and non-statutory stakeholders, including Natural England, the Environment Agency and National Highways.



1.4 The Project Team

This ES has been written predominantly by SLR, with specific inputs from specialists on the technical chapters. It has been prepared based on information provided by the Applicant, the architect, landscape architect, technical consultants and planning consultant.

1.4.1 Competent Experts

Regulation 18(5) of the EIA Regulations states that:

“... In order to ensure the completeness and quality of the environmental statement –

a) The developer must ensure that the environmental statement is prepared by competent experts; and

b) The environmental statement must be accompanied by a statement from the developer outlining the relevant expertise and qualifications of such experts....”.

SLR is a Registered Environmental Assessor Member of the Institute of Sustainability & Environmental Professionals (ISEP) and holder of the EIA Quality Mark (<https://www.isepglobal.org/corporate-programmes/eia-quality-mark/>). SLR has significant experience in undertaking EIA for a wide variety of projects, including commercial, residential, renewable energy, and infrastructure developments. Further information on SLR can be found on its corporate website at www.slrconsulting.com.

Table 1.3 sets out the specialists that have prepared the various technical assessments and other relevant inputs across all volumes of this ES. Details for specific individuals within these organisations are provided in the introductory sections of the technical chapters.

Table 1.3: The ES Authors

Author	ES Components
	Chapter 1: Introduction Chapter 2: EIA Methodology Chapter 3: Site Description Chapter 4: Alternatives and Design Evolution Chapter 5: The Proposed Development Chapter 6: Construction Strategy and Management Chapter 13: Intra-Development Cumulative Effects Chapter 14: Summary of Residual Effects, Mitigation and Next Steps
	Chapter 7: Air Quality
	Chapter 8: Daylight, Sunlight and Overshadowing
	Chapter 9: Ecology and Biodiversity Chapter 10: Noise and Vibration Chapter 12: Traffic and Movement



Author	ES Components
PLANIT	Chapter 11: Townscape and Visual

1.5 ES Availability and Comments

The ES is available for viewing by the public on MCC's website:

Comments on the planning application can be made online or can be sent directly to MCC.

Hard copies and electronic copies of the ES can be obtained by contacting:

SLR Consulting

3rd Floor Summit House

12 Red Lion Square

London

WC1 4HQ

Tel: 0330 088 6631

Email: AdminStaffEU@slrconsulting.com with email subject 'MIX Manchester EIA'.

Charges for paper copies will be made in accordance with Regulation 24 of the EIA Regulations (i.e. to reflect printing and/or distribution costs).

Further information on the determination of the planning application is contained in **Chapter 14: Summary of Mitigation, Residual Effects & Next Steps**.

1.6 References

¹ Ministry of Housing, Communities and Local Government (2014), 'Guidance: Environmental Impact Assessment', <https://www.gov.uk/guidance/environmental-impact-assessment> [Accessed: December 2025].

² His Majesty's Stationery Office (2017), 'The Town and Country Planning (Environmental Impact Assessment) Regulations 2017', <https://www.legislation.gov.uk/ukSI/2017/571/introduction> [Accessed: December 2025].

³ His Majesty's Stationery Office (2018), 'The Town and Country Planning and Infrastructure Planning (Environmental Impact Assessment) (Amendment) Regulations 2018', <https://www.legislation.gov.uk/ukSI/2018/695/contents/made> [Accessed: December 2025].

⁴ His Majesty's Stationery Office (2018), 'The Environmental Assessments and Miscellaneous Planning (Amendment) (EU Exit) Regulations 2018', <https://www.legislation.gov.uk/ukSI/2018/1232/contents/made> [Accessed: December 2025].

⁵ His Majesty's Stationery Office (2020), 'The Town and Country Planning (Development Management Procedure, Listed Buildings and Environmental Impact Assessment) (England) (Coronavirus) (Amendment) Regulations 2020', <https://www.legislation.gov.uk/ukSI/2020/505/contents> [Accessed: December 2025].



2.0 EIA Methodology

2.1 Introduction

This chapter sets out the methodology for undertaking the EIA. In particular, it details the process of identifying environmental issues to be addressed and the method of assessing the likely significance of effects.

2.2 General Approach

This ES has been prepared to comply with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017¹, as amended², (the 'EIA Regulations') which implement the European Council Directive No. 2014/52/EU³.

Reference has also been made to currently available EIA good practice guidance, including:

- Guidance documents produced by the European Commission, which are available at: <http://ec.europa.eu/environment/eia/eia-support.htm>;
- Guidance documents/advice notes prepared by the Planning Inspectorate (PINS), which are available at: <https://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/guidance/>;
- National Planning Practice Guidance (PPG) on Environmental Impact Assessment, Ministry of Housing, Communities and Local Government (updated May 2020)⁴;
- 'Guidelines for Environmental Impact Assessment', IEMA, 2004⁵, updated 2006⁶;
- 'EIA Quality Mark - ES Review Criteria COM 3-6', IEMA (undated);
- 'The State of Environmental Impact Assessment Practice in the UK, IEMA, 2011;
- 'Environmental Impact Assessment Guide to Delivering Quality Development', IEMA, 2016⁷;
- 'Delivering Proportionate EIA', IEMA, 2017⁸;
- Impact Assessment Outlook Journal: Volume 1: 'Perspectives upon Proportionate EIA', IEMA, 2018⁹;
- The Planning Inspectorate 'Using the Rochdale Envelope'¹ (Advice Note 9, April 2012)¹⁰; and
- Topic-specific guidance, detailed where appropriate in the relevant technical chapters.

Note that IEMA have since rebranded to ISEP, however, all guidance prepared by IEMA is considered to remain relevant following this rebrand and is therefore used as necessary throughout this ES.

The planning policy context which has informed the EIA includes the following:

- National Planning Policy Framework (NPPF)¹¹;
- National Planning Practice Guidance (NPPG)¹²;

¹ The PINS advice note on the Rochdale Envelope was issued in the context of Nationally Significant Infrastructure Projects (NSIPs) and does not directly apply to the Proposed Development. However, it is a useful starting point for large non-NSIP development and is therefore appropriate to consider.

- Manchester Core Strategy 2012 to 2027¹³;
- MIX Manchester Draft Strategic Regeneration Framework 2024 (Endorsed 2026)¹⁴; and
- Places For Everyone Joint Development Plan 2022 to 2039¹⁵.

In line with the EIA Regulations and best practice guidance, the EIA comprised the following:

- Site surveys, data searches and desk-top reviews to establish the existing baseline conditions and predict the likely future baseline conditions in the absence of the Proposed Development;
- Identification of sensitive receptors which could be affected by the Proposed Development;
- EIA Scoping – to set out the intended scope of the EIA;
- Undertaking technical assessments to determine the likely significant effects of the Proposed Development;
- Developing mitigation measures;
- Determining whether monitoring of mitigation will be necessary;
- Assessing the residual effects of the Proposed Development and their significance; and
- Assessing the cumulative effects of the Proposed Development.

2.3 Screening

Screening is the first stage of the EIA process which determines whether a proposed development is likely to have any significant effects, and therefore whether EIA is required. As set out in the EIA Regulations, the determination of whether EIA is required is dependent on whether the proposed development is:

- Schedule 1 development: in which case EIA is required; or
- Schedule 2 development: in which case EIA is required where the development is likely to have significant effects on the environment, as referenced in Schedule 3 of the Regulations.

The Proposed Development falls within ‘Schedule 2’ of the EIA Regulations under Category 10(b) *urban development projects* and exceeds the relevant screening thresholds and criteria which are:

- i. The development includes more than 1 hectare of urban development which is not dwellinghouse development; or
- ii. The development includes more than 150 dwellings; or
- iii. The overall area of the development exceeds 5 hectares.

On the basis that the Proposed Development exceeds the relevant screening thresholds and criteria ((i) and (iii)) for the category of development, a formal EIA Screening Opinion was not requested from MCC; instead, the Applicant volunteered to undertake EIA for the Proposed Development.

2.4 EIA Scoping

The EIA Regulations determine that the ES should focus on the “*likely significant effects of a proposed development on the environment*”. Although discretionary rather than mandatory,

scoping is an important component of the EIA process as it provides a mechanism to focus the ES, with the agreement of third-party consultees, on likely significant effects, thus avoiding disproportionate emphasis upon peripheral issues which are unlikely to be significant. As ISEP state:

“... At its best, EIA helps to shape the design and siting of development such that social value to communities and broader economic value to investors can both be met, without eroding natural capital and pushing boundaries of environmental limits - a tool that can truly support moves towards sustainability. However, the many competing demands can often serve to stifle the process, resulting in reams of information that mask the key environmental issues that need to be considered...”¹⁶

EIA Scoping is also important in identifying all of the potentially significant effects during construction works and following completion and operation, to ensure that appropriate mitigation options are considered.

2.4.1 Request for an EIA Scoping Opinion

In line with best practice guidance, scoping was undertaken at the start of the assessment process to identify the environmental issues to be addressed in the ES. A ‘Request for an EIA Scoping Opinion’ under Regulation 15(1) of the EIA Regulations was prepared by SLR and submitted to MCC on 3rd December 2025.

The Request for an EIA Scoping Opinion, which is included in **Appendix 2.1, ES Volume II**, set out the overall approach to the EIA and identified the likely environmental effects that may arise from the Proposed Development. The proposed scope of the assessments was guided by desk top analysis and baseline studies.

2.4.2 MCC’s EIA Scoping Opinion

Following consultation with statutory consultees, an EIA Scoping Opinion was received from MCC (**Appendix 2.2, ES Volume II**) on 7th January 2026. MCC’s EIA Scoping Opinion confirmed that the following key environmental issues should be addressed as part of the EIA:

- Air Quality (**Chapter 7**);
- Daylight, Sunlight and Overshadowing (**Chapter 8**);
- Ecology and Biodiversity (**Chapter 9**);
- Noise and Vibration (**Chapter 10**);
- Townscape and Visual (**Chapter 11**); and
- Traffic and Movement (**Chapter 12**).

The specific scopes of assessment for those topics ‘scoped in’ to the EIA are outlined in the respective technical chapters of the ES (**Chapters 7 to 12**). These reflect the content of the Request for an EIA Scoping Opinion, subject to any comments or specific requirements detailed in MCC’s EIA Scoping Opinion.

2.4.3 Response to EIA Scoping Opinion

In accordance with the requirements of Regulation 18(4)(a) of the EIA Regulations, the scope of the EIA undertaken accords with the content of the EIA Scoping Opinion issued by MCC on 7th January 2026. The EIA Scoping Opinion confirmed agreement with the general approach of the EIA, with some topic-specific requests made, which are detailed and addressed within the relevant technical chapters (**Chapters 7-12**).

2.4.4 Consideration of Human Health

Consideration has been given to human health in the following ES Chapters:

- Air Quality (**Chapter 7**); and
- Noise and Vibration (**Chapter 10**).

2.4.5 Topics ‘Scoped Out’ of the ES

It was agreed via the scoping consultation that the following topics would be ‘scoped out’ of the ES on the basis that significant environmental effects were unlikely:

- Archaeology;
- Built Heritage;
- Climate Change and Greenhouse Gas;
- Glint and Glare;
- Ground Conditions;
- Human Health;
- Major Accidents and Disasters;
- Socioeconomics;
- Waste and Materials; and
- Water Environment.

The full justification for scoping out each of the above topics can be found in the request for an EIA Scoping Opinion (**Appendix 2.1**).

2.5 Consultation

Consultation has been undertaken throughout the EIA process. A number of statutory and non-statutory organisations were consulted regarding the Proposed Development, either directly by members of the EIA team or through MCC as part of their consultation in response to the Applicant’s Request for an EIA Scoping Opinion (see **Appendix 2.2, ES Volume II**).

Discipline-specific consultations are provided in the technical appendices of **ES Volume II** with a summary provided within each technical ES chapter.

2.6 Nature of the Planning Application and Approach to EIA

The Applicant is seeking planning permission for the Proposed Development by way of a hybrid planning application. The description of the Proposed Development within the ES must be sufficient to enable the requirements of the EIA Regulations to be fulfilled and to enable the likely significant effects of the Proposed Development to be identified.

For the outline element, for which all matters are reserved apart from primary access, matters of appearance, landscaping, layout and scale within the outline element will be the subject of a future reserved matters application(s) (RMAs).

As a hybrid planning application, the consenting process for the Proposed Development will involve more than one stage (termed a ‘multi-stage consent’) with the principal decision made at the outline stage and a subsequent implementing decision when the RMAs are submitted. Guidance provided by the Ministry of Housing, Communities and Local Government (MHCLG), supported by case law, determines that the likely significant effects

of a project on the environment should be identified and assessed at the time of the procedure relating to the principal decision (i.e. the outline planning application stage). Where the effects are not identified or identifiable at the time of the principal decision, an assessment must be undertaken at the subsequent stage.

The below guidance regarding multi-stage consents is provided by the DLUHC within its online Planning Practice Guidance:

“... To minimise the possibility that further environmental information is required at a later stage of a multi-stage consent procedure, it is considered that (R v Rochdale MBC ex parte Tew [1999] 3 PLR 74 and R v Rochdale MBC ex parte Milne [2001 81 PCR 27]):

- *where an application is made for an outline permission with all matters reserved for later approval, the permission should be subject to conditions or other parameters (such as a section 106 agreement) which ‘tie’ the scheme to what has been assessed; and*
- *while applicants are not precluded from having a degree of flexibility in how a scheme may be developed, each option will need to have been properly assessed and be within the remit of the outline permission...”*

To ensure that the hybrid planning application for the Proposed Development has been robustly assessed, and maintains flexibility, and in accordance with the minimum requirements of the Town and Country Planning (Development Management Procedure) (England) Order 2015¹⁷, a series of assessment parameters for the Proposed Development has been defined, as set out in **Chapter 5: The Proposed Development**.

The outline proposals are defined by a series of drawings (referred to as ‘Parameter Plans’). Amongst other information, the Parameter Plans detail the maximum of the outline proposals, in effect, providing the ‘envelope’ within which the built form would take place. The spatial extents defined by the Parameter Plans include:

- Development Plots; and
- Maximum Building Heights.

The Parameter Plans are accompanied by a Design Guide, included as a chapter within the Design and Access Statement (DAS), that sets out how the detailed design of the Proposed Development would come forward through RMAs.

The Parameter Plans form the basis of the EIA for the Proposed Development, as reported in this ES. The Parameter Plans identify the maximum extent of built development which could be implemented through RMAs. For the majority of the technical assessments in the ES, this comprises the likely ‘worst case’ scale and magnitude of effects.

Where exact details are not yet known at outline stage (for example the final occupation of commercial units), assumptions have been made for assessment purposes, based on reasonably foreseeable circumstances. Further information is provided in **Chapter 5: The Proposed Development**.

An Illustrative Masterplan also forms part of the supporting information to the planning application. It is contained within the DAS but is not submitted for approval and is illustrative only. The Illustrative Masterplan demonstrates one possible way in which the Proposed Development could be delivered within the parameters assessed.

The details for the outline element, including the external appearance and scale (height) of the buildings, together with the layout and landscaping would be subject to subsequent approval by MCC at a later date through RMAs in accordance with the Parameter Plans for which planning approval is now sought.

Planning conditions will be used as a mechanism to ensure that the details of the Proposed Development (as submitted via the subsequent RMAs) must fall within the parameters laid down by the outline planning permission and on which the EIA has been based. This is to ensure that the Proposed Development does not (and cannot) take place in a form that would lead to significantly different environmental effects from those considered in this ES. In the event that RMAs include elements that exceed the parameters assessed in relation to the outline elements, further assessment may be required at reserved matters stage.

2.7 Approach to Assessment & Reporting Structure of Technical Chapters

Environmental topics to be considered in the EIA have been assigned separate chapters within ES Volume I (**Chapter 7 to Chapter 12** inclusive). An overview of the chapter framework, along with the broad approach to assessment contained within each technical chapter, is set out in further detail below.

2.7.1 Introduction

This section provides a brief introduction to the assessment and the issues considered in the chapter. It confirms the author and highlights relevant figures and appendices which accompany the chapter (figures and appendices are generally presented in the corresponding appendices in **ES Volume II**).

2.7.2 Legislation, Planning Policy and Guidance

This section provides a bulleted list of relevant legislation, planning policy and guidance in relation to the specific technical topic. More information, where necessary, is provided in the appendices which support the technical chapters.

2.7.3 Assessment Methodology

This section outlines the methods used in the technical assessment, including defining an appropriate study area, collecting baseline data, and consulting with MCC officers or other third parties. It also explains the approach to evaluating the significance of likely environmental effects, referencing published standards, guidelines, best practices, and industry criteria. Any limitations and assumptions of the assessment are also detailed.

The significance of effects is generally determined by considering the magnitude of impact against the sensitivity of a receptor:

- **Sensitivity of Receptor:** Receptors are defined as the physical resources or user groups that are subject to impacts. Receptor sensitivity (referred to in some topics as 'value') may depend on factors such as: rarity; quality; importance; and / or replaceability etc.
- **Magnitude of Impact:** This represents the degree of change to which a receptor will be exposed as a result of the construction or operational activity undertaken.

The methodology for determining receptor sensitivity and impact magnitude is specific to each technical topic and is defined in each technical chapter. Where industry guidance dictates a variation to this approach this will be explained in the relevant chapter.

The outcome of an impact on a receptor is referred to as an 'effect'. Criteria for ascribing the significance to effects, having regard to both receptor sensitivity and impact magnitude, are set out in each technical chapter and adhere to the following general scale (unless otherwise stated to accord with industry guidance):

- Major;

- Moderate;
- Minor; and
- Negligible.

Each technical chapter also sets out which effects are considered as ‘significant’ for the purposes of the EIA, with reference to their technical guidelines.

2.7.4 Baseline Conditions

To assess the likely significant effects of the Proposed Development, it is essential to establish the current environmental conditions and sensitive receptors on and around the Application Site in the absence of the Proposed Development. These are referred to as baseline conditions.

This section of each chapter summarises the baseline conditions relevant to each environmental topic, drawing on desk-top studies, data and evidence reviews, and site survey results. Full information is provided in the appendices of **ES Volume II**, which are cross-referenced in each relevant chapter.

In most cases, baseline conditions are based on existing conditions at the time of surveys or the latest relevant baseline data. Consideration is also given to how the existing baseline may evolve naturally in the absence of the Proposed Development, as required by Schedule 4(3) of the EIA Regulations. Additionally, the likely future baseline is considered, taking into account proposed changes within the vicinity of the Application Site due to other consented schemes and proposed interventions or how the Application Site would evolve in the future in the absence of the Proposed Development.

The description of baseline and future baseline conditions includes a review of existing and future sensitive receptors that could be affected by the Proposed Development and their sensitivity.

2.7.5 Likely Environmental Effects

This section of each chapter presents the assessment of the likely significant environmental effects of the Proposed Development during construction, and once the development is complete and operational. The assessment is summarised in tabular form, detailing each environmental effect's type, duration, scale, and significance using a consistent set of descriptors. Additional information is provided in the technical appendices contained in **Volume II** of the ES.

The assessment of likely significant environmental effects is based on the environmental knowledge of the existing Application Site and its surrounding area (the baseline conditions). The EIA has considered both beneficial and adverse effects of the Proposed Development during construction and once it is complete and operational. Since there is no time horizon associated with the completed and operational Proposed Development, decommissioning has not been considered within the assessment.

In line with Schedule 4(5) of the EIA Regulations “... *the description of the likely significant effects on the factors specified in regulation 4(2) should cover the direct effects and any indirect, secondary, cumulative, transboundary, short-term, medium-term, and long-term, permanent and temporary, positive and negative effects of the development...*”.

A summary of the approach to defining these descriptors is set out in **Table 2.1**.

Table 2.1: Effect Typologies and Descriptors

Effect Typology	Effect Descriptor	Definition
Nature of Effect	Direct (Primary)	An effect without intervening factors (e.g. the removal of trees and vegetation to allow construction of the Proposed Development).
	Indirect (Secondary)	An effect not directly caused by the Proposed Development (e.g. changes to the pattern of traffic movements across the road network as a result of a new road being constructed).
Temporal Scale of Effect	Short-Term	An effect lasting up to ~3 years from the commencement of the Proposed Development.
	Medium-Term	An effect lasting between ~3 and ~15 years from the commencement of the Proposed Development.
	Long-Term	An effect lasting from ~15 years onwards from the commencement of the Proposed Development.
Permanence Scale of Effect	Temporary	An effect lasting only for a limited period of time (e.g. the generation of construction jobs, or noise and dust emissions from construction activities).
	Permanent	An effect lasting or remaining unchanged for the operational lifetime (e.g. the creation of operational jobs as a result of the Proposed Development, or the generation of noise or air quality emissions from operational traffic flows).
Type of Effect	Adverse (i.e. Negative)	A harmful or unfavourable effect (e.g. the loss of trees to allow the construction of new buildings).
	Beneficial (i.e. Positive)	A favourable or advantageous effect (e.g. the creation of jobs as a result of proposed construction works).
Cumulation of Effects	Cumulative	The effects of multiple projects on a single receptor or receptor group (e.g. traffic generated by a number of different developments occurring in close proximity to one another).

Part 10 of the EIA Regulations requires consideration of transboundary effects. These may arise where development proposed to be carried out in England which is the subject of an EIA application is likely to have significant effects on the environment in a European Economic Area (EEA) State.

No transboundary effects are envisaged as a result of the Proposed Development and this issue is not considered relevant to this EIA.

2.7.6 Mitigation Measures and Likely Residual Effects

The EIA aims to identify and assist in developing mitigation measures to prevent, reduce, and, where possible, offset significant adverse effects on sensitive receptors during the construction, and operation of the Proposed Development. The EIA process considers two types of mitigation: 'embedded mitigation' and 'additional mitigation' both of which are reported in the Environmental Statement (ES). Below is a summary of these two types of mitigation.

2.7.6.1 Inherent Mitigation

For the construction phase, it is assumed that contractors will adhere to all relevant environmental legislation. Consequently, compliance with legislative and regulatory requirements is considered inherent in the assessment of construction effects.

Additionally, a suite of environmental good practice measures is often necessary to mitigate potential adverse effects to an acceptable level during construction. These measures vary according to the relevant technical discipline and are typically ensured through the implementation of an Outline Construction Management Plan (CMP) which is being submitted with the planning application. The Applicant has committed to including these good practice measures in the Employer's Requirements when appointing contractors, and therefore, they are considered inherent mitigation measures within this ES.

Regarding the completed and operational development, the design of the Proposed Development has evolved alongside the EIA process. Detailed technical studies provided early information about environmental issues and constraints that could affect the scheme. The Applicant and the design team explored opportunities to 'design out' adverse environmental effects and enhance beneficial effects, embedding several mitigation measures into the design of the Proposed Development. These measures, known as 'inherent' or 'embedded' mitigation, are considered in the assessment of likely significant effects. Further details are provided in **Chapter 5: The Proposed Development**, with information about the inherent mitigation relevant to specific technical topics outlined in the technical chapters.

2.7.6.2 Additional Mitigation

Following completion of the technical assessments within the EIA, which have regard to the inherent mitigation measures defined above, methods of avoiding, reducing or off-setting any resultant likely significant adverse effects or ways of enhancing beneficial effects have been identified. These 'additional' mitigation or enhancement measures are described in each technical chapter of the ES.

After identifying the additional mitigation and enhancement measures, each technical chapter outlines any residual significant effects likely to remain post-mitigation. If it is not possible to mitigate or enhance an effect, its unmitigated or unenhanced impact is re-stated as a residual effect.

2.7.7 Cumulative Effects

The EIA Regulations require 'cumulative' effects to be considered within an ES. There is no prescribed guidance relating to the assessment of cumulative effects, however, reference has been made to the 'Guidelines for the Assessment of Indirect and Cumulative Effects as well as Impact Interactions' published in 1999 by the European Commission (EC)¹⁸. The EC Guidelines give advice on how to approach cumulative assessments during the EIA process and how to adapt the approach to different circumstances. They also suggest tools for identifying and assessing indirect and cumulative effects as well as impact interactions.

There are no agreed and accepted definitions, although the EC Guidelines mentioned above define cumulative effects as:

“... those that result from incremental changes to an environment caused by past, present or reasonably foreseeable actions together with the project...”

Impact interactions are defined as:

“... the reactions between impacts whether between the impacts of just one project or between the impacts of other projects in the area...”

In line with the requirements of the EIA Regulations, the ES has considered the cumulative effects and effect interactions of the Proposed Development. For the purposes of the ES, these are categorised into two types: Intra Development Effects and Inter Development Effects. These are discussed in more detail below.

2.7.7.1 Inter Development Effects

Inter Development Effects comprise the combined effects of the Proposed Development with those of other existing or approved schemes. These effects might individually be insignificant, but when considered together, could create a significant cumulative effect.

Consideration of Inter Development Effects is in line with Schedule 4(5(e)) of the EIA Regulations, which requires a description of the likely significant effects resulting from *“... the cumulation of effects with other existing and / or approved projects, taking into account any existing environmental problems relating to areas of particular environmental importance likely to be affected or the use of natural resources...”*

Enquiries were made with MCC to identify schemes that were of a sufficient scale or sufficiently close to the Application Site that Inter Development Effects may occur. A full list of schemes identified through these enquiries and through searches of the MCC planning portal is contained in **Table 2.3**.

The EIA PPG makes clear that regard should be given to the possible cumulative effects arising from a Proposed Development and from any existing or approved development. These effects are known as inter-development cumulative effects.

Consideration of cumulative schemes is typically limited to those within 2km of the Application Site that are themselves above the relevant screening thresholds and criteria for category 10(b) urban development projects, namely those that:

- Include more than 1 hectare / 10,000 sqm of development that are not houses; or
- Include more than 150 houses; or
- Cover an area of more than 5 hectares; or
- Alternatively, developments that do not meet the relevant screening thresholds and criteria, but which are in close proximity and would introduce sensitive receptors in proximity to the Proposed Development.

Through recent pre-application discussions with MCC a list of schemes have been identified that are considered by the LPA (as EIA Competent Authority) to require assessment in the ES.

Table 2.2: Schemes Proposed for Consideration within the Inter Development Effects Assessment

Planning Reference	Scheme Name	Proposals	Anticipated Programme	Distance from Application Site
129109/JO/2021	Land to the north-east and south-west of Enterprise Way	Variation of condition number 3 (specified plans) from planning approval reference 121270/OO/2018 to allow amendments to the approved scheme.	Consent has expired.	50m East
140206/FO/2024	Dakota Hotel, Enterprise Way, Manchester Airport	Erection of 7 storey 154 bedroom hotel, with associated car parking, feature vehicular drop-off area and canopy, service yard, landscaping and highways works to existing access.	Q1 2025 - Q3 2026	100m North
118409/FO/2017	Plot G1 and G2, Airport City Central Business District	Erection of a 9 storey 375 bed hotel (Use Class C1) and a 9 storey 254 bed hotel (Use Class C1) with associated landscaping, car parking, cycle storage, sub-station, external drop off and service area.	Stalled but implemented consent.	200m South
141662/FO/2024	Premier Inn, Manchester Airport	Erection of a 9-storey hotel with associated loading bay and landscaping.	Completion targeted Q3/Q4 2027	200m South
144691/FO/2025	Manchester Business Park Aviator Way Manchester M22 5TG	Erection of 9no. logistics units (Use Classes B2 (General Industry) and B8 (Storage and Distribution)), along with car parking, cycle	Awaiting decision.	600m East

Planning Reference	Scheme Name	Proposals	Anticipated Programme	Distance from Application Site
		parking, landscaping, servicing and access arrangements and other associated works.		
EIASCR/25/008	Buildings 300 and 307 York Drive, Manchester Airport	Request for Screening opinion under Part 2, Regulation 6 of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended). The Screening Request is for the demolition of buildings 300 and 307 (north of York Drive) and their replacement with an extension of the Terminal 2 apron and the creation of additional stands for the parking of aircraft. The new stands will replace existing stands that immediately lie to the north of buildings 300 and 307 which will be lost when the existing apron is reorganised to create a dual taxiway. At present the taxiway north of buildings 300 and 307 is only wide enough for one way aircraft movements, limiting the number of	Unknown	950m Southwest

Planning Reference	Scheme Name	Proposals	Anticipated Programme	Distance from Application Site
		movements to Terminal 2. By creating a two way taxiway, more aircraft can get to and from the Terminal to the runway.		
144656/FO/2025	Brotherton House Cornfield Drive Manchester M22 9QX	Erection of extra care apartments (Use Class C2), older living apartments and dwellinghouses (Use Class C3), car and cycle parking, landscaping and other associated works following demolition of existing buildings.	Approved 4 th March 2026.	1100m Southwest
134103/FO/2022	Building 308, Argosy Drive	Erection of three terraces of Class B8 warehouse units (13,560m ² gross internal floor area) with associated parking, access and landscaping, following demolition of existing buildings	Unknown - 49 weeks from start-on-site All pre-commencement conditions currently under determination.	1100m Southwest
136879/FO/2023	Hangar 4, Pinfold Lane, Manchester Airport	Erection of a warehouse building (Use Class B8) with ancillary office accommodation (totalling 8,568m ² gross internal area) and associated parking, access and landscaping	Unknown. Pre-commencement conditions currently being submitted but CEMP not yet submitted.	1100m Southwest
144669/FO/2025	Unit 1 Market Place Civic Centre Manchester M22 5RE	Erection of residential apartments (Use Class C3) with retail uses at ground floor (Use Class E),	Approved 23 rd February 2026	1300m Southwest

Planning Reference	Scheme Name	Proposals	Anticipated Programme	Distance from Application Site
		associated landscaping, servicing, car and cycle parking and other associated works including generator following demolition of the existing buildings.		
144655/FO/2025	Alpha House Rowlandsway Manchester M22 5RG	Erection of residential development (Use Class C3) comprising a part 2 and part 6-storey building, together with ancillary communal facilities, associated access, car and cycle parking, refuse storage, landscaping, amenity space, signage and other associated works.	Awaiting decision	1300m Southwest

Likely Inter Development Effects between the Proposed Development and the Cumulative Schemes during construction and once the Proposed Development is complete and operational have been assessed within the technical topics contained in this ES (**Chapters 7 to 12**), where considered relevant to that technical topic.

2.7.7.2 Intra Development Effects

Intra Development Effects comprise the combined effects (or effect interactions) of individual effects resulting from the Proposed Development in isolation (for example noise, dust and visual effects) upon a particular receptor or receptor group. Intra Development effects have been assessed drawing upon the findings of all the technical assessments included within this ES and applying professional judgement. The outcome of the Intra Development effects assessment is presented in **Chapter 13: Intra Development Cumulative Effects**.

2.8 Assessment Scenarios

2.8.1 Construction Phase Assessment Year

The peak construction year is anticipated to be 2027.

This is when HGV movements are likely to be at their peak, along with the greatest potential impact in terms of, for example, construction dust and/or construction noise. It is proposed that the construction phase assessments are based on this peak construction year. It is not proposed to assess interim scenarios throughout the construction period as the peak year will represent a reasonable worst-case for assessment purposes.

2.8.2 Operational Phase Assessment Year

The 'opening year' of the whole development, i.e. when it is built-out in its entirety, is 2035. It is proposed that the operational phase assessments are based on this opening year as this will result in the greatest operational effects, for example, the greatest number of vehicle trips and new residents and employees. It is not proposed to assess interim scenarios throughout the operational period.

2.9 General Assumptions and Limitations

Universal assumptions and limitations (common to all technical topics) that have been identified during the undertaking of the EIA are set out below:

- The content and conclusions of this ES were accurate at the date of its publication. Various factors can result in contextual changes to the assessments undertaken and presented in this ES, e.g. changes to policy / legislation, changes to baseline conditions etc. over time.
- Information received from third parties (e.g. data searches) is assumed to be accurate, complete and up to date.
- The assessment of construction related effects is based upon the indicative construction timetable and methodologies as provided by the project team and agreed by the Applicant (refer to **Chapter 6: Construction Strategy and Management**).
- The design, construction and operation of the Proposed Development would satisfy environmental standards consistent with contemporary legislation, building regulations and best practice.

Wherever possible, the assessments undertaken as part of the EIA were quantitative. Where a quantitative assessment was not possible, a qualitative assessment was undertaken objectively using professional and expert judgement and experience.

Where there are uncertainties, or where assumptions have been made in the assessment process, these are clearly stated in each technical chapter.

2.10 References

¹ His Majesty's Stationery Office (2017), 'The Town and Country Planning (Environmental Impact Assessment) Regulations 2017', <https://www.legislation.gov.uk/ukxi/2017/571/introduction> [Accessed: December 2025].

² His Majesty's Stationery Office (2018), 'The Town and Country Planning and Infrastructure Planning (Environmental Impact Assessment) (Amendment) Regulations 2018', <https://www.legislation.gov.uk/ukxi/2018/695/contents/made> [Accessed: December 2025].

³ European Community (2014), 'Directive 2014/52/EU of the European Parliament and of the Council of 16 April 2014 amending Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment', <https://www.legislation.gov.uk/eudr/2014/52/2020-01-31> [Accessed: December 2025].

⁴ Ministry of Housing, Communities and Local Government (2014), 'Guidance: Environmental Impact Assessment', <https://www.gov.uk/guidance/environmental-impact-assessment> [Accessed: December 2025].

⁵ Institute of Environmental Management and Assessment (2004), 'Guidelines for Environmental Impact Assessment'.

⁶ Institute of Environmental Management and Assessment (2006), 'Impact Assessment Guidelines and ES Review Criteria from the Institute of Environmental Management and Assessment'.

⁷ Institute of Environmental Management and Assessment (2016), 'Environmental Impact Assessment Guide to Delivering Quality Development'.

⁸ Institute of Environmental Management and Assessment (2017), 'Delivering Proportionate EIA: A Collaborative Strategy for Enhancing UK Environmental Impact Assessment Practice'.

⁹ Institute of Environmental Management and Assessment (2018), 'Perspectives Upon Proportionate EIA', https://www.iema.net/media/xbsgw2oe/ia-outlook-journal-vol_1.pdf [Accessed: December 2025].

- ¹⁰ Planning Inspectorate (2018), 'Advice Note 9: Rochdale Envelope', <https://www.gov.uk/government/publications/nationally-significant-infrastructure-projects-advice-note-nine-rochdale-envelope> [Accessed: December 2025].
- ¹¹ Ministry of Housing, Communities & Local Government (2024), 'National Planning Policy Framework', https://assets.publishing.service.gov.uk/media/67aafe8f3b41f783cca46251/NPPF_December_2024.pdf [Accessed: December 2025].
- ¹² Ministry of Housing, Communities & Local Government (2021), 'Planning Practice Guidance', <https://www.gov.uk/government/collections/planning-practice-guidance> [Accessed: December 2025].
- ¹³ Manchester City Council (2012), 'Manchester Core Strategy 2012 to 2027', https://www.manchester.gov.uk/downloads/download/5672/core_strategy [Accessed: December 2025].
- ¹⁴ MAG Property (2024), 'MIX Manchester Draft Strategic Regeneration Framework 2024', (https://mix-manchester.com/dl/MIX_DRAFT_SRF.pdf) [Accessed: December 2025].
- ¹⁵ Greater Manchester Combined Authority (2024), 'Places for Everyone Joint Development Plan 2022 to 2039', <https://www.greatermanchester-ca.gov.uk/media/2drduk0t/places-for-everyone-joint-development-plan-dec24.pdf> [Accessed: December 2025].
- ¹⁶ Institute of Environmental Management and Assessment (2011), 'Special Report: The State of Environmental Impact Assessment Practice in the UK'.
- ¹⁷ His Majesty's Stationery Office (2015), 'The Town and Country Planning (Development Management Procedure) (England) Order 2015', <https://www.legislation.gov.uk/uksi/2015/595/contents> [Accessed: December 2025].
- ¹⁸ European Commission (1999), 'Guidelines for the Assessment of Indirect and Cumulative Effects as well as Impact Interactions'.

3.0 Site Description

3.1 Introduction

This chapter describes the Application Site and its surrounds, and includes a summary of designations and environmental conditions, thereby enabling potentially sensitive receptors that could be affected by the Proposed Development to be identified. Future potentially sensitive receptors within the Application Site and its surrounding area are also identified.

A full description of the baseline conditions relevant to each technical assessment is provided in the respective technical chapters of this ES (**Chapters 7 to 12** inclusive).

3.2 Application Site Location and Setting

The Application Site is centred on National Grid Reference (NGR) SJ 81876 85845 and is located within the administrative boundary of MCC. As illustrated in **Plate 3.1** and **Appendix 3.1, ES Volume II**, the Application Site is located immediately south of Wythenshawe and to the north of Manchester Airport, within Woodhouse Park ward. The Application Site sits approximately 8.9km southwest of Stockport town centre.

The Application Site occupies an area of approximately 12.016 hectares (ha) 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, with outline Parcel A to the west and outline Parcels B, C, D and detailed parcels A1, A2, A5, A7 and E1 to the east.

The Application Site has regional, national and international connectivity due to its close proximity to Manchester Airport. The airport also houses the Ground Transport Interchange (GTI) which is walkable from the Application Site. The GTI is home to an existing mainline station which runs regular services direct to Manchester Piccadilly as well as other regional and national destinations. The GTI is also home to both a bus station and a Metrolink station. The Application Site's location is adjacent to the M56 motorway, which gives vehicular connectivity to the local area as well as the national highways network.

There are no national or international nature conservation designations (e.g. Site of Special Scientific Interest (SSSI) or Special Protection Area (SPA)) within or adjacent to the Application Site. The Application Site is not within a protected landscape as set out in the National Planning Policy Framework (NPPF) (e.g. National Landscape). It lies within the Manchester Conurbation National Character Area (NCA) and contains no built heritage assets such as Scheduled Monuments or Listed Buildings.

The British Geological Survey (BGS) records the bedrock geology of the area as belonging to the Bollin Mudstone Member, comprising mudstone with siltstones. The Application Site is on bedrock designated as a Secondary B aquifer. Groundwater vulnerability is classed as Medium - Low, however, the Application Site does not lie within a Source Protection Zone (SPZ).

The Environment Agency (EA) Flood Maps show the entirety of the Application Site lies within Flood Zone 1 (less than 0.1% annual probability of flooding from rivers or the sea). There are two known watercourses on the Application Site. The brook which runs from the southeast across to the northern part of the Application Site remains open, with exception of a small section which is culverted below Enterprise Way. It is understood from MAG that there were previous intentions to culvert this as part of the enabling works, however the work was never completed. A second brook to the west was culverted in two parts in 2018-2019. An open culvert runs around the edge of the western-most plot and is culverted under Enterprise Way and Thorley Lane. The remainder of the brook was diverted into a below ground culvert in 2019.



The map displays the Airport City Limited Partnership area. A red outline indicates the Planning Application Boundary, which includes the Airport City Limited Partnership and the Airport City Limited Partnership. A blue outline indicates Additional Land within Ownership or Approval, which includes the Airport City Limited Partnership and the Airport City Limited Partnership. The map also shows the Airport City Limited Partnership and the Airport City Limited Partnership.

3.3 Topography

The land located on the eastern side of Enterprise Way was previously subject to a package of Enabling Works in 2019/20, which included bulk earthworks re-modelling to create development plateaus. A review of the as-built topographic survey for the Application Site indicates that levels generally fall from southeast to northwest ranging from 71.5mAOD down to 69.15mAOD at the Application Site boundary.

The land located on the western side of Enterprise Way was subject to a topographic survey in 2018 as part of the wider Airport City North master-planning process. This survey indicates that the western parcel is relatively flat, with levels largely at around 70.5mAOD. However, there is a similar fall in a north-westerly direction towards Thorley Lane where levels are around 69.3mAOD along the edge of the existing open watercourse channel.

3.4 Historical Land Uses

The Application Site history indicates that land use has been primarily agricultural.

3.5 Existing Land Uses

3.5.1 Existing Land Uses Within the Application Site

Parcel A of the Application Site currently contains the Manchester Airport JetParks 1 car park, bound by dense woodland along its southern and western boundaries. Parcels B, C and D and the detailed plots currently contain an additional car park and extensive areas of cleared scrubland.

3.5.2 Existing Land Uses Surrounding the Application Site

Directly to the north of the Application Site is the settlement of Wythenshawe, a predominantly residential district of Manchester with a small-town centre and an established NHS hospital which serves a large part of south Manchester. To the west of Wythenshawe town centre is MediPark, a proposed new dedicated campus co-located adjacent to the NHS hospital and focused on health science. Neighbouring Roundthorn Business Park is an established logistics and industrial park with an advanced manufacturing cluster. Manchester Airport is located c. 650m to the south of the Application Site.

There are two Sites of Special Scientific Interest (SSSI) within 5km of the Application Site: Cotteril Clough, located c. 1.7km southwest, and Lindown Common, located c. 4.6km south. There are six Local Nature Reserves (LNR) within 5km of the Application Site; the closest LNR being Wythenshawe Park, located c. 3.5km north of the Application Site. Since 1961, Manchester Airport is located within the northwest Greenbelt.

There is one Grade II listed building adjacent to the northern boundary of the Application Site: Etrop Grange. The closest Grade I listed building, Royd House, is c. 3.6km west of the Application Site. Similarly, the closest Scheduled Monument is Peel Hall moated site which lies c. 2km northeast of the Application Site. The Grade II listed Haletop Farm lies c. 250m west of the Application Site.

3.6 Future Land Uses

3.6.1 Future Land Uses Within the Application Site

The proposed building typologies set out in the Strategic Regeneration Framework (SRF) are as follows; mid-tech industrial, large scale advanced manufacturing, R&D / office / education, hotels, MSCP alongside ancillary amenities which could include small scale



convenience retailing and F&B uses. Refer to **Chapter 5: The Proposed Development** for further information.

3.6.2 Future Land Uses Surrounding the Application Site

The area surrounding the Application Site has the potential to change as a result of the implementation of other schemes unconnected with the Proposed Development. This includes the consented schemes identified for the purposes of the cumulative assessment and set out in **Chapter 2: EIA Methodology** (refer to **Table 2.3**).

The likely changes in the surrounding area irrespective of the Proposed Development are referred to in this ES as the 'Future Baseline'.

3.7 Sensitive Receptors

A sensitive receptor is an existing (or under some circumstances, future) feature which has the potential to be impacted by a proposed development. Such impacts could be either adverse or beneficial, and sensitive receptors have the potential to be affected by more than one impact. Receptors can be human (e.g. local residents, or users of schools and hospitals), economic (e.g. the local labour market or local economy) or environmental (such as protected habitats / species, nearby watercourses, or designated sites).

The impact(s) of the Proposed Development on sensitive receptors within the surrounding area forms the primary basis of the EIA reported within this ES, and therefore, the definition of sensitive receptors is an important aspect of the assessment process.

An appraisal has been undertaken to identify those receptors that should be considered as being sensitive to the construction and operation of the Proposed Development. These were identified through desk studies and site visits conducted by technical specialists, and consultations with statutory and non-statutory bodies. Potential effects on these receptors have been considered as part of the EIA.

Potentially sensitive existing receptors are listed in **Table 3.1**.

Further details on sensitive receptors are provided in the baseline conditions section of **Chapters 7 to 12** inclusive.

Table 3.1: Sensitive Receptors

Receptor Name	Distance from Application Site	Environmental Topic					
		Air Quality	Daylight, Sunlight and Overshadowing	Ecology and Biodiversity	Noise and Vibration	Townscape and Visual	Transport and Movement
Residential - Runger Lane	381196.8, 386084.0	✓					
Residential - Thorley Lane	381460.4, 386051.3	✓					✓
Little Faces Day Nursery	381523.4, 386066.0	✓			✓		
Residential - Bailey Lane	381978.9, 386158.3	✓					✓



Receptor Name	Distance from Application Site	Environmental Topic					
		Air Quality	Daylight, Sunlight and Overshadowing	Ecology and Biodiversity	Noise and Vibration	Townscape and Visual	Transport and Movement
Residential - Hilary Road	381998.6, 386098.6	✓					
Residential - Hilary Road	382010.8, 386066.7	✓					
Residential - Hilary Road	382076.1, 386015.9	✓					
Residential - Felskirk Road	382246.2, 385918.7	✓					
Residential - Bleasdale Road	381271.0, 386684.4	✓					
Residential - Rowarth Road	381185.8, 386765.1	✓					
Residential - Bleasdale Road	381251.0, 386576.8	✓					
Residential - Keepers Cottage	380869.9, 386215.2	✓					
TRIBE Hotel at Chicago Avenue, Airport, Manchester	~50m south		✓		✓		
Rostherne Mere Ramsar Site	C. 6.8 km from the Application Site			✓			
Midland Meres and Mosses Ramsar Site	C. 7.9 km from the Application Site			✓			
Manchester Mosses	C.15 km from the Application Site						
Cotterill Clough Site of Special Scientific Interest (SSSI)	C. 1.7 km from the Application Site			✓			
Painswick Park Meadow Site of Biological Importance (SBI)	C. 185 m from the Application Site boundary			✓			
Open mosaic habitat on previously developed land (OMHPDL) - priority habitat.	On-site			✓			
Other woodland; broadleaved and mixed-priority habitat.	On-site			✓			
Other neutral grassland	On-site			✓			



Receptor Name	Distance from Application Site	Environmental Topic					
		Air Quality	Daylight, Sunlight and Overshadowing	Ecology and Biodiversity	Noise and Vibration	Townscape and Visual	Transport and Movement
Bats using the site Application Site for commuting, foraging and roosting	On-site, along functional links to Painswick Park Meadow SBI and on-site trees containing PRFs			✓			
Breeding birds	On-site habitats: woodland, mixed scrub, OMHPDL, other neutral grassland			✓			
European hedgehog	On-site habitats: woodland, grassland and scrub; desk study records within 1 km			✓			
Amphibians associated with ponds at Painswick Park	Painswick Park ponds and adjacent greenspace with potential functional link to the Application Site			✓			
Residential Property at 41 Painswick Rd, Wythenshawe, Manchester	~225m north				✓		
Etrop Grange Hotel at Thorley Lane, Wythenshawe, Manchester	~32m north				✓		
Dakota Hotel at 7 Enterprise Way, Manchester	~35m north				✓		
Residential Property at 6 Torridon Walk, Wythenshawe, Manchester	~127m north-east				✓		
Residential Property at 23 Gorston Walk, Wythenshawe, Manchester	~209m east				✓		
Residential Property at 5 Thaxted Walk, Wythenshawe, Manchester	~305m east				✓		
DoubleTree Hotel at Outwood Lane, Manchester	~209m west				✓		



Receptor Name	Distance from Application Site	Environmental Topic					
		Air Quality	Daylight, Sunlight and Overshadowing	Ecology and Biodiversity	Noise and Vibration	Townscape and Visual	Transport and Movement
Hotel Inn at Palma Avenue, Manchester	~129m south				✓		
Residential Property at Hale Top Farm and Cottage, Thorley Ln, Manchester M90 4EG	~249m west				✓		
Residential Property at Rose Cottage, Thorley Ln, Ringway, Wythenshawe, Altrincham	~39m north-west				✓		
Townscape Character – The Airport and Urban Fringe	N/A					✓	
Townscape Character – Wider Wythenshawe	N/A					✓	
Urban Grain	N/A					✓	
Land Use	N/A					✓	
Building Heights	N/A					✓	
Movement and Linkages	N/A					✓	
Site Character	N/A					✓	
View 1 - View south from residential green space adj. to Hobbs Drive.	770m north					✓	
View 2 - View southeast from Painswick Park.	280m north					✓	
View 3 - View southwest from Bailey Lane (pedestrian / cycle exit from Painswick Park)	180m north					✓	
View 4 - View south from Thorley Lane / Enterprise Way junction (setting of Grade II listed Etrop Grange Hotel).	50m north					✓	
View 5 - View east from Thorley Lane bridge (over M56).	40m west					✓	



Receptor Name	Distance from Application Site	Environmental Topic					
		Air Quality	Daylight, Sunlight and Overshadowing	Ecology and Biodiversity	Noise and Vibration	Townscape and Visual	Transport and Movement
View 6 - View north from Terminal 2 Roundabout (cycle lane over M56).	Adj. to southern site boundary					✓	
View 7 - View north from footbridge over M56 (adj. to TRIBE Hotel).	27m south					✓	
View 8 - View northwest from Outwood Lane (adj. to Hilton Hotel).	240m south					✓	
View 9 - View west from pedestrian crossing on Ringway Road West.	630m east					✓	
View 10 - View west from runway public viewing space (adj. to A555 Relief Road).	1.3km east					✓	
View 11 - View west from Enterprise Way.	310m east					✓	

3.8 References

No references associated with this Chapter.



4.0 Alternatives and Design Evolution

4.1 Introduction

This chapter describes the main reasonable alternatives to the Proposed Development which have been considered by the Applicant and how potential impacts have been avoided through the iterative and collaborative design evolution.

The design of the Proposed Development has evolved in consultation with MCC and other consultees including Natural England, the Environment Agency and National Highways as well as through consideration of environmental constraints and opportunities identified through the various technical studies undertaken to support the Proposed Development.

Under Regulation 18(3)(d) of the EIA Regulations¹, an Environmental Statement (ES) is required to provide “... a description of the reasonable alternatives studied by the developer, which are relevant to the proposed development and its specific characteristics, and an indication of the main reasons for the option chosen, taking into account the effects of the development on the environment ...”.

Schedule 4 of the EIA Regulations, which provides further specific guidance regarding the information to be included in an ES, provides the following overview of the requirements in relation to alternatives:

“... A description of the reasonable alternatives (for example in terms of development design, technology, location, size and scale) studied by the developer, which are relevant to the proposed project and its specific characteristics, and an indication of the main reasons for selecting the chosen option, including a comparison of the environmental effects...”
(Section 2, Schedule 4).

In accordance with these requirements, this chapter provides information regarding the following:

- Alternative locations for the Proposed Development;
- Alternative designs for the Proposed Development, including alternative sizes and scales; and
- Alternative technologies considered.

Section 3 of Schedule 4 of the EIA Regulations also requires the ES to provide the following (commonly referred to as the ‘Do Nothing’ alternative and considered within this ES as part of the ‘Future Baseline’):

“... A description of the relevant aspects of the current state of the environment (baseline scenario) and an outline of the likely evolution thereof without implementation of the development as far as natural changes from the baseline scenario can be assessed with reasonable effort on the basis of the availability of environmental information and scientific knowledge...”

The ‘Do-Nothing’ alternative refers to the option of leaving the Application Site in its current state. This alternative is considered by the Applicant to be contrary to national and local government aspirations and policies aimed at providing more employment and economic growth. As such it is not considered to be a ‘reasonable alternative’ in the context of the EIA Regulations.

A broad overview of the likely outcomes of the ‘Do-Nothing’ alternative is provided below:

- The Application Site would continue in its current use as a carpark;



- Failure to capitalise on the redevelopment potential of a significant brownfield site, which is supported by the National Planning Policy Framework (NPPF)² and MCC's Core Strategy³; and
- Loss of opportunity for job creation and inward investment to Manchester.

4.2 Alternatives

4.2.1 Alternative Locations

The Proposed Development is specific to the Application Site and alternative sites have therefore not been looked at by the Applicant. The EIA Scoping Opinion issued by MCC on 7th January 2026 did not request for an Alternative Site Assessment to be prepared as it is acknowledged that this is not relevant to the Proposed Development.

4.2.2 Alternative Designs, Sizes and Scales

In progressing the design and layout of the Proposed Development, consideration has been given to the Site's topography and landscape sensitivity, its potential impact on heritage assets, the character of the surrounding built form, the proximity of neighbouring uses and other existing environmental constraints.

4.2.2.1 Opportunities and Constraints

The site constraints identified during the design process are:

- Proposed levels of landscape and buildings approximately set by completed enabling works;
- Level at landing of bridge;
- Underground culvert and easement; and
- Proximity to Manchester Airport - standing water to be avoided in proposals to reduce bird flight risk.

Opportunities identified during the design process are:

- Creation of habitat rich and diverse planting vegetation;
- New tree and woodland planting to site perimeter;
- New network of cycle and pedestrian routes that link into the wider connections including the PRoW and Sustrans route;
- Creation of a number of new squares and public spaces; and
- Minimise sealed surfaces.

4.2.2.2 Design Requirements

Taking this into account, the proposed layout has the following key requirements:

- **Land Use & Amenities:** Varied building scales with supporting food, beverage and amenity facilities. MSCPs to accommodate parking demands while maintaining sustainable transport focus.
- **Public Realm:** High-quality pedestrian-focused environment promoting collaboration and innovation. Design priorities include comfort, well-being, and community building with covered walkways, legible routes, and outdoor seating. Enhanced connectivity between airport and Wythenshawe must be maintained.



- **Security & Safety:** 'Secured by Design' principles leveraging the airport location's inherent security benefits, with appropriate lighting minimising pollution to surrounding areas.
- **Infrastructure:** Comprehensive utilities including high-voltage electrical supply, potable water, drainage, and internet connectivity. Car parking provision per Manchester City Council guidelines, with enhanced EV charging capabilities and disabled access throughout.
- **Sustainability:** Biodiversity enhancement balanced with airport safeguarding requirements to discourage bird nesting. GMP facilities positioned at masterplan periphery near existing highways to minimise internal estate roads and facilitate manufacturing logistics.

4.2.3 Design Concept and Outline Parameters

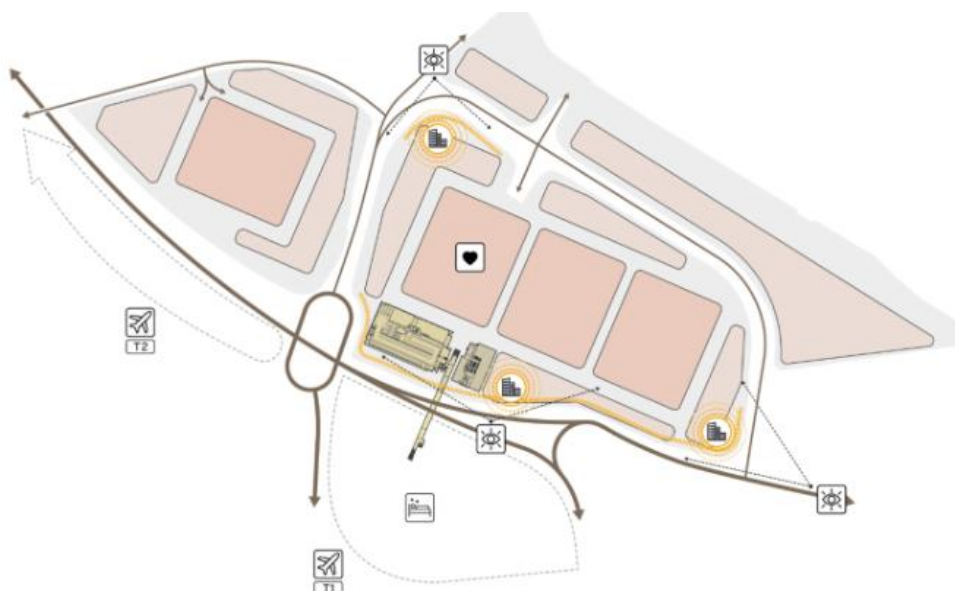
As part of the initial vision for the masterplan, a series of design principles were established for the development of the masterplan framework. These supported the formation of the parameter plans for the Outline Element submitted in support of the planning application, and also supported formulation of the Detailed Element.

4.2.3.1 A Flexible Framework for Growth

The masterplan vision proposes a flexible and adaptable framework which acknowledges and builds upon the previous proposals and future development across the wider Airport and its surrounding areas:

- Acknowledges wider / future airport developments (including TfGM's Metrolink Airport Line 'Western Leg' extension);
- Creation of neighbourhood blocks;
- Development plots with defined parameters;
- Flexible growth;
- Phased development; and
- Meanwhile uses.

Plate 4.1: Flexible Growth



4.2.3.2 Permeability & Connectivity

The Masterplan aims to deliver a design which is focused around people and pedestrian connectivity and movement:

- Creation of a walkable and cyclable city;
- Permeable and accessible for all;
- Connects surrounding facilities and communities;
- Completing the missing links within the local network;
- Strong north-south connection between Wythenshawe & Airport;
- Reinforce links to the Integrated Transport Hub; and
- Future connections to T2 / Northern Powerhouse Rail.

Plate 4.2: Permeability & Connectivity



4.2.3.3 Active Neighbourhoods

New city blocks at the core of the masterplan will provide clusters of activity at a neighbourhood level, creating self-sufficient ecosystems for collaboration:

- Neighbourhood blocks create nodes of activity across the city;
- Opportunities for placemaking, identity and community;
- Animated public realm with shared facilities and amenities;
- Focus of activity / events / F&B;
- Integrated landscape; and
- Inter-connectivity and legibility.



Plate 4.3: Active Neighbourhoods



4.2.3.4 Landscape & Ecology

The vision will put landscape at the very heart of the new masterplan for MIX Manchester. New landscape interventions will seek to enrich the existing ecology while connecting the masterplan to the surrounding landscape amenity:

- Linear parkland;
- Connected to local amenity;
- Integrated SUDs;
- Natural buffer to the north;
- Ecological gain and habitat creation within the operational constraints of the airport; and
- Increased and interconnected green infrastructure.



Plate 4.4: Landscape and Ecology



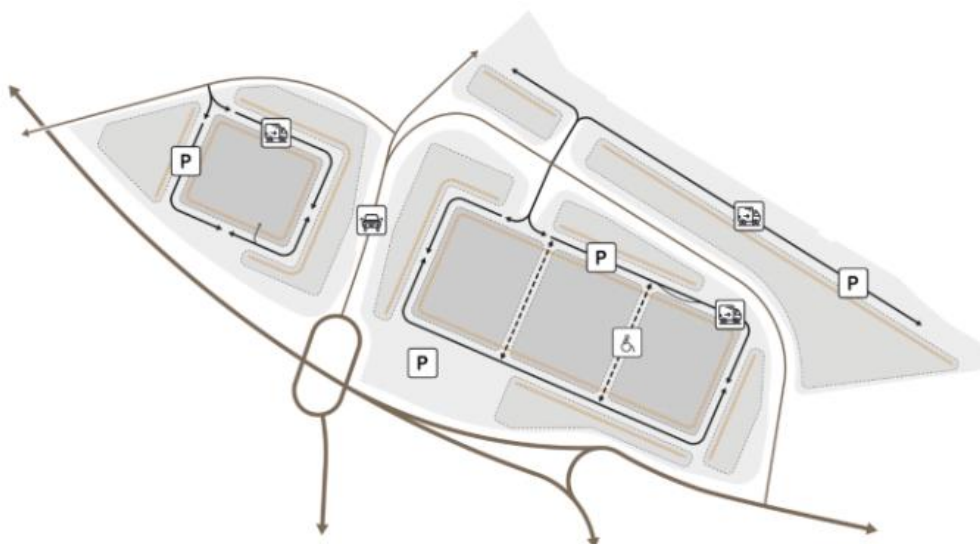
4.2.3.5 Servicing & Infrastructure

The infrastructure strategy will be developed as a framework to facilitate growth across the masterplan, providing a simple, sustainable and flexible approach to servicing which allows the phased development of the infrastructure over the life of the masterplan.

- Reduce vehicle use;
- Maximising pedestrian priority spaces;
- MSCPs at key nodes;
- Primary vehicle 'loop';
- Simple & logical approach to servicing neighbourhood blocks;
- Appropriate to the needs of science & manufacturing - bulk gas / samples / blue light; and
- Integrated service areas.



Plate 4.5: Servicing & Infrastructure



4.2.3.6 Environmental Testing

Detailed highway studies have informed the suite of transport mitigation measures, in particular the enhanced connections to/from the existing pedestrian and cycle bridge over the M56 Spur, which serves as a valuable pedestrian and cycle link between the Woodhouse Park area of Wythenshawe and the airport site, benefitting local people who work there.

Consideration has also been given to the feedback received from pre-application consultation with officers at MCC where these affect the design and layout of the Proposed Development.

4.2.4 Detailed Elements Design Evolution

The design evolution completed throughout the design process is described in further detail below, together with an indication of the reasons for selecting the chosen option (the Proposed Development) taking into account the likely environmental effects.

4.2.4.1 Heights and Massing

One of the key areas which was reviewed alongside MCC was the articulation of the gable elevations and how the corners of the buildings were addressed, particularly at the pedestrian entrance on the northwest corner of the site, opposite to the Grade II listed Etrop Grange. The feedback from MCC focused upon three aspects of the design:

- Introducing further fenestration / openings to the gable;
- Introducing more texture and relief to the elevation; and
- Increasing height to the corner.

In response to these comments:

- Additional windows were added to the gable elevations;
- A number of options were explored as to how more texture, relief and depth could be introduced to the facade. Unfortunately, however, this would be directly contrary to the advice provided by the Airport Safeguarding Team as it would provide enhanced opportunities for nesting birds which can pose a significant threat to aircraft safety. As such, this was discounted.



- A series of studies were undertaken to look at how the proposed massing had already been designed to address the corner and further opportunities to increase height. **Plate 4.6** and **Plate 4.7** show more detailed testing of these which informed the decision, in dialogue with MCC, to retain the original parapet line.

Plate 4.6: Using the Building Form to help address the Corner

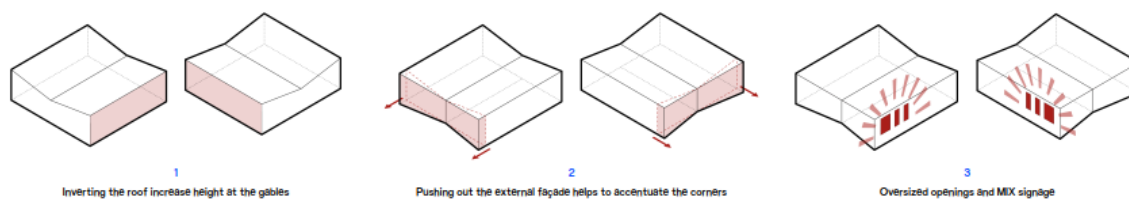
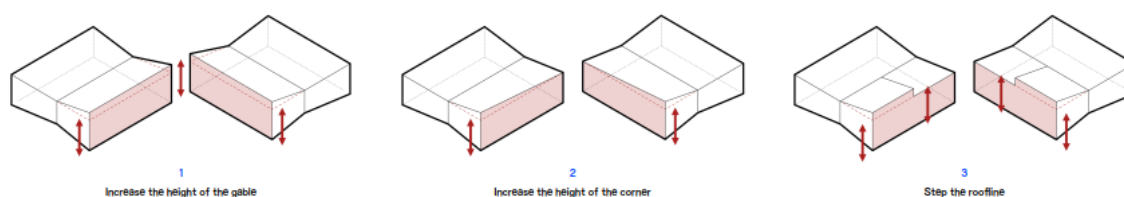


Plate 4.7: Testing Options to Increase Height



4.2.4.2 Multi Storey Car Park (MSCP)

The MSCP design concept is conceived as a single architectural volume with certain elements extracted and articulated to improve user interaction with a more human scale.

The building sits as the first large scale piece of infrastructure within the masterplan, bordered by a motorway spur road to the south and Enterprise Way to the west. The main program of the building focuses on vehicles, providing parking for cars, motorcycles and bicycles. In response to this context, the overall mass of the building should be read as a single volume. The experience of the driver or passenger along each of these primary routes requires an architectural response with a sense of scale and rhythm.

The single mass of the building is broken down through the use of perforated panels, which creates a pattern to the facade while maintaining the overall singular form.

Elements of the built form have been revealed to interact with the wider masterplan and to reveal the internal program. The eastern core has been pushed to the exterior of the building to provide an architectural wayfinding element within the masterplan, highlighting the existing bridge link to the airport and the car park entrance.

The base of the building has been cut way to reveal a glass plinth to the masterplan facing element of the building, with commercial units, parcel store and bicycle storage providing an active frontage to the north of E1 towards the new masterplan.

The materiality of the MSCP reflects the above design concept. A light silver perforated aluminium clads the primary mass of the building to create a single visual form. The focal elements of the building each contrast with the aluminium above, with the external stair matching the materiality of the adjacent bridge.



Efficient Car Park Layout

- An efficient layout is made up of a single aisle half-storey connected to a larger, double aisle half storey by central ramps; and
- Circulation cores are provided at each end and centrally.

Creating the Base, Articulating the Core

- A glass facade is revealed at ground floor level to address the landscaping and create visual interest; and
- The ground floor had a darker finish to differentiate with the light silver facade and to tie in with the existing bridge link.

Activating the Façade

- A perforated facade is added to the building mass to elevate the building elevations;
- The eastern stair core extends out of the building line to provide activity and to address the plaza between the overall masterplan and the existing bridge landing; and
- The stair matches the materiality of the bridge and provides a contrast to the light silver of the car park's mass.

4.2.5 Alternative Technologies

In progressing the design for the Proposed Development, consideration has been given to the move towards Zero Carbon and the good practice principles encapsulated by 'Be Lean, Be Clean, Be Green, Be Seen', which are collectively intended to reduce greenhouse gas emissions and thus help mitigate the effects of climate change. These principles have guided the selection of the preferred options for both the building structures and the energy strategy for the Proposed Development.

As part of the Low and Zero Carbon Technology Feasibility Study, several technologies were assessed for their appropriateness for the Proposed Development. Site-specific analysis carried out to investigate which technologies are best suited to the Proposed Development is shown in **Table 4.1**.

Table 4.1: Analysis of Renewable Technologies Considered Feasible

Technology	Suitability
115m ² of roof mounted Solar Photovoltaic panels across the mid-tech units (c. 10% CO ₂ reduction)	Suitable
Air Source Heat Pump installation for office heating – part of the base build solution	Suitable

4.3 References

¹ His Majesty's Stationery Office (2017), 'The Town and Country Planning (Environmental Impact Assessment) Regulations 2017', <https://www.legislation.gov.uk/uksi/2017/571/introduction> [Accessed: December 2025].

² Ministry of Housing, Communities & Local Government (2024), 'National Planning Policy Framework', https://assets.publishing.service.gov.uk/media/67aafe8f3b41f783cca46251/NPPF_December_2024.pdf [Accessed: December 2025].

³ Manchester City Council (2012), 'Manchester Core Strategy 2012 to 2027', https://www.manchester.gov.uk/downloads/download/5672/core_strategy [Accessed: December 2025].



5.0 Proposed Development

5.1 Introduction

This chapter provides a description of the Proposed Development for which a combination of outline and detailed (hybrid) planning permission is being sought and upon which the technical assessments within this ES have been undertaken.

Reference is made to the planning application forms, detailed planning application drawings and Parameter Plans being submitted for approval and, where appropriate, to other supporting planning application documents.

A description of the anticipated construction programme is outlined separately within **Chapter 6: Construction Strategy & Management**.

5.2 Description of the Proposed Development

5.2.1 Overview

The Applicant is seeking planning permission for the Proposed Development by way of a hybrid application. The description of the Proposed Development, as defined by the planning application form, is provided as follows.

Hybrid Planning Application seeking:

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 parameter plans are contained within **Appendix 5.1, ES Volume II** and the planning application drawings are contained within **Appendix 5.2, ES Volume II**. Further information about the way in which the assessment has regard to the above is provided in **Chapter 2: EIA Methodology**.

Further details of the Proposed Development, as defined by the planning application components submitted for approval, are provided below.

5.2.2 Land Uses and Quantum of Development

Layout and floorspace are shown on the Development Plot Parameter Plan (**Appendix 5.1, ES Volume II**) and are also provided within the detailed drawings submitted in support of the planning application (**Appendix 5.2, ES Volume II**).

The floorspace of the Proposed Development is set out in **Table 5.1**. This includes for Use class E (g) (i),(ii),(iii) E (a), E (b) and a multi-storey car park (MSCP) (sui generis) within the detailed element; and Use Class E (g) (i),(ii),(iii), B2 and C1 within the outline element.



Table 5.1: Proposed Floorspace

Land Use	Floorspace Area (m ²) Gross Internal Area (GIA)
Unit A1	2,835
Unit A2	2,785
Unit A5	950
Unit A7	180
Multi-Storey Car Park (E1)	41,253 (475m ² commercial unit)
Parcel A (Units F1 – F5)	49,500
Parcel B (Units A3 and Unit A6)	23,100
Parcel C (Units B3 and E2)	17,820
Parcel D (Unit B1)	16,060

5.2.3 Siting and Layout of Built Development

Appendix 5.3, ES Volume II, shows the proposed layout of the Proposed Development.

5.2.4 Building Heights / Scale / and Massing

The Proposed Development includes a number of buildings / plots ranging from 4.2m above ordnance datum (AOD) to 101.4m AOD in height. The tallest building in the detailed element is the MSCP. The building / plot heights are shown in **Appendix 5.2, ES Volume II**.

The height and number of storeys for each proposed building is set out in **Table 5.2**.

Table 5.2: Building Height

Building	Maximum Height (m AOD)	Maximum Number of Storeys
Unit A1	12	2
Unit A2	12	1
Unit A5	9	2
Unit A7	4.2	1
Multi-Storey Car Park	101.4	9

As the exact height, scale and massing is yet to be determined for the outline element, a series of maximum parameters have been devised to determine the overall maximum heights within which the Proposed Development would be brought forward. These are shown in **Appendix 5.1, ES Volume II**. Maximum heights are summarised in **Table 5.3**.

Table 5.3: Maximum Parameter Heights by Parcel

Plot / Parcel	Maximum Heights (m above ground level)	Maximum Height (m AOD)
Parcel A (Units F1 – F5)	30	101.77
Parcel B (Units A3 and Unit A6)	30	101.77
Parcel C (Units B3 and E2)	30	101.77



Plot / Parcel	Maximum Heights (m above ground level)	Maximum Height (m AOD)
Parcel D (Unit B1)	30	101.77

5.2.5 Materials, Façade Treatment and Finishes

The proposed materiality of the detailed elements has been selected in response to both the technical performance and commercial constraints of the building typology and its requirements.

The use of high-performance insulated panels ensures that the required thermal, acoustic and fire performance are achieved, whilst balancing aesthetics, quality and value.

During the design process, a number of options were reviewed for different panel types and profiles. The final proposals use two complimentary panels to reinforce the articulation of the plinth level while introducing some texture to the elevations within the constraints of the safeguarding requirements:

- A flat panel to the lower (plinth) level with articulated vertical joints at 1m centres; and
- A profiled panel to the upper level with hidden joints to help accentuate the verticality of the profile.

The lower panels will be coordinated with the proposed openings to ensure joint lines align with the openings. The two panel types will be separated by a simple horizontal flashing detail to give a visible separation while ensuring a weather-tight detail.

The proposed façade design has been developed as a response to both the functional requirements of the building typology as well as the importance of the buildings as the primary frontage to the wider MIX masterplan.

The flexible nature of the mid-tech units mean that they can be used for a wide range of purposes and by different types of tenants within the life science and advanced manufacturing sphere. As such, the façades need to respond to and support a wide range of activities from manufacturing to desk-based office area.

As such, the design of the elevations is based upon two primary types:

- Outward-facing elevations to the potential office areas and those which sit along Enterprise Way and form the primary frontage to the masterplan; and
- Inward-facing elevations to the production / warehouse areas which address the internal circulation and vehicular access routes.

In tandem with the material selection process, a number of colour options were reviewed for the wall panels and associated details. This included looking at various options with both consistent and different colours for the different elements of the façade.

The final proposal is to use a consistent black colour across all elements of the façade. This consistency in colour will help to unify the two panel types while accentuating the openings and reveals which will be picked out in a bold, contrasting colour.

The choice of a black cladding was twofold:

- To help any associated flashing and fixings to blend into the overall appearance of the façade; and
- To reduce the risk of weathering to the panels becoming visible over time.



5.2.6 Pedestrian, Cycle and Vehicular Access and Circulation

The masterplan establishes a comprehensive circulation network prioritising sustainable transport modes. Two primary pedestrian/cycle routes create strategic connectivity: an east-west link from Painswick Park to A555 pedestrian routes, and a north-south route connecting Wythenshawe residential areas to the Airport Link Bridge. These routes integrate with existing crossings, utilising step-free access at Enterprise Way/Thorley Lane junction and stepped access at secondary crossings.

Cycling infrastructure includes segregated cycle lanes throughout the primary road network, connecting to existing routes on Enterprise Way, A555, and the National Cycle Network on Thorley Lane. The MSCP provides secure cycle hubs with maintenance facilities, complemented by on-street cycle stands and building-based shower/changing facilities.

Vehicle access utilises existing Enterprise Way and Thorley Lane entrances with ANPR camera integration. Four strategically distributed MSCPs ensure convenient access, featuring ground-floor accessible parking and hotel drop-off bays.

Large vehicle circulation accommodates HGVs, particularly for Good Manufacturing Practice (GMP) operations. The central loop road is HGV-designed with adjacent loading bays for off-carriageway deliveries. GMP units on the peripheral plots benefit from dedicated two-way service roads sized for HGV access, ensuring efficient logistics operations throughout the development.

5.2.7 Parking

Car and cycle parking will be provided within the Proposed Development for the use of workers and visitors. Parking will be provided in accordance with local parking standards.

Car parking will be located within the MSCP. There will be 1,493 spaces with 75 accessible spaces (5%) and 75 electric vehicle (EV) charging points (5%).

Secure cycle hubs are provided within the MSCP within the site. In addition to on-street cycle stands, these hubs will provide secure storage for bikes along with basic bike maintenance facilities.

5.2.8 Servicing and Deliveries

The servicing strategy accommodates diverse operational requirements across the life sciences campus. Servicing access spans the entire site, with larger vehicles accessing most areas via the service road network. Loading bays positioned adjacent to loop and secondary roads ensure convenient access to all building entrances, featuring waiting restrictions to prevent unauthorised parking that could impede deliveries.

Larger units benefit from dedicated service yards, while pedestrian-vehicle conflict zones require time-managed access strategies during off-peak hours.

Waste management will operate through centralised neighbourhood stores for general waste, recycling, and green waste, with private contract collection via loading bay access. Northern buildings feature separate bin stores due to distance considerations, with all routes tracked for refuse vehicle access.

Specialist deliveries and waste remain tenant-managed within individual plot boundaries, with Tier 1 GMP tenants maintaining complete waste management responsibility including specialist materials handling and disposal.



5.2.9 Public Open Space / Green Infrastructure

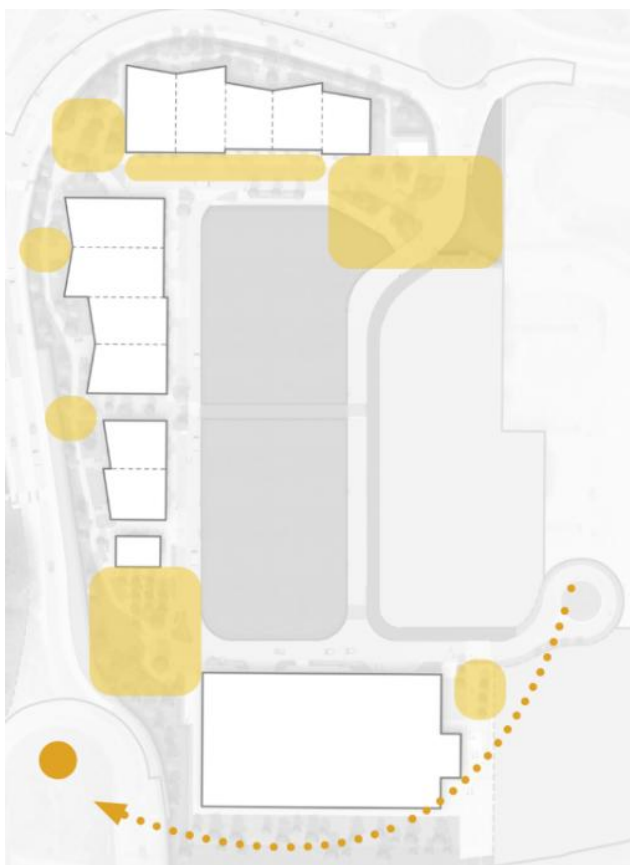
5.2.9.1 Public Realm and Amenity Space

The public realm has been designed in accordance with the wider Landscape Masterplan proposals, taking cognisance of the overarching design principles set out in the vision and as listed below:

- Dominance of green infrastructure;
- Minimal hard surfaces, to be permeable where possible;
- Strong network of cycle and pedestrian links;
- Temporary treatments to the future development parcels will have low grass until the next phase of development is implemented;
- A temporary tarmac turning circle will also be implemented prior to future one way vehicular loop being implemented in the future phase;
- Pedestrian access throughout the site with provision of temporary footpaths to link the airport bridge with Wythenshawe neighbourhoods; and
- Vehicle access throughout the site and within the units. Selection of materials with rigid foundations.

Consideration has also been given the sunlight exposure within the Proposed Development. The scale of the manufacturing buildings will provide areas of shade. Sunnier spots will be created within the gaps and provide spaces for dwell. Trees will be included in these spaces to provide dappled shade for shelter. These are illustrated on the below plate:

Plate 5.1: Sunlight Exposure



Further information on landscape types is provided in the section on Landscaping and Ecological Enhancements below.

5.2.10 Landscaping and Ecological Enhancement

The landscape design primarily considers the wider access and servicing into the Application Site and for the proposed buildings, considering careful selection of the hard materiality and soft palette.

The landscape will respond to the mid to large scale nature of the manufacturing and science buildings, providing planting and spaces for the occupiers and new working community to enjoy.

The space created will be a safe, welcoming and cohesive science campus that supports the MIX masterplan and its surroundings as a destination for education, services and community. The design of the public realm for the first phases will be driven by several key drivers to provide wider access and servicing into the site and for the proposed buildings, biodiversity goals and water management.

As shown on the below plate, a strong wildlife corridor wraps around the western, northern and southern boundaries, consisting of dense native tree, hedge and scrub planting. Green streets consist of tree planting, roadside planting beds and rain gardens. The green spaces have a naturalistic ornamental planting.

Plate 5.2: Ecological Zones



The public realm will offer fully accessible, interconnected communal spaces, enabling visitors to gather, dwell and collaborate whilst also providing legible connections to surrounding infrastructure and public transport hubs.

The pedestrian and cycle bridge that was recently completed links lands in the south. It is a fundamental piece of infrastructure and provides a key link between the future MIX masterplan, wider communities, airport terminals and Ground Transport Interchange (GTI). The Proposed Development will seek to create a new arrival point alongside the MSCP.

New arrival points from Enterprise Way and Thorley Lane will connect the site with existing green spaces like Painswick Park and the Wythenshawe community.

5.2.11 Lighting Strategy

The scheme will be developed to provide an energy efficient and good quality lighting design to serve the exterior pedestrian routes, roadways, loading bays and parking bays, providing safe and practical light levels in line with the relevant lighting standards and guides.

Columns are proposed for the roads, loading bays, parking bays and adjacent walkways. While light stacks have been proposed for the pedestrian amenity areas and footpaths. This is a sleeker and more aesthetically pleasing product, that provides good light levels and facial illumination.

The lighting strategy has been developed in conjunction with the landscape proposals and in line with recommendations in the Places for Everyone policy to enhance the outdoor amenity spaces through appropriate lighting. Feature luminaires have been introduced; this includes some uplighters to be concealed beneath the trees. These will highlight the trees and provide visual interest to people sat in the amenity space near the E1 MSCP. To the other side of the car park is a bench seating area bordered by a solid wall. It is proposed that a linear strip light is to be mounted along this section of the wall to provide a soft glow of illumination to the seating area. This luminaire shall be mounted so that the light is emitted in a downwards direction to minimise the upwards light.

In line with Manchester's Core Strategy policy DM1, this scheme has also been developed to ensure that any potential impact on the nearby residential areas and hotels is minimised. The scheme shows that the illuminance spillage towards the nearest residential properties to the development are within the parameters of environmental zone E3, as per ILP GN01 for the Reduction of Obtrusive Light (2021). Care will be taken to minimise the upwards light to reduce nuisance light to Manchester Airport and neighbouring residences.

The lighting scheme is based around a low pollution, low energy and low maintenance strategy. Considerations were also given to high quality products which have excellent light control optics, such that their efficiencies are maximised and carbon footprint minimised.

Alternative luminaires may develop and be introduced into the market during the detailed design stage, however the design philosophy outlined in this report should be retained and implemented into the finalised design.

5.2.12 Drainage

5.2.12.1 Surface Water Drainage

A Flood Risk Assessment and Drainage Strategy has been produced, that sets out the following principles for the drainage of the Site.

A 'SuDS approach' shall be adopted to address the management of surface water by the development and where it should be discharged. Runoff shall be treated as a resource and managed in a way that avoids negative impacts of the development on flood risk, the morphology and water quality of receiving waters and the associated ecology. Runoff from



the development shall be discharged to the following final destinations, to the maximum extent practicable, in accordance with the below hierarchy:

- Priority 1 – Collected for non-potable use;
- Priority 2 – Infiltration to ground;
- Priority 3 – Discharged to an above ground surface water body;
- Priority 4 – Discharged to a surface water sewer, or another piped surface water drainage system; and
- Priority 5 – Discharged to a combined sewer.

Surface water run-off from the site is to be controlled to a maximum rate of 5.0 l/s/ha. This was agreed by AECOM with MCC LLFA for the whole masterplan area as part of the drainage design for the Enterprise Way Link Road (100268/FO/2012/S2). This rate is lower than the calculated Q1 greenfield runoff figure and therefore offers a significant betterment than the pre-development scenario.

Ground conditions are expected to preclude the use of infiltration-based drainage solutions. However, testing will be undertaken at the appropriate time to confirm the sites infiltration potential and provide more detail on groundwater levels.

The Proposed Development will outfall to the existing local ordinary watercourse network both directly and indirectly. The eastern part of the development will connect into the existing surface water drainage system in Enterprise Way with the western extent utilising the watercourse within the Application Site boundary.

It is proposed that the existing hard engineering watercourse that flows through Parcel A will be culverted to facilitate the Proposed Development. This will be subject to Land Drainage Consent.

The total volume of attenuation required has been calculated as 4,688m³. This includes a 45% allowance for climate change.

5.2.12.2 Foul Water Drainage

It is proposed to install a new foul water drainage system to serve the Proposed Development which will utilise the existing drainage infrastructure provided by AECOM as part of the Enterprise Way link road.

Stub connections have been provided at appropriate locations around the boundary which will be used for the disposal of foul drainage. This foul drainage network connects into the United Utilities public sewer network and will be adopted by them through a S104/S106 agreement at the appropriate time when development comes forward.

It is anticipated that a gravity connection to this existing foul drainage will be achievable based on the installed depths.

5.2.13 On-Site Utilities, Plant and Connections

As the Application Site is for the most part undeveloped at present, new utility services (including gas, electricity and telecommunications apparatus) would be required. These would typically be installed in conjunction with the implementation of key infrastructure within the Proposed Development. A Utilities Strategy has been prepared to support the planning application and is submitted as a standalone planning document.



5.2.14 Energy Strategy

There is not a specified target for the use of low or zero carbon technology within the planning policies, however there is a 20% reduction in building energy from renewable sources target set within BREEAM which has been targeted here.

Having considered the impact of each solution; its cost, complexity, benefits and drawbacks, the following Low and Zero Carbon (LZC) technologies are recommended for inclusion on the MIX Manchester Phase 1 development in order to meet the requirements of BREEAM in reducing CO₂ emissions (CO₂ saving data derived from IES model):

- 115m² of roof mounted Solar Photovoltaic panels across the mid-tech units (c. 10% CO₂ reduction); and
- Air Source Heat Pump installation for office heating – part of the base build solution.

Further information is provided in the Sustainability Report which forms one of the planning application documents.

5.2.15 Waste Management

General waste, including recycling and green waste, will be managed within centralised waste stores within each neighbourhood. Waste will be managed centrally and collected via private contract from the loading bays adjacent to the bin stores. The buildings to the north of the site, including the hotel and three mid-tech buildings, will have separate bin stores due to the increased distance from the centralised store. Waste will be collected from the loading bays outside these buildings. All routes to/from the loading bays have been tracked for a refuse vehicle.

It is expected that GMP Tier 1 tenants will manage all of their own waste, including specialist waste, within their plot boundaries.

There is no shared provision for specialist waste on site. All specialist waste generated from the GMP/ Life Science activity should be stored and handled directly by individual tenants within the plot.

5.3 References

There are no references associated with this chapter.



6.0 Construction Strategy and Management

6.1 Introduction

This chapter describes the anticipated programme and sequence of construction works and the key activities and their methods. It also identifies, in general terms, the potential effects associated with groundworks and construction activities (hereafter referred to collectively as 'the Works') and outlines proposals for their mitigation.

Further, detailed consideration of the environmental effects associated with the Works, as relevant to the various technical assessments, is provided in each relevant chapter of this ES (refer to **Chapters 7 to 12** inclusive).

Additionally, a suite of environmental good practice measures is often necessary to mitigate potential adverse effects to an acceptable level during construction. These measures vary according to the relevant technical discipline and are typically ensured through the implementation of an Outline Construction Management Plan (CMP) which is being submitted with the planning application. The Applicant has committed to including these good practice measures in the Employer's Requirements when appointing contractors, and therefore, they are considered inherent mitigation measures within this ES.

Planning for construction is necessarily broad at this stage and may be subject to modification. Specific construction activities would vary in frequency, depending upon the particular stage of works. However, it is considered that reasonable 'worst-case' assumptions have been used and that sufficient information is available to enable the assessment of likely and significant environmental effects associated with the Works.

6.2 Indicative Construction Programme

It is estimated that the Proposed Development would be built out over a period of approximately nine years. The Works would be phased and would be likely to commence in 2026, with the Proposed Development completed and operational by 2035.

Variations to start and end dates are commonplace in the construction industry and can be influenced by a number of factors, including the planning process, developer finance and market conditions. Changes to the above indicative dates would not necessarily alter the outcomes of the assessments undertaken in this ES, provided that the overall construction strategy and approach remain the same.

Error! Reference source not found. summarises the main activities to be undertaken during the Works and the approximate duration of each activity. It is important to note that Error! Reference source not found. indicates the approximate duration of each main stage of the Works, some of which would be occurring concurrently. This is due to the overlaps in the construction programme.

Table 6.1: Indicative Construction Activities and Duration

Construction Activity	Indicative Start Date	Indicative End Date	Duration (Months)
Construction of Mid-Tech Units (A2, A5 and A7)	Q4 2026	Q3 2027	12
Construction of MSCP (E1)	Q4 2026	Q4 2027	15
Construction of Mid-Tech Units (A1)	Q2 2029	Q1 2030	12



Construction Activity	Indicative Start Date	Indicative End Date	Duration (Months)
Construction of Parcel A (Plot B1)	2028	2035	96
Construction of Parcel B (Plots B3 and E2)	2028	2030	36
Construction of Parcel C (Plots F1 to F4)	2028	2035	96
Construction of Parcel D (Unit B1)	2028	2035	96

6.3 Description of the Works

6.3.1 Pre-Commencement, Site Set Up & Enabling Works

Prior to the commencement of construction works associated with the Proposed Development, the following activities would be undertaken:

- Development of the CMP for the Proposed Development, to include all construction mitigation measures identified within this ES, and submission to MCC for agreement; and
- Any other measures required to be undertaken to satisfy the requirements of pre-commencement planning conditions attached to the planning permission for the Proposed Development.

Prior to the commencement of each phase of the Works, temporary hoarding or security fencing, as appropriate, would be erected around the perimeter of the Works area. This would provide a degree of visual and acoustic screening, as well as ensuring the safety of pedestrians and vehicle users. These would be maintained in good condition for the duration of the Works.

Site offices and construction compounds, to include contractor welfare facilities, would be installed within the boundary of the construction site. Secure pedestrian access to and from these facilities would be provided to ensure the safety of contractors undertaking the Works.

Wheel wash facilities would be installed at the main construction site exit point(s) in order to prevent the tracking of dust onto the surrounding highway network.

Temporary noise, vibration and air quality monitors would be installed at locations to be agreed with MCC in accordance with the mitigation strategies outlined in **Chapter 7: Air Quality** and **Chapter 10: Noise and Vibration**.

6.3.2 Groundworks and Sub-Structure

The following groundworks would be undertaken as part of the Works:

- Reprofilling the ground to achieve finished formation levels for the Proposed Development;
- Excavation of new attenuation features including swales and basins (and below ground stormwater tanks - if relevant);
- Excavation of trenches to accommodate new services such as electricity, gas, drainage and water mains; and
- Installation of new foundations.



6.3.3 Super-Structure, Cladding & Fit-Out

Following the completion of the below ground elements, the Works would continue with the construction of the building super-structure(s). These would include:

- Crush & stockpile concrete arisings;
- De-mobilisation of demolition contractor;
- Construction site establishment including adjustment of hoarding lines and site entrance gates;
- Granular pile mat & piling;
- Crop piles, construction of pile caps, foundations and sub structure works;
- Tower crane foundations;
- Ground floor slab;
- RC cores followed by RC frame/steel frame as applicable;
- Waterproofing;
- External envelope;
- Internal fit out;
- Lift installations;
- Utility connections;
- Strike external hoists/scaffold;
- Completion of hoist rooms as applicable;
- Test & commission;
- Strike tower cranes;
- External landscaping;
- Completion of building works;
- Prepare & submission of Gateway 3 - Building Safety Regulator;
- Gateway 3 submission approved and Practical Completion issued; and
- Handover & commence occupation.

6.3.4 Landscaping and External Public Realm

Soft landscaping would include the importation of clean planting medium and would involve the planting of evergreen and semi evergreen species.

Any soils or other materials imported to the Application Site as part of the implementation of the soft landscaping would need to be subject to chemical testing and satisfy the relevant Generic Assessment Criteria (GAC) having regard to their proposed end use as well as being suitable to meet the landscape nutrient specification.

To help mitigate the loss of any existing trees and vegetation as part of the development of the site the chosen plant species will aim to be 80% native and 20% ornamental. To further benefit ecological native species will aim to be appropriate to the locality of the site.



6.4 Waste & Materials Management

The generation of waste material would occur at all stages of the construction process, from the demolition of existing hardstanding and structural works through to fitting-out of the new buildings.

The waste generated at each stage of the construction process is discussed below.

6.4.1 Construction

To aid the management of construction waste, it is first necessary to identify the types and quantities of waste that will be produced during the construction phase of the Proposed Development. However, with minimal baseline data available for construction waste, the targets and action plans are informed by estimates, and will therefore be reviewed and amended throughout the construction phase of the Proposed Development.

For the detailed element of the Proposed Development, the predicted waste volume for the construction of the buildings is estimated to be approximately 13,036m³ and the predicted waste volume for the construction of the hardstanding is estimated to be approximately 4,209m³. If full mezzanines were installed, the predicted waste volume for the construction of the buildings is forecasted to rise to 13,207m³.

For the outline element of the Proposed development, the predicted waste volume for the construction of the buildings is estimated to be approximately 17,719m³ and the predicted waste volume for the construction of the hardstanding is estimated to be approximately 4,358m³.

Over the duration of the construction phase, a significant portion of the wastes are anticipated to be hard material, which will be readily recyclable as aggregate either on or off site. These estimates are indicative and based on generic industry figures for typical waste arisings and composition data from developments of a comparable nature and scale; actual waste tonnages will be recorded as part of the SWMP monitoring process.

6.4.2 Approach to Waste Management

All relevant contractors would be required to investigate opportunities to minimise waste arisings at source and, where such waste generation is unavoidable, to maximise the recycling and re-use potential of demolition and construction materials. Wherever feasible, such arisings would be dealt with in a manner that reduces environmental impact and maximises the potential re-use of materials, having regard to the principles of sustainability and building circularity. For example, inert or structurally suitable materials should be re-used and / or recycled for use either on-site (for example for piling mat or sub-base for roads) and / or off-site. Records would be maintained regarding the types and quantities of waste produced during the demolition and construction works and the quantities sent for recycling, recovery or disposal.

All waste would be stored securely in clearly labelled stockpiles, skips, drums or appropriate containers in designated areas. Where possible, materials to be re-used or recycled would be sorted on-site and stockpiled ready for collection. However, it may be necessary for some wastes to be taken off-site for segregation by a specialist contractor. The amount of construction waste re-used, recycled or sent to landfill would be recorded by the Principal Contractor.

All waste removed from site (including recyclable waste) would be taken to a licensed or exempt waste disposal facility by a registered waste carrier. The Principal Contractor would ensure that all waste carriers and waste disposal facilities are appropriately licensed.

All potentially hazardous materials, if located on the Application Site, such as waste oil and batteries require additional handling, storage and disposal precautions. They would be



clearly labelled and removed by a specialist, licensed waste contractor and appropriate measures made for their disposal in accordance with all applicable environmental and health and safety legislation.

Where suspected contaminated or hazardous material or ground is encountered, that has not previously been identified by site investigations, the Principal Contractor is responsible for commissioning testing of samples to classify the extent and nature of these substances. This shall be undertaken by a UKAS accredited testing facility. If contamination is confirmed present, a suitably qualified specialist would be consulted to determine an appropriate remediation strategy.

Stockpiling of potentially contaminated material shall be avoided. Where stockpiling is unavoidable, the material must be located on hardstanding and covered with sheeting. Samples of excavated material would also be tested by the Principal Contractor, or appointed agent, to enable classification of the waste for disposal purposes.

When leaving the construction site, appropriate measures would be taken to prevent waste escaping onto the public highways, for example containers must be secured and open skips must be covered by sheeting.

All roads, pavements, construction equipment, temporary structures, materials and machines would be kept clean and tidy at all times with litter and rubbish removed promptly. Food waste would be collected regularly to avoid attracting vermin.

On completion of the Works, each contractor would clear away, and remove, all plant, surplus materials, rubbish and temporary works.

Provided that waste is managed in accordance with relevant legislation and the good practice principles outlined above, the likely effects from waste are not considered to be significant. No further consideration has therefore been given to the effects of waste in this ES, aside from issues relating to the transportation of waste off-site.

6.5 Hours of Work

Prescribed hours of work would be agreed with MCC. However, due to the proximity of residential dwellings and commercial activities to the Application Site, and on the basis of initial consultation with MCC, it is likely that the standard hours of work would be as follows:

- 07:30 to 17:30 hours Monday to Friday;
- 07:30 to 13:30 hours Saturday and Sunday; and
- No working on Bank Holidays.

Such work would not include site start-up and close-down activities, which may take place for up to an hour before and an hour after the working hours identified above. These activities include: the arrival and departure of workforce and construction staff, maintenance and checking of plant and machinery, refuelling, site inspections and meetings, safety checks prior to commencing work and site clean-up at the end of the day. Where the works are undertaken in close proximity to sensitive receptors (such as residential uses), the timing of some demolition and construction activities may be considered in further detail.

In certain cases, there may be a reason that specific activities cannot be completed within the standard hours of work. In these cases, prior notification would be provided to MCC and neighbouring occupiers.

6.6 Construction Traffic and Access

The actual levels of construction traffic would be determined by the Principal Contractor appointed to deliver the Works. However, in order to enable an assessment of the likely air



quality and noise effects associated with construction-related traffic, as well as impacts on the local highway network, an estimate has been made by Buro Happold of the likely peak and average vehicle movements associated with the construction works.

The assessment has been based on the following 'worst case' assumptions:

- All demolition material taken off-site for re-use, recycling or disposal;
- All excavation material, taken off-site for re-use, recycling or disposal;
- A review of construction vehicle movements arising from other similar schemes.

The anticipated daily number of vehicles is estimated to peak at between 200-250 one-way (c.400-500 two-way) vehicle movements per day, when considering combined HGV, LGV and workforce vehicle movements, but a figure of 100-150 vehicles per day (one-way) is predicted across the majority of the programme (with an average figure of c.100 vehicles per day).

HGVs are forecast at a maximum of 45 vehicles per day (i.e. 90 two-way trips) for peak periods; when averaged across a three-month period, this reduces to a mean value of c.40 vehicles per day. It is expected that works across building plots would be coordinated to avoid HGV volumes exceeding this level and to ensure that peak traffic volumes for activities such as large concrete pours are suitably scheduled across the day to ensure a steady traffic flow, as far as practical. As far as possible, HGV traffic will be scheduled to avoid the morning and evening peak hours.

LGV traffic for deliveries are predicted in similar numbers to HGVs, with a maximum of 25-30 vehicles per day (50-60 two-way trips). The proportion of LGVs is generally higher during fit-out and commissioning activities than for foundation and superstructure works.

The largest component of the forecast traffic is workforce travel; it has conservatively been assumed a large proportion of the construction workforce will travel to the site by private vehicle, in order to ensure a robust forecast for potential traffic impact. It has been estimated that there may be up to c.80 workers deployed on a single building during the fit-out stages and it is expected that several buildings could be under construction simultaneously but at different stages. Further information is provided in **Chapter 12: Transport and Movement**.

Construction site access would be gained via the M56 motorway and Enterprise Way. The primary egress route would be the reverse of the access route i.e. Enterprise Way, Terminal 2 roundabout and the M56 motorway.

The secondary access route would be via the M56 motorway, Airport Spur, Ringway Road West and Enterprise Way. The secondary egress route would be the reverse of the access route i.e. Enterprise Way, Ringway Road West, Airport Spur and the M56 motorway.

To minimise impact on local road networks and to minimise routes through residential areas i.e. Wythenshawe, the following routes would be prohibited for construction vehicles and site personnel who do not live locally (these routes would not be prohibited for site personnel who live locally):

- Manchester Airport Eastern Link Road / Manchester Airport Relief Road;
- Outwood Lane; and
- Bailey lane.

More detailed traffic management arrangements, include detailed traffic management plans, would be developed as contractors are appointed for each phase / project. These detailed traffic management plans will include detail on road signage, temporary diversions, and management of abnormal loads.



6.7 Construction Environmental Management

Construction works can cause significant environmental impacts and disruption to neighbours if they are not properly managed. The Applicant is committed to minimising the impacts of the works and, would require the Principal Contractors and any appointed sub-contractor(s) to implement a CMP for the construction works. The CMP would set out procedures that the contractors would be required to adopt to manage the environmental impacts of the works. The requirement to comply with the CMP would be included as part of the contract conditions for each element of the works. All contractors tendering for work would be required to demonstrate that their proposals would comply with the contents of the Framework CMP.

A summary of the key issues to be considered by the CMP, and details of where further information in relation to mitigation can be found within the ES, is identified in **Table 6.1** below.

Table 6.1: Key Issues Considered by the CMP

Topic	Issues Covered	Location of further Information
Site Management	Working hours. Pedestrian safety and site security. Management of sub-contractors. Emergency Incident Plan	Chapter 6: Construction Strategy and Management
Waste / Materials	Methods to minimise waste and the correct disposal of waste.	Chapter 6: Construction Strategy and Management
Traffic Management	Construction traffic routing to minimise congestion, conflicts between HGV traffic and pedestrians and disturbance to local residents. Wheel washing and street sweeping requirements to minimise the transfer of mud and material from vehicles onto the public highway.	Chapter 6: Construction Strategy and Management Chapter 12: Transport and Movement
Dust / Air Quality	Methods of minimising windblown dust from ground surfaces, stockpiles, earth moving vehicles, work faces etc. Methods of minimising the impact of exhaust emissions from construction vehicles e.g. switching off engines when not in use.	Chapter 7: Air Quality
Ecology	Protection of important species including the European hedgehog.	Chapter 9: Ecology and Biodiversity
Noise	Methods of minimising noise from demolition works, piling,	Chapter 10: Noise and Vibration



Topic	Issues Covered	Location of further Information
	concrete crushing, construction etc Management of construction vehicle routing to minimise disruption due to vehicle noise.	
Townscape and Visual Quality	Measures to minimise the temporary visual intrusion of construction to nearby residents, occupiers of other properties and road and rail users, e.g. via construction hoarding and screening.	Chapter 11: Townscape and Visual

6.8 References

¹ His Majesty's Stationery Office (1992), 'The Road Traffic (Temporary Restrictions) Procedure Regulations 1992', <https://www.legislation.gov.uk/ukxi/1992/1215/contents/made> [Accessed: December 2025].

² The British Standards Institution (2012), 'Trees in relation to design, demolition and construction – Recommendations'.

³ Contaminated Land: Applications in Real Environments (2011), 'The Definition of Waste: Development Industry Code of Practice'.

⁴ Department for Environment Food and Rural Affairs (2011), 'Construction Code of Practice for the Sustainable Use of Soils on Construction Sites', <https://assets.publishing.service.gov.uk/media/5b2264ff40f0b634cfb50650/pb13298-code-of-practice-090910.pdf> [Accessed: December 2025].

⁵ Contaminated Land: Applications in Real Environments (2011), 'The Definition of Waste: Development Industry Code of Practice'.



7.0 Air Quality

7.1 Introduction

This ES chapter assesses the likely significant effects of the Proposed Development on the environment in respect of air quality. This chapter also describes the methods to assess the effects; the baseline conditions currently existing at the Application Site and surrounding area; the mitigation required to prevent, reduce or offset any significant negative effects; and the likely residual effects after these measures have been adopted.

This chapter is supported by the following figures, which are presented in **ES Volume II**:

- **Figure 7.1** – Local Authority Air Quality Monitoring Locations.
- **Figure 7.2** – Operational Phase Road Vehicle Exhaust Emission Sensitive Receptor Locations.
- **Figure 7.3** – ADMS-Roads Inputs.
- **Figure 7.4** – Wind Rose of 2024 Manchester Airport Meteorological Data.

This chapter is supported by the following technical appendices, which are presented in **ES Volume II**:

- **Appendix 7.1** – Legislation and Policy.
- **Appendix 7.2** – Construction Dust Methodology and Assessment.
- **Appendix 7.3** – Operational Phase Road Vehicle Exhaust Emissions Assessment.

This chapter has been prepared by Emily Pears-Ryding BSc (Hons) of Redmore Environmental Ltd; Member of the Institute of Environmental Sciences (IES) and Member of the Institute of Air Quality Management (IAQM). Emily has 10 years' experience including specialist input into and co-ordinating Environmental Impact Assessments (EIAs) on a range of Major Projects in the UK.

Jethro Redmore BEng (Hons) MSc of Redmore Environmental assisted in the preparation of this chapter. Jethro has over 20 years' experience in air quality assessment and is a Chartered Environmentalist (CEnv), a Member of the Institute of Air Quality Management (MIAQM), a Member of the Institute of Environmental Sciences (MIEnvSc) and a Practitioner of the Institute of Sustainability and Environmental Professionals (PISEP). He has previously sat on the council of the IAQM and been involved in working groups for the production of technical guidance.

7.2 Relevant Legislation, Policy and Guidance

This chapter has been prepared with reference to the following legislation, policy and guidance. Further information is provided in **Appendix 7.1, ES Volume II**.

7.2.1 Legislation

This chapter takes account of the following legislation:

- Air Quality Standards Regulations (2010), UK Government¹.
- The Environment (Miscellaneous Amendments) (EU Exit) Regulations (2020), UK Government².
- Air Quality Strategy Framework for Local Authority Delivery (2023), Department for Environment Food and Rural Affairs (DEFRA)³.

- Environmental Improvement Plan (2025), DEFRA⁴.
- Environmental Protection Act (2021), UK Government⁵.
- Environmental Targets (Fine Particulate Matter) (England) Regulations (2023), UK Government⁶.
- Town and Country Planning (Environmental Impact Assessment) Regulations (2017), UK Government⁷.

7.2.2 Planning Policy and Guidance

This chapter take account of the following planning policy and guidance:

- National Planning Policy Framework (2024), Ministry of Housing, Communities and Local Government⁸.
- National Planning Practice Guidance (2024), UK Government⁹.
- Places for Everyone Joint Development Plan Document (2024), Greater Manchester Combined Authority (GMCA)¹⁰.
- Core Strategy (2012), Manchester City Council (MCC)¹¹.

7.2.3 Other Policy and Guidance

This chapter also takes account of the following:

- Land-Use Planning & Development Control: Planning for Air Quality (2017), IAQM¹².
- Local Air Quality Management Technical Guidance (TG22) (2022), DEFRA¹³.
- LA 105: Air Quality (2024), National Highways¹⁴.
- Guidance on the Assessment of Dust from Demolition and Construction V2.2 (2024), IAQM¹⁵.
- Air Quality & Planning Technical Guidance (2022), MCC¹⁶.
- Case for a New Greater Manchester Clean Air Plan (CAP) (2022), Greater Manchester Combined Authority (GMCA) and Transport for Greater Manchester (TfGM)¹⁷.
- PM_{2.5} Targets: Interim Planning Guidance (2024), UK Government¹⁸.

Reference should be made to **Appendix 7.1, ES Volume II** for further details relating to the air quality specific policies and documents.

Table 7.1 presents the Air Quality Objectives (AQOs), Interim Target and Concentration Target for pollutants considered within this chapter.

Table 7.1: Air Quality Objectives/Interim Target/Concentration Target

Pollutant	Air Quality Objective/Interim Target/Concentration Target	
	Concentration (µg/m ³)	Averaging Period
NO ₂	40	Annual mean
	200	1-hour mean, not be exceeded on more than 18 occasions per annum
PM ₁₀	40	Annual mean
	50	24-hour mean, not to be exceeded on more than 35 occasions per annum

Pollutant	Air Quality Objective/Interim Target/Concentration Target	
	Concentration ($\mu\text{g}/\text{m}^3$)	Averaging Period
PM _{2.5}	10	Annual mean Interim Target to be achieved by 2030
	10	Annual mean Concentration Target to be achieved by 2040

7.3 Assessment Methodology

7.3.1 Consultation

Consultation to inform this chapter, including a summary of comments raised in the formal EIA Scoping Opinion, and other pre-application engagement, are summarised in **Table 7.2**, alongside a summary of how the Applicant's assessment responded to this feedback.

Table 7.2: Consultation

Consultee	Summary of Response	How comments have been addressed in this chapter
MCC Scoping Opinion 7 January 2026	The scope of the proposed air quality chapter of the ES is considered to be acceptable	The assessment was undertaken in accordance with the scope outlined within the EIA Scoping Opinion
	The Application Site is partially located within the Greater Manchester Air Quality Management Area (AQMA). As such, consideration of effects associated with construction phase fugitive dust emissions and operational phase road vehicle exhaust emissions is required	This chapter assesses the impacts of the Proposed Development in relation to construction phase fugitive dust emissions and operational phase road vehicle exhaust emissions. Potential effects are discussed in Section 7.5 of this chapter
MCC Email correspondence 9 December 2025	No response was provided at the time of reporting	The assessment was undertaken in accordance with the scope outlined within the email

7.3.2 Study Area

7.3.2.1 Construction

The study area for the assessment of fugitive dust emissions during the construction phase of the Proposed Development was defined using the IAQM guidance. This considered sensitive receptors within 250m of the Application Site boundary for earthworks and construction activities, and within 50m of the Application Site access route up to 250m from the Application Site entrance for trackout.

It is noted that there are no ecological designations within 250m of the Application Site boundary. As such, effects associated with these receptors have not been considered further.

7.3.2.2 Operation

The study area for the assessment of road vehicle exhaust emissions during the operational phase was within 200m of roads with associated sensitive receptor locations where there was a predicted change in traffic flow as a result of the Proposed Development. The IAQM

guidance 'Land-Use Planning & Development Control: Planning for Air Quality' was utilised to identify road links where the change in traffic flow had the potential to result in significant effects. The relevant roads considered as part of the assessment are shown in **Figure 7.3** in **ES Volume II** and are summarised in **Table 7.16**.

7.3.3 Establishing Baseline and Sensitive Receptors

The assessment of the baseline conditions involved completion of a detailed desk study to establish current baseline air quality conditions during 2026.

The following sources of information were consulted in order to characterise the baseline conditions of the Application Site and study area:

- Satellite imagery.
- DEFRA background mapping tools.
- DEFRA UK Air Information Resource.
- GMCA 2024 Air Quality Annual Status Report (ASR)¹⁹.
- CAP NO₂ Diffusion Tube Results 2011-2024²⁰.

7.3.3.1 Assessment of Sensitivity

Construction Phase Fugitive Dust Emissions

For receptors associated with construction phase fugitive dust emissions, sensitivity is determined in accordance with the IAQM 'Guidance on the Assessment of Dust from Demolition and Construction V2.2'. This includes consideration of the land-use type and the number of receptors present within relevant screening distances.

The sensitivities of specific receptors are shown in **Table 7.3**. It is noted that the standard IAQM terminology of sensitivity has been used in accordance with the IAQM methodology.

Table 7.3: Construction Dust - Sensitivities of Human Receptors

Receptor Sensitivity	Human Receptor Examples
High	Users expect a high level of amenity High aesthetic or value property People expected to be present continuously for extended periods of time Locations where members of the public are exposed over a time period relevant to the AQO for PM ₁₀ e.g. residential properties, hospitals, schools and residential care homes
Medium	Users would expect to enjoy a reasonable level of amenity Aesthetics of value of their property could be diminished by soiling People or property wouldn't reasonably be expected to be present here continuously or regularly for extended periods as part of the normal pattern of use of the land e.g. parks and places of work
Low	Enjoyment of amenity would not reasonably be expected Property would not be expected to be diminished in appearance Transient exposure, where people would only be expected to be present for limited periods e.g. public footpaths, shopping streets, playing fields, farmland, short term car parks and roads

The criteria for determining the sensitivity of the area to dust soiling effects on people and property is summarised in **Table 7.4**.

Table 7.4: Construction Dust - Sensitivity of the Area to Dust Soiling Effects on People and Property

Receptor Sensitivity	Number of Receptors	Distance from the Source (m)			
		Less than 20	Less than 50	Less than 100	Less than 250
High	More than 100	High	High	Medium	Low
	10 - 100	High	Medium	Low	Low
	1 - 10	Medium	Low	Low	Low
Medium	More than 1	Medium	Low	Low	Low
Low	More than 1	Low	Low	Low	Low

Table 7.5 outlines the criteria for determining the sensitivity of the area to human health impacts.

Table 7.5: Construction Dust - Sensitivity of the Area to Human Health Impacts

Receptor Sensitivity	Background Annual Mean PM ₁₀ Conc	Number of Receptors	Distance from the Source (m)			
			Less than 20	Less than 50	Less than 100	Less than 250
High	Greater than 32µg/m ³	More than 100	High	High	High	Medium
		10 - 100	High	High	Medium	Low
		1 - 10	High	Medium	Low	Low
	28 - 32µg/m ³	More than 100	High	High	Medium	Low
		10 - 100	High	Medium	Low	Low
		1 - 10	High	Medium	Low	Low
	24 - 28µg/m ³	More than 100	High	Medium	Low	Low
		10 - 100	High	Medium	Low	Low
		1 - 10	Medium	Low	Low	Low
	Less than 24µg/m ³	More than 100	Medium	Low	Low	Low
		10 - 100	Low	Low	Low	Low
		1 - 10	Low	Low	Low	Low
Medium	Greater than 32µg/m ³	More than 10	High	Medium	Low	Low
		1 - 10	Medium	Low	Low	Low
	28 - 32µg/m ³	More than 10	Medium	Low	Low	Low
		1 - 10	Low	Low	Low	Low
		More than 10	Low	Low	Low	Low
		1 - 10	Low	Low	Low	Low
	24 - 28µg/m ³	More than 10	Low	Low	Low	Low
		1 - 10	Low	Low	Low	Low
Low	-	1 or more	Low	Low	Low	Low

Operational Phase Road Vehicle Exhaust Emissions

For receptors associated with operational phase road vehicle exhaust emissions, sensitivity is determined by the baseline pollutant concentration at each receptor during the assessment year (2035). The criteria provided within DEFRA guidance 'Local Air Quality Management Technical Guidance (TG22)' on where the AQOs apply was utilised to determine worst-case receptor positions in the vicinity of links likely to be affected by changes in traffic flows as a result of the Proposed Development.

Table 7.6 sets out the scale of sensitivity that has been applied to the operational phase receptors identified in relation to this technical assessment.

Table 7.6: Operational Phase Road Vehicle Exhaust Emissions - Sensitivity of Receptor

Receptor Sensitivity	Pollutant Concentration at Receptor in Assessment Year
Very High	110% or more of AQO/Concentration Target
High	103 - 109% of AQO/Concentration Target
Medium	95 - 102% of AQO/Concentration Target
Low	76 - 94% of AQO/Concentration Target
Very Low	75% or less of AQO/Concentration Target

7.3.4 Approach to Impact Assessment

7.3.4.1 Assessment of Construction Impacts

The following construction effects are considered within this chapter. Further information on the technical assessment methodologies is contained in **Appendix 7.2, ES Volume II**.

Construction Phase Fugitive Dust Emissions

There is the potential for fugitive dust emissions to occur as a result of the construction phase activities. These have been assessed in accordance with the methodology outlined within the IAQM 'Guidance on the Assessment of Dust from Demolition and Construction V2.2'. It is noted that the standard IAQM terminology of risk has been used in accordance with the IAQM methodology.

7.3.4.2 Assessment of Operation Impacts

The following operation effects are considered within this chapter. Further information on the technical assessment methodologies is contained in **Appendix 7.3, ES Volume II**.

Operational Phase Road Vehicle Exhaust Emissions

The Proposed Development has the potential to impact on existing air quality as a result of road traffic exhaust emissions associated with vehicles travelling to and from the Application Site once operational. Potential effects were defined by predicting pollutant levels at sensitive receptor locations using dispersion modelling for the following scenarios:

- 2024 - Model Verification (comparison of predicted and measured pollutant concentrations allowing a verification factor to be made to adjust results accordingly).
- Opening year Do-Minimum (DM) (predicted flows in 2035 should the Proposed Development not proceed).

- Opening year Do-Something (DS) (predicted flows in 2035 should the Proposed Development be completed).

The DM scenario (i.e. without the Proposed Development) includes baseline traffic data, inclusive of anticipated growth and committed developments for 2035. The DS scenario (i.e. with the Proposed Development) included baseline traffic data, inclusive of anticipated growth and committed developments for 2035, in addition to predicted vehicle trips associated with the Proposed Development.

The sensitivity of receptor and magnitude of impact are combined to determine the effect significance. This is explained further below.

7.3.4.3 Assessment of Magnitude

The magnitude of impact is the degree of change to which a receptor will be subject as a result of the Proposed Development.

Construction Phase Fugitive Dust Emissions

For receptors associated with construction phase fugitive dust emissions, the magnitude of dust arising (impact) is determined based on the scale of works undertaken on a site. The influencing factors are summarised in **Table 7.7**. It is noted that the standard IAQM terminology of magnitude has been used in accordance with the IAQM methodology.

Table 7.7: Construction Dust - Magnitude of Emission

Magnitude	Activity	Criteria
Large	Earthworks	Total site area greater than 110,000m ² Potentially dusty soil type (e.g. clay, which will be prone to suspension when dry due to small particle size) More than 10 heavy earth moving vehicles active at any one time Formation of bunds greater than 6m in height
	Construction	Total building volume greater than 75,000m ³ On site concrete batching Sandblasting
	Trackout	More than 50 Heavy Duty Vehicle (HDV) trips per day Potentially dusty surface material (e.g. high clay content) Unpaved road length greater than 100m
Medium	Earthworks	Total site area 18,000m ² to 110,000m ² Moderately dusty soil type (e.g. silt) 5 to 10 heavy earth moving vehicles active at any one time Formation of bunds 3m to 6m in height
	Construction	Total building volume 12,000m ³ to 75,000m ³ Potentially dusty construction material (e.g. concrete) On-site concrete batching
	Trackout	20 to 50 HDV trips per day Moderately dusty surface material (e.g. high clay content) Unpaved road length 50m to 100m
Small	Earthworks	Total site area less than 18,000m ² Soil type with large grain size (e.g. sand)

Magnitude	Activity	Criteria
		Less than 5 heavy earth moving vehicles active at any one time Formation of bunds less than 3m in height
	Construction	Total building volume less than 12,000m ³ Construction material with low potential for dust release (e.g. metal cladding or timber)
	Trackout	Less than 20 HDV trips per day Surface material with low potential for dust release Unpaved road length less than 50m

Operational Phase Road Vehicle Exhaust Emissions

For receptors associated with operational phase road vehicle exhaust emissions, **Table 7.8** sets out the scale of impact magnitude relevant to this technical assessment. These are based on the methodology provided in the IAQM guidance 'Land-Use Planning & Development Control: Planning for Air Quality'.

Table 7.8: Scale of Operational Phase Road Vehicle Exhaust Emission Impact

Scale of Impact	Predicted Concentration Change as a Proportion of AQO or Concentration Target (%)
Very Large	More than 10
Large	6 - 10
Medium	2 - 5
Low	1
Negligible	0

It should be noted that the categories shown in **Table 7.8** are intended to be used by rounding the change in percentage pollutant concentration to whole numbers.

7.3.4.4 Assessment of Significance

The significance of effect is a product of the sensitivity of the receptor and the magnitude of the impact.

Construction Phase Fugitive Dust Emissions

For receptors associated with construction phase fugitive dust emissions, the dust emission magnitude shown in **Table 7.7** is combined with the sensitivity of the area, shown in **Table 7.4** and **Table 7.5**, is combined to determine the significance of unmitigated impacts.

Table 7.9 outlines the dust risk from earthworks, construction and trackout. It is noted that the standard IAQM terminology of risk has been used in accordance with the IAQM methodology.

Table 7.9: Construction Dust - Dust Risk from Earthworks, Construction and Trackout

Receptor Sensitivity	Dust Emission Magnitude		
	Large	Medium	Small
High	High	Medium	Low
Medium	Medium	Medium	Low

Receptor Sensitivity	Dust Emission Magnitude		
	Large	Medium	Small
Low	Low	Low	Negligible

Operational Phase Road Vehicle Exhaust Emissions

For receptors associated with operational phase road vehicle exhaust emissions, **Table 7.10** sets out how the significance of effects has been ascribed in this technical assessment. These are based on the methodology provided in the IAQM guidance 'Land-Use Planning & Development Control: Planning for Air Quality'.

Table 7.10: Significance Matrix for Operational Phase Road Vehicle Exhaust Emission Effects

Receptor Sensitivity	Magnitude of Impact					
		Very Large	Large	Medium	Small	Negligible
	Very High	Major	Major	Major	Moderate	Negligible
	High	Major	Major	Moderate	Moderate	Negligible
	Medium	Major	Moderate	Moderate	Minor	Negligible
	Low	Moderate	Moderate	Minor	Negligible	Negligible
	Very Low	Moderate	Minor	Negligible	Negligible	Negligible

For the purposes of this assessment, effects of moderate significance and above are deemed to be significant in EIA terms.

As set out in **Chapter 2: EIA Methodology**, effects are also given descriptors to confirm their nature (i.e. direct or indirect), temporal scale (short-, medium- or long-term), permanence (temporary or permanent), type (adverse or beneficial) and/or spatial scale (site, local, regional, national).

7.3.4.5 Assumptions and Limitations

The following assumptions and limitations are relevant to this technical assessment:

- Background pollutant concentrations and road traffic emissions of oxides of nitrogen (NO_x) are predicted to decrease in future years as a result of Government policies and legislation to reduce atmospheric emissions. This was therefore represented throughout the assessment in accordance with current DEFRA guidance.
- The meteorological data used for the assessment is representative of the conditions at the Application Site. Records were obtained based on a review of available observation locations to ensure the most characteristic record station was selected.
- The traffic data obtained for the purpose of the assessment is accurate. These values were provided by Buro Happold, the Transport Consultants for the project.
- The monitoring data used in the assessment is accurate. The results were obtained from GMCAs '2024 Air Quality ASR' and the 'CAP NO2 Diffusion Tube Results 2011-2024'. This data has been ratified by DEFRA and is therefore considered valid.

The above assumptions are similar to those required for any project of this nature and the adoption of reasonable worst-case parameters, where necessary, has ensured the assessment results can be significantly robust.

General assumptions and limitations that apply to all technical chapters are set out in **Chapter 2: EIA Methodology**.

7.4 Baseline Conditions

7.4.1 Local Air Quality Management

As required by the Environment Act (1995), as amended by the Environment Act (2021), MCC has undertaken a Review and Assessment of air quality within its area of jurisdiction. This process has indicated that annual mean concentrations of NO₂ are above the AQO within the city. As such, a number of roads within Manchester have been included within the GMCA AQMA. This is described as follows:

"This is the part of the Greater Manchester Combined Authority AQMA located within the Manchester City Council area."

The Proposed Development is located within the AQMA. As such, there is the potential for vehicles travelling to and from the Application Site to increase pollution levels in this sensitive area. This has been considered throughout the assessment.

MCC has concluded that concentrations of all other pollutants considered within the Air Quality Strategy (AQS) are currently below the relevant AQOs. As such, no further AQMAs have been designated.

7.4.2 Air Quality Monitoring

Monitoring of pollutant concentrations is undertaken by MCC throughout its area of jurisdiction. Data has also been collected by the GMCA to inform the CAP. Recent NO₂ concentrations recorded in the vicinity of the Application Site, as provided in GMCA's '2024 Air Quality ASR' and 'CAP NO₂ Diffusion Tube Results 2011-2024', are shown in **Table 7.11**. Exceedences of the relevant AQO are shown in **bold**.

Table 7.11: Monitoring Results

Monitoring Site		Monitored NO ₂ Concentration (µg/m ³)		
		2022	2023	2024
CAP_MANC_023	A555 (Ringway Road West)	35.2	34.1	32.9
CAP_MANC_024	A555 (Manchester Airport Relief Road)	37.9	35.0	34.8
CAP_MANC_025	Ringway Road	19.1	-	-
CAP_MANC_174	Ringway Rd	37.5	36.4	33.3
CAP_MANC_175	Ringway Rd	41.4	40.3	36.5
Air Quality Objective - 40µg/m ³				

As shown in **Table 7.11**, the annual mean NO₂ concentration was above the AQO of 40µg/m³ at CAP_MANC_175 during 2022 and 2023. As the monitor is at a roadside position within an AQMA, elevated levels would be expected. Concentrations have since dropped below the AQO. Monitoring results from the remaining survey sites were also below the AQO between 2022 and 2024.

Monitoring of PM₁₀ and PM_{2.5} concentrations is not undertaken within the vicinity of the Application Site.

Monitoring locations are outlined in **Figure 7.1** of the Appendices.

7.4.3 Background Pollutant Concentrations

Predictions of background pollutant concentrations on a 1km by 1km grid basis have been produced by DEFRA for the entire of the UK to assist LAs in their Review and Assessment of air quality. The Application Site is located in grid square National Grid Reference (NGR): 381500, 385500. Data for this location was downloaded from the DEFRA website for the purpose of the assessment and is summarised in **Table 7.12**.

Table 7.12: Background Pollutant Concentrations

Pollutant	Predicted Background Concentration ($\mu\text{g}/\text{m}^3$)	
	2024	2026
NO ₂	18.80	18.70
PM ₁₀	11.22	11.11
PM _{2.5}	6.67	6.56

As shown in **Table 7.12**, background pollutant concentrations are well below the relevant annual mean AQO of $40\mu\text{g}/\text{m}^3$ for NO₂ and PM₁₀. Levels of PM_{2.5} are well below the Concentration Target of $10\mu\text{g}/\text{m}^3$ at the Application Site.

7.4.4 Sensitive Receptors

The following sensitive receptors have been assessed during the construction and operational phases.

7.4.4.1 Construction Phase Fugitive Dust Emissions

Receptors sensitive to potential dust impacts during earthworks and construction were identified from a desk-top study of the area up to 250m from the Application Site boundary. These are summarised in **Table 7.13**.

Table 7.13: Construction Phase Dust Sensitive Receptors - Earthworks and Construction

Distance from Application Site Boundary (m)	Approximate Number of Human Receptors
Up to 20	10 - 100
Up to 50	10 - 100
Up to 100	More than 100
Up to 250	More than 100

Receptors sensitive to potential dust impacts from trackout were identified from a desk-top study of the area up to 50m from the road network within 250m of the Application Site access. These are summarised in **Table 7.14**.

Table 7.14: Construction Phase Dust Sensitive Receptors - Trackout

Distance from Application Site Access Route (m)	Approximate Number of Human Receptors
Up to 20	10 - 100
Up to 50	10 - 100

Dust sensitive receptors within 250m of the Application Site include places of work and residential dwellings. These are considered to be of medium and high sensitivity,

respectively. It should be noted that only receptors of medium sensitivity are located within 20m of the Application Site.

The identification of specific receptors for the construction phase assessment is not required by the guidance.

The sensitivity of the receiving environment to dust soiling and human health impacts is shown in **Table 7.15**.

Table 7.15: Construction Phase Dust Sensitive Receptors - Sensitivity of the Surrounding Area to Specific Dust Impacts

Potential Impacts	Sensitivity of the Surrounding Area		
	Earthworks	Construction	Trackout
Dust Soiling	Medium	Medium	Medium
Human Health	Low	Low	Low

7.4.4.2 Operational Phase Road Vehicle Exhaust Emissions

Locations sensitive to potential operational phase road vehicle exhaust emission impacts were identified from a desk-top study and are summarised in **Table 7.16**.

Table 7.16: Operational Phase Road Vehicle Exhaust Emission Sensitive Receptors

Receptor		NGR (m)		Sensitivity of Receptor ^(a)		
		X	Y	NO ₂	PM ₁₀	PM _{2.5}
R1	Residential - Runger Lane	381196.8	386084.0	Very Low	Very Low	Low
R2	Residential - Thorley Lane	381460.4	386051.3	Very Low	Very Low	Low
R3	Little Faces Day Nursery	381523.4	386066.0	Very Low	Very Low	Low
R4	Residential - Bailey Lane	381978.9	386158.3	Very Low	Very Low	Low
R5	Residential - Hilary Road	381998.6	386098.6	Very Low	Very Low	Very Low
R6	Residential - Hilary Road	382010.8	386066.7	Very Low	Very Low	Very Low
R7	Residential - Hilary Road	382076.1	386015.9	Very Low	Very Low	Very Low
R8	Residential - Felskirk Road	382246.2	385918.7	Very Low	Very Low	Very Low
R9	Residential - Bleasdale Road	381271.0	386684.4	Very Low	Very Low	Low
R10	Residential - Rowarth Road	381185.8	386765.1	Very Low	Very Low	Medium
R11	Residential - Bleasdale Road	381251.0	386576.8	Very Low	Very Low	Low
R12	Residential - Keepers Cottage	380869.9	386215.2	Very Low	Very Low	Low

Note: (a) Sensitivity determined through prediction of pollutant concentration at receptor in assessment year of 2035, in accordance with approach shown in Table 7.6.

Operational phase road vehicle exhaust emission receptor locations are outlined on **Figure 7.2** of the Appendices.

7.4.5 Future Baseline

It is currently predicted that air quality will improve in future years. The DEFRA 'Air Pollution in the UK 2025' report²¹ published in March 2025 indicates that ambient concentrations of NO₂, as measured by the Automatic Urban and Rural network (AURN), have demonstrated a downward trend since the AURNs inception in 1992. In addition, in January 2019 the UK Government launched the Clean Air Strategy which included a commitment to end the sale of new diesel and petrol cars and vans by the end of 2030. This will continue to aid the reduction of road vehicle exhaust emissions from combustion engines, including NO_x and PM₁₀.

Notwithstanding the above, it was assumed that air quality conditions will not change throughout the construction stage of the Proposed Development as a worst-case.

In order to provide a future baseline for assessment of potential operational stage air quality impacts, predicted 2035 annual mean NO₂, PM₁₀ and PM_{2.5} background concentrations were taken from the DEFRA mapping study, as shown in **Table 7.17**.

Table 7.17: Future Background Pollutant Concentrations

Pollutant	Predicted 2035 Background Concentration (µg/m ³)
NO ₂	16.64
PM ₁₀	10.67
PM _{2.5}	6.13

7.5 Assessment of Likely Significant Effects

7.5.1 Construction Effects

The likely impacts arising from the construction of the Proposed Development are summarised in the paragraphs below, with further detail provided in the relevant technical appendices.

In assessing the likely construction impacts, the following aspects of the scheme design are noted as 'inherent' or 'embedded' mitigation of relevance to this topic and is therefore considered within the pre-mitigation assessment:

- Inclusion of a Construction Management Plan (CMP).

Measures associated with control of dust emissions for inclusion within the CMP are outlined in **Appendix 7.2, Volume II**.

Any additional or secondary mitigation deemed necessary to avoid or minimise adverse effects arising from the construction of the Proposed Development is outlined in **Section 7.6 Mitigation & Monitoring**. Those measures are taken into account before reporting the residual (i.e. post-mitigation) effects of the Proposed Development.

7.5.1.1 Construction Phase Fugitive Dust Emissions

Activities associated with earthworks, construction and trackout have the potential to result in fugitive dust emissions throughout the construction phase. Vehicle movements both on-site and on the local road network also have the potential to result in the re-suspension of dust from haul roads and highway surfaces.

The potential for impacts at sensitive locations depends on local meteorology during the undertaking of dust generating activities with the most adverse effects likely to occur during dry and windy conditions.

As outlined in **Section 7.4.4.1**, a number of sensitive receptors were identified within 250m of the Application Site boundary. As such, a detailed assessment of potential dust impacts was undertaken. This is provided in **Appendix 7.2, Volume II**.

It is noted that the IAQM '*Guidance on the Assessment of Dust from Demolition and Construction V2.2*' requires assessment of potential impacts without consideration of embedded mitigation. This allows for determination of the required level of mitigation to be incorporated into a scheme. As such, the following assessment of magnitude does not include consideration of the CMP for the Proposed Development.

The sensitive receptors are identified as being of medium or high sensitivity. The Magnitude of Emission is identified in **Section 3.2 of Appendix 7.2**. A summary of the predicted unmitigated risk from construction phase activities is provided in **Table 7.18**.

Table 7.18: Construction Dust - Summary of Potential Unmitigated Dust Risk During Construction

Potential Impact	Potential Unmitigated Dust Risk		
	Earthworks	Construction	Trackout
Dust Soiling	High	High	Medium
Human Health	Low	Low	Low

As shown in **Table 7.18**, potential unmitigated risk ranged from **low** to **high**. However, as discussed in **Section 7.5.1**, the planning application is informed by a CMP document as embedded mitigation. On this basis, dust effects during construction are considered **negligible** and therefore **not significant**.

Effects associated with the construction phase are considered to be **direct, short term, temporary** and **adverse**.

7.5.2 Operational Effects

The likely operational effects of the Proposed Development are summarised in the paragraphs below, with further detail provided in the relevant technical appendices.

In assessing the likely operational impacts, no 'inherent' or 'embedded' mitigation was considered.

Any additional or secondary mitigation deemed necessary to avoid or minimise adverse effects arising from the construction of the Proposed Development is outlined in **Section 7.6 Mitigation & Monitoring**. Those measures are taken into account before reporting the residual (i.e. post-mitigation) operational effects of the Proposed Development.

7.5.2.1 Operational Phase Road Vehicle Exhaust Emissions

Vehicle movements associated with the operation of the Proposed Development will generate exhaust emissions on the local and regional road networks. An assessment was therefore undertaken using dispersion modelling in order to quantify potential changes in pollutant concentrations at sensitive locations in the vicinity of the Application Site. This is provided in **Appendix 7.3, Volume II**.

The results of the dispersion modelling assessment are as follows:

- Annual mean NO₂ concentrations were below the AQO of 40µg/m³ at all receptor locations in both the DM and DS scenarios. Effects were predicted to be **Negligible Adverse**.

- Annual mean PM₁₀ concentrations were below the AQO of 40µg/m³ at all receptor locations in both the DM and DS scenarios. Effects were predicted to be **Negligible Adverse**.
- Annual mean PM_{2.5} concentrations were below the Concentration Target of 10µg/m³ at all receptor locations in both the DM and DS scenarios. Effects were predicted to be **Negligible Adverse**.

As outlined above, and within **Section 3.0** of **Appendix 7.3**, effects were predicted to be **Negligible Adverse** at all receptors. This is considered to be **not significant**.

Effects associated with the operational phase were considered to be **direct, long term** and **permanent**.

7.6 Mitigation & Monitoring

7.6.1 Construction Mitigation

No significant adverse effects were identified during construction after consideration of primary mitigation and therefore no mitigation measures are required.

7.6.2 Operational Mitigation

No significant adverse effects were identified during operation and therefore no mitigation measures are required.

7.7 Likely Residual Effects

Following the effective implementation of the mitigation measures, residual effects arising from the Proposed Development during the construction and operational phases are predicted to be not significant.

The likely residual effects of the Proposed Development during construction and operation are set out in **Table 7.5**.

Table 7.1: Summary of Residual Effects

Receptor	Sensitivity (Neg / Low / Medium / High / Very High)	Likely Effect	Secondary Mitigation Proposed?	Magnitude of Impact (Neg / Small / Medium / Large / Very Large)	Nature of Effect (Direct / Indirect)	Temporal Scale (Short / Medium / Long)	Permanence of Effect (Temporary / Permanent)	Type of Effect (Adverse / Beneficial)	Residual Effect (Neg / Minor / Moderate / Major)	Significant/ Not Significant
Construction										
Commercial Properties within 250m	Medium	Impact on Amenity	None	Negligible	Direct	Short-term	Temporary	Adverse	Negligible	Not Significant
Commercial Properties within 250m	Medium	Increased PM ₁₀ Concentrations	None	Negligible	Direct	Short-term	Temporary	Adverse	Negligible	Not Significant
Residential Properties within 250m	High	Impact on Amenity	None	Negligible	Direct	Short-term	Temporary	Adverse	Negligible	Not Significant
Residential Properties within 250m	High	Increased PM ₁₀ Concentrations	None	Negligible	Direct	Short-term	Temporary	Adverse	Negligible	Not Significant
Operation										
Residential Properties	Medium to Very Low	Impact on existing air quality	None	Negligible	Direct	Long-term	Permanent	Adverse	Negligible	Not Significant

7.8 Inter-Development Cumulative Effects

7.8.1 Construction Phase Fugitive Dust Emissions

It is possible that cumulative dust impacts may occur during construction if undertaken within 250m of the Application Site. However, fugitive dust emission associated with the Proposed Development would be minimised through the outlined mitigation measures (primarily measures contained within a CMP). A similar level of control would also be expected for the committed developments identified. Therefore, there is a low risk of cumulative effects and any interaction would lead to a **negligible** effect which would be **not significant**.

7.8.2 Operational Phase Road Vehicle Exhaust Emissions

Cumulative effects may occur as a result of additional traffic movements associated with the identified committed developments in the vicinity of the Application Site during operation. However, the traffic data utilised for the assessment included predicted changes in flows as a result of the committed developments. Therefore, cumulative effects would lead to a **negligible** effect which would be **not significant**.

7.9 References

- ¹ UK Government (2010), Air Quality Standards Regulations (2010)
- ² UK Government (2020), The Environment (Miscellaneous Amendments) (EU Exit) Regulations
- ³ DEFRA (2023), Air Quality Strategy Framework for Local Authority Delivery
- ⁴ DEFRA (2025), Environmental Improvement Plan 2025
- ⁵ UK Government (2021), Environmental Protection Act (2021)
- ⁶ UK Government (2023), Environmental Targets (Fine Particulate Matter) (England) Regulations
- ⁷ UK Government (2010), Town and Country Planning (Environmental Impact Assessment) Regulations
- ⁸ Ministry of Housing, Communities and Local Government (2024), National Planning Policy Framework
- ⁹ UK Government (2024), National Planning Practice Guidance
- ¹⁰ GMCA (2024), Places for Everyone Joint Development Plan Document
- ¹¹ MCC (2012), Core Strategy Development Plan Document
- ¹² IAQM (2017), Land-Use Planning & Development Control: Planning for Air Quality
- ¹³ DEFRA (2022), Local Air Quality Management Technical Guidance (TG22)
- ¹⁴ National Highways (2024), LA 105: Air Quality
- ¹⁵ IAQM (2024), Guidance on the Assessment of Dust from Demolition and Construction V2.2
- ¹⁶ MCC (2022), Air Quality & Planning Technical Guidance
- ¹⁷ GMCA and TfGM (2022), Greater Manchester Clean Air Plan
- ¹⁸ UK Government (2024), PM_{2.5} Targets: Interim Planning Guidance
- ¹⁹ GMCA (2024), Air Quality ASR
- ²⁰ GMCA (2024), Greater Manchester Local Air Quality Management and Clean Air Plan NO₂ Diffusion Tube Results 2011 and 2024
- ²¹ DEFRA (2025), Air Pollution in the UK 2025

8.0 Daylight and Sunlight

8.1 Introduction

This chapter assesses the likely significant daylight effects of the Proposed Development upon sensitive receptors such as residential and office spaces in the vicinity of the Application Site during construction, operation, and decommissioning, in addition to assessing the Proposed Development's own access to daylight.

This chapter is supported by the following technical appendices, which are presented in **ES Volume II**:

- **Appendix 8.1 – Daylight and Sunlight Assessment**

This chapter has been prepared by Jacob Cunningham BSc (Hons) of Pager Power. Jacob Cunningham has worked at Pager Power for 3 years, and in that time has completed over 240 assessments pertaining to Glint and Glare, Daylight, Sunlight and Overshadowing and other technical topics.

Pager Power is a Suffolk-based consultancy service which provides solar glint and glare, aviation, communication, shadow flicker and Daylight, Sunlight and Overshadowing studies from the earliest stage of a potential development, through to assisting leading energy companies in addressing complex planning permission objections.

Pager Power has undertaken over 2,500 various assessments internationally.

8.2 Relevant Legislation, Policy and Guidance

This chapter has been prepared with reference to the following legislation, policy and guidance. Further information is provided in **Appendix 8.1, ES Volume II**.

8.2.1 Planning Policy and Guidance

This chapter take account of the following planning policy and guidance:

- National Planning Policy Framework (NPPF)
- Manchester Core Strategy, Policy DM1

8.2.2 Other Policy and Guidance

This chapter also takes account of the following:

- BRE 209
- BS 17037:2018

8.3 Assessment Methodology

8.3.1 Consultation

An EIA Scoping Opinion was sought from the relevant local authority, Manchester City Council (MCC).

MCC's agreement with the daylight, sunlight and overshadowing elements of the EIA Scoping Report and the proposed methodology was confirmed as part of MCC's EIA Scoping Opinion issued on 7th January 2026.

No consultation further has been undertaken with respect with Daylight, Sunlight and Overshadowing. This is typical for this technical discipline.

8.3.2 Study Area

The study area with respect to Daylight and Sunlight is defined as three times the height of the development, as stated within the BRE guidance. An area around each proposed building of three times that building's height has been mapped to create the study area – the maximum height shown on the parameter plans and detailed plots have been used to inform this.

The Tribe Hotel lies within the study area and therefore has been taken forward for assessment.

The study area is shown on **Plate 8.1**.

Plate 8.1: Study Area and Sensitive Receptors



8.3.3 Establishing Baseline and Sensitive Receptors

The baseline scenario considered within the assessments comprises the Application Site and key existing surrounding buildings.

Currently the Application Site is undeveloped, and only a walkway bridge exists within the Application Site area. Under such conditions, any meaningful development of the Application Site will inevitably result in changes in light.

The Tribe Hotel lies within the study area. The existing baseline scenario for windows of the Tribe Hotel within the study area has been assessed with respect to daylight and sunlight. Full results of the baseline assessment can be found in **Appendix 8.1, ES Volume II** and further details on the baseline conditions are provided later in this chapter.

Due to the Proposed Development being developed on undeveloped land, there is no baseline to assess for the Proposed Development windows, however it will form part of the operational effects of the assessment.

Further information on the survey methodologies is provided in **Appendix 8.1, ES Volume II**.

8.3.3.1 Assessment of Sensitivity

The criteria used to assess if an effect is significant or not, is set out in subsequent sub-sections. This is determined by consideration of the sensitivity of the receptor, magnitude of impact and scale of the effect. In determining the significance of an effect, consideration has been given to the key considerations presented within the BRE 209 guidance which forms the industry standard methodology.

Daylight and Sunlight

The sensitivity of receptors is determined by a number of factors, including: the receptor's ability to accommodate change; and the influence of available natural light on the amenity of that receptor.

Table 8.1 sets out the scale of sensitivity that has been applied to the receptors identified in relation to this technical assessment. The two receptor types assessed within the assessment, hotel rooms and offices, are considered to have a medium sensitivity.

Table 8.1: Sensitivity of Receptor

Receptor Sensitivity	Receptor Type
High	Receptors with low capacity to accommodate change and/or where amenity is significantly influenced by availability of natural light e.g. residential properties
Medium	Receptors with moderate capacity to accommodate change and/or where amenity is moderately influenced by availability of natural light e.g. commercial buildings such as hotels or offices
Low	Receptors with high capacity to accommodate change and/or where amenity is not significantly influenced by availability of natural light e.g. corridors
Negligible	Receptors where amenity is not influenced by availability of natural light

8.3.4 Approach to Impact Assessment

8.3.4.1 Assessment of Construction Impacts

Effects during construction are not predicted to exceed those during the operational phase. Daylight effects are brought about by the presence of physical structures, which will be greatest during the operational phase. No further assessment of construction effects is therefore made.

8.3.4.2 Assessment of Operation Impacts

The following operation effects are considered within this chapter. Further information on the technical assessment methodologies is contained in **Appendix 8.1, ES Volume II**.

Skylight Assessments

The process for quantifying the impact significance of skylight overshadowing is outlined below:

- Whether overshadowing is predicted to be experienced in practice;
- The Vertical Sky Component (VSC) at the affected window relative to the threshold of 27% VSC.

Where the VSC is predicted to be at least 27%, the impact significance is negligible and adequate skylight will typically be provided by conventional window design.

Where the VSC is predicted to be below 27% but greater than 15%, expert assessment of the following factors is required to determine the impact and mitigation requirement:

- The no sky line in the affected room. Where a large proportion of the room has view of the sky line at the working plane¹, the illuminance of a room may be greater than expected for a given VSC;
- The layout of affected rooms. It may be possible to mitigate the effect of reduced skylight by ensuring that areas where skylight are particularly important, such as desks and kitchen worktops, are placed in areas of the room which will have adequate lighting;
- The size of the proposed windows. If windows are larger than is typical, this may allow a room to be adequately lit even with a reduced VSC. Increasing the size of windows may also be used as a mitigation measure where inadequate lighting is predicted based on VSC;
- The reflectivity of surfaces within the proposed development and in the surrounding environment. Where surfaces have a greater reflectivity (e.g. light-coloured walls), the illuminance of a room may be greater than expected for a given VSC. Similarly, it may be prudent to use lighter wall colours where possible if the VSC is lower than the target value.

Following consideration of these factors, an effect is defined and based on the determined impact and sensitivity of receptor. Where the overshadowing effect is not deemed significant (Negligible or Minor effect), mitigation is not recommended. Where the overshadowing is deemed significant (Moderate or Major effect), mitigation is recommended.

If there are no mitigating factors and the VSC is predicted to be below 15%, the impact is considered high and it is likely to be very difficult to ensure adequate skylight. It may be possible to reach an acceptable value by using very large windows, but this is dependent on the room layouts. Further investigation will be required.

If the VSC is predicted to be below 5%, the impact is considered high and it is likely to be impossible to ensure adequate daylight, even with mitigation measures.

Sunlight Assessment

The process for quantifying the impact significance of sunlight overshadowing is outlined below:

- Whether overshadowing is predicted to be experienced in practice;

¹ An imaginary horizontal surface which extends throughout the room at a height above floor level of 0.7m (for offices) and 0.85m (for residential rooms).

- The proportion of total annual probable sunlight hours (APSH) predicted at the receptor, relative to thresholds of:
 - 25% of total APSH per year;
 - 5% of total APSH between the autumn and winter equinox.

Where overshadowing is not geometrically possible, no impact is predicted, and mitigation is not required.

Where the proportion of total APSH is predicted to be greater than 25% per year and greater than 5% between the autumn and winter equinox, the impact is negligible, and mitigation is not recommended.

Where the proportion of total APSH is predicted to be less than 25% per year or less than 5% between the autumn and winter equinox, expert assessment of the following factors is required to determine the impact and mitigation requirement:

- The proportion of total APSH remaining. If the total proportion of APSH is close to the thresholds, a reduction in experienced APSH could be considered less significant;
- The size of the windows. A proposed development with larger windows is likely to remain bright and attractive in the presence of less sunlight than were it to have smaller windows;
- The direction a window faces. The associated guidance acknowledges it is very difficult for a north facing window to meet the recommended threshold for APSH;
- Whether an affected room looks to have other windows which could provide sunlight. It may be that even if one window is shaded, an adjacent window may allow sunlight;
- The surrounding buildings and baseline environment. In urban environments, it may be infeasible for all windows to experience enough sunlight to meet the thresholds due to the surrounding buildings;
- The design of the proposed development. In combination with consideration of the baseline environment, it should be considered whether the proposed development has been designed in order to maximise sunlight for its windows, where possible. This includes attempting to locate rooms with greater requirements for sunlight in the sunniest locations.

Following consideration of these factors, an effect is defined and based on the determined impact and sensitivity of receptor. Where the overshadowing effect is not deemed significant (Negligible or Minor effect), mitigation is not recommended. Where the overshadowing is deemed significant (Moderate or Major effect), mitigation is recommended.

If there are no mitigating factors and the proportion of total APSH is less than 25% per year **and** less than 5% between the autumn and winter equinox, the impact is considered high, and mitigation is required.

8.3.4.3 Assessment of Magnitude

The magnitude of impact is the degree of change to which a receptor will be subject as a result of the construction and/or operation of the Proposed Development.

Table 8.2 sets out the scale of impact magnitude relevant to this technical assessment.

Table 8.2: Scale of Impact

Scale of Impact	Description of Impact
Large	If there are no mitigating factors and the available skylight and sunlight is less than the BRE guidance thresholds

Scale of Impact	Description of Impact
Medium	If there are partial mitigating factors and the available skylight and sunlight is less than the BRE guidance thresholds
Low	If there are significant mitigating factors and/or the available skylight and sunlight is greater than the BRE guidance thresholds
Negligible	Overshadowing is not geometrically possible or will not be visible from the assessed receptor

Table 8.2 sets out the BRE guidance thresholds.

Table 8.3: BRE guidance thresholds

Criteria	Thresholds
Skylight	VSC >27%, and/or a reduction in VSC no greater than 20% from the baseline
Sunlight	APSH >25%, and/or a reduction in APDH no greater than 20% from the baseline

8.3.4.4 Assessment of Significance

The significance of effect is a product of the sensitivity of the receptor and the magnitude of the impact. **Table 8.4** sets out how the significance of effects has been ascribed in this technical assessment.

Table 8.4: Significance Matrix

Receptor Sensitivity	Magnitude of Impact				
		Large	Medium	Small	Negligible
	High	Major	Moderate	Minor	Negligible
	Medium	Moderate	Moderate	Minor	Negligible
	Low	Minor	Minor	Negligible	Negligible
	Negligible	Negligible	Negligible	Negligible	Negligible

For the purposes of this assessment, effects of moderate significance and above are deemed to be significant in EIA terms.

As set out in **Chapter 2: EIA Methodology**, effects are also given descriptors to confirm their nature (i.e. direct or indirect), temporal scale (short-, medium- or long-term), permanence (temporary or permanent), type (adverse or beneficial) and/or spatial scale (site, local, regional, national).

All skylight and sunlight effects are considered to be direct, long term and permanent.

8.3.4.5 Assumptions and Limitations

The following assumptions and limitations are relevant to this technical assessment:

- The assessment assumes that all identified obstructions are solid objects which do not contain any transparent or translucent areas. Most buildings will contain areas of glazing which could allow skylight and/or sunlight to be transmitted through the obstruction in certain conditions;

- The modelling software does not consider the effect of reflective surfaces or other elements of the surrounding environment, which may positively affect the amount of daylight that a window would receive;
- It is often difficult to discern the use and dimensions of external buildings and/or individual rooms within buildings. For this reason, all identified receptors are assessed as the most sensitive receptor type unless their use can be confidently ascertained.

General assumptions and limitations that apply to all technical chapters are set out in **Chapter 2: EIA Methodology**.

8.4 Baseline Conditions

8.4.1 Existing Baseline and Sensitive Receptors

A number of sensitive receptors have been identified following the baseline review, as listed in **Table 8.5** and shown on **Plate 8.1**.

The baseline daylight assessments indicate that all the windows of the Tribe Hotel tested enjoy high levels of daylight. This is to be expected due to the absence of any significant obstructions in the immediate vicinity of the hotel. The change in light from the baseline levels are considered when determining the significance of impacts in accordance with BRE guidance.

Table 8.5: Sensitive Receptors

Description	Location	Sensitivity
Tribe Hotel	~75m south	Medium

8.4.2 Future Baseline

In the absence of the Proposed Development, assuming the land uses within the Application Site are retained, the daylight and sunlight effects will remain unchanged.

The construction of the proposed development will introduce new receptors as part of the proposed development. Impacts of overshadowing on these receptors has been scoped out of this chapter as any impacts can be mitigated for via changes to the internal design of the rooms.

8.5 Assessment of Likely Significant Effects

8.5.1 Operational Effects

The likely operational effects of the Proposed Development are summarised in the paragraphs below, with further detail provided in the relevant technical appendices.

8.5.1.1 Embedded Mitigation

In assessing the likely operational impacts, the following aspects of the scheme design are noted as 'inherent' or 'embedded' mitigation of relevance to this topic and is therefore considered within the pre-mitigation assessment:

- The relative heights of the Proposed Development to existing buildings, which have been designed to reduce potential impact on surrounding receptors.

Any additional or secondary mitigation deemed necessary to avoid or minimise adverse effects arising from the construction of the Proposed Development is outlined in **Section 8.6**

Mitigation & Monitoring. Those measures are taken into account before reporting the residual (i.e. post-mitigation) operational effects of the Proposed Development.

8.5.1.2 Daylight and Sunlight

Full details of the VSC and APSH analysis are provided within **Appendix 8.1, ES Volume II**. A summary of the results is provided in **Tables 8.6 to 8.7**.

Table 8.6: Completed Development – VSC in relation to the BRE Guidelines

Property	Total number of windows	Total number of windows that achieve VSC levels in excess of 27% or a reduction of less than 20% from the baseline level	Total number of windows that see VSC reductions suggested to be noticeable in the BRE Guidelines			
			20.1% - 30%	30.1% - 40%	>40%	Total
Tribe Hotel	72	72	0	0	0	0

Table 8.7: Completed Development – APSH in relation to the BRE Guidelines

Property	Total number of windows	Total number of windows that achieve APSH levels in excess of 25% or a reduction of less than 20% from the baseline level	Total number of windows that see VSC reductions suggested to be noticeable in the BRE Guidelines			
			20.1% - 30%	30.1% - 40%	>40%	Total
Tribe Hotel	72	72	0	0	0	0

The daylight (VSC) and sunlight (APSH) results indicate that the following properties would fully satisfy the BRE guidelines with the Proposed Development in place:

- Tribe Hotel

Therefore, the overall effect to daylight and / or sunlight on the above properties with the Proposed Development in place is considered to be local, long term, direct and **Negligible** (not significant).

8.6 Mitigation & Monitoring

8.6.1 Operational Mitigation

No significant adverse effects were identified during operation after consideration of primary mitigation and therefore no mitigation measures are required.

8.6.2 Operational Monitoring

No operational monitoring is proposed.

8.7 Likely Residual Effects

The likely residual effects of the Proposed Development are those that will arise after any secondary mitigation has been taken into account.

The likely residual effects of the Proposed Development during construction and operation are set out in **Table 8.8**Error! Reference source not found..

Table 8.8: Summary of Residual Effects

Receptor	Sensitivity (Neg / Low / Medium / High / Very High)	Likely Effect	Secondary Mitigation Proposed?	Magnitude of Impact (Neg / Small / Medium / Large / Very Large)	Nature of Effect (Direct / Indirect)	Temporal Scale (Short / Medium / Long)	Permanence of Effect (Temporary / Permanent)	Type of Effect (Adverse / Beneficial)	Residual Significance (Neg / Minor / Moderate / Major)	Significant/ Not Significant
Operation										
Tribe Hotel Windows (72)	Medium	Reduction in received skylight and sunlight All effects are within the BRE Guidance thresholds	N/A	Negligible	Direct	Long-term	Permanent	Adverse	Negligible	Not significant

8.8 Inter-Development Cumulative Effects

Based on the assessment completed for the Proposed Development and the proximity of cumulative schemes detailed in **Chapter 2**, no cumulative effects have been identified.

8.9 References

1. Littlefair P.J. et al, 'Sun layout planning for daylight and sunlight', BRE BR209, (1991, Third edition 2022)
2. British Standards Institution, 'Daylight in buildings'.



9.0 Ecology and Biodiversity

9.1 Introduction

This chapter assesses the likely significant effects of the Proposed Development upon sensitive ecological receptors in the vicinity of the Application Site during construction and operation. Sensitive receptors considered when assessing the potential for impacts include:

- Rostherne Mere Ramsar Site.
- Midland Meres & Mosses Ramsar Site.
- Holcroft Moss Special Area of Conservation (SAC).
- Cotterill Clough Site of Special Scientific Interest (SSSI).
- Painswick Park Meadow Site of Biological Importance (SBI).
- Open mosaic habitat on previously developed land (OMHPDL) - priority habitat.
- Other woodland; broadleaved and mixed- priority habitat.
- Other neutral grassland.
- Bats using the Application Site for commuting, foraging and roosting.
- Breeding birds.
- European hedgehog.
- Amphibians associated with ponds at Painswick Park.

This chapter is supported by the following technical appendices, which are presented in **ES Volume II**:

- **Appendix 9.1** – Preliminary Ecological Appraisal (PEA) including UKHab survey and desk study
- **Appendix 9.2** – Detailed Botanical Survey report
- **Appendix 9.3** – Ground-Level Tree Assessment (GLTA)

This chapter has been prepared by Agata Rogulska (MSc, QCIEEM) of Buro Happold. Agata is an Ecology Consultant within Buro Happold's Nature and Biodiversity team. She has practical experience in ecological survey, habitat classification, impact assessment and mitigation, and BNG assessment.

This chapter has been reviewed by Jenny Ross (BSc, MCIEEM), who has over 15 years' experience working as a consultant ecologist in the UK. Jenny has produced a number of Ecological Impact Assessments within ES chapters, including those for residential and commercial developments that have the potential to affect a variety of different sites, habitats and species.

9.2 Relevant Legislation, Policy and Guidance

This chapter has been prepared with reference to the following legislation, policy and guidance. Further information is provided in **Appendix 9.1 ES Volume II**.

9.2.1 Legislation

This chapter takes account of the following legislation:

- Wildlife and Countryside Act 1981 (as amended)

- Conservation of Habitats and Species Regulations 2019 (as amended)
- Countryside and Rights of Way Act 2000
- Natural Environment and Rural Communities Act 2006 (Section 41)
- Environment Act 2021
- Planning and Infrastructure Act (December 2025)

9.2.2 Planning Policy and Guidance

This chapter take account of the following planning policy and guidance:

- National Planning Policy Framework (December 2024; amended 7 February 2025)
- Planning Practice Guidance (from 2014; updates to 2025)
- ODPM Circular 06/2005: Biodiversity and Geological Conservation
- Places for Everyone Joint Development Plan Document (adopted 21 March 2024)
- Holcroft Moss Planning Obligations Joint SPD (adopted 8 May 2025)

9.2.3 Other Policy and Guidance

This chapter also takes account of the following:

- CIEEM (2018, updated 2024) Guidelines for Ecological Impact Assessment in the UK and Ireland
- CIEEM (2017) Guidelines for Preliminary Ecological Appraisal
- CIEEM (2017) Guidelines for Ecological Report Writing
- CIEEM (2016) Guidelines for Accessing and Using Biodiversity Data in the UK
- UKHab Ltd (2023) UK Habitat Classification – Habitat Definitions and Survey Guidance
- Collins, J. (ed.) (2023) Bat Surveys for Professional Ecologists: Good Practice Guidelines, 4th ed.
- Institution of Lighting Professionals and Bat Conservation Trust (2023) Guidance Note GN08/23: Bats and Artificial Lighting at Night
- JNCC (2010) UK BAP Priority Habitat Descriptions: Open Mosaic Habitats on Previously Developed Land
- Defra and Natural England (2024; updated 2025) Statutory Biodiversity Metric: User Guide and calculation tools
- Manchester City Council Biodiversity Strategy 2022–2030
- Greater Manchester Local Nature Recovery Strategy (2025)
- Greater Manchester Sites of Biological Importance Selection Guidelines (2016)

9.3 Assessment Methodology

9.3.1 Consultation

Consultation has been undertaken through the statutory EIA Scoping process led by Manchester City Council (MCC) to agree the scope and methods for the ecology assessment and to highlight matters to be addressed in the ES.

MCC issued its EIA Scoping Opinion on 7th January 2026, including consultation responses from the Greater Manchester Ecology Unit (GMEU). This identified that the ecology chapter should address biodiversity matters including the Statutory Biodiversity Metric and information on how and where gains would be delivered. The defined study area and assessment approach provided within the Request for EIA Scoping Opinion submitted to the council was confirmed to be acceptable.

This chapter references the Statutory Biodiversity Metric provided as an appendix to the Biodiversity Net Gain (BNG) report (Buro Happold, 2026). The Proposed Development is

required to achieve a minimum 10% BNG under the statutory framework set out in the Environment Act 2021.

The consultation response also noted that recent works to ponds within the nearby Painswick Park to improve their capacity to support amphibians may require additional precautions and consideration at the Application Site.

A meeting was also held with GMEU on 6th January 2026 to discuss the approaches to habitat loss and off-site biodiversity units. During this meeting, GMEU highlighted amphibian sensitivities associated with recent enhancement works to ponds in Painswick Park and advised that these risks should be considered in the assessment and incorporated into the mitigation strategy.

9.3.2 Study Area and Zone of Influence

The study area comprises all land within the Application Site boundary. An additional 'study buffer' is also included, where appropriate, around the ecological receptor being investigated. The study area can therefore vary according to the target species or species group being surveyed. In this section, and throughout this chapter, 'the Application Site' refers to the site to which Proposed Development relates. Other sites for designated areas or other developments are specifically named.

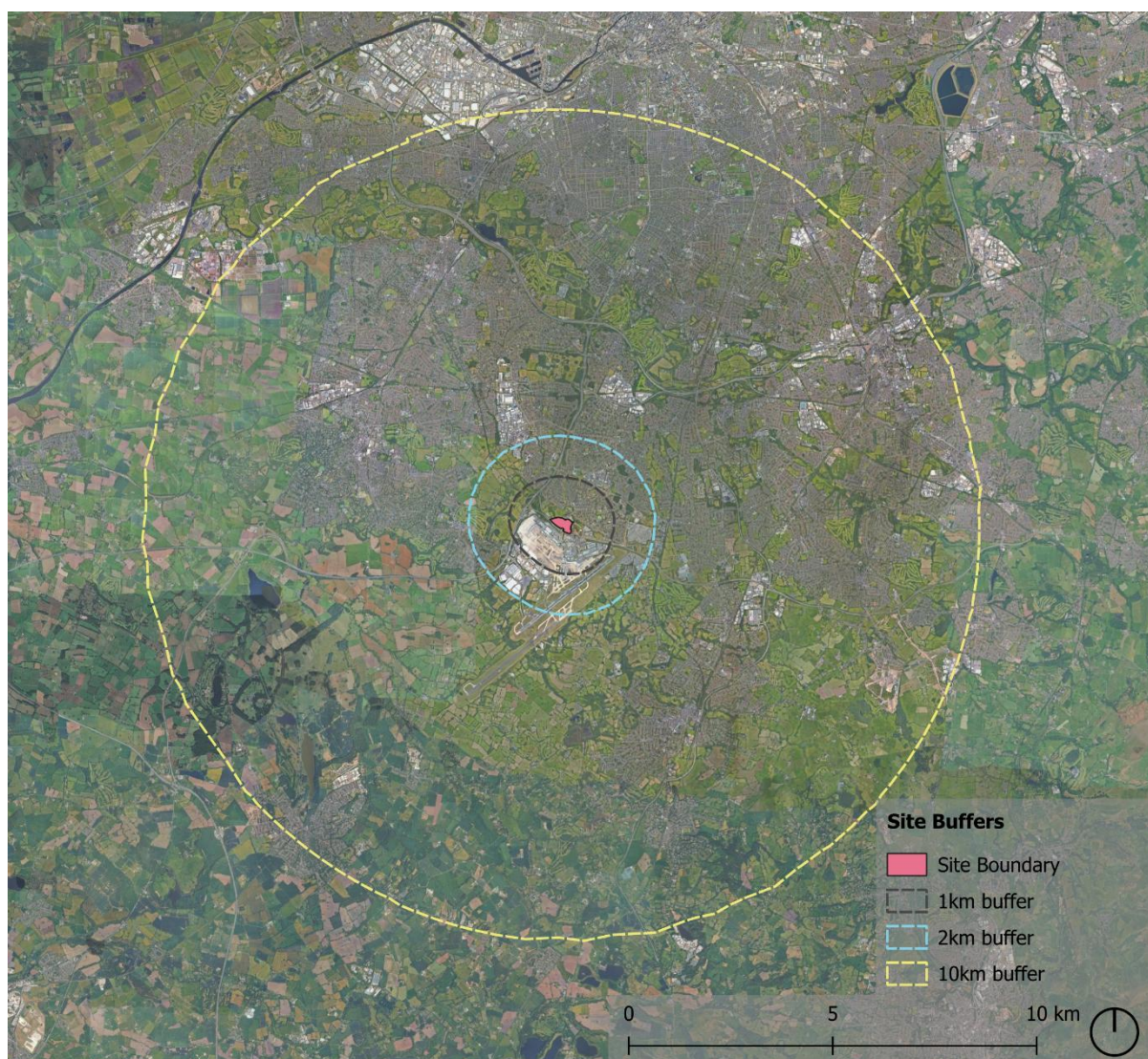
The zone of influence (ZoI) is defined in line with CIEEM's guidance as the area over which ecological features may be subject to significant effects from the project and associated activities (CIEEM, 2024). It may extend beyond the Application Site boundary where a source-pathway-receptor link exists and is set using a transparent and proportionate approach refined through scoping and baseline work. The defined ZoI follows good practice and also accounts for potential effects on sites at a greater distance, such as Holcroft Moss SAC, in accordance with local policy and guidance.

The ecological desk study included a search for records of protected species, habitats and species of conservation concern, and sites designated for nature conservation, within the Application Site and using the following additional buffers:

- Internationally designated sites: minimum 10km of the Application Site boundary.
- Nationally designated sites: within 2km of the Application Site boundary.
- Priority habitats and records of granted protected species licences: within 2km of the Application Site boundary.
- Non-statutory designated sites and records of protected and priority species: within 1km of the Application Site boundary.

The study area is shown on **Plate 9.1** and is also shown below.

Plate 9.1: The Study Area



9.3.3 Establishing Baseline and Sensitive Receptors

Baseline conditions and sensitive receptors have been established through a combination of desk study and field surveys as described below:

9.3.3.1 Preliminary Ecological Appraisal (PEA)

The PEA of the Application Site was undertaken on 17th September 2024, in accordance with the *CIEEM Guidelines for Preliminary Ecological Appraisal* (CIEEM, 2017), *CIEEM Guidelines for Ecological Report Writing* (CIEEM, 2017), *CIEEM Guidelines for Accessing and Using Biodiversity Data in the UK* (CIEEM, 2016), and *Bat Surveys for Professional Ecologists: Good Practice Guidelines* (Collins, 2023).

The PEA comprised a desk study and a UK Habitat Classification (UKHab) survey. The desk study included an ecological data search purchased from GMEU and a review of publicly accessible records from the Multi-Agency Geographic Information for the Countryside (MAGIC) database. The MAGIC search area encompassed a 1km radius for non-statutory designated sites and records of protected and priority species, a 2km radius for statutory designated sites, priority habitats and granted protected species licences, and a 10km radius for internationally designated sites.

The UKHab survey conducted on 17th September 2024 mapped habitats within the Application Site and assessed their condition and potential to support protected and priority species in line with the UKHab methodology (2023). A Daytime Bat Walkover (DBW) was also undertaken to identify any habitats that could support roosting, commuting or foraging bats.

9.3.3.2 Phase 2 Surveys

Following the UKHab survey, a detailed botanical survey was undertaken by Dunham Ecology to confirm the extent of OMHPDL. The survey subdivided the area into smaller parcels and confirmed which sections met the OMHPDL criteria set out in paragraph 5.2 of the Joint Nature Conservation Committee (JNCC) UK BAP Priority Habitat Description for Open Mosaic Habitats on Previously Developed Land (updated July 2010) (JNCC, 2010)

Other phase 2 surveys included a GLTA undertaken on 13th March 2025 within Parcel A, assessing all trees for bat roost potential and then followed by targeted aerial inspection of identified Potential Roosting Features (PRFs) by a licenced climber using an endoscope on the 11th of December 2025 in accordance with *Bat Surveys for Professional Ecologists: Good Practice Guidelines* (Collins, 2023).

Further information on the survey methodologies is provided in **Appendix 9.1 - 9.3, ES Volume II**.

9.3.3.3 Assessment of Sensitivity

Under CIEEM guidelines (2018, updated 2024), important ecological receptors are referred to in terms of their value, rather than their sensitivity. The relative value of ecological receptors, established through the desk study and UKHab survey are based on the following geographic scale:

- International (European);
- National (UK/England);
- Regional (North West England);
- County (Greater Manchester);
- District (Manchester City Council);
- Local; and
- Site.

Designated sites have already been assessed for their nature conservation value. For example, sites important at the European level include those designated as Special Areas of Conservation (SACs), which are protected under the Conservation of Habitats and Species Regulations 2017 and sites important at the national level include those designated as Sites of Special Scientific Interest (SSSIs) under the Wildlife and Countryside Act 1981 (as amended). Examples of designated sites that are of importance at a County-level include Local Nature Reserves (LNR) or Local Wildlife Sites (LWS).

Some habitats and species located outside of designated sites also have a geographic frame of reference which has been used as an objective starting point for identifying their importance such as those considered to be priorities for conservation in England and Wales:

- Listed as habitats and species of principal importance under the Natural Environment and Rural Communities Act 2006 (NERC);
- Listed as being of local importance in local Biodiversity Action Plans (BAPs); and

- Listed as target habitats and/ or species within Local Nature Recovery Strategies (LNRS).

However, the final value of habitats and species outside of designated sites has been determined by considering a number of additional criteria, for example local rarity, diversity, or function as a habitat corridor, such as those identified as a Habitat of Principle Importance within the biodiversity opportunity zone (CIEEM 2018, based on Ratcliffe 1977).

Table 9.1 sets out the scale of sensitivity in wider EIA terms in conjunction with the corresponding geographic scale of ecological importance.

Table 9.1: Sensitivity of Receptor

Receptor Sensitivity	CIEEM Geographic Scale of Ecological Importance
Very High	International
High	National
Medium	County/ Regional
Low	District/ Local
Negligible	Site

9.3.4 Approach to Impact Assessment

The following definitions are used for the terms ‘impact’ and ‘effect’ (CIEEM, 2018):

- ***Impact** – Actions resulting in changes to an ecological feature. For example, the construction activities of a development resulting in removal of a hedgerow; and*
- ***Effect** – Outcome to an ecological feature from an impact. For example, the effects on a dormouse population from the loss of a hedgerow’.*

9.3.4.1 Assessment of Magnitude

Impacts on ecological receptors (**adverse** or **beneficial**) can be **direct** or **indirect**. These have been characterised based on the following parameters set out in the CIEEM guidelines:

- Extent (the spatial or geographical area over which the impact may occur);
- Magnitude (size, amount, intensity or volume of the impact);
- Duration (defined in absolute terms and where relevant in relation to the species/habitat being assessed i.e. a species lifecycle or the period over which habitat succession may occur);
- Reversibility (based on whether recovery is likely within a reasonable timeframe); and
- Frequency and timing (the number of times the impact is repeated and whether the timing of an impact coincides with important seasons or life cycle stages).

For this EIA, effect **magnitude** has been assigned using these CIEEM parameters (extent, intensity, duration, reversibility, frequency and timing). Professional judgement has then been applied to place the effect in one of four EIA magnitude levels: **Large, Medium, Small, or Negligible**. These definitions are receptor-led and ecological in focus. Overall significance is derived separately by considering receptor importance together with effect magnitude, as set out in Section 9.3.4.2. **Table 9.2** sets out the definitions used to assign effect magnitude for this assessment.

Table 9.2: Definitions of effect magnitude used in this ES Chapter

Magnitude	Description
Large	Major change to conservation status, extent, structure, or ecological function.
Medium	Noticeable ecological change but not fundamentally altering long-term viability.
Small	Small, reversible or short-term ecological change.
Negligible	No meaningful ecological change beyond natural fluctuation.

9.3.4.2 Assessment of Significance

Under CIEEM, an effect is treated as **significant** if it supports or undermines biodiversity conservation objectives for important ecological features or for biodiversity in general. Significance may arise at any relevant geographic scale. Professional judgement is applied, with a transparent narrative on the conservation implications for the feature.

In this ES, significance has been determined in line CIEEM EcIA methodology by:

1. Identifying ecological features that are important at an appropriate geographic scale.
2. Characterising the **magnitude** of each effect using the CIEEM parameters of extent, intensity, duration, reversibility, and frequency and timing, as set out in Section 9.3.4.1.
3. Applying reasoned professional judgement to decide whether the effect is significant for the feature, with a transparent narrative on the conservation implications.
4. Translating the CIEEM decision to an EIA category.

Table 9.3 sets out the decision framework used in this ES to derive significance by combining ecological importance with the assessed impact magnitude.

Table 9.3: Deriving significance from Ecological Importance and Impact Magnitude

Ecological Importance	Impact Magnitude	CIEEM Significance Interpretation	Typical EIA Category
International/National	Large	Likely significant	Major
International/National	Medium	Likely significant	Moderate-Major
County/District	Large	Likely significant	Moderate
County/District	Medium	May be significant	Moderate
Local	Large	May be significant	Minor-Moderate
Local	Medium	May be significant	Minor
Any	Small or Negligible	Generally not significant	Negligible-Minor

For the purposes of this assessment, only effects of moderate and major significance are deemed to be significant in EIA terms.

9.3.4.3 Assumptions and Limitations

The following assumptions and limitations are relevant to this technical assessment:

- Species data collected during the desk study are mainly derived from records submitted by members of the public and previous surveys undertaken by professional consultants and volunteers not associated with the Proposed Developments. Therefore, it should not be taken as a definitive list of the protected species that may occur in the local area.

General assumptions and limitations that apply to all technical chapters are set out in **Chapter 2: EIA Methodology**.

9.4 Baseline Conditions

9.4.1 Existing Baseline

The evaluation of the ecological baseline is based on the results of a Preliminary Ecological Appraisal (PEA) incorporating a UK Habitat Classification (UKHab) survey and a DBW, a detailed botanical survey confirming the extent of OMHPDL, and Preliminary Bat Roost Assessment surveys comprising a GLTA with targeted aerial inspections of PRFs, as summarised below.

9.4.1.1 Designated Sites

Statutory Designated Sites

No statutory designated sites were identified within the Application Site boundary. The desk study identified three internationally designated sites within the Zol for this assessment: Rostherne Mere Ramsar Site, Midland Meres & Mosses Ramsar Site, and Holcroft Moss SAC.

- Rostherne Mere Ramsar Site (also designated SSSI) lies approximately 6.8km from the Application Site and is designated under the Ramsar Convention for its significance as a wetland supporting internationally important bird populations and associated aquatic habitats.
- Midland Meres & Mosses Ramsar Site (comprising Tatton Meres SSSI) lies approximately 7.9km from the Application Site. This wetland complex is recognised for its distinctive hydrology and biodiversity, including notable plant and invertebrate assemblages.
- Manchester Mosses SAC (comprising Holcroft Moss, Risley Moss and Astley & Bedford Mosses, also designated as SSSI and LNR) lies approximately 15km from the Application Site. The SAC supports lowland raised bog habitat, which is sensitive to air quality effects, including nitrogen deposition associated with road traffic emissions.

Although the Manchester Mosses SAC is located outside the 10km radius used in this assessment for internationally designated sites, it is included within the Zol because local strategic policy and guidance including the Places for Everyone Policy JP-C8 (2024) and the Holcroft Moss Planning Obligations Joint SPD (2025), require developments accompanied by a Transport Assessment to consider potential air quality effects on Holcroft Moss arising from development-generated traffic on the M62.

The desk study also identified one nationally designated site within the Zol: Cotterill Clough Site of Special Scientific Interest (SSSI), located approximately 1.7km from the Application Site. Cotterill Clough SSSI comprises lowland mixed deciduous woodland and wet woodland supporting diverse bird and invertebrate assemblages. The Application Site lies within the

SSSI Impact Risk Zone; however, the Proposed Development does not fall within Natural England's consultation triggers for development types likely to result in adverse effects on the SSSI.

Non-statutory designated sites

There are no non-statutory designated sites within the Application Site boundary. The desk study identified one non-statutory designated site within the ZOI. Painswick Park Meadow Site of Biological Importance (SBI) lies approximately 185m west of the Application Site boundary and is located within the Manchester Conurbation, where semi-natural greenspace is limited within an otherwise densely urban landscape.

Under the Greater Manchester Sites of Biological Importance Selection Guidelines (GMEU 2016), administered by the GMEU which operates the SBI register across the ten Greater Manchester authorities, sites in highly urban contexts may be designated not solely for absolute habitat quality but also for their relative value within the local urban matrix and their contribution to ecological connectivity. Within this context, Painswick Park Meadow functions as a locally important area of semi-natural greenspace.

The Application Site supports a mosaic of habitats, including neutral grassland, improved ponds, species-rich hedgerows and patches of semi-natural broadleaved woodland, providing resources for flora and fauna associated with this habitat mix. The SBI is graded C, identifying it as being of importance at the local geographic scale and reflecting its contribution to local ecological networks within the wider urban setting.

9.4.1.2 Habitats

Priority habitats

Priority habitats are habitats of principal importance for the conservation of biodiversity in England, as identified under Section 41 of the Natural Environment and Rural Communities Act 2006. These habitats are an important consideration in the assessment of ecological effects and in the design of mitigation and enhancement measures.

The desk study returned the following records of priority habitat within 2km of the Application Site:

- Deciduous woodland (on-site);
- Ancient woodland: the closest parcel is approximately 900m south-west of the Application Site; and
- Open mosaic habitat on previously developed land (OMHPDL): the closest parcel is approximately 1.6km north-west of the Application Site.

On-site habitats

The UK Habitat Classification (UKHab) survey recorded that the Application Site comprises other woodland; broadleaved and mixed, OMHPDL, mixed scrub, other neutral grassland, modified grassland, sparsely vegetated urban land, urban trees, ditch, artificial unvegetated unsealed surface, and developed land; sealed surface.

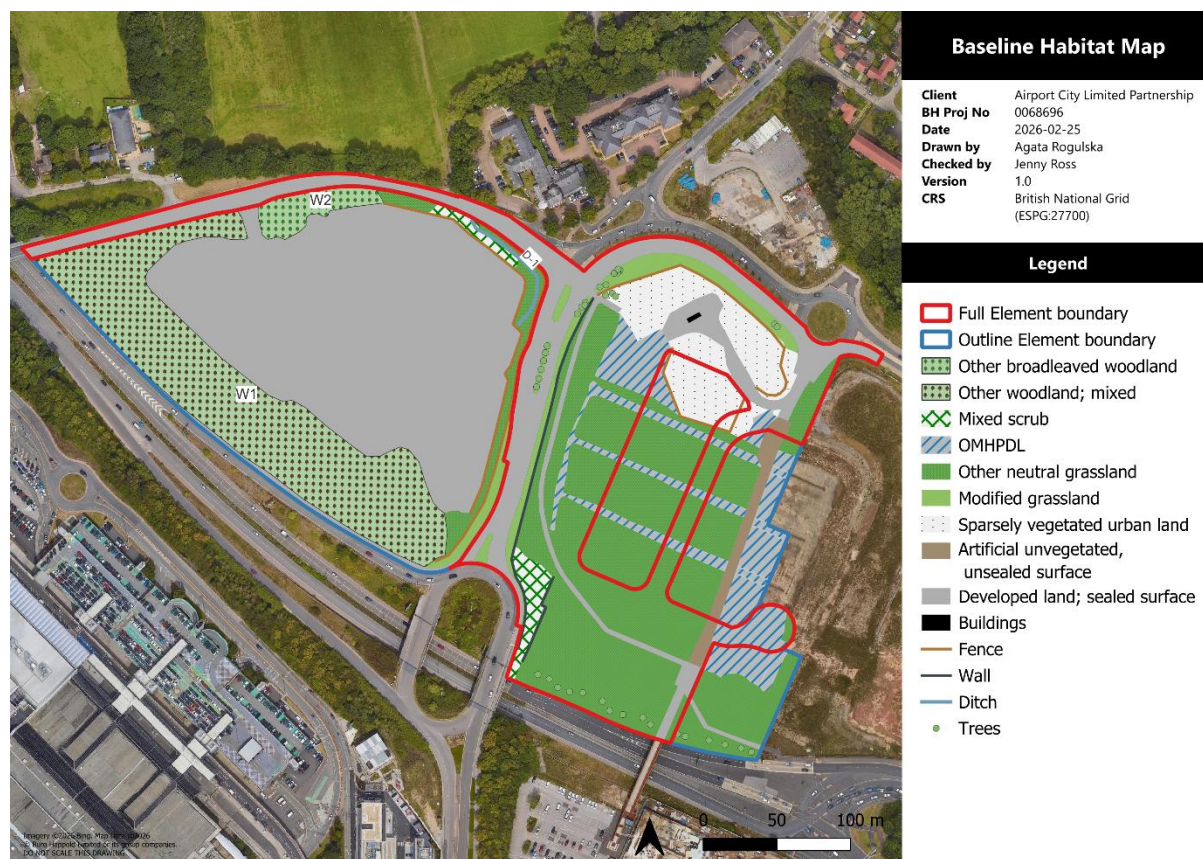
Woodland on-site as well as OMHPDL are priority habitats.

All habitats recorded during the UKHab survey and subsequently confirmed by the botanical survey are described in **Table 9.4** and illustrated in **Plate 9.2**. Detailed Botanical Survey report can be found in **Appendix 9.2, ES Volume II**.

Table 9.4: Baseline Habitats

UKHab Habitat	Description
Open mosaic habitat on previously developed land (OMHPDL)	Multiple parcels occur on-site. Associated with previously cleared urban land that is vacant or intermittently used, supporting a mosaic of early successional communities and regenerating vegetation. Includes areas of bare ground and loose substrate, scattered recently formed pools, and patches at varying stages of colonisation. OMHPDL is a priority habitat because this type of structure is relatively uncommon nationally and provides important resources for invertebrates and other wildlife.
Other woodland; mixed	An area of dense, mixed but predominantly broadleaved woodland in moderate condition in the western corner of the Proposed Development (W-1). Tree and shrub species include wild cherry (<i>Prunus avium</i>), goat willow (<i>Salix caprea</i>), crack willow (<i>Salix fragilis</i>), common oak (<i>Quercus robur</i>), dogwood (<i>Cornus sanguinea</i>), Scots pine (<i>Pinus sylvestris</i>), ash (<i>Fraxinus excelsior</i>), hazel (<i>Corylus avellana</i>), hawthorn (<i>Crataegus monogyna</i>), and sycamore (<i>Acer pseudoplatanus</i>).
Other woodland; broadleaved	An area of dense broadleaved woodland (W-2) in moderate condition comprising species such as wild cherry (<i>Prunus avium</i>), goat willow (<i>Salix caprea</i>), silver birch (<i>Betula pendula</i>), dogwood (<i>Cornus sanguinea</i>), hazel (<i>Corylus avellana</i>), and crack willow (<i>Salix fragilis</i>).
Mixed scrub	Two patches of shrubs dominated by broom (<i>Cytisus sp.</i>) and goat willow (<i>Salix caprea</i>) that are <5 metres in height with continuous (>75%) cover.
Other neutral grassland	A large area of neutral grassland in poor condition, exhibits moderate species diversity, typically 9 to 15 species per m ² , with local variation in sward height and scattered ruderal species.
Modified grassland	Predominantly amenity and improved grassland with low botanical diversity, generally fewer than 9 species per m ² . Managed by frequent mowing.
Sparsely vegetated urban land	Areas of bare or near-bare substrate including hardcore, crushed concrete and compacted soils, supporting ephemeral vegetation with low overall cover.
Urban trees	Scattered urban trees not associated with the woodland on-site (species include Norway maple (<i>Acer platanoide</i>), silver birch (<i>Betula pendula</i>), beech (<i>Fagus sylvatica</i>), wild cherry (<i>Prunus avium</i>) and goat willow (<i>Salix caprea</i>)).
Ditch	Approximately 95m ditch (D-1) with cobblestone walls with little vegetation encroachment into the ditch. Non-native buddleia is present on the banks.
Artificial unvegetated, unsealed surface	Unsealed surfaces with less than 10% vegetation cover.
Developed land; sealed surface	Includes areas of hardstanding on-site.

Plate 9.2: Baseline Habitats



9.4.1.3 Species

Bats

The data search identified 66 bat records within 1km of the Application Site. The most recent and closest records include noctule (*Nyctalus noctule*) at approximately 60m north from the Application Site, soprano pipistrelle (*Pipistrellus pygmaeus*) at approximately 80m north from the Application Site, common pipistrelle (*Pipistrellus pipistrellus*) at approximately 80m north, and Daubenton's bat (*Myotis daubentonii*) at approximately 220m north from the Application Site.

The GLTA assessed all trees within woodland parcels (W1 and W2 in **Plate 9.2**) for bat roost potential. Six trees contained PRFs including flaking bark, rotted stubs, and gaps around large ivy stems. Four were taken forward for aerial inspection due to restricted visibility from dense canopy and clutter. Aerial inspection confirmed that all six trees are categorised as PRF-I and suitable only for use by individual bats. There was no evidence of roosting at the time of the survey. In line with Bat Surveys for Professional Ecologists: Good Practice Guidelines (Collins, 2023), no further survey was required for these trees. If removal is needed, it can proceed under a precautionary method statement. All other trees were assessed as having no bat roost potential. The GLTA report is provided in **Appendix 9.3, ES Volume II**.

Woodland and scrub within the Application Site are likely to provide commuting and foraging opportunities for bats, with functional connectivity to the wider landscape including Painswick Park Meadow SBI.

Birds

The data search identified 14 records of protected and priority bird species within 1km of the Application Site. These include spotted flycatcher (*Muscicapa striata*), starling (*Sturnus vulgaris*), bullfinch (*Pyrrhula pyrrhula*), dunnoek (*Prunella modularis*), and house sparrow (*Passer domesticus*). These species are listed as priority species under Section 41 of the NERC Act 2006. In addition, spotted flycatcher, starling and house sparrow are on the Birds of Conservation Concern Red List, while bullfinch and dunnoek are on the Amber List.

No evidence of nesting birds, such as old nests or active nesting behaviour, was recorded during the survey. However, the range of habitats present on-site, including broadleaved woodland, mixed scrub, other neutral grassland and OMHPDL, is likely to provide suitable nesting and foraging opportunities for common bird species and potential resources for some of the recorded priority species.

Reptiles

The OMHPDL, mixed scrub, sparsely vegetated urban land, and other neutral grasslands on-site offer suitable habitat for common reptile species. However, the desk study did not return records of any reptile species within 1km of the Application Site in the past 10 years. Additionally, poor connectivity with other suitable habitats in the wider landscape, due to surrounding roads and built development, makes the presence of reptiles on-site unlikely.

European hedgehog

The desk study identified records of hedgehog (*Erinaceus europaeus*) within 1km of the Application Site, and on-site woodland, grassland and scrub provide suitable cover and foraging resources. Nationally, the species is listed in England as a Section 41 'species of principal importance' under the NERC Act 2006, while locally it is a named priority/target species within Greater Manchester's Local Nature Recovery Strategy (2025) and is embedded in Manchester's Biodiversity Strategy and Action Plan 2022–2030, which together indicate a policy expectation for focused conservation action.

Amphibians

The desk study returned no amphibian records within 1km. However, recent improvements to ponds within nearby Painswick Park, intended to increase their capacity to support amphibians, indicate potential for enhanced local populations and a functional link to the Application Site via adjacent greenspace. Although the Application Site is separated from Painswick Park by the surrounding road network, which limits ecological connectivity, the park's proximity and the presence of suitable on-site habitats, occasional use by amphibians cannot be ruled out.

9.4.2 Identified ecological receptors and their importance

A number of sensitive receptors have been identified following the baseline review.

Those with negligible or site level importance, or which have been identified as unlikely to be significantly impacted by the Proposed Development, are excluded from further assessment. The receptors scoped out are provided in **Table 9.4**.

A list of the receptors within the Zol scoped into the assessment, and the level of importance attributed to each, is provided in **Table 9.5**.

Table 9.4: Ecological Receptors Scoped Out of the Assessment

Receptor	Reason for Scoping Out of the Assessment
Holcroft Moss SAC	Internationally designated site, located approximately 15km from the Application Site, supporting lowland raised bog habitat that is highly sensitive to nitrogen deposition; included in the Zol due to the Holcroft Moss strategic planning context for traffic-related air quality changes. However, the routing of traffic associated with the Proposed Development has been modelled by the transport consultants (refer to ES Transport chapter), and it is considered unlikely that any material volume of development traffic would route along the M62 past Holcroft Moss given the distance and geographic location of the site. Traffic to/from the site would likely use routes via either the M56 and M60, or the M56 and M6. It is therefore considered that the Proposed Development would not exceed the thresholds set out in the SPD for the M62 past Holcroft Moss. This receptor is therefore scoped out from further assessment.
Rostherne Mere Ramsar Site	Approximately 6.8km from the Application Site. There are no clear direct or indirect pathways that would transmit construction pollution, noise, vibration or operational changes in air quality to this receptor. The separation distance and lack of hydrological or ecological connectivity remove any realistic mechanism for effects.
Midland Meres & Mosses Ramsar Site	Approximately 7.9km from the Application Site. No hydrological, ecological or air-quality pathways exist that could transmit construction-related or operational impacts. The receptor lies beyond the zone where significant effects are considered likely to occur.
Cotterill Clough SSSI	Approximately 1.7km from the Application Site. There are no clear direct pathways for construction pollution, noise or vibration. The Proposed Development does not fall within Natural England's Impact Risk Zone consultation triggers for development types likely to affect the SSSI and therefore is unlikely to result in significant effects.
Ancient woodland sites	The nearest ancient woodland is approximately 900m away. There are no clear direct pathways that connect the Application Site and the ancient woodlands that would create a transmission route for impacts related to construction, such as pollution, noise or vibration.
Mixed scrub	Present on-site but small in extent and typical of the urban context. Mixed scrub is not identified as a target or priority habitat in the Greater Manchester Biodiversity Action Plan (Greater Manchester Local Record Centre, 2009), nor is it listed as a priority habitat within the Manchester Biodiversity Strategy and Action Plan 2022-2030 (Manchester City Council, 2022). Loss or disturbance would not elevate effects above negligible level, and it is therefore not taken forward as a scoped-in receptor.
Sparsely vegetated urban land	Habitat of low ecological value. As no significant ecological effect can arise, it is scoped out of further assessment.
Modified grassland	Poor botanical diversity and heavily managed amenity grassland which is likely to provide little ecological value. Its loss or disturbance is not likely to result in a significant ecological effect.
Urban trees	Scattered individuals of common species, assessed to be of site-level importance, and scoped out of further assessment.
Ditch	Artificial cobble-sided ditch with minimal vegetation and limited ecological function. Assessed at site-level importance and scoped out.

Receptor	Reason for Scoping Out of the Assessment
Reptiles	Although some on-site habitats offer limited suitability for common reptiles, the desk study returned no recent records within 1 km and connectivity is poor due to surrounding roads and built development. Reptiles are considered unlikely to be present within the Application Site and are scoped out of further assessment.

Table 9.5: Ecological Receptors Scoped into the Assessment

Description	Location	Importance	Construction/ Operation	Rationale in Brief
Painswick Park Meadow SBI	C. 185m from the Application Site boundary	Local	Construction	This SBI is the Greater Manchester equivalent of a Local Wildlife Site-listed on the county register and graded C (of importance in the identified geographic locality); it is therefore valued at the local scale for this assessment.
OMHPDL (priority habitat)	On-site	County	Construction	Approximately 0.88 ha of onsite OMHPDL was assigned county importance because this habitat type is limited in extent within Greater Manchester, as indicated by the national habitat inventory available on MAGIC, which shows few mapped parcels of OMHPDL in the county. The scarcity of this habitat at the county scale increases the relative importance of the onsite resource. OMHPDL is a Section 41 Priority Habitat, and within Greater Manchester, Section 41 habitats are explicitly used within the SBI Selection Guidelines as conservation priorities, meaning they are recognised as important at the county evaluation level (GMEU, 2016). Furthermore, the Manchester City Council (2023) study identifies that many developments within the city come forward on brownfield land, many of which have begun to re-naturalise and could develop into OMHPDL, illustrating that early successional brownfield habitats are under increasing development pressure. This combination of limited countywide resource, formal recognition as a conservation priority, and identified pressure on the habitat type provides justification for assigning county importance to the onsite OMHPDL.
Other woodland; broadleaved	On-site	Local	Construction	The woodland comprises small, fragmented areas within an urban setting and contributes to local

Description	Location	Importance	Construction/ Operation	Rationale in Brief
and mixed (priority habitat)				habitat structure and connectivity between nearby greenspaces. The City of Manchester Biodiversity Strategy 2022-2030 highlights the value of woodland and greenspace within the city's ecological network (Manchester City Council, 2022). In this context, the woodland's contribution to local green infrastructure supports its assessment as being of local importance
Other neutral grassland	On-site	Local	Construction	Although recorded as poor condition, this habitat forms part of the limited semi-natural grassland resource within the City of Manchester. Its local scarcity is reinforced by the designation of Painswick Park Meadow SBI nearby, where semi-natural grassland is a key feature within an otherwise heavily urbanised landscape. The on-site resource therefore contributes to local ecological diversity and is valued at the local scale.
Bats (commuting and foraging)	On-site and along functional links to Painswick Park Meadow SBI	Local	Construction and Operation	Desk study records in the vicinity indicate that species likely to use the site for commuting and foraging are among those relatively common in Greater Manchester (GMLRC, 2009). As bats are identified for local conservation action in the Greater Manchester BAP, the receptor is valued at the local scale.
Bats (roosting)	On-site trees containing PRFs	Local	Construction	Six trees contain PRF-I features suitable only for occasional use by individual bats, and aerial inspection confirmed no evidence of roosting. However, roosting bats remain a legally protected receptor and the potential for individual day roosts used by widespread bat species confers local importance under CIEEM guidance.
Breeding birds	On-site habitats: woodland, mixed scrub, OMHPDL, other neutral grassland	Local	Construction	Desk study results indicate bird records in the vicinity that are typical of an urban context. Given the site's habitats, it is considered to offer limited potential to support a diverse bird assemblage; therefore, birds are valued at the local scale in proportion to EclA guidance.

Description	Location	Importance	Construction/ Operation	Rationale in Brief
European hedgehog	On-site habitats: woodland, grassland and scrub; desk study records within 1 km	Local	Construction	Section 41 species and British Red List Vulnerable; Application Site provides cover and foraging but no evidence of exceptional local populations; appropriate to value at the local scale.
Amphibians	Painswick Park ponds and adjacent greenspace with potential functional link to the Application Site	Local	Construction	Potential amphibian use supported by nearby pond improvements within the Painswick Park and on-site terrestrial habitat; GM BAP targets amphibians via the Great Crested Newt SAP, providing local context for amphibians generally; receptor valued at the local scale (GMLRC, 2009)

9.4.3 Future Baseline

In the absence of the Proposed Development, the Application Site baseline is expected to remain broadly similar over the short to medium term, reflecting current management and urban context. Amenity and modified grassland are likely to be maintained by regular mowing, retaining low botanical diversity. Other neutral grassland is expected to fluctuate within the same condition band, with seasonal variation but no material change in extent anticipated.

OMHPDL is likely to experience natural succession. Over time this would reduce the extent of early-successional niches and associated invertebrate interest.

The two woodland blocks (W-1 mixed, W-2 broadleaved) are expected to mature incrementally, with increasing canopy closure and deadwood accumulation. Scattered urban trees will continue to mature.

Faunal use will continue to reflect the current habitat mosaic. Bats are expected to commute and forage along woodland edges, scrub and grassland interfaces, and for breeding birds, European hedgehog and amphibians, the Application Site is expected to continue providing suitable habitat.

9.5 Assessment of Likely Significant Effects

9.5.1 Construction Effects

Anticipated construction activities relevant to the ecology assessment include:

- Vegetation clearance as part of enabling works;
- Groundworks to establish levels and install services and infrastructure;
- Construction of new buildings, hardstanding and associated utilities;
- Tree planting and formal landscaping within the Application Site; and
- Temporary disturbance from construction lighting, plant and vehicle noise, vibration, movement and general activity.

Construction will be delivered in phases, with these activities undertaken as each phase comes forward.

In assessing likely construction impacts, the initial (pre-mitigation) identified likely significant effects assume embedded mitigation is in place. Embedded mitigation comprises:

- **Primary mitigation measures** - design-led habitat retention and new green infrastructure that is included within the detailed landscape plans submitted as part of the full planning element of the planning application and the parameter plans of the outline planning element of the planning application.
- **Tertiary measures** - standard best-practice construction pollution controls secured through the Construction Management Plan (CMP).

Any additional or secondary mitigation required to avoid or minimise adverse effects arising from the construction of the Proposed Development is outlined in **Section 9.6 Mitigation & Monitoring**. Those measures are then taken into account before reporting the residual, post-mitigation construction effects of the Proposed Development.

Primary mitigation

The design seeks to retain as much valuable on-site habitat as practicable, including about 58% of other woodland; broadleaved, about 72% of other woodland; mixed, about 87% of mixed scrub, and about 19% of scattered urban trees, wherever feasible. Where full retention is not possible, losses have been minimised through parameter plans and layout refinement. Primary design also includes new green infrastructure within the Full Element, including native scrub planting (c. 0.29 ha) neutral grassland (c.0.26 ha), native hedgerows (c.0.47 km), rain gardens (c.0.13 ha), and 146 primarily native urban trees. These measures provide primary mitigation where practicable.

Tertiary mitigation (CMP)

Best practice construction controls will be secured through the CMP. An Outline CMP is submitted as part of the planning application and provides an indication of pollution control measures that are considered likely to be required for the Proposed Development. A phase specific detailed CMP will be required ahead of the start of each phase, which will need to be secured by planning condition. The CMP will cover the active working areas and any satellite compounds or storage, will be reviewed against prevailing site conditions, and will be updated where additional controls are identified. **Table 9.6** summarises actions within the CMP that reduce potential effects on the identified ecological receptors.

Table 9.6: Tertiary Mitigation Measures for the Construction Phase of the Proposed Development.

Receptor	Effect	Tertiary mitigation
Painswick Park Meadow SBI	Habitat degradation from pollution (dust, siltation, chemical spills) during construction	The CMP will set out how airborne dust, surface water run-off and construction materials will be managed throughout all of the construction phases of the Proposed Development. All controls will adhere to national good practice standards and to minimise risks and prevent impacts on adjacent habitats and species, as well as those beyond the Application Site boundary.
Retained other woodland; broadleaved and mixed and created habitats	Habitat degradation from pollution (dust, siltation, chemical spills) during construction and poor construction management	Dust attenuation and suppression measures will be agreed and detailed within the CMP to ensure the minimisation of potential adverse effects on habitats and species, both on-site and off-site. Procedures for the safe storage of plant and associated chemicals will be specified to ensure any spills are contained and prevented from entering on-site ditch.

Receptor	Effect	Tertiary mitigation
		Additionally, the CMP will outline protocols for managing waste materials from groundworks and for storing construction materials in a manner that avoids contamination or damage to adjacent habitats. The CMP will also include measures to protect retained on-site habitats, including the installation of protection and exclusion fencing in accordance with an Arboricultural Method Statement (AMS).
Bats, birds, European hedgehog	Disturbance to fauna on-site	The CMP will include measures to minimise indirect impacts such as noise, vibration and construction lighting on the surrounding environment and sensitive species. It is assumed that a Construction Lighting Plan will form part of the CMP. Noise mitigation will include the use of hoarding and restricted working hours to reduce disturbance to adjacent habitat, including the on-site retained woodland and scrub areas.
Breeding birds	Killing or injury during vegetation clearance, groundworks and in open excavations	Nesting birds and their young are protected under the Wildlife and Countryside Act 1981 (as amended), which makes it an offence to kill or injure birds or destroy active nests. Vegetation clearance during the nesting season, typically March to August, could result in such offences occurring. To mitigate this risk, the CMP, will include measures such as scheduling clearance outside the nesting season or requiring ecological supervision by an experienced Ecological Clerk of Works (ECoW) where clearance during this period is unavoidable.

Any additional or secondary mitigation required to avoid or minimise adverse effects arising from the construction of the Proposed Development is outlined in **Section 9.6 Mitigation & Monitoring**. Those measures are then taken into account before reporting the residual, post-mitigation construction effects of the Proposed Development.

9.5.1.1 Painswick Park Meadow SBI (non-statutory designated site)

Indirect degradation from construction pollution

Construction activities could generate airborne dust and intermittent noise with potential to affect nearby non-statutory habitats. The nearest receptor is Painswick Park Meadow SBI, approximately 185m from the Application Site. At this distance, unmanaged dust and noise would temporarily reduce habitat quality and foraging opportunities for local wildlife. These risks will be managed through tertiary measures secured via the CMP (dust suppression, runoff and silt control, spill prevention and protection buffers at the Application Site margin).

With these controls in place, the predicted magnitude of effect is expected to be negligible and not affect the ecological function of the receptor. Because the construction programme will extend over multiple phases and an extended period, the duration of potential intermittent dust/noise exposure spans beyond a short construction window and is therefore assessed as medium-term and temporary, ending once all construction phases cease.

The predicted construction-phase effect on Painswick Park Meadow SBI is indirect, medium-term, temporary, **negligible adverse effect; not significant**.

9.5.1.2 Other woodland; broadleaved and mixed

Habitat Loss

The woodland on-site is a Section 41 priority habitat of local importance, providing structural diversity, wildlife connectivity and resources for bats and birds. Based on the outline illustrative plans and a precautionary worst-case scenario for developable floorspace, approximately 42% of W1 and 28% of W2 would be lost to facilitate construction. Although this represents a material reduction in extent, a proportion of woodland is retained, which continues to function as a key habitat and local movement corridor. Therefore, the magnitude is considered medium.

The removal of woodland results from land take required by the Proposed Development and therefore constitutes a long-term, permanent change because lost areas will not re-establish within the development footprint.

Taking into account embedded design measures that retain woodland wherever practicable, the effect is assessed as a direct, long-term, permanent, **minor adverse effect; not significant**.

Habitat Degradation from Poor Construction Management

Retained woodland could be affected by dust deposition on foliage and ground flora; silt laden runoff or minor spills affecting soils and roots; accidental encroachment by plant or materials resulting in compaction within root protection areas; and localised canopy damage at working margins. These risks will be managed through embedded measures set out in the CMP, including clearly demarcated exclusion fencing and buffer zones in accordance with the Arboricultural Method Statement, defined access routes and laydown areas, dust suppression, silt and surface water controls, and secure storage and handling of fuels and chemicals with spill response procedures in place. Because these controls prevent sustained or functionally meaningful change to the retained woodland, the magnitude of impact is considered negligible. As the potential for degradation exists only during active construction works and ceases once construction activity finishes, the effect is medium term and temporary.

Accordingly, the predicted construction phase effect on retained broadleaved and mixed woodland is direct, medium-term, temporary, **negligible adverse effect; not significant**.

9.5.1.3 Open Mosaic Habitat on Previously Developed Land

Habitat Loss

Open Mosaic Habitat on Previously Developed Land (OMHPDL) is a Section 41 UK Priority Habitat characterised by early successional mosaics and noted for its high invertebrate interest. All onsite OMHPDL (c. 0.88 ha) will be permanently removed by the Proposed Development. Because OMHPDL is scarce within Greater Manchester and is valued at the county scale, complete removal represents a material reduction in the countywide resource. The habitat's ecological distinctiveness, reliance on heterogeneous substrates and dynamic early successional processes mean it cannot be reliably recreated on-site, justifying the classification of a medium magnitude impact. As land take results in irreversible loss within the development footprint, the impact is long term and permanent.

Taking these factors into account, the effect is assessed as a direct, long term, permanent, **moderate adverse effect; significant at the county level**.

9.5.1.4 Other Neutral Grassland

Habitat loss

Based on the assessment of losses required to facilitate construction, approximately 3.17 ha of other neutral grassland will be permanently removed. Although embedded design includes the creation of c. 0.26 ha of new neutral grassland within the Full Element, this does not offset the overall reduction in extent. The existing grassland is of local importance and is recorded in poor condition, and similar seminatural grassland habitats exist within the local area, including within Painswick Park Meadow SBI, reducing reliance on the Application Site for this habitat type. As a result, the magnitude of impact is considered small. The removal of grassland will be replaced by built development and therefore constitutes a long-term, permanent change.

Accordingly, the effect is assessed as a direct, long-term, permanent, **minor adverse effect; not significant**.

9.5.1.5 Bats

Loss of foraging and commuting habitats

Local reductions in woodland edge, early-successional OMHPDL patches and neutral grassland will decrease prey availability and narrow some commuting corridors. However, retained woodland blocks continue to provide sheltered flight lines and foraging opportunities, and these features maintain functional links to nearby greenspace such as Painswick Park. This justifies classification of the impact as small magnitude. Because habitat removed within the construction footprint will not be reinstated, the change is long-term and permanent, although some functionality will be strengthened as new planting establishes.

Accordingly, the effect is assessed as a direct, long-term, permanent, **minor adverse effect; not significant**.

Loss of potential roosting habitat

Six trees within woodland blocks W1 and W2 were identified as containing PRF-I features suitable only for occasional use by individual bats, and aerial inspection in December 2025 found no evidence of roosting at the time of survey. Removal of at least three PRF-I trees to facilitate construction will result in the permanent loss of potential roosting features for widespread bat species of local importance. The magnitude is assessed as small, reflecting the PRF-I category (features suitable for use by individual bats only), the absence of confirmed roosts, the small number of trees affected, and the continued availability of retained woodland blocks which maintain structural complexity and potential for future natural cavity formation. The effect is considered long-term and permanent, because once felled, these potential features cannot be replaced. The effect is therefore assessed as a direct, long-term, permanent, **minor adverse effect; not significant**.

Disturbance from construction activity and lighting

Daytime construction works will not coincide with peak bat activity, and unmanaged night-time lighting could temporarily reduce the suitability of retained habitats for commuting or foraging if not controlled. However, lighting during construction will be managed through the CMP, which will include measures to maintain dark habitat edges and protect connective corridors. These controls, combined with the already elevated baseline lighting associated with the airport and surrounding road network, mean any behavioural disturbance would be negligible and limited in spatial extent, justifying a negligible magnitude classification. As this disturbance can occur only during active construction phases and will cease once

construction lighting is removed or replaced by operational lighting controls, the effect is short-term and temporary.

Accordingly, the effect is assessed as a direct, short-term, temporary, **negligible adverse effect; not significant**.

Potential killing or injury during tree works

The principal risk during vegetation works is the potential killing or injury of bats if individuals are present within potential roost features in trees being felled. Six trees have been identified as containing potential roost features (PRFI), of which at least three are expected to be removed to facilitate the Proposed Development. Aerial inspection confirmed no evidence of roosting at the time of survey; however, tree removal still presents a direct risk of harming bats if individuals are present within PRFI features at the moment of felling.

Additional risk arises from accidental damage caused by plant operating close to retained trees, which will be controlled through CMP measures. Embedded CMP controls will include clearly demarcated exclusion zones along woodland edges to prevent plant encroachment, defined plant routes and low site speed limits, and tightly controlled night-time security lighting to avoid drawing bats into active work areas.

Given that PRFI features are suitable only for occasional use by individual bat the limited number of affected trees, the absence of confirmed roosts, and the embedded CMP controls, the scale and intensity of potential harm are small, supporting a small magnitude classification. As risks arise only during the period of vegetation clearance and felling, the effect is short-term and temporary.

Accordingly, the effect is assessed as a direct, short-term, temporary, small-magnitude, **minor adverse effect; not significant**.

9.5.1.6 Breeding birds

Loss of foraging and nesting habitat

The removal of woodland, scrub, neutral grassland and OMHPDL foraging areas will lower near-term resource availability for bird species within the Application Site and remove some nesting opportunities. Within the primary mitigation measures, retained woodland and scrub will sustain part of the habitat mosaic throughout the construction period. Proposed new planting within the Full Element will provide replacement scrub structure as it matures and foraging opportunities across the scrub and neutral grassland areas. The Proposed Development lies within the aerodrome safeguarding zone for Manchester Airport, where landscaping must not encourage flock-forming birds that elevate bird-strike risk (for example gulls, corvids, starlings and feral pigeon). Planting has therefore been selected to minimise attraction, including the exclusion of fruit-bearing trees and shrubs. Because new planting will establish replacement structure and foraging resource, the duration of ecological effect is assessed as medium-term, with magnitude remaining small given the local value of the receptor and the continued availability of habitat within retained areas and the wider urban greenspace network. When accounting for habitat losses and proposed creation within the landscape design of the Full Element (primary mitigation), the effect on breeding birds is direct, medium-term, temporary, **minor adverse effect; not significant**.

Potential killing or injury during clearance

Vegetation clearance activities could result in the killing or injury of individual birds, or the destruction of active nests, if carried out during the nesting season, which typically spans March to August inclusive (although some species may nest outside this period). To avoid this risk, the CMP will include measures such as scheduling vegetation clearance outside the nesting season wherever practicable or requiring an Ecological Clerk of Works (ECoW)

to supervise clearance if works must proceed during that period. These measures substantially reduce the likelihood of nest destruction or harm to individual birds, meaning any impact would be negligible in magnitude. Because this risk exists only during the period of clearance and does not persist beyond active works, the effect is considered short-term and temporary.

Accordingly, the effect on breeding birds is assessed as a direct, short-term, temporary, **negligible adverse effect; not significant**.

9.5.1.7 European hedgehog

Loss of cover/foraging and movement corridors

Reducing grassland, scrub, woodland and rough, early-successional margin habitats will diminish site cover and invertebrate foraging resource for European hedgehog. Movement routes remain along retained woodland and scrub edges and will be supported by proposed hedgerows and tree lines as they establish.

Reducing grassland, scrub, woodland and rough early-successional margin habitats will diminish site cover and invertebrate foraging resources for European hedgehog. Movement routes will remain along retained woodland and scrub edges and will be supported by proposed hedgerows as they establish. Because the species is of local importance, suitable habitat remains available within retained areas of the Application Site and in the wider landscape, and replacement planting will reinstate edge structure as it matures, the impact is considered small in magnitude. As new planting will begin to restore habitat structure, the duration of ecological change is assessed as medium-term and temporary, with habitat continuity expected to improve as planting becomes established.

Accordingly, the effect is assessed as a direct, medium-term, temporary, **minor adverse effect; not significant**.

Potential killing, injury or entrapment

Risks relate to killing or injury during vegetation removal, machine strike in dense cover, and entrapment in open excavations or services. Embedded CMP controls will include clear demarcation of work zones and exclusion fencing along retained habitat margins, defined plant routes and low site-speed limits to reduce incidental incursion into cover and to minimise general collision risk. These measures will limit, but do not remove, the risk of killing or injuring hedgehogs within vegetation-removal areas. Secondary mitigation will therefore be required through a working-methods statement for vegetation clearance to minimise the risk of harm to hedgehogs in areas to be cleared. Because these risks apply only during the period of active vegetation removal and groundworks, and relate to individual animals, a small-magnitude impact is concluded.

The effect is predicted to be a direct, medium-term, temporary, **minor adverse effect; not significant**.

9.5.1.8 Amphibians

Loss of terrestrial habitat and connectivity

Although no ponds occur on the Application Site and no recent records were returned within 1km, the nearby Painswick Park SBI includes several ponds that are being managed to support and encourage the local amphibian population. The Application Site includes habitat parcels that can support terrestrial amphibians, although the connectivity is poor due to the road network that segregates the Application Site from the SBI. Compared with the greenspace around the SBI ponds, the Application Site's habitats offer fewer damp refuges and prey resources and are less permeable due to multiple road crossings, so regular use

by amphibians is less likely. Because the existing habitat suitability is low, connectivity is constrained, any ecological change arising from terrestrial habitat loss is negligible in magnitude. As habitat within the footprint will be replaced by development, the change is long-term and permanent.

The effect is therefore predicted to be direct, long-term, permanent, **negligible adverse effect; not significant**.

Potential killing, injury or entrapment

Short-term risks relate primarily to vegetation removal and entrapment in trenches, ducts, gully pots and similar features during wet conditions. Embedded CMP controls will include clear demarcation of work zones and exclusion fencing along retained habitat margins, defined plant routes and low site-speed limits. These controls will limit, but do not remove, the risk of injury or entrapment for any amphibians that may occasionally disperse into the Application Site; therefore, secondary mitigation will be required through a BCMP to ensure that vegetation clearance and groundworks incorporate staged cutting, daily pit checks and appropriate escape or covering measures for open voids.

Because amphibian use of the Application Site is likely to be infrequent, habitat suitability is low and connectivity to ponds is constrained, any potential harm would be limited to individual animals and confined to short periods of active groundworks, supporting a small-magnitude impact.

The effect is therefore predicted to be a direct, short-term, temporary, **minor adverse effect; not significant**.

9.5.2 Operational Effects

Upon completion, the Proposed Development will operate as a mixed-use site comprising new buildings, internal access roads, parking infrastructure and managed green infrastructure. Operational activities will be associated with the occupation and use of mid-tech units and other employment floorspace (Use Class E, B2 and C1), the functioning of the multi-storey car park, and the day-to-day movement of staff, visitors and service vehicles across the Proposed Development. The potential operational effects relevant to ecology are permanent external lighting.

Secondary mitigation deemed necessary to avoid or minimise adverse effects arising from the operation of the Proposed Development is outlined in **Section 9.6 Mitigation & Monitoring**. Those measures are taken into account before reporting the residual (i.e. post-mitigation) operational effects of the Proposed Development.

9.5.2.1 Bats

External lighting affecting commuting and foraging

To ensure safe movement of vehicles and pedestrians within the Proposed Development, and to meet security requirements, additional artificial lighting will be introduced across the Application Site. Permanent external lighting from buildings, access streets and parking could raise lighting levels along retained and created habitat edges and alter night time conditions for bats. Although ambient lighting is already high near Manchester Airport and surrounding highways, and the masterplan retains broadleaved woodland blocks that focus bat activity within and along their edges, further light spill from the internal areas of the Application Site could further reduce the suitability of habitats to support commuting and foraging routes for nocturnal species, resulting in a small magnitude of impact. Without further mitigation, the potential effect on bats is considered to be indirect, long-term permanent, **minor adverse effect; not significant**.

9.6 Mitigation & Monitoring

9.6.1 Construction Mitigation

In order to mitigate the likely significant effects associated with the construction of the Proposed Development, the following secondary mitigation measures (**Table 9.7**) are proposed beyond the primary and tertiary mitigation that has already been considered in the assessment:

Table 9.7: Secondary mitigation measures

Receptor	Effect	Proposed secondary mitigation
Other woodland; broadleaved and mixed	Habitat loss	Secondary mitigation for woodland loss will be delivered through new scrub planting within the Outline Element, providing additional structure to reinforce retained woodland blocks and support future habitat continuity. Planting will use native species appropriate to the local context and will be designed to strengthen edge habitat, improve cover and contribute to long-term connectivity as it establishes. This mitigation will be secured through planning conditions relating to the approval of landscape design. In addition to on-site works, compensatory provision will include the purchase of off-site woodland habitat units from a recognised habitat bank, secured through a legal agreement to ensure BNG policy compliance. As this mitigation relates to losses within the Outline Element, the final quantum of units required and the source of off-site units will be confirmed at Reserved Matters, ensuring that the combination of on-site planting and off-site compensation addresses the effects on the woodland receptor, resulting in a direct, long-term, permanent, medium-magnitude, minor adverse effect; not significant.
OMHPDL (priority habitat)	Habitat loss	Owing to the nature of OMHPDL, there are no practicable on-site measures capable of mitigating its loss, as this priority habitat relies on heterogeneous substrates, early successional structure and disturbance dynamics that cannot be reliably recreated within a managed development landscape. Because its ecological distinctiveness cannot be reinstated, the loss of OMHPDL cannot be mitigated and compensation is required. To address this, compensation will be delivered through biodiversity offsetting, secured via the purchase of biodiversity units from a recognised habitat bank within Cheshire East Council. These units will be recorded on the Biodiversity Gain Site Register, and their allocation to this development will be evidenced within the Biodiversity Gain Plan prior to commencement. Complementary on-site measures will be included to support invertebrates more generally, recognising that the exact pre-development assemblage associated with OMHPDL cannot be replicated. These measures comprise pollinator-supporting planting to provide season-long nectar and pollen resources, along with the installation of bug hotels and small refuge features within the green infrastructure. These will be secured through planning condition and implemented before occupation of each plot. As these provisions constitute off-site compensation rather than mitigation, the ecological loss is not reduced, and the residual

Receptor	Effect	Proposed secondary mitigation
		effect remains a direct, permanent, moderate adverse effect; significant at the county level.
Other neutral grassland	Habitat loss	On-site measures for other neutral grassland will include the creation of new grassland within the Outline Element, which will contribute to maintaining some local habitat structure within the development. However, this on-site provision does not replace the full extent or condition of the grassland lost to construction. Because the on-site creation does not address the net loss in area, off-site compensation is required. This will be achieved through the purchase of grassland biodiversity units from a recognised habitat bank, secured via legal agreement and set out within the Biodiversity Gain Plan to ensure BNG compliance. As the off-site units constitute compensation rather than mitigation, a residual effect remains. With these measures in place, the residual impact is assessed as a direct, long-term, permanent, minor adverse effect; not significant.
Bats	Loss of foraging/commuting habitat	Foraging/commuting: early edge-focused planting and temporary cover strips at phase edges outside active working areas until replacement planting establishes, plus new on-site planting in the Outline Element to rebuild edge structure and near-term connectivity, secured at Reserved Matters with detailed planting specifications and implemented prior to occupation with establishment maintenance thereafter. Residual effect: direct, long-term, permanent, minor adverse effect; not significant.
	Loss of potential roosting habitat	Secondary measures for this effect focus on supporting the availability of alternative sheltering resources within the future green infrastructure to partly offset the reduction in low-suitability PRFs. Although PRF-I features cannot be recreated, the proposed new tree and scrub planting within the Full and Outline Elements will, as it matures, increase structural complexity and provide the conditions under which natural fissures, minor bark features or other low-suitability opportunities may develop over time. These measures act to reinforce the long-term ecological structure of retained habitat corridors and partially maintain the functional roosting resource at the site level. As these measures do not fully replace the lost PRF-I features, the effect remains small magnitude, but the provision of new structural habitat reduces the severity of the impact and supports long-term ecological function. The residual effect is therefore considered a direct, long term, permanent, minor adverse effect; not significant.
	Potential killing or injury during tree works	To ensure that any remaining risk to bats during tree works is minimised, a BCMP will be secured alongside the CMP to control the felling of trees containing PRF-I features. The BCMP will include a bat-sensitive tree-works method, comprising pre-works inspection of all PRFs by a suitably experienced and licensed ecologist, soft felling and sectional dismantling of PRF sections under ecological supervision, defined hold points and a stop-works protocol if bats are encountered, and toolbox talks for contractors undertaking the work. Together, these measures ensure that any bats potentially present at the time of felling can be identified and

Receptor	Effect	Proposed secondary mitigation
		protected, reducing the likelihood of injury or killing to a very low level. With these controls in place, the remaining risk is considered negligible during a short period of works resulting in a direct, short-term, temporary, negligible adverse effect; not significant .
Breeding birds	Loss of foraging and nesting habitat	To support the re-establishment of foraging and nesting opportunities for breeding birds following habitat loss, new planting will be delivered within the Outline Element to rebuild edge structure and restore near-term connectivity across the site. These measures will be secured at Reserved Matters and implemented prior to occupation, with establishment maintenance carried out thereafter to ensure successful habitat development. Together, these actions will provide replacement scrub and grassland structure as the planting matures, reducing the duration of habitat disruption and supporting the medium-term recovery of breeding-bird foraging and nesting resources. With these measures in place, the residual effect is therefore assessed as a direct, medium-term, permanent, minor adverse effect; not significant .
European hedgehog	Loss of cover/foraging and movement corridors	To support the re-establishment of cover, foraging resources and movement routes for European hedgehog following habitat loss, new planting will be delivered within the Outline Element to rebuild edge structure and strengthen connectivity across the site. This will be complemented by temporary cover strips placed along phase edges until the new planting becomes established. These measures will be secured at Reserved Matters and implemented prior to occupation, with establishment maintenance undertaken thereafter. Together, they will provide replacement low-level structure and connective habitat during the establishment period, complementing primary habitat retention and the protective controls set out within the CMP. With these measures in place, the remaining ecological change is limited in scale and duration, and is expected to recover as new planting establishes. The residual effect is therefore assessed as a direct, medium-term, temporary, small-magnitude, minor adverse effect; not significant .
	Potential killing, injury or entrapment	Secondary mitigation will include BCMP measures such as pre-clearance hand searches, staged cutting (initial high cut followed by a lower cut), entrapment-prevention measures for excavations and pipes, covering open excavations overnight or providing escape routes, ramps no steeper than 45 degrees, raised storage of materials, low on-site speed limits and targeted ECoW oversight. These measures collectively minimise the likelihood of hedgehogs being harmed by ensuring that individuals are detected before clearance, that potential refuge features are removed in a controlled manner, and that any temporary hazards created during construction are made passable or escape-proof. Because these measures reduce the risk of harm to a very low level and any remaining risk applies only during short periods of active site clearance, the residual effect is limited to individual animals and is therefore negligible in magnitude.

Receptor	Effect	Proposed secondary mitigation
		The residual effect is assessed as a direct, short-term, temporary, negligible adverse effect; not significant.
Amphibians	Potential killing, injury or entrapment	BCMP measures include staged vegetation clearance with supervised checks in higher-risk areas, entrapment-prevention measures for excavations and pipes (ramps and capping), morning checks of open trenches and pits, and tidy, raised storage of materials to avoid pitfall traps. These measures will be implemented alongside the CMP prior to relevant vegetation clearance or groundworks commencing. The residual effect is therefore reduced to a direct, short-term, temporary, negligible adverse effect; not significant.

9.6.2 Construction Monitoring

The following monitoring measures are proposed during construction:

- **ECoW site inspections** (attendance at mobilisation, during vegetation clearance and groundworks, with ad hoc attendance for higher risk tasks)
- **Open excavations and services checks** (morning checks of trenches, pits and pipes near habitat edges; ensure escape provisions and temporary end capping are in place and unattended excavations are covered or fenced).
- **Habitat protection buffer compliance** (verify protective buffers along retained woodland margins are intact and respected).
- **Pollution and dust housekeeping audits** (checks near habitat margins to confirm storage, spill kits, drainage and silt controls, and dust suppression are in place).

9.6.3 Operational Mitigation

In order to mitigate the likely significant effects associated with the operation of the Proposed Development, the following secondary mitigation measures (**Table 9.8**) are proposed beyond the primary and tertiary mitigation that has already been considered in the assessment:

Table 9.8: Secondary mitigation measures

Receptor	Effect	Proposed secondary mitigation
Bats	External lighting affecting light-sensitive species	Secondary mitigation to minimise effects of lighting on protected species will be delivered through a Site Lighting Strategy designed to control light spill onto retained woodland blocks, green-infrastructure corridors and other habitat edges used by bats and other nocturnal wildlife. The strategy will apply measures such as warm-spectrum lighting, reduced mounting heights, dimming or motion-activated controls, and directional shielding to maintain darker corridors along woodland margins and internal habitat networks. These measures will act to limit the extent and intensity of illumination in sensitive areas, thereby reducing behavioural disturbance to bats. The Lighting Strategy will be secured by planning condition, to be submitted and approved prior to occupation, and all lighting will be installed and operated in accordance with the approved details before occupation of relevant development parcels. With these measures in place, the operational lighting effect on the bat assemblage is expected to be reduced to indirect, long-term, permanent, negligible adverse effect; not significant.

9.6.4 Operational Monitoring

No ecology or biodiversity-specific operational monitoring is proposed over and above what will be required as part of standard on-site Biodiversity Net Gain delivery requirements through Habitat Management and Monitoring Plan conditions.

All residual operational effects identified for fauna and habitats are considered to be negligible and not significant. Compliance will be secured through planning conditions, including approval and implementation of the Application Site Lighting Strategy, and through delivery of on-site planting and habitat prescriptions in accordance with the approved design and specifications, rather than through ongoing ecology performance monitoring. Monitoring associated with BNG delivery, including periodic habitat condition checks and reporting over the required management period, will be secured and reported through the separate BNG mechanism and legal agreement; it does not form part of the ecology monitoring for this EIA.

9.7 Likely Residual Effects

The likely residual effects of the Proposed Development are those that will arise after any secondary mitigation has been taken into account.

The likely residual effects of the Proposed Development during construction and operation are set out in **Table 9.9**.

Table 9.9: Summary of Residual Effects

Receptor	Importance	Likely Effect	Secondary Mitigation Proposed?	Magnitude of Impact (Neg / Small / Medium / Large / Very Large)	Nature of Effect (Direct / Indirect)	Temporal Scale (Short / Medium / Long)	Permanence of Effect (Temporary / Permanent)	Type of Effect (Adverse / Beneficial)	Residual Effect (Neg / Minor / Moderate / Major)	Significant / Not Significant
Construction										
Painswick Park Meadow SBI	Local	Indirect degradation from construction pollution	No	Negligible	Indirect	Medium-term	Temporary	Adverse	Negligible	Not Significant
Other woodland; broadleaved and mixed	Local	Habitat loss	Yes	Medium	Direct	Long-term	Permanent	Adverse	Minor	Not Significant
		Habitat degradation from poor construction management	No	Negligible	Direct	Medium-term	Temporary	Adverse	Negligible	Not significant
Open mosaic habitat on previously developed land (OMHPDL)	County	Habitat loss	No	Medium	Direct	Long-term	Permanent	Adverse	Moderate	Significant
Other neutral grassland	Local	Habitat loss	Yes	Small	Direct	Long-term	Permanent	Adverse	Minor	Not Significant
Bats	Local	Loss of foraging and	Yes	Small	Direct	Long-term	Permanent	Adverse	Minor	Not Significant

Receptor	Importance	Likely Effect	Secondary Mitigation Proposed?	Magnitude of Impact (Neg / Small / Medium / Large / Very Large)	Nature of Effect (Direct / Indirect)	Temporal Scale (Short / Medium / Long)	Permanence of Effect (Temporary / Permanent)	Type of Effect (Adverse / Beneficial)	Residual Effect (Neg / Minor / Moderate / Major)	Significant / Not Significant
		commuting habitat								
		Disturbance from construction activity/lighting	No	Negligible	Direct	Short-term	Temporary	Adverse	Negligible	Not Significant
		Potential killing or injury during tree works	Yes	Negligible	Direct	Short-term	Temporary	Adverse	Negligible	Not Significant
Breeding birds	Local	Loss of foraging and nesting habitat	Yes	Small	Direct	Medium-term	Temporary	Adverse	Minor	Not significant
		Potential killing or injury during clearance	No	Negligible	Direct	Short-term	Temporary	Adverse	Negligible	Not Significant
European hedgehog	Local	Loss of cover/foraging and movement corridors	Yes	Small	Direct	Medium-term	Temporary	Adverse	Minor	Not Significant
		Potential killing, injury or entrapment	Yes	Negligible	Direct	Short-term	Temporary	Adverse	Negligible	Not Significant

Receptor	Importance	Likely Effect	Secondary Mitigation Proposed?	Magnitude of Impact (Neg / Small / Medium / Large / Very Large)	Nature of Effect (Direct / Indirect)	Temporal Scale (Short / Medium / Long)	Permanence of Effect (Temporary / Permanent)	Type of Effect (Adverse / Beneficial)	Residual Effect (Neg / Minor / Moderate / Major)	Significant / Not Significant
Amphibians	Local	Loss of terrestrial habitat and connectivity	No	Negligible	Direct	Long-term	Permanent	Adverse	Negligible	Not significant
		Potential killing, injury or entrapment	Yes	Negligible	Direct	Short-term	Temporary	Adverse	Negligible	Not significant
Operation										
Bats	Local	External lighting affecting light-sensitive species	Yes	Negligible	Indirect	Long-term	Permanent	Adverse	Negligible	Not Significant

9.8 Inter-Development Cumulative Effects

Consideration has also been given to the potential for likely significant inter-development cumulative effects to arise as a result of the Proposed Development alongside other identified cumulative schemes during both construction and operation.

Developments that have been scoped out of the cumulative assessment are those located at greater distance, separated by major roads or built infrastructure that remove ecological connectivity, and unlikely to impact the sensitive receptors scoped into this assessment.

The cumulative schemes that are considered relevant to this technical assessment are shown in **Table 9.10**.

Table 9.10: Relevant Cumulative Schemes

Name	Proximity	Description	Status	Relevance
Davenport Green Masterplan (Timperley Wedge, PfE Policy JPA3.2)	c. 1 km west of the Proposed Development (adjacent to the west of MIX/Manchester Airport area)	Strategic allocation for c. 2,500 homes and c. 60,000 sqm employment/ retail/ commercial floorspace, plus a substantial rural park, local centre, primary school and active travel/Metrolink Western Leg provision.	Allocation adopted in PfE (Mar 2024); Royal London's draft masterplan consulted Jul–Sep 2024; Trafford Council preparing a Masterplan SPD for adoption following further consultation. No planning consent yet.	Large mixed-use growth on predominantly open land; Possible cumulative habitat loss/fragmentation.

The assessment of inter-development cumulative effects takes into consideration the residual effects of the Proposed Development during construction and operation along with any primary and secondary mitigation measures proposed for the cumulative schemes (e.g. that all demolition and construction works are being undertaken in accordance with a CMP).

Potential inter-development effects were considered where a cumulative scheme is within proximity and could affect the same ecological receptors as the Proposed Development.

Where the Proposed Development was assessed to result in adverse or beneficial residual effects of 'negligible' significance on the identified receptors, it has been assumed that there is no potential for significant inter-development cumulative effects to arise and these are not considered in the sections below.

9.8.1 Construction Cumulative Effects

The review of construction cumulative effects focuses on whether other schemes could contribute in combination to the significant effects identified in this chapter, specifically the loss of OMHPDL, the loss of other woodland; broadleaved and mixed, other neutral grassland, and the loss of foraging and commuting habitat for protected species identified as sensitive receptors.

9.8.1.1 Habitat loss

The sensitive receptors for this assessment are the priority habitats OMHPDL and other woodland; broadleaved and mixed and other neutral grassland. The Davenport Green Masterplan allocation lies approximately 1km west of the Proposed Development and, based on the boundary information published by Trafford Council, does not include OMHPDL or woodland considered sensitive in this chapter. Therefore, there is no pathway for additional habitat loss to these receptors arising from that allocation in combination with the Proposed Development. No other identified cumulative schemes are considered likely to give rise to construction cumulative effects on the sensitive receptors in this assessment.

Accordingly, the effects remain unchanged in combination: for OMHPDL, a moderate adverse effect, significant at the county level; and for other woodland; broadleaved and mixed, a minor adverse effect, not significant.

9.8.1.2 Loss of foraging and commuting habitats for protected species

The cumulative schemes are not anticipated to significantly affect high-value commuting or foraging habitat for the sensitive receptors considered in this assessment, namely bats, breeding birds and European hedgehog. The Davenport Green Masterplan, while including a significant area of open land, is anticipated to deliver mixed-use and residential areas within lower-value habitats, with strategic green spaces retained and enhanced. Accordingly, the construction cumulative effect on bats, breeding birds and European hedgehog remains unchanged, minor adverse effect and not significant.

9.8.2 Operation Cumulative Effects

None of the cumulative schemes are expected to increase the significance of any residual effect identified for the Proposed Development. All effects have been assessed as negligible and are expected to remain negligible and not significant.

9.9 References

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10.0 Noise and Vibration

10.1 Introduction

This chapter assesses the likely significant effects of the potential sources of noise upon sensitive receptors such as residential receptors and hotels in the vicinity of the Application Site during construction and operation.

The Proposed Development has the potential to generate noise from the following sources:

- Construction of the Proposed Development;
- The change in road traffic flows on the road network around the Proposed Development; and
- Noise emission from operational activities within the site, including vehicles travelling on internal access roads, HGV manoeuvres and loading/unloading in the service yards, and fixed plant noise emissions.

As agreed through the EIA Scoping process, the assessment of vibration has been scoped out of this ES chapter as significant effects are considered unlikely. Further details are provided in **Appendix 2.1** and **2.2, ES Volume II**.

This chapter sets out: the assessment methodology; the baseline conditions currently existing at the Application Site and in the surrounding area; the likely significant environmental effects; the mitigation measures required to prevent, reduce or offset any significant adverse effects; the likely residual effects after these measures have been employed; and the cumulative effects associated with the Proposed Development in combination with other committed developments.

This chapter is supported by the following technical appendices, which are presented in **ES Volume II**:

- **Appendix 10.1** – Glossary of Terms
- **Appendix 10.2** – Relevant Policies and Guidance
- **Appendix 10.3** – Noise Receptor Locations
- **Appendix 10.4** – Noise Monitoring Locations
- **Appendix 10.5** – Summary of Noise Survey Monitoring Equipment
- **Appendix 10.6** – Noise Survey Summary Results
- **Appendix 10.7** – Operational Noise Assumptions
- **Appendix 10.8** – Construction Noise Predictions

The noise surveys, predictions, assessments, and preparation of this chapter have been carried out by Joe Nott, a suitably qualified acoustician, with eight years of experience and an associate member of the Institute of Acoustics (IoA), the professional body for acousticians and noise consultants in the UK, following the guidance set out in Government policy and relevant British Standards.

The ES chapter has been reviewed by Chris Goff, who has over 14 years experience in acoustic consultancy, having authored and reviewed multiple ES noise and vibration chapters, is a full member of both the IoA (MIOA) and the Institution of Environmental Sciences (MIEnvSc), and holds a MSc in Environmental and Architectural Acoustics.

Vanguardia has provided consultancy services in the fields of Noise, Air Quality and Lighting since 2006 and retains the expertise for the specialised assessment techniques necessary

for undertaking Environmental Impact Assessments in these three disciplines. Vanguardia has produced Environmental Statement Chapters and supporting technical documentation across a wide range of projects of all types and scales.

To assist with the understanding of this chapter a glossary of acoustic terms is provided **Appendix 10.1, ES Volume II**.

10.2 Relevant Legislation, Policy and Guidance

This chapter has been prepared with reference to the following legislation, policy and guidance. Further information is provided in **Appendix 10.2, ES Volume II**.

10.2.1 Legislation

This chapter takes account of the following legislation:

- The Environmental Protection Act (1990); and
- The Control of Pollution Act (1974).

10.2.2 Planning Policy and Guidance

This chapter take account of the following planning policy and guidance:

- National Planning Policy Framework (NPPF);
- Planning Practice Guidance: Noise (PPG: N);
- Manchester City Council's (MCC) Local Development Framework Core Strategy Development Plan Document;
- Manchester City Council's (MCC) Planning and Noise Technical Guidance; and
- Places for Everyone Joint Development Plan for Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan 2022 to 2039 (2024).

10.2.3 Other Policy and Guidance

This chapter also takes account of the following:

- Noise Policy Statement for England (NPSE);
- Calculation of Road Traffic Noise (CRTN), 1988;
- Design Manual for Roads and Bridges (DMRB)¹, LA111 Noise and Vibration May 2020 Revision 2
- BS 4142:2014+A1:2019 Method for rating and assessing industrial and commercial sound;
- BS 5228:2009+A1:2014 (Parts 1 and 2) Code of Practice for Noise and Vibration Control Construction and Open Sites;
- BS 8233:2014 Guidance on sound insulation and noise reduction for buildings;
- ISO 9613-2:2024 Acoustics – Attenuation of sound during propagation outdoors part 2: Engineering method for the prediction of sound pressure levels outdoors;
- World Health Organisation, Guidelines for Community Noise (1999); and

¹ Although strictly only applicable to schemes promulgated by National Highways for the Strategic Road Network

- ISEP Guidelines for Environmental Noise Impact Assessment (2014).

10.3 Assessment Methodology

10.3.1 Consultation

An EIA Scoping Opinion was sought from the relevant local authority, Manchester City Council (MCC).

MCC's agreement with the noise and vibration elements of the EIA Scoping Report and Vanguardia's proposed methodology was confirmed as part of MCC's EIA Scoping Opinion issued on 7th January 2026.

In November 2025, approval of the proposed survey locations and methodology was sought from MCC's Environmental Health Department. The methodology was deemed acceptable on 12th December 2025 by Sue Jones via email.

10.3.2 Study Area

With regard to the likely noise and vibration effects of the Proposed Development, the extent of the study area includes the site and the surrounding sensitive receptors in proximity to the site boundary, rather than covering a specific distance. Generally, for construction and operational noise, consideration is given to the nearest receptors to the site boundary, on the assumption that these represent the worst affected receptors and the impact at all other receptor locations will be no worse and most likely lower than those included in the assessment.

10.3.3 Establishing Baseline and Sensitive Receptors

10.3.3.1 Determining Baseline Conditions

To characterise and quantify the existing baseline sound environment around the Proposed Development, baseline sound surveys were undertaken between 6th February 2026 and 12th February 2026.

The survey comprised of 4 static monitoring locations left unattended for the duration of the monitoring and 2 locations where short-term attended measurements were undertaken. The locations were selected to be representative of existing and proposed noise sensitive receivers around the Proposed Development. At all measurement positions, the microphones were in the acoustic free field and at a height of 1.5m above local ground level.

A summary of the survey dates and observations of the main noise sources at each location are given in **Table 10.1** for the unattended measurements and **Table 10.2** for the attended measurements. The measurement locations are shown in **Plate 10.1**.

Plate 10.1: Noise Monitoring Survey Locations

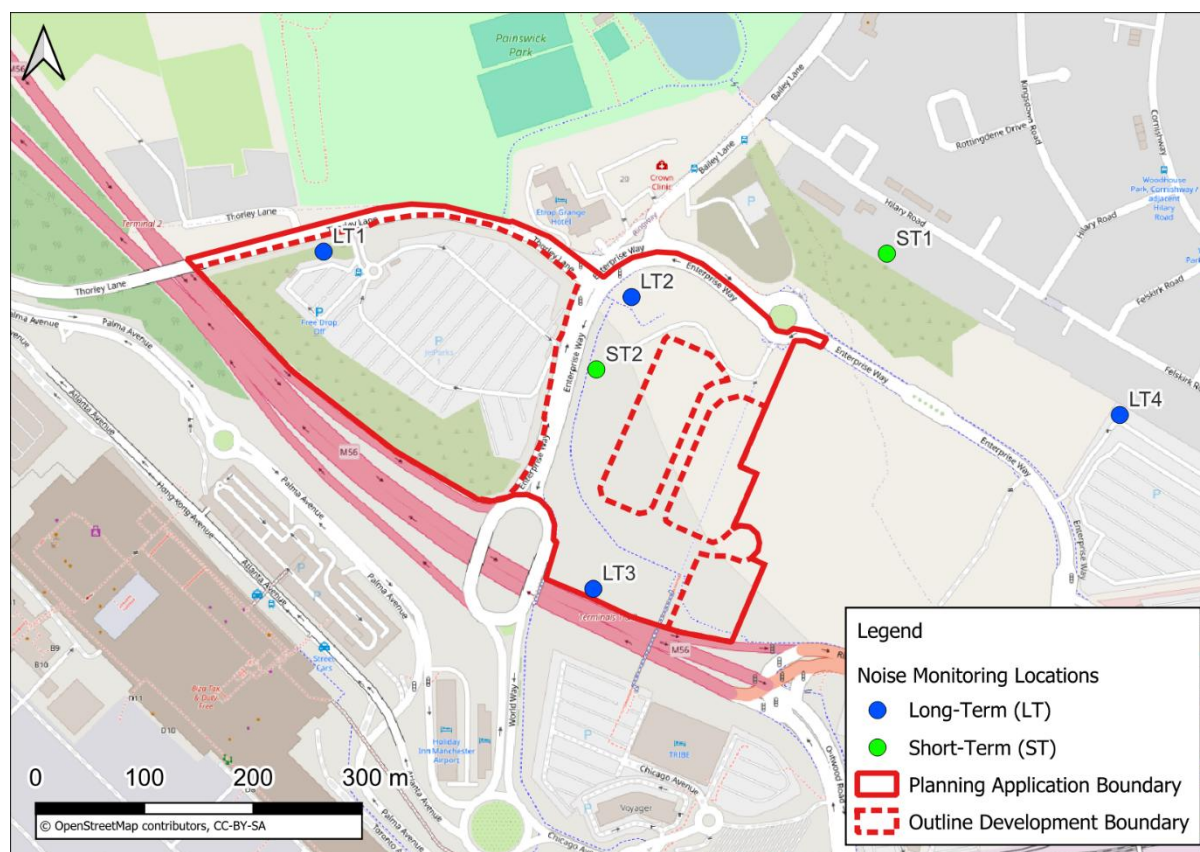


Table 10.1: Unattended Survey Details

Unattended Survey Location	Survey Dates		Observations of Main Noise Sources
	Start	End	
LT1	06/02/2026	12/02/2026	Road traffic noise along Thorley Lane, Car park noise from Manchester Airport Jet Parks 1, occasional aircraft noise.
LT2	06/02/2026	12/02/2026	Roads traffic noise along Enterprise Way and occasional aircraft noise.
LT3	06/02/2026	12/02/2026	Roads traffic noise along M56 and occasional aircraft noise.
LT4	06/02/2026	12/02/2026	Roads traffic noise along Enterprise Way, occasional car parking noise from the THG Car Park and occasional aircraft noise.

Table 10.2: Attended Survey Details

Attended Survey Location	Survey Dates		Observations of Main Noise Sources
	Date	Start/End time	
ST1	10/02/2026 – 11/02/2026	21:00-02:45	Roads traffic noise along Enterprise Way and occasional aircraft noise.

Attended Survey Location	Survey Dates		Observations of Main Noise Sources
	Date	Start/End time	
ST2	11/02/2026 – 12/02/2026	07:30-06:30	Roads traffic noise along Enterprise Way and M56 and occasional aircraft noise.

A field sensitivity check was undertaken prior to and following each set of survey measurements and no significant drift in sensitivity was identified for any measurement at any location. All the sound level meters (SLMs) and field calibrators used for the surveys were of Class 1 specification. All SLMs were within 2 years of their last laboratory calibration, and all calibrators within 1 year. Further details of the monitoring equipment used are given in **Appendix 10.5, ES Volume II**.

The results of the surveys are presented in **Appendix 10.6, ES Volume II**. Time history graphs have been produced for the long-term unattended survey locations, and tables have been provided summarising the measured noise levels at the short-term attended locations.

A weather station was installed close to survey location LT2 to record precipitation rate, wind speed and wind direction data for the duration of the survey. However, an equipment malfunction meant the weather station did not become operational until Monday 9th February. For weather information prior to this, publicly accessible weather data from a nearby weather station (IMANCH173)² has been used.

10.3.3.2 Determining Potential Receptors

Sensitive receptors are identified as locations where a human or ecological habitat could be exposed to increased levels of noise due to the Proposed Development.

These usually include the nearest receptors to a Proposed Development, on the basis that these represent those worst affected and that the impact at all other locations would be no greater, and in many cases, lower than at the receptors included in the assessment.

10.3.4 Assessment of Sensitivity

The sensitivity of receptors is determined by a number of factors, including: the permanence or transience of the receptor, the ambient noise levels required for the enjoyment of amenity or carrying out daily activities etc. Consideration needs to be given to the relative sensitivity of those receptors. For example, a residential property would be considered more sensitive to noise than a place of work or a café.

Table 10.3 sets out the scale of sensitivity that has been applied to the receptors identified in relation to this technical assessment.

Table 10.3: Sensitivity of Receptor

Receptor Sensitivity	Receptor Type
High	Receptors where people or operational activities are extremely susceptible to effects from noise and vibration. For example, residential accommodation, hospital operating theatres/high dependency units, care homes etc.
Medium	Receptors where people are moderately susceptible to noise and vibration.

² <https://www.wunderground.com/dashboard/pws/IMANCH173e>

Receptor Sensitivity	Receptor Type
	For example: offices, schools and universities, hospital wards, temporary holiday accommodation and hotels, places of worship, private gardens and outdoor areas used for stationary recreation.
Low	Receptors with a low susceptibility to disturbance from noise and vibration. For example: sports grounds, bars, cafes, restaurants.

The identified sensitive receptors for the project consist of residential properties and hotels. Therefore, for the purposes of this assessment all receptors have been considered of high or medium sensitivity.

10.3.5 Approach to Impact Assessment

10.3.5.1 Assessment of Construction Impacts

The following construction effects are considered within this chapter. Noise data used to model construction activity source levels used in the assessment are contained in **Appendix 10.8, ES Volume II**.

It is anticipated that the construction working hours will be as follows:

- 07:30 – 17:30 hours Monday to Friday;
- 07:30 – 13:30 hours on Saturdays and Sundays; and
- No working on Bank Holidays.

It is expected that all construction related deliveries would also take place during these hours, except for large items of plant which usually have to be transported on the road network at other times when there is minimal traffic. Site personnel would typically be permitted to access the site shortly before and after these hours.

On occasion, out of hours works may be required where it is not practicable to complete them within the hours stated above. Such activities may include long concrete pours which cannot be interrupted once started, any such works would be appropriately managed and mitigated to minimise any potential adverse noise effects as far as practicable. Permission would be sought from MCC, and occupiers of nearby properties would be informed by the contractor in advance of the works and their likely duration.

Construction Activity Noise

Predicted construction noise levels at the identified receptors have been assessed using the thresholds set out in **Table 10.4**. The values are based on the guidance within Annex E of BS 5228-1:2009+A1:2014 and the effects that construction noise can have on those exposed to it. The thresholds are expressed in terms of current Government Policy.

Table 10.4: Threshold of Potential Effects of Construction Noise at Receptors

Effect ^(a)	Time Period	Threshold Value ($L_{Aeq,T}$) dB(A)
Lowest Adverse Effect Level (LOAEL)	Day (07:00 – 19:00)	65
Significant Adverse Effect Level (SOAEL)	Day (07:00 – 19:00)	75
^a These effects, i.e., adverse or significant adverse effects, are expected to occur if the programme of works indicates that the relevant threshold values are likely to be exceeded over a period of at least one month		

Regarding the likely worst-case construction noise levels, due to the mobile nature of the works, these are only likely to occur at any particular receptor on a small number of days, and would not be expected to last for one month.

Where necessary, measures to avoid any significant adverse effects on health and quality of life, and to mitigate and reduce to a minimum any adverse effects, has been identified. This includes the use of best practicable means (BPM) to reduce effects and/or deliver mitigation.

All construction noise effects will be temporary in nature and reversible once the works have been completed.

Construction Road Traffic Noise

The significance of construction traffic noise effects has been determined using the thresholds set out in **Table 10.5**. These values are based on the guidance in Table 3.17 of LA111. The assessment predicts the change in noise for the year 2027, which is considered to be the peak year of construction activity for the Proposed Development.

Table 10.5: Threshold of Potential Effects of Construction Traffic Noise at Receptors

Semantic Descriptor of Magnitude of Adverse Impact	Increase in $L_{A10, T}$ or $L_{Aeq, T}$ noise level dB(A)
Major	Greater than or equal to 5.0
Moderate	Greater than or equal to 3.0 and less than 5.0
Minor	Greater than or equal to 1.0 and less than 3.0
Negligible	Less than 1.0
Note: Construction traffic noise shall constitute a significant effect where it is determined that a major or moderate magnitude of impact will occur for a duration exceeding: a) 10 or more days or nights in any 15 consecutive days or nights b) A total number of days exceeding 40 in any 6 consecutive months.	

10.3.5.2 Assessment of Operation Impacts

The following operation effects are considered within this chapter.

Building Services Plant Noise

Due to the outline nature of this planning application, there is no information available regarding final layout, uses/occupiers, or plant details. Typical representative background sound levels have been used to set plant noise limits, as discussed in **Section 10.5.2.2**.

The matrix of significance presented in **Table 10.6**. Set out the various impacts, with those deemed a significant adverse effect shown by the shaded boxes with text in bold.

Table 10.6: Plant Noise Significance of Effect Criteria

BS 4142 difference between Rating Noise level and $L_{A90, T}$ background Noise Level dB(A)	BS 4142 Description	Magnitude of Impact
Around - 5	The lower the rating level is relative to the measured background sound level, the less likely it is that the specific sound	Negligible

BS 4142 difference between Rating Noise level and $L_{A90,T}$ background Noise Level dB(A)	BS 4142 Description	Magnitude of Impact
	source will have an adverse impact	
Around zero	An indication of the specific sound source having a low impact, depending on the context.	Minor
Around + 5	A difference of around +5 dB is likely to be an indication of an adverse impact, depending on the context.	Moderate
Around + 10	A difference of around +10 dB or more is likely to be an indication of a significant adverse impact, depending on the context.	Major

Operational Activity Noise

The assessment of the potential impacts arising from operational sound associated with the Proposed Development is based on the principles of BS 4142:2014+A1:2019³. This methodology provides an initial estimate of impact based on the difference between the sound from the source being assessed (the specific level) and the existing background sound level at the measurement location.

With regard to the background sound level, the standard states that the value used should be typical of what occurs at the receptor locations during the assessment periods and that the objective is not simply to identify the lowest background level. Typical background sound levels are usually identified using statistical analysis; see the Baseline Conditions section below for further information.

The standard also states that certain characteristics, if perceptible at the receptor location, can increase the extent of the impact over that expected from a simple difference in noise levels. These characteristics include tonality, impulsivity and intermittency as well as “*other sound characteristics*” which is used when the sound might be readily distinctive against the residual acoustic environment but is not considered to have any of the other three features. The standard describes various options for taking any such features into account and for determining what is described in the standard as a ‘rating level’.

The standard states that the extent of the impact can be determined by subtracting the typical background sound level from the rating level. The greater the difference the greater the magnitude of the initial impact estimate. The standard states that:

- “Typically, the greater this difference, the greater the magnitude of the impact.
- A difference of around + 10 dB or more is likely to be an indication of a significant adverse impact, depending on the context.
- A difference of around + 5 dB is likely to be an indication of an adverse impact, depending on the context.

³ BS 4142:2014+A1:2019: Method for rating and assessing industrial and commercial sound, BSI (2019)

- *The lower the rating level is relative to the measured background sound level, the less likely it is that the specific sound source will have an adverse impact or a significant adverse impact. Where the rating level does not exceed the background sound level, this is an indication of the specific sound source having a low impact, depending on the context.”*

With regard to the prediction of sound from these sources, a 3D model of the surrounding area including topography has been constructed using the software package CadnaA.

The assessment of the potential adverse impacts from operational sound from HGV activities arising from the Proposed Development has been based on the principles of BS 4142:2014:A1:2019. Further information regarding the assessment methodology is provided in **Appendix 10.7, ES Volume II**.

In the first instance, to make an initial estimate of the impact of the source being assessed, two values are required. The first is the rating level of the source to be assessed, which is the specific sound level that, if appropriate, has been corrected to account for certain acoustic features. The second is the typical background sound level at the receptor identified in **Table 10.10**.

The standard states that, where certain characteristics are likely to be perceptible at the receptor location, a correction should be applied to the operational sound level (the specific level) as these characteristics can increase the extent of the impact. In this case, it is considered unlikely the operational sound will have any specifically tonal, impulsive or intermittent characteristics that would be perceptible at the receptor locations.

It is possible that in some situations, the operational sound will have ‘other sound characteristics’ such as vehicle manoeuvring noise or loading/unloading noises which may be readily distinctive against the residual sound of traffic noise. Therefore, as a cautious approach, a character correction for other acoustic features of +3 dB has been applied to the HGV noise levels⁴ for some receptors based on the relative values of the specific, residual, and background sound levels at the receptors for each assessment period.

With regard to the HGV access road sound levels, as this relates to the vehicles driving along the access roads to serve each unit, it is not considered that this element of the operational sound would give rise to ‘other acoustic features’ that would be distinctive against the existing baseline road traffic noise therefore no corrections have been applied to this source.

Operational Road Traffic Noise

The project transport consultant has provided road traffic data in the form of 18-hour AAWT flows for each scenario. There is forecast to be an increase in HGV traffic due to the Proposed Development. On this basis, detailed modelling of road traffic noise is considered necessary for the immediate surrounding area. The contribution of the Proposed Development to increase in traffic volume on the wider road network is considered to be small, and therefore modelling of the wider road network is not deemed necessary.

The road traffic noise levels have been predicted for the following scenarios:

- 2025 Baseline
- 2030 DM and DS representative of the Opening Year of the detailed Application Site,
- 2035 DM and DS representative of the Future Year with the Proposed Development to indicate the potential longer-term road traffic noise impacts.

⁴ This is the noise from vehicles manoeuvring or loading/unloading.

As well as the predicted noise level arising from road traffic at the receptor locations, the change in road traffic noise between the DM and DS scenarios has also been determined.

It is understood that traffic flows used for the DM and DS Opening Year and Future Year scenarios include the cumulative effect of all committed development schemes. Further details of these schemes can be found in Chapter 2.

The significance of potentially adverse road traffic noise effects will be based on a combination of the predicted noise exposure at receptors and the difference between a future baseline year without the Development (the Do Minimum or DM scenario) compared with the associated traffic with the Development (the Do Something or DS scenario).

The noise exposure thresholds are set out in **Table 10.7**. These have been derived from the effects that road traffic noise can have on those affected⁵ and are expressed in terms of Government policy.

Table 10.7: Threshold of Potential Effects of Road Traffic Noise (Residential Receptors)

Time period	Effect	Noise Exposure Threshold Value
Day (07:00-23:00)	LOAEL	50 dB L _{Aeq} 16 hour (free-field) ^{a,b}
	SOAEL	63 dB L _{Aeq} 16 hour (free-field) ^{a,c}
Night (23:00-07:00)	LOAEL	40 dB L _{night} (free-field)
	SOAEL	55 dB L _{night} (free-field)
Notes: ^a This is the <i>average daily value (07:00 – 23:00 hours)</i> at a position one metre from a residential building façade containing a window, ignoring the effect of an acoustic reflection from that façade. ^b equivalent to 55 dB L_{A10,18hr} façade ^c equivalent to 68 dB L_{A10,18hr} façade		

If the daytime LOAEL threshold is exceeded, the data in **Table 10.8** sets out how the magnitude of the impact is described, taking account of the change in daytime noise exposure and the resulting exposure.

Table 10.8: Descriptors of Magnitude of Daytime Road Traffic Noise Change

Magnitude of Impact	Between LOAEL and SOAEL	SOAEL or Greater
No Change	0	0
Negligible	Up to 2.9 dB(A)	Up to 0.9 dB(A)
Minor	3.0 – 4.9 dB(A)	1.0 – 2.9 dB(A)
Moderate	5.0 – 9.9 dB(A)	3.0 – 4.9 dB(A)
Major	10.0 dB(A) and over	5.0 dB(A) and over

Whether or not a significant adverse effect is expected to occur is determined by comparing the predicted noise level (with the Proposed Development) with the LOAEL and SOAEL values shown in **Table 10.7**, and also considering the increase in noise due to the Proposed Development. If the result for any property falls in the categories shown by the shaded boxes

⁵ The evidence for using some of these values can be found in guidance from the World Health Organisation and are presented in the Design Manual for Roads and Bridges. LA111: Noise and Vibration. (2020)

with text in bold in **Table 10.8** this indicates that the property is regarded as experiencing a significant adverse effect with respect to Government policy due to an increase in road traffic noise during the daytime period.

If the night-time LOAEL threshold is exceeded, the data in **Table 10.9** sets out how the magnitude of the impact is described taking account of the change in night-time noise exposure and the resulting exposure.

Table 10.9: Descriptors of Magnitude of Night-Time Road Traffic Noise Change

Magnitude of Impact	Between LOAEL and SOAEL	SOAEL or Greater
No Change	0	0
Negligible	Up to 0.9 dB(A)	Up to 0.9 dB(A)
Minor	1 – 2.9 dB(A)	1.0 – 2.9 dB(A)
Moderate	3.0 – 4.9 dB(A)	3.0 – 4.9 dB(A)
Major	5.0 dB(A) and over	5.0 dB(A) and over

Whether or not a significant adverse effect is expected to occur is determined by comparing the predicted noise level (with the Proposed Development) with the LOAEL and SOAEL values shown in **Table 10.7**, and also considering the increase in noise due to the Proposed Development. If the result for any property falls in the categories shown by the shaded boxes with text in bold in **Table 10.9**, this indicates that the property is regarded as experiencing a significant adverse effect with respect to Government policy due to an increase in road traffic noise during the night-time period.

CRTN calculates road traffic noise levels in terms of the $L_{A10,18h}$ index. To compare these results to the noise exposure thresholds shown in **Table 10.7**, the predicted $L_{A10,18h}$ values have been converted to $L_{Aeq,16h}$ and L_{night} values using method 3 of the Defra commissioned report by TRL/Casella Stanger⁶.

All road traffic noise effects are expected to be permanent.

10.3.5.3 Assessment of Significance

The criteria used to determine the significance of effect is based on different factors depending on the type of noise being assessed, and has been covered in the previous sections for both construction and operational noise.

10.3.5.4 Assumptions and Limitations

All acoustic assessment tools, whether models or monitoring measurements, have a degree of uncertainty associated with the results. The choices made in setting-up the model, choosing the input data, and selecting the baseline data will decide whether the final predicted impact should be considered a central estimate, or an estimate tending towards the upper bounds of the uncertainty range (i.e. tending towards worst-case).

In order to take a robust approach to this assessment, and given the outline nature of the planning application, worst-case rather than central estimate assumptions have been used wherever possible.

⁶ TRL, 2002, Converting the UK traffic Noise index $L_{A10,18 \text{ hour}}$ to EU noise indices for noise mapping by P.G. Abbott and P.M. Nelson (PR/SE/451/02)

Road Traffic Noise

Traffic flow data used to predict road traffic noise was provided by the traffic consultant and are described fully in **Chapter 12: Transport and Movement** of this ES.

The road traffic noise model followed the calculation methodology specified in CRTN which assumes moderate down-wind conditions, so worst-case has been assumed.

Construction Noise

Prior to the appointment of a contractor, detailed information is not yet available regarding the construction traffic movements and the type, numbers and size of construction equipment that will be employed from each activity. The assessment has been based on assumptions of the likely plant and equipment and their expected typical use over a working day, based on experience from other similar-scale projects.

Operational Sound

Only the approximate sizes of the units, general location and anticipated amount of activity of each unit is known at this point and the assessment is based on a reasonable worst-case scenario taking these factors into account. Therefore, the assessment identifies the magnitude of the likely impacts and effects and the mitigation measures likely to be needed to reduce the operational sound impacts. Prior to each phase of the development, it is proposed that a further assessment is undertaken to update this assessment and any necessary mitigation required to ensure that impacts are mitigated and minimised to meet national and local noise policy.

Regarding mechanical services noise, prior to the occupants of the warehouses being known, no information regarding the type or number of these units is known. Prior to installation, it is proposed that details of the mechanical plant will be submitted to and approved by MCC. As part of this process, sound from the proposed plant installations will be assessed and, if required, mitigated to demonstrate compliance with national and local noise policy. Such mitigation is typically of a standard type that can be relied upon to achieve the required level of noise attenuation.

At the time of assessment, it is understood that as the application is for outline consent, the site layout is not fixed and therefore the sizes and positions of the warehousing, service yards and loading bays etc are subject to change, although the total maximum quantum of development will be fixed. It is also understood that the Proposed Development will operate 24 hours a day, every day of the week. B8 storage/distribution use has been assumed as representative of worst-case impacts in terms of the number of vehicle movements.

To predict the potential impacts and effects at the receptors, it is necessary to make some indicative assumptions regarding the site layout, the potential distribution of noise sources across the site and likely operations. This assessment has been based on the layout indicated in the illustrative masterplan, which is considered to provide a 'realistic worst case' assessment. The assessment assumes Unit F1, F2, F3, F4 and Unit B1 include dock levellers for HGV loading/unloading, all other units (A1-A7, B3 and E2) are assumed to be unloaded/loaded using a forklift truck. Refrigerated HGVs have been included in the assessment at Unit F1 and F2 only.

As such, limitations have been managed such that the assessment remains robust for EIA purposes, based on realistic worst-case assumptions.

General assumptions and limitations that apply to all technical chapters are set out in **Chapter 2: EIA Methodology**.

10.4 Baseline Conditions

10.4.1 Existing Baseline and Sensitive Receptors

The background noise levels determined from measurement data are presented in **Table 10.10** and the survey locations indicated in **Plate 10.1**.

The derivation of the representative L_{A90} values has followed the methodology outlined in Appendix A of MCC's Noise and Planning Guidance. Due to the limited data set for the short-term locations, the typical background sound levels have been calculated based on the measured background levels at those locations together with the application of a correction. The correction has been calculated based on the average difference between the measured ST noise levels and the corresponding noise levels measured at the relevant LT location at the same times.

Table 10.10: Background Noise Levels

Survey location	Daytime dB L_{A90} , 15min	Night-time dB L_{A90} , 15min
LT1	57	50
LT2	53	46
LT3	60	51
LT4	50	43
ST1*a	48 (+7)	39 (+5)
ST2*b	59 (+1)	53 (+1)
*Short term background noise levels have been calculated. Correction applied based on correlation with long-term monitoring can be seen in brackets. a corresponding long-term morning location is LT4 b corresponding long-term morning location is LT2		

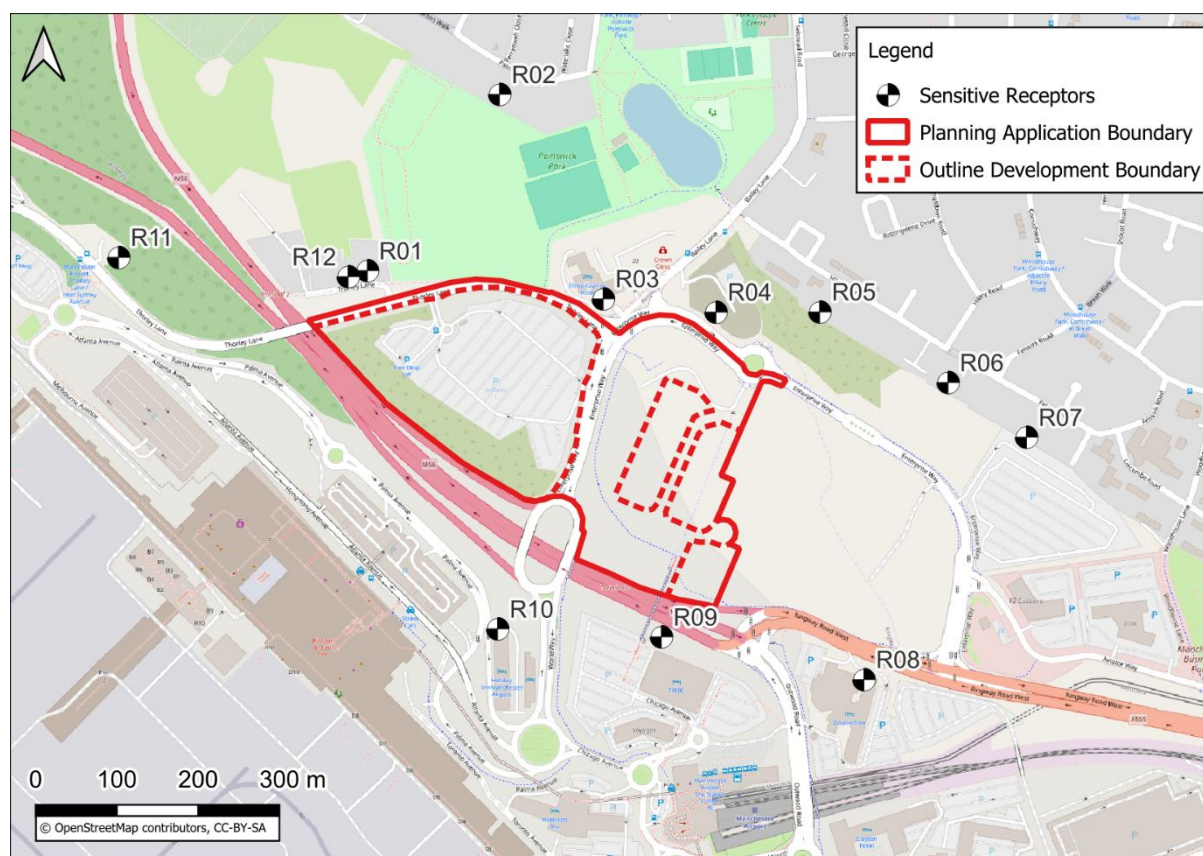
A number of sensitive receptors have been identified, as listed in **Table 10.11** and shown on **Plate 10.2**.

Table 10.11: Sensitive Receptors

Reference	Survey Location	Description	Location relative to site	Sensitivity
R01	LT1	Day Care Centre at Thorley Ln, Ringway, Wythenshawe, Altrincham	~52m north	Medium
R02	LT1	Residential Property at 41 Painswick Rd, Wythenshawe, Manchester	~225m north	High
R03	LT2	Etrop Grange Hotel at Thorley Lane, Wythenshawe, Manchester	~32m north	Medium
R04	LT2	Dakota Hotel at 7 Enterprise Way, Manchester	~35m north	Medium
R05	ST1	Residential Property at 6 Torridon Walk, Wythenshawe, Manchester	~127m north-east	High
R06	LT4	Residential Property at 23 Gorston Walk, Wythenshawe, Manchester	~209m east	High

Reference	Survey Location	Description	Location relative to site	Sensitivity
R07	LT4	Residential Property at 5 Thaxted Walk, Wythenshawe, Manchester	~305m east	High
R08	LT3	DoubleTree Hotel at Outwood Lane, Manchester	~209m west	Medium
R09	LT3	TRIBE Hotel at Chicago Avenue, Airport, Manchester	~50m south	Medium
R10	LT3	Hotel Inn at Palma Avenue, Manchester	~129m south	Medium
R11	LT1	Residential Property at Hale Top Farm and Cottage, Thorley Ln, Manchester M90 4EG	~249m west	High
R12	LT1	Residential Property at Rose Cottage, Thorley Ln, Ringway, Wythenshawe, Altrincham	~39m north-west	High

Plate 10.2: Sensitive Receptor Locations



10.4.2 Future Baseline

The change in the baseline road traffic conditions has been determined through a review of road traffic forecasts for the future baseline assessment years and the inclusion of the relevant contribution from other committed developments.

Sensitive noise receptors along Thorley Lane, Enterprise Way and the M56 motorway are domestic residences, each of which will be subject to the same magnitude of change of noise irrespective of their distance from the road.

The baseline (2025) and future baseline (without development/Do Minimum, for the year 2035) noise environments have been calculated from traffic flow data provided by the traffic consultant.

The data comprised 18-hour (daytime) AAWT flow volumes which were used to calculate the $L_{A10, 18 \text{ hour}}$. The predicted $L_{A10, 18 \text{ hr}}$ values at free-field conditions and converted to $L_{Aeq, 16 \text{ h}}$ and L_{night} values using method 3 of the TRL document⁷.

Traffic speed was based on the local speed limit, according to paragraph 14 of CRTN⁸.

Calculated levels are presented in **Table 10.12**. Predicted noise levels have been assessed at the worst affected floor.

Table 10.12: Baseline and Future Baseline Traffic Noise

Receptors		Baseline		Future Baseline	
		Day	Night	Day	Night
		$L_{Aeq, 16 \text{ hr}}$ dB	L_{night} dB	$L_{Aeq, 16 \text{ hr}}$ dB	L_{night} dB
R01	Thorley Lane	64	54	65	54
R03	Enterprise Way	66	56	67	56
R09	M56 Slip Roads	71	60	71	60

It can be seen from **Table 10.12** that in the absence of the Proposed Development, the future noise environment is likely to continue to be governed by changes in the current dominant sources of noise at the sensitive receptors, i.e., road traffic and aircraft noise.

10.5 Assessment of Likely Significant Effects

10.5.1 Construction Effects

The likely impacts arising from the construction of the Proposed Development are summarised in the paragraphs below, with further detail provided in the relevant technical appendices.

10.5.1.1 Embedded Mitigation

In general, construction noise and vibration will be managed using best practicable means (BPM), i.e., the use of all reasonably practicable measures to minimise construction noise

⁷ TRL, 2002, Converting the UK traffic Noise index $L_{A10, 18 \text{ hour}}$ to EU noise indices for noise mapping by P.G. Abbott and P.M. Nelson (PR/SE/451/02)

⁸ CRTN, Calculation of Road Traffic Noise, Department of Transport 1988 - CRTN provides information on the monitoring of road traffic noise and its prediction from traffic flow counts or forecasts, taking account of factors such as the percentage of heavy vehicles, vehicle speed and the road surface type and gradient. It also includes a comprehensive series of noise prediction techniques which take account of the noise attenuation which can be derived from the distance to the property, the flow of the land between the road and property, acoustic barriers and the different ground surfaces.

and vibration. This will follow the principles of the guidance within BS 5228:2009+A1:2014 Parts 1 and 2⁹ and may include the following where appropriate:

In assessing the likely construction impacts, the following mitigation has been assumed as being 'inherent' and is therefore considered within the pre-mitigation assessment:

- Compliance with the requirements of the Outline CMP; and
- Compliance with the Construction Traffic Management Plan.
- Selection of appropriate equipment and construction methods;
- Plant to be located as far away as is reasonably practicable from noise-sensitive receptors;
- Static plant/equipment fitted with suitable enclosures or screening where practicable;
- Temporary hoardings/screens around the site boundary or specific activities as appropriate;
- Site personnel instructed on BPM to reduce noise and vibration as part of their induction training and as required prior to specific work activities;
- Appropriate management of working hours for noisier tasks; and
- Liaison with residents in advance of works commencing to provide information regarding the programme.

Any additional or secondary mitigation deemed necessary to avoid or minimise adverse effects arising from the construction of the Proposed Development is outlined in **Section 10.6 Mitigation & Monitoring**. Those measures are taken into account before reporting the residual (i.e., post-mitigation) construction effects of the Proposed Development.

10.5.1.2 Construction Activity Noise

For the main construction works, an indication of the potential noise effects of construction activities has been determined at the relevant noise sensitive receptors listed in **Table 10.11**, based on estimates of the type and numbers of plant and equipment likely to be used together with their estimated usage, or on-time, for a typical working day. These estimates are summarised in **Appendix 8.1, Volume II**.

As can be seen from **Appendix 8.1**, the works have been split into the following indicative activity scenarios:

- Demolition works – removal of hard standing;
- Earth works & site infrastructure – main bulk of the enabling and site preparation works.
- Ground works – foundations, etc.; and
- Infrastructure works – access roads, etc.

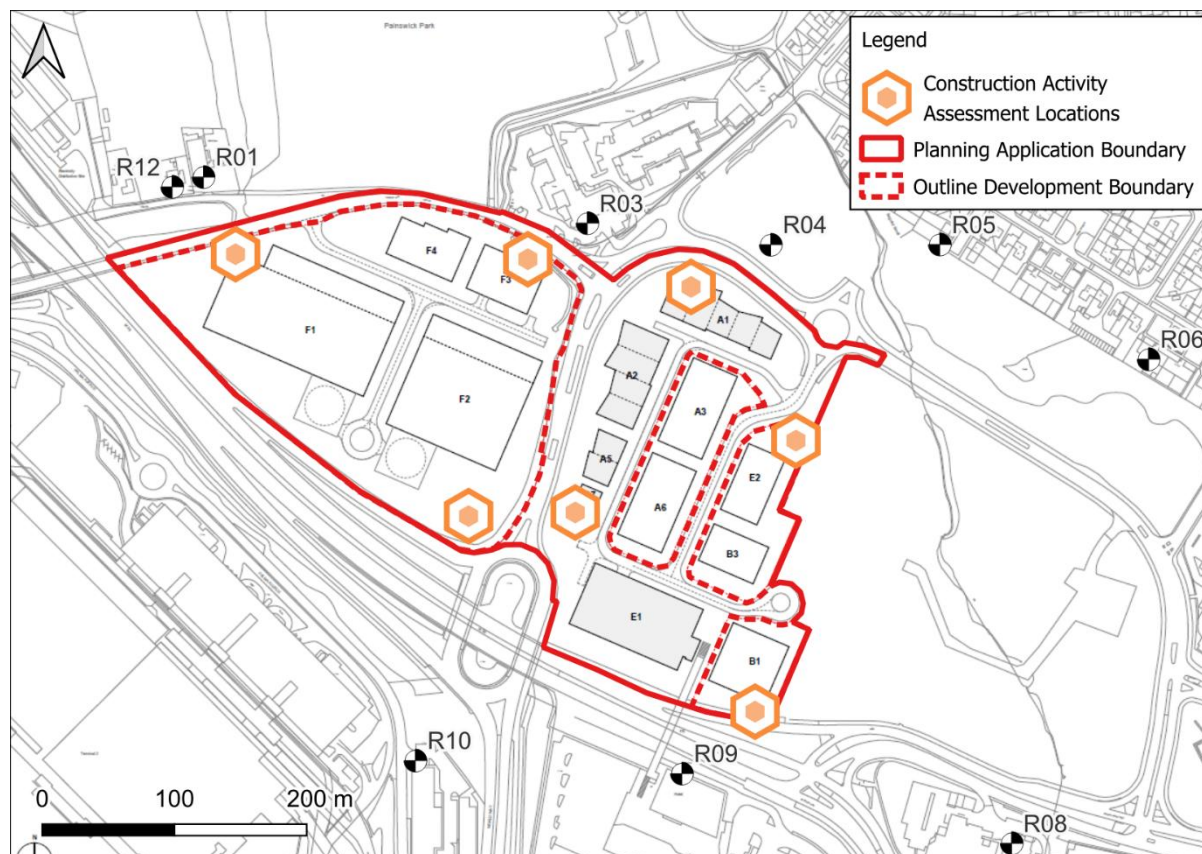
The construction phase of the super structure has not been included in the assessment due to the lower noise source levels attributed to this phase and it being unlikely that any significant effects would occur as a result.

For each activity scenario, the contributions for each item of plant were combined and modelled as a single activity point source. The combined construction point source was then

⁹ BS 5228-1:2009+A1:2014 – Code of Practice for noise and vibration control on construction and open sites, Part 1: Noise;

modelled in different locations (indicated in red in **Plate 10.3**) to give an indication of the likely noise levels at each receptor when the construction activity is nearby.

Plate 10.3: Construction Source Locations Assessed



The construction noise predictions have been based on the principles of the methodology contained within Annex F of BS 5228-1:2009+A1:2014¹⁰. This standard has been formally adopted by Government as the Code of Practice for use in this situation¹¹. Propagation of construction noise has been predicted using CadnaA noise modelling software and the principles of the ISO 9613-2:2024¹² methodology, assuming moderate downwind propagation between the source and receptors.

With regard to the potential temporary noise effects at nearby receptors arising from construction of the Proposed Development, the predicted noise levels for the construction activities, based on a worst-case working-day duration of 12 hours, are presented in **Table 10.13**.

¹⁰ BS 5228-1:2009+A1:2014 – Code of Practice for noise and vibration control on construction and open sites, Part 1: Noise

¹¹ Statutory Instrument 2015/227 – The Control of Noise (Code of Practice for Construction and Open Sites) (England) Order 2015

¹² ISO 9613-2: Acoustics – Attenuation of sound during propagation outdoors – Part 2: General Method of calculation, ISO (2024)

Table 10.13: Predicted Daytime Construction Noise Levels and Effects

Receptor	Predicted Construction Noise Level ($L_{Aeq, 12hr}$ dB) and potential effect for each activity			
	Earthworks	Demolition	Groundworks	Infrastructure
R01	74 (Between LOAEL and SOAEL)	73 (Between LOAEL and SOAEL)	69 (Between LOAEL and SOAEL)	73 (Between LOAEL and SOAEL)
R02	66 (Between LOAEL and SOAEL)	64 (Below LOAEL)	60 (Below LOAEL)	64 (Below LOAEL)
R03	73 (Between LOAEL and SOAEL)	72 (Between LOAEL and SOAEL)	67 (Between LOAEL and SOAEL)	71 (Between LOAEL and SOAEL)
R04	74 (Between LOAEL and SOAEL)	73 (Between LOAEL and SOAEL)	69 (Between LOAEL and SOAEL)	73 (Between LOAEL and SOAEL)
R05	64 (Below LOAEL)	62 (Below LOAEL)	58 (Below LOAEL)	62 (Below LOAEL)
R06	64 (Below LOAEL)	62 (Below LOAEL)	58 (Below LOAEL)	62 (Below LOAEL)
R07	62 (Below LOAEL)	60 (Below LOAEL)	56 (Below LOAEL)	60 (Below LOAEL)
R08	65 (Equal to LOAEL)	63 (Below LOAEL)	59 (Below LOAEL)	63 (Below LOAEL)
R09	72 (Between LOAEL and SOAEL)	71 (Between LOAEL and SOAEL)	67 (Between LOAEL and SOAEL)	71 (Between LOAEL and SOAEL)
R10	66 (Between LOAEL and SOAEL)	64 (Below LOAEL)	61 (Below LOAEL)	65 (Equal to LOAEL)
R11	62 (Below LOAEL)	61 (Below LOAEL)	56 (Below LOAEL)	60 (Below LOAEL)
R12	73 (Between LOAEL and SOAEL)	72 (Between LOAEL and SOAEL)	68 (Between LOAEL and SOAEL)	72 (Between LOAEL and SOAEL)

The values indicate the noise levels to be expected on a typical working day at the worst affected floor level for each receptor. Also indicated is how the predicted noise levels correspond to the thresholds of potential effects stated in **Table 10.4**, although this does not consider the duration of the activity in that location.

As the assessment locations are located at the closest realistic point to the receptor, it is considered unlikely that there will be occasions when the predicted noise levels could be slightly higher than those presented. However, if this does occur, this would very much be a worst case, atypical occurrence

The construction noise levels will vary considerably throughout the works programme depending on the different activities being undertaken during each phase and how they are

distributed across the site. While it is possible that more than one activity may take place concurrently, the predicted noise levels shown in **Table 10.13** are based on the activities being in close proximity to the receptors. Therefore, it is unlikely that any other activities taking place at the same time would be close enough to a particular receptor to cause a material increase in construction noise levels over those shown.

The results in **Table 10.13** indicate that for all activity scenarios, the predicted levels at all receptors are below the SOAEL threshold of 75 dB $L_{Aeq,T}$ presented in **Table 10.4**. Therefore, the effect is determined to be **Minor Adverse** (not significant) at most, at the worst affected receptors.

10.5.1.3 Construction Traffic Noise

The traffic flows provided by the transport consultant have been reviewed to understand the potential impacts from construction traffic noise on surrounding receptors.

The predicted increase in HGVs accessing the site along the Enterprise Way is insignificant (approximately 0.4%) compared to the 2027 baseline AAWT flows of 15,076, which equates to a 0.1 dB increase which is well under the adverse effect level, therefore the effect is determined to be **Negligible** (not significant) at all receptors. **Table 10.14** shows the change in road traffic noise as a result of the Proposed Development Construction for the daytime during 2027.

Table 10.14: Construction Road Traffic Noise Calculation Results 2027 – Daytime

Receptor	Noise change dB(A)	Impact Magnitude	Significant Adverse Effect?
R01	+0.0	No Change	No
R02	+0.1	Negligible	No
R03	+0.0	No Change	No
R04	+0.0	No Change	No
R05	+0.0	No Change	No
R06	+0.0	No Change	No
R07	+0.0	No Change	No
R08	+0.0	No Change	No
R09	+0.0	No Change	No
R10	+0.1	Negligible	No
R11	+0.0	No Change	No
R12	+0.0	No Change	No

The results in **Table 10.14** show that construction road traffic noise will have a **negligible** impact at the worst effected locations.

10.5.2 Operational Effects

The likely operational effects of the Proposed Development are summarised in the paragraphs below, with further detail provided in the relevant technical appendices.

10.5.2.1 Embedded Mitigation

No embedded mitigation has been identified at the development; however, careful management of site operations should continue as best practice.

Any additional or secondary mitigation deemed necessary to avoid or minimise adverse effects arising from the construction of the Proposed Development is outlined in **Section 10.6 Mitigation & Monitoring**. Those measures are taken into account before reporting the residual (i.e., post-mitigation) operational effects of the Proposed Development.

10.5.2.2 Building Services Plant Noise

Sound emission from mechanical plant associated with the Proposed Development, such as that used for ventilation and cooling of the warehouses and associated office space, is considered a component of operational sound. Prior to the occupants of the warehouses being known, no information regarding the type or number of these units is known.

Prior to installation, it is proposed that details of the mechanical plant will be submitted to and approved by the relevant planning authority. As part of this process, sound from the proposed plant installations will be assessed and, if required, mitigated to demonstrate compliance with the MCC's policy i.e. 'Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5 dB (L_{Aeq}) below the typical background (L_{A90}) level at the nearest noise sensitive location'. Items of plant will be selected and located to minimise operational sound at nearby receptors, with further options for standard mitigation including local screening, enclosures and in-duct attenuators.

The proposed noise rating level limits based on MCC's plant noise emission policy are set out in **Table 10.15**.

Table 10.15: Plant Noise Limits

Reference	Survey Location	Time Period	Representative Noise Level L_{A90} , dB	Noise Rating Level Limit $L_{A,T}$, dB
R01	LT1	Daytime (07:00 – 23:00)	57	52
		Night-time (23:00 – 07:00)	50	45
R02	LT1	Daytime (07:00 – 23:00)	57	52
		Night-time (23:00 – 07:00)	50	45
R03	LT2	Daytime (07:00 – 23:00)	53	48
		Night-time (23:00 – 07:00)	46	41
R04	LT2	Daytime (07:00 – 23:00)	53	48
		Night-time (23:00 – 07:00)	46	41
R05	ST1	Daytime (07:00 – 23:00)	48	43
		Night-time (23:00 – 07:00)	39	34
R06	LT4	Daytime (07:00 – 23:00)	50	45
		Night-time (23:00 – 07:00)	43	38
R07	LT4	Daytime (07:00 – 23:00)	50	45
		Night-time (23:00 – 07:00)	43	38

Reference	Survey Location	Time Period	Representative Noise Level L_{A90} , dB	Noise Rating Level Limit $L_{Ar,Tr}$ dB
R08	LT3	Daytime (07:00 – 23:00)	60	55
		Night-time (23:00 – 07:00)	51	46
R09	LT3	Daytime (07:00 – 23:00)	60	55
		Night-time (23:00 – 07:00)	51	46
R10	LT3	Daytime (07:00 – 23:00)	60	55
		Night-time (23:00 – 07:00)	51	46
R11	LT1	Daytime (07:00 – 23:00)	57	52
		Night-time (23:00 – 07:00)	50	45
R12	LT1	Daytime (07:00 – 23:00)	57	52
		Night-time (23:00 – 07:00)	50	45

As the noise rating level ($L_{Ar,Tr}$) limit is set to meet the MCC plant noise emission requirement of 5dB below the background noise level (L_{A90}) noise impacts from fixed plant and machinery would have a negligible impact on all sensitive receptor locations.

10.5.2.3 Operational Activity Noise

The primary sources of operational sound at the Proposed Development have been identified as HGV manoeuvres (reversing, start up and pull away) and loading/unloading in the service yard areas and HGVs traveling along the access roads within the Proposed Development to the units and into the service yards.

The predicted rating levels are compared with the typical background sound levels in **Table 10.16** for the daytime period and **Table 10.17** for the night-time period.

Table 10.16: Operational Noise Calculation Results for HGV Sources – Daytime

Receptor	Typical Background $L_{A90, 15mins}$ dB	Daytime $L_{Aeq, 1 hour}$ dB			Difference Rating vs Background	Initial Estimate of Impact	Significant Adverse Effect?
		HGV Manoeuvre Noise	HGV Access Road Noise	Total Rating level			
R01	57	38	41	42	-15	Small	No
R02	57	32	33	36	-21	Small	No
R03	53	45	36	45	-8	Small	No
R04	53	40	38	42	-11	Small	No
R05	46	35	36	39	-9	Small	No
R06	50	36	34	38	-12	Small	No
R07	50	34	33	36	-14	Small	No
R08	60	38	32	39	-21	Small	No
R09	60	48	37	48	-12	Small	No
R10	60	43	36	44	-16	Small	No

Receptor	Typical Background L _{A90, 15mins} dB	Daytime L _{Aeq, 1 hour} dB			Difference Rating vs Background	Initial Estimate of Impact	Significant Adverse Effect?
		HGV Manoeuvre Noise	HGV Access Road Noise	Total Rating level			
R11	57	36	31	37	-20	Small	No
R12	57	37	39	41	-16	Small	No

Table 10.17: Operational noise calculation results for HGV sources – Night-time

Receptor	Typical Background L _{A90, 15min} dB	Night-time L _{Aeq, 15 min} dB			Difference Rating - Background	Initial Estimate of Impact	Significant Adverse Effect?
		HGV Manoeuvre Noise	HGV Access Road Noise	Total Rating level			
R01*	50	44	36	44	-6	Small	No
R02	50	35	28	36	-14	Small	No
R03*	46	39	31	40	-6	Small	No
R04*	46	39	32	40	-6	Small	No
R05*	39	31	30	34	-5	Small	No
R06	43	30	28	32	-11	Small	No
R07	43	27	27	30	-13	Small	No
R08	51	38	26	38	-13	Small	No
R09*	51	50	31	50	-1	Small	No
R10*	51	47	30	47	-4	Small	No
R11	50	38	25	38	-12	Small	No
R12*	50	43	35	43	-7	Small	No

*A 3 dB correction has been included for 'other sound characteristics'

During the daytime assessment period it can be seen from **Table 10.16** that the rating levels are below the typical background level at all receptors. As a result, no significant adverse impacts or effects are expected due to operational sound at these receptors.

During the night-time assessment period it can be seen from **Table 10.17** that the rating levels are below the typical background level at all receptors. As a result, no significant adverse impacts or effects are expected due to operational sound at these receptors.

It is noted that the noise levels predicted at R09 and R10 do not meet the requirements set out in MCC's noise and planning guidance; however, BS 4142:2014+A1:2019 is clear that contextual matters should be taken into account when determining the overall magnitude of potential impacts, and that the numerical analysis should not alone dictate the outcome. BS 4142:2014+A1:2019 notes that some of the relevant contextual factors that should be taken into account include:

"The sensitivity of the receptor and whether dwellings or other premises used for residential purposes will already incorporate design measures that secure good internal and/or outdoor acoustic conditions, such as:

- *facade insulation treatment;*
- *ventilation and/or cooling that will reduce the need to have windows open so as to*

- *provide rapid or purge ventilation; and*
- *acoustic screening.”*

Due to hotels being considered ‘transient’ accommodation, the sensitivity of such receptors is classified as ‘medium’. It can be seen from the planning application¹³ for the development that Receptor R09 benefits from enhanced glazing and mechanical ventilation. Considering the above contextual elements, it is considered that all relevant national and local policy has been complied with.

It should also be remembered that the predicted rating levels are for the peak hour and peak 15 minutes, therefore over the whole day and night-time periods the activity levels would be lower, with accordingly lower associated predicted impacts.

The effects from on-site HGV activity are **negligible**, local, permanent, direct, secondary and long term.

10.5.2.4 Operational Road Traffic Noise

The potential change in road traffic noise has been predicted using the environmental noise modelling software CadnaA which incorporates the methodology for CRTN. This methodology assumes that the receptor location is downwind of the source.

The changes in noise level have been determined for the following:

- Difference between “Do Something” (DS) and “Do Minimum” (DM) scenarios

The change in road traffic noise as a result of the Proposed Development for the daytime is shown in **Table 10.18** and the change in night-time traffic noise is shown in and **Table 10.19**.

¹³ Manchester City Council planning reference 125848/FO/2020

Table 10.18: Road Traffic Noise Calculation Results and Assessment 2035 – Daytime

Receptor	Predicted Road Traffic Noise ($L_{Aeq,16h}$ dB) Free-field Level				2035 DS – 2035 DM		
	2025 Baseline	2035 DM	2035 DS	2035 DS Exposure Level	Noise change dB(A)	Impact Magnitude	Significant Adverse Effect?
R01	63.8	64.3	64.4	Between SOAEL and LOAEL	+0.1	Negligible	No
R02	55.4	55.9	55.2	Between SOAEL and LOAEL	-0.8	Negligible	No
R03	66.2	66.6	67.3	Above SOAEL	+0.7	Negligible	No
R04	66.2	66.6	67.4	Above SOAEL	+0.8	Negligible	No
R05	59.2	59.7	59.5	Between SOAEL and LOAEL	-0.2	Negligible	No
R06	59.4	59.8	59.7	Between SOAEL and LOAEL	-0.1	Negligible	No
R07	56.7	57.2	56.6	Between SOAEL and LOAEL	-0.6	Negligible	No
R08	66.9	67.4	66.8	Above SOAEL	-0.6	Negligible	No
R09	70.6	71.0	70.7	Above SOAEL	-0.3	Negligible	No
R10	65.2	65.7	65.8	Above SOAEL	+0.2	Negligible	No
R11	63.6	64.0	64.6	Between SOAEL and LOAEL	+0.6	Negligible	No
R12	64.7	65.2	65.4	Above SOAEL	+0.2	Negligible	No

Table 10.19: Road Traffic Noise Calculation Results and Assessment 2035 – Night-time

Receptor	Predicted Road Traffic Noise ($L_{Aeq,8h}$ dB) Free-field Level				2035 DS – 2035 DM		
	2025 Baseline	2035 DM	2035 DS	2035 DS Exposure Level	Noise change dB(A)	Impact Magnitude	Significant Adverse Effect?
R01	55.9	56.4	56.4	Above SOAEL	+0.1	Negligible	No
R02	47.9	48.4	47.7	Between SOAEL and LOAEL	-0.7	Negligible	No
R03	58.2	58.5	59.1	Above SOAEL	+0.6	Negligible	No
R04	58.2	58.5	59.2	Above SOAEL	+0.7	Negligible	No
R05	51.5	51.9	51.8	Between SOAEL and LOAEL	-0.2	Negligible	No
R06	51.7	52.0	51.9	Between SOAEL and LOAEL	-0.1	Negligible	No
R07	49.2	49.6	49.1	Between SOAEL and LOAEL	-0.5	Negligible	No
R08	58.8	59.2	58.7	Above SOAEL	-0.5	Negligible	No
R09	62.3	62.7	62.4	Above SOAEL	-0.3	Negligible	No
R10	57.2	57.6	57.8	Above SOAEL	+0.2	Negligible	No
R11	55.6	56.1	56.6	Above SOAEL	+0.5	Negligible	No
R12	56.7	57.2	57.3	Above SOAEL	+0.2	Negligible	No

The differences between the predicted '2035 DS' and '2035 DM' scenarios provide the magnitude of impact of the Proposed Development being fully completed and operational, in addition to the background growth in traffic and the traffic associated with committed schemes.

The predicted daytime and night-time impacts show that, at all residential receptors, the change in road traffic noise associated with the Proposed Development are **Negligible**. No significant effects are therefore predicted.

10.6 Mitigation & Monitoring

10.6.1 Construction Mitigation

Regarding the results of the predicted construction noise levels, these are below the SOAEL at all receptors. On occasions when the construction equipment is operating at the closest part of the site boundary to the receptor, these levels could be higher, albeit for a small proportion of the overall construction programme.

No significant adverse effects were identified during construction after consideration of primary mitigation and therefore no mitigation measures are required.

10.6.2 Construction Monitoring

No construction monitoring is proposed due to the nature and scale of the proposed works being limited, short-term, and not expected to generate significant noise impacts. The activities involved will occur during standard working hours, when background noise levels are generally higher and the potential for disturbance is reduced. In addition, high noise operations such as prolonged piling, heavy demolition, or continuous operation of large plant are not anticipated. Given these factors, along with the ability to manage any short-term noise through standard best-practice measures, therefore, construction noise monitoring is considered to not be required.

10.6.3 Operational Mitigation

No significant adverse effects were identified during operation after consideration of primary mitigation and therefore no mitigation measures are required. The actual operational noise from HGV activities at the Proposed Development will depend upon the final site layout, orientation of units, location of loading and service areas and likely distribution of sources, so this will need to be considered in detail as part of the reserved matters assessments for each phase of development.

10.6.4 Operational Monitoring

Operational noise, including movements from HGVs, is not expected to require specific monitoring because it will be effectively masked by the already elevated background sound environment. Baseline noise levels in the area are dominated by the surrounding road network and frequent distant aircraft movements, both of which generate a consistently high ambient noise floor. Against this context, the additional contribution from site operations and associated vehicle activity would be minimal and unlikely to produce any perceptible change at nearby receptors. Given the high background levels and the absence of any unusually noisy processes, it is considered operational noise monitoring would not be required.

10.7 Likely Residual Effects

The likely residual effects of the Proposed Development are those that will arise after any secondary mitigation has been taken into account.

The likely residual effects of the Proposed Development during construction and operation are set out in **Table 10.20**.

Table 10.20: Summary of Residual Effects

Receptor	Sensitivity (Neg / Low / Medium / High / Very High)	Likely Effect	Secondary Mitigation Proposed?	Magnitude of Impact (Neg / Small / Medium / Large / Very Large)	Nature of Effect (Direct / Indirect)	Temporal Scale (Short / Medium / Long)	Permanence of Effect (Temporary / Permanent)	Type of Effect (Adverse / Beneficial)	Residual Effect (Neg / Minor / Moderate / Major)	Significant / Not Significant
Construction										
R01	High	Exposure to Construction Activity Noise	None	Small	Direct	Short-term	Temporary	Adverse	Negligible	Not Significant
R02	High	Exposure to Construction Activity Noise	None	Small	Direct	Short-term	Temporary	Adverse	Negligible	Not Significant
R03	Medium	Exposure to Construction Activity Noise	None	Small	Direct	Short-term	Temporary	Adverse	Negligible	Not Significant
R04	Medium	Exposure to Construction Activity Noise	None	Small	Direct	Short-term	Temporary	Adverse	Negligible	Not Significant
R05	High	Exposure to Construction Activity Noise	None	Negligible	Direct	Short-term	Temporary	Adverse	Negligible	Not Significant
R06	High	Exposure to Construction Activity Noise	None	Negligible	Direct	Short-term	Temporary	Adverse	Negligible	Not Significant
R07	High	Exposure to Construction Activity Noise	None	Negligible	Direct	Short-term	Temporary	Adverse	Negligible	Not Significant
R08	Medium	Exposure to Construction Activity Noise	None	Negligible	Direct	Short-term	Temporary	Adverse	Negligible	Not Significant
R09	Medium	Exposure to Construction Activity Noise	None	Negligible	Direct	Short-term	Temporary	Adverse	Negligible	Not Significant

Receptor	Sensitivity (Neg / Low / Medium / High / Very High)	Likely Effect	Secondary Mitigation Proposed?	Magnitude of Impact (Neg / Small / Medium / Large / Very Large)	Nature of Effect (Direct / Indirect)	Temporal Scale (Short / Medium / Long)	Permanence of Effect (Temporary / Permanent)	Type of Effect (Adverse / Beneficial)	Residual Effect (Neg / Minor / Moderate / Major)	Significant / Not Significant
R10	Medium	Exposure to Construction Activity Noise	None	Negligible	Direct	Short-term	Temporary	Adverse	Negligible	Not Significant
R11	High	Exposure to Construction Activity Noise	None	Negligible	Direct	Short-term	Temporary	Adverse	Negligible	Not Significant
R12	High	Exposure to Construction Activity Noise	None	Small	Direct	Short-term	Temporary	Adverse	Negligible	Not Significant
Operation										
R01	High	Exposure to HGV Activity Noise	None	Negligible	Direct	Long-term	Permanent	Adverse	Negligible	Not Significant
R02	High	Exposure to HGV Activity Noise	None	Negligible	Direct	Long-term	Permanent	Adverse	Negligible	Not Significant
R03	Medium	Exposure to HGV Activity Noise	None	Negligible	Direct	Long-term	Permanent	Adverse	Negligible	Not Significant
R04	Medium	Exposure to HGV Activity Noise	None	Negligible	Direct	Long-term	Permanent	Adverse	Negligible	Not Significant
R05	High	Exposure to HGV Activity Noise	None	Negligible	Direct	Long-term	Permanent	Adverse	Negligible	Not Significant
R06	High	Exposure to HGV Activity Noise	None	Negligible	Direct	Long-term	Permanent	Adverse	Negligible	Not Significant
R07	High	Exposure to HGV Activity Noise	None	Negligible	Direct	Long-term	Permanent	Adverse	Negligible	Not Significant
R08	Medium	Exposure to HGV Activity Noise	None	Negligible	Direct	Long-term	Permanent	Adverse	Negligible	Not Significant
R09	Medium	Exposure to HGV Activity Noise	None	Small	Direct	Long-term	Permanent	Adverse	Negligible	Not Significant

Receptor	Sensitivity (Neg / Low / Medium / High / Very High)	Likely Effect	Secondary Mitigation Proposed?	Magnitude of Impact (Neg / Small / Medium / Large / Very Large)	Nature of Effect (Direct / Indirect)	Temporal Scale (Short / Medium / Long)	Permanence of Effect (Temporary / Permanent)	Type of Effect (Adverse / Beneficial)	Residual Effect (Neg / Minor / Moderate / Major)	Significant / Not Significant
R10	Medium	Exposure to HGV Activity Noise	None	Small	Direct	Long-term	Permanent	Adverse	Negligible	Not Significant
R11	High	Exposure to HGV Activity Noise	None	Negligible	Direct	Long-term	Permanent	Adverse	Negligible	Not Significant
R12	High	Exposure to HGV Activity Noise	None	Negligible	Direct	Long-term	Permanent	Adverse	Negligible	Not Significant

10.8 Inter-Development Cumulative Effects

Consideration has also been given to the potential for likely significant inter-development cumulative effects to arise as a result of the Proposed Development alongside other identified cumulative schemes during both construction and operation.

The cumulative schemes that are considered relevant to this technical assessment are shown in **Table 10.21**.

Table 10.21: Relevant Cumulative Schemes

Name	Proximity	Description	Status	Relevance
Manchester Business Park Extension 144691/FO/2025	600m East	Erection of 9no. logistics units (Use Classes B2 (General Industry) and B8 (Storage and Distribution)), along with car parking, cycle parking, landscaping, servicing and access arrangements and other associated works.	Planning Application submitted December 2025, Anticipated opening 2027	Minor
Premier Inn, Manchester Airport 134103/FO/2022	200m South	Erection of a 9-storey hotel with associated loading bay and landscaping.	Completion targeted Q3/Q4 2027	Negligible
Plot G1 and G2, Airport City Central Business District 118409/FO/2017	200m South	Erection of a 9 storey 375 bed hotel (Use Class C1) and a 9 storey 254 bed hotel (Use Class C1) with associated landscaping, car parking, cycle storage, sub-station, external drop off and service area.	Stalled but implemented consent.	Negligible

The assessment of inter-development cumulative effects takes into consideration the residual effects of the Proposed Development during construction and operation along with any primary and secondary mitigation measures proposed for the cumulative schemes (e.g. that all demolition and construction works are being undertaken in accordance with a CMP).

The Proposed Development was assessed to result in residual effects of 'negligible' significance on the identified receptors, therefore, it is considered that there is no potential for significant inter-development cumulative effects to arise and these are not considered in the sections below.

10.8.1 Construction Cumulative Effects

10.8.1.1 Construction Plant Noise

Construction noise from the separate sites is expected to be negligible overall due to the phasing and short-term nature of the activities involved. Importantly, the anticipated construction peaks for the sites are not expected to overlap, and their respective proposed completion dates do not coincide. As a result, any potential cumulative noise effects would be negligible, reducing the likelihood of combined or sustained noise impacts on nearby receptors.

10.8.1.2 Construction Traffic Noise

Based on the traffic counts provided by the projects transport consultant, the increase in the number of HGVs relative to the baseline traffic counts and the impact is determined to be negligible at all receptors.

10.8.2 Operation Cumulative Effects

10.8.2.1 Building Services Plant Noise

The cumulative effects of building services plant will be determined prior to installation for the separate sites; it is proposed that details of the mechanical plant will be submitted to and approved by the relevant planning authority. As part of this process, sound from the proposed plant installations will be assessed and, if required, mitigated to demonstrate compliance with the Government and Local policy set. Items of plant will be selected and located to minimise operational sound at nearby receptors, with further options for standard mitigation including local screening, enclosures and in-duct attenuators. As a result, any potential cumulative noise effects would be negligible.

10.8.2.2 Operational Activity Noise

The cumulative effects of servicing and delivery noise are considered to be negligible, due to the considered activity levels at the cumulative schemes as well as the distance from the Proposed Development. It is anticipated there would not be any receptors that would be subject to cumulative operational noise impacts related to these schemes and the Proposed Development. No significant adverse effects are anticipated as a result of the cumulative effects from the cumulative schemes and the Proposed Development.

10.8.2.3 Operational Road Traffic Noise

With regard to cumulative increases in road traffic, the traffic data provided takes account of all cumulative schemes in the vicinity of the Proposed Development. Therefore, the traffic data and subsequent assessments inherently consider the cumulative effects of the identified cumulative schemes.

No cumulative effects have therefore been identified.

10.9 References

- 1 Design Manual for Roads and Bridges (DMRB) (2020) *LA111: Noise and Vibration*. Revision 2, May 2020. National Highways.
2. Wunderground (n.d.) *Manchester Weather Station IMANCH173*. Available at: <https://www.wunderground.com/dashboard/pws/IMANCH173/>
3. British Standards Institution (2019) *BS 4142:2014+A1:2019: Methods for Rating and Assessing Industrial and Commercial Sound*. London: BSI.
6. Abbott, P.G. & Nelson, P.M. (2002) *Converting the UK Traffic Noise Index LA10,18-hour to EU Noise Indices for Noise Mapping*. TRL Report PR/SE/451/02. Transport Research Laboratory and World Health Organization (1999) *Guidelines for Community Noise*. Geneva: WHO.
6. Department of Transport (1988) *Calculation of Road Traffic Noise (CRTN)*. London: HMSO.
7. Abbott, P.G. & Nelson, P.M. (2002) *Converting the UK Traffic Noise Index LA10,18-hour to EU Noise Indices for Noise Mapping*. TRL Report PR/SE/451/02. Transport Research Laboratory.
8. British Standards Institution (2014a) *BS 5228-1:2009+A1:2014: Code of Practice for Noise and Vibration Control on Construction and Open Sites – Part 1: Noise*. London: BSI.
9. ISO (2024) *ISO 9613-2: Acoustics – Attenuation of Sound During Propagation Outdoors – Part 2: General Method of Calculation*. Geneva: International Organization for Standardization.
10. British Standards Institution (2014a) *BS 5228-1:2009+A1:2014: Code of Practice for Noise and Vibration Control on Construction and Open Sites – Part 1: Noise*. London: BSI.
11. Statutory Instrument 2015/227 (2015) *The Control of Noise (Code of Practice for Construction and Open Sites) (England) Order 2015*. London: UK Government.
12. ISO (2024) *ISO 9613-2: Acoustics – Attenuation of Sound During Propagation Outdoors – Part 2: General Method of Calculation*. Geneva: International Organization for Standardization.
13. Manchester City Council (2020) *Planning Application Reference 125848/FO./2020*. Manchester City Council. Available at: <https://pa.manchester.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=Q3JGKIBCKTC00>

11.0 Townscape and Visual

11.1 Introduction

This chapter assesses the likely significant effects of the Proposed Development upon sensitive townscape and visual receptors, including: townscape character, urban grain, land use, building heights, movement and linkages, site character, and key viewpoints in the vicinity of the Application Site during construction and operation.

This chapter is supported by the following figures, which are presented in **ES Volume II**:

- **Figure 11.1** – Site Location and Study Area
- **Figure 11.2** – Townscape Character Areas
- **Figure 11.3** – Urban Grain
- **Figure 11.4** – Land Use
- **Figure 11.5** – Building Heights
- **Figure 11.6** – Movement and Linkages
- **Figure 11.7** – Site Character
- **Figure 11.8** – Viewpoints Plan

Figures 11.1 to 11.8 above are provided to accompany the assessment text, to illustrate the likely changes to the relevant townscape receptors as a result of the Proposed Development. They are produced with reference to the accompanying parameter and detailed drawings submitted in support of the planning application, and are not intended to replace said drawings.

This chapter is supported by the following technical appendices, which are presented in **ES Volume II**:

- **Appendix 11.1** – TVIA Figures and Townscape Assessment Tables. This includes the full description of the townscape baseline, sensitivity, magnitude and likely effects during construction and operational stages.
- **Appendix 11.2** – Views & Photomontages and Visual Assessment Tables. This includes the full description of the visual baseline, sensitivity, magnitude and likely effects during the construction and operation stages.

This chapter has been prepared by John Willerton of Planit, a registered practice of the Landscape Institute.

John is a Chartered Landscape Architect (CMLI) and has over 25 years' of consultancy experience working as a Landscape Architect and Urban Designer, and over 15 years' experience authoring Townscape and Visual Impact Assessments, including assessments for a number of high-profile schemes within Manchester. He leads the Planit TVIA team and has extensive experience of delivering robust 'Guidelines for Landscape and Visual Impact Assessment' (GLVIA) compliant assessments for both public sector and private clients, at a range of scales from individual tall buildings within urban contexts through to large, complex development in suburban / rural areas.

11.2 Relevant Legislation, Policy and Guidance

This chapter has been prepared with reference to the following legislation, policy and guidance:

11.2.1 Legislation

This chapter takes account of the following legislation:

- The European Landscape Convention (ELC) (Council of Europe (Florence 2000)) provides a foundation for closer co-operation on landscape issues across Europe and was ratified in the UK on the 21st November 2006 and became binding on 1st March 2007. The convention identifies the need to recognise landscape in law, to develop and promote landscape policies dedicated to the protection, management and creation of landscapes, and to establish procedures for the participation of the general public and other stakeholders in the evolution and implementation of landscape policies.

11.2.2 Planning Policy and Guidance

This chapter take account of the following planning policy and guidance:

- National Planning Policy Framework (NPPF)
- Planning Practice Guidance (PPG)
- Manchester Core Strategy and Places for Everyone (PfE) Joint Development Plan, specifically:
 - Policy EN1 Design Principles and Strategic Character Areas
 - Policy EN3 Heritage
 - Policy CC9 Design and Heritage
 - Policy EN9 Green Infrastructure
 - Policy DM1 Development Management
- MIX Manchester Draft Strategic Regeneration Framework 2024

11.2.3 Other Policy and Guidance

This chapter also takes account of the following:

- The Guidelines for Landscape and Visual Impact Assessment (GLVIA (3rd Edition)) provides a robust and transparent assessment methodology for townscape and visual effects.
- The assessment will also be supported by the Visually Verified Montages (VVM) which provide a high level of detail and technical accuracy, as set out by the Landscape Institute Technical Guidance Notes 06/19 (2019).

11.3 Assessment Methodology

11.3.1 Consultation

Consultation to inform this chapter, including a summary of comments raised in the formal EIA Scoping Opinion, are summarised in **Table 11.1**, alongside a summary of how the Applicant's assessment responded to this feedback.

Table 11.1: Summary of Consultation and Engagement

Consultee	Summary of Response	How comments have been addressed in this chapter
Manchester City Council Scoping Opinion 7 th Jan 2026.	The proposed viewpoints for inclusion in the assessment are accepted, however, it is requested that an additional viewpoint is taken from the east of the site on Enterprise Way.	An additional viewpoint, 'View 11 - View west from Enterprise Way', has been added onto the Viewpoints Plan (Figure 11.8 in ES Volume II) for consideration as part of the visual assessment.
	The scope of the proposed Heritage, Townscape and Visual chapter of the ES is acceptable. There are no objections to: the study area; approach to impact assessment; townscape and visual receptors proposed (save for the comment above with regards viewpoints); and that topography and public open space as townscape receptors can be scoped out.	No further actions required within this chapter.

11.3.2 Study Area

The study area for the TVIA is defined by an approximate 1km radius from the centre of the Application Site, defined through a process of desktop and on-site survey and assessment, combined with professional judgement, in accordance with GLVIA. The study area represents the potential Zone of Visual Influence (ZVI) of the Application Site, where the Proposed Development is likely to be perceptible to key views set out in the supporting viewpoints plan (**Figure 11.8 in ES Volume II**). As such, this includes the wider townscape areas of the Airport district, residential suburbs of Wythenshawe, and surrounding main roads and public spaces which form part of the local townscape.

The study area is shown on **Figure 11.1 in ES Volume II**.

11.3.3 Establishing Baseline and Sensitive Receptors

The baseline conditions have been subject to an initial desktop and on-site assessment, which has resulted in townscape and visual receptors being identified, in order to establish the potential for likely significant environmental effects.

Desk Study

Data was obtained from the following sources in order to establish the townscape baseline conditions within the study area:

- OS mapping information;
- Geographic mapping;
- Topographic and 3D data;
- Google Earth;
- Townscape characterisation studies as defined within local planning policy; and,
- Historic England mapping.

Field Study

Potential viewpoints were initially identified through the desktop study described above, followed by on-site field surveys. The selection process excluded viewpoints where there

was likely to be no impact beyond that which was already identified within the selected views. The views have also been agreed with MCC following receipt of the EIA Scoping Opinion on 7th January 2026, and are listed within **Table 11.13** of this chapter.

Establishing Visual Receptors

Visual receptors refer to those people who will be directly or indirectly affected by the Proposed Development. Key baseline visual receptors for the Application Site were established to consider the following:

- Users of surrounding cycle, footpath and bridleway routes for recreational purposes, who may be focused on the townscape;
- Communities where the development results in changes in the townscape character or views enjoyed by the community;
- People travelling through or past the affected landscape in cars, and;
- People at their place of work within and around the Application Site.

11.3.4 Approach to Impact Assessment

This assessment has been carried out with reference to the Guidelines by Planit, a registered practice of the Landscape Institute with considerable experience in landscape and visual assessment. The photography and preparation of any Visually Verified Montages (VVMs) will be prepared in accordance with the Landscape Institutes Technical Guidance Note.

The following assessment scenarios have been considered within this technical chapter:

- Scenario 1: The Construction Stage, and;
- Scenario 2: The Operational Development, assuming full occupation / completion.
- Scenario 3: The Operational Development, including surrounding committed developments in operation also.

A three-stage assessment process has been adopted. Firstly, the nature of receptors (sensitivity) will be assessed by combining judgements on the susceptibility of the townscape receptor to the specific type of development proposed and the value attributed to that receptor combined with professional judgement. In assessing the sensitivity of visual receptors, key factors to be considered are the type of view and the number of viewers.

The methodology is collated into a tabulated format where possible to provide structure for a consistent and methodical approach. Criteria and justifications are recorded in **Sections 11.3.4.1** and **11.3.4.2**, and **Appendices 11.1** and **11.2** of **ES Volume II** for transparency. The overall assessment of significance has regard to paragraph 5.56, page 92 (significance of landscape effects) and paragraph 6.44, page 116 (significance of visual effects) of the Guidelines.

Desk based studies were carried out to collate and map baseline townscape information and carry out a review of policy and guidance to inform the assessment.

Photographs for the selected viewpoints were taken by a professional photographer in January 2026, and surveyed by a professional surveyor so that heights and levels are taken into account to create accurate verified montages. The views included in this TVIA have been discussed and agreed with the Council as the most appropriate to include in the assessment.

In order to provide the most comprehensive, rounded and objective view of the Townscape and Visual Impacts of the Proposed Development, assessed effects have been agreed following roundtable review by a team of individual assessors.

11.3.4.1 Assessment of Sensitivity

The sensitivity of both townscape and visual receptors are determined by two key factors, including: the perceived **value** of the townscape/visual receptor, and its **susceptibility to change** as a result of the Proposed Development placed in the receiving townscape/visual baseline.

Assessment Criteria – Townscape Receptors

Townscape Value

In order to determine townscape sensitivity, an assessment of townscape value has been undertaken, in accordance with the Guidelines and criteria set out below.

Whilst the assessment of townscape value is partly based on the planning policy importance of the townscape, the value of undesignated assets has also been considered based on criteria taken from the NPPG.

Table 11.2 sets out the scale of value for designated townscape receptors. **Tables 11.3** and **11.4** together set out the scale of value for non-designated townscape receptors.

Table 11.2: Criteria for Assessing the Value of Designated Townscapes

Value	Description
High	Sites, features or areas of national or international importance with settings of high quality such as World Heritage Site, AONB, National Parks, Grade I and Grade II* Listed buildings or Registered Parks and Gardens.
Medium	Sites, features or areas of local or regional importance with intact character such as Grade II Listed Buildings or Registered Parks and Gardens, Conservation Areas, Scheduled Monuments, local nature site, long distance recreational routes. Tree Preservation Orders (TPO) and local designations that exhibit wider geographic, cultural or townscape significance.
Low	Areas or features of local importance such as Tree Preservation Orders (TPO), Public Right of Way (PROW) and locally listed buildings.

Table 11.3: Criteria for Assessing the Value of Non-Designated Townscapes

Value	Description
Functional	A building or place should be fit for purpose, designed and delivered in a way that delivers the intended function and achieves value for money in terms of lifetime costs.
Mix of Uses	Mix of uses to ensure easy access to facilities and encourage a healthier environment, reducing the need to travel.
Well-designed public space	Functional and attractive hard and soft landscape elements, well orientated and designed routes, inclusion of facilities such as seats and play equipment and public art.as there
Buildings designed to be adaptable	Flexibility to be able to respond to a range of future needs – how easily buildings change to be adapted for change of use, places that are easy and practical to manage with good access, natural surveillance and hard-wearing materials that are easy to repair.
Distinctive character	Consideration of the local pattern of street blocks and plots; building forms; details and materials; style and vernacular.

Value	Description
Attractive spaces	Consideration of streetscapes, townscape, buildings and elements within them all, microclimates and views should all be considered. This is also affected by the way a townscape is perceived using the senses and the effect of transient elements such as the presence of human activity and resulting tranquillity or vibrancy.
Promotes ease of movement	All users should be able to move safely, conveniently and efficiently to and within a place, appropriate number of legible routes to and through it, good connections with each other and other destinations.

Table 11.4: Value of Non-Designated Townscapes

Value	Description
High	Sites, features or areas that display the relevant criteria above to a 'high' extent – combining the Guidelines and professional judgement.
Medium	Sites, features or areas that display the relevant criteria above to a 'moderate' or 'medium' extent – combining the Guidelines and professional judgement.
Low	Sites, features or areas that display the relevant criteria above to a 'low' or 'negligible' extent – combining the Guidelines and professional judgement.

Susceptibility of Townscape Receptors to Change

Susceptibility to change is the ability of a townscape receptor to accommodate the specific Proposed Development without undue negative consequences.

Susceptibility of townscape receptors to change has been assessed in line with the criteria in **Table 11.5**, with reference to the baseline conditions.

Table 11.5: Townscape Receptor Susceptibility to Change

Value	Description
High	Little ability to accommodate the Proposed Development without undue harm.
Medium	Some ability to accommodate the Proposed Development without undue harm.
Low	Substantial ability to accommodate the Proposed Development without undue harm.

Overall Sensitivity of Townscape Receptors

The assessment of receptor sensitivity combines judgements on the susceptibility of the receptor to the specific type of development proposed, and the value attributed to that receptor, in accordance with the matrix below.

Table 11.6: Overall Sensitivity of Townscape Receptors

Townscape Value	Susceptibility to Change			
		High	Medium	Low
	High	Very High	High	Medium
	Medium	High	Medium	Low
	Low	Medium	Low	Negligible

Assessment Criteria – Visual Receptors

Visual Value

In terms of assessing the visual baseline sensitivity, a key factor to consider is the type of view, the number of users, and perceived value attached to the view. Following on from this, the overall value of the view is established. In accordance with the Guidelines, the following range of factors have been considered:

- The nature of the view - glimpsed (i.e. in passing)/filtered/oblique/framed/open views;
- The number of viewers - few/moderate/many viewers;
- The distance between the viewpoint and the site;
- Whether it is a stationary or transitory view from a footpath or moving vehicle; and
- The current skyline, visual complexity of the view and current focus.

The perceived value attached to views also has regard to a number of factors, including:

- Recognition through planning designations or heritage assets; and
- The popularity of the viewpoint, its appearance in guidebooks, literature or art, on tourist maps and the facilities provided for its enjoyment.

The assessment of the value of views is summarised in **Table 11.7** below, in terms of **High**, **Medium** and **Low** value. These criteria are provided for guidance only and are not intended to be absolute.

Table 11.7: Value of Views

Value	Description of Criteria
High	Views from townscapes/viewpoints of national importance, or highly popular visitor attractions where the view forms an important part of the experience or with important cultural associations.
Medium	Views from townscapes/viewpoints of regional/district importance, or moderately popular visitor attractions where the view forms part of the experience, or with local cultural associations.
Low	Views from townscapes/viewpoints with limited designations, not particularly popular as a viewpoint with minimal or no cultural associations.

Susceptibility of Visual Receptors to Change

The susceptibility of different types of people to changes in views, is mainly a function of:

- The occupation or activity of the viewer at a given location; and

- The extent to which a person's attention or interest may therefore be focused on a view and the visual amenity experienced at a given view.

The assessment of a visual receptor to change is specific to the Proposed Development. However, the Guidelines offers the following generic guidance identified in **Table 11.8** as a starting point for the assessment:

Table 11.8: Visual Receptor Susceptibility to Change

Susceptibility	Description of Criteria
High	Users of public space, including users of public rights of way, whose attention is likely to be focused on the townscape and on particular views; Visitors to heritage assets or other attractions where views of the surroundings are an important part of the experience; Communities where views contribute to the townscape setting enjoyed by residents; and Travellers on scenic routes.
Medium	Travellers on road, rail or other transport routes, where the view is moderately important to the quality of the journey; and Users of public space, where the view is a part of the wider experience of the place.
Low	People at their place of work, where the setting is not important to the quality of working life; Travellers on road, rail or other transport routes, where the view is fleeting and incidental to the journey; and People engaged in outdoor sport or recreation, or users of a public space, which does not involve appreciation of views.

The Guidelines qualifies the above examples as follows:

“This division is not black and white and in reality, there will be a gradation in susceptibility to change. Each project needs to consider the nature of the groups of people who will be affected and the extent to which their attention is likely to be focussed on views and visual amenity.” (page 114, paragraph 6.35).

Overall Sensitivity of Visual Receptors

The assessment of receptor sensitivity combines judgements on the susceptibility of the receptor to the specific type of development proposed and the value attributed to that receptor in accordance with the matrix in **Table 11.9** below, alongside professional judgement.

Table 11.9: Overall Sensitivity of Visual Receptors

Townscape Value	Susceptibility to Change			
		High	Medium	Low
	High	Very High	High	Medium
	Medium	High	Medium	Low
	Low	Medium	Low	Negligible

11.3.4.2 Assessment of Magnitude

The magnitude of impact is the degree of change to which a receptor will be subject as a result of the construction and/or operation of the Proposed Development.

In accordance with the Guidelines, the magnitude of a given townscape or visual impact has been evaluated in terms of its size or scale, the geographical extent of the area influenced, and its duration and reversibility. A description of this terminology is provided in the following sub-sections.

Size and Scale of Impacts

The size and/or scale of impacts relates to the scale of physical changes in the townscape and the scale of the visible change in views, such as the loss or addition of features. These are presented in **Table 11.10**.

Geographical Extent of Impacts

The geographical extent of impacts relates to:

- The area over which townscape impacts are likely to be experienced, i.e. this could be at the site level, the immediate locality, across a regional neighbourhood or across a series of neighbourhoods (city-wide);
- The area over which the visual changes are likely to be visible, i.e. viewpoint within the site, viewpoint within the immediate locality, viewpoint across/through a regional neighbourhood or a vista or vantage point across neighbourhoods or the city skyline (city-wide).

Duration

Impacts (and the resulting effect) may be experienced over a range of timescales. For this assessment, the following timescales are considered appropriate:

- Short-term: an effect lasting up to 3 years from the commencement of the Proposed Development;
- Medium-term: an effect lasting between 3 years and 15 years from the commencement of the Proposed Development; and
- Long-term: An effect lasting from 15 years onwards from the commencement of the Proposed Development.

Townscape Impacts Magnitude Criteria

Alongside the size, scale, geographical extent, and duration, a townscape impact also considers:

- The extent / proportion of townscape elements lost or added;
- The contribution of that element to townscape character and the degree to which aesthetic / perceptual aspects are altered; and,
- Whether the impact is likely to change the key characteristics of the townscape, which are critical to its distinctive character.

The magnitude of impact criteria for townscape receptors are shown in **Table 11.10** below.

Table 11.10: Magnitude of Townscape Impacts

Scale of Magnitude	Description of Impact
Large	Total or major alteration to key elements, features, qualities or characteristics of the townscape, such that post development, the baseline situation will be fundamentally changed.
Medium	Partial alteration to key elements, features, qualities or characteristics of the townscape, such that post development the baseline situation will be noticeably changed.
Small	Small alteration to key elements, features, qualities or characteristics of the townscape, such that post development the baseline situation will be largely unchanged despite discernible differences.
Negligible	Discernible change to key elements, features, qualities or characteristics of the townscape that are barely perceived.
No change	The proposals will cause no change to the townscape elements, features, qualities or characteristics.

Visual Impacts Magnitude Criteria

The magnitude of a visual impact is assessed in terms of its size or scale, the geographical extent of the area influenced by that impact, its duration and degree of reversibility and the impact these are likely to have on the baseline character of the view.

The magnitude of change in the view relates to the degree of contrast or integration likely to result from the Proposed Development and is influenced by the relative time over which a view is experienced and whether it is a full, partial or glimpsed view.

The magnitude of impact criteria for visual receptors are shown in **Table 11.11** below.

Table 11.11: Magnitude of Visual Impacts

Scale of Magnitude	Description of Impact
Large	The proposals will cause a dominant or complete change or contrast to the view, resulting from the loss or addition of substantial features in the view and will substantially alter the appreciation of the view.
Medium	The proposals will cause a clearly noticeable change or contrast to the view, which would have some effect on the composition, resulting from the loss or addition of features in the view and will noticeably alter the appreciation of the view.
Small	The proposals will cause a perceptible change or contrast to the view, which would not materially affect the composition or the appreciation of the view.
Negligible	The proposals will cause a barely perceptible change or contrast to the view, which would not affect the composition or the appreciation of the view.
No change	The proposals will cause no change to the view.

11.3.4.3 Assessment of Significance

The significance of effect is a product of the sensitivity of the receptor and the magnitude of the impact. **Table 11.12** sets out how the significance of effects has been ascribed in this technical assessment.

The table has regard to guidance in the Guidelines, at paragraph 5.56, page 92 (significance of landscape effects) and paragraph 6.44, page 116 (significance of visual effects).

Table 11.12: Significance Matrix

Receptor Sensitivity	Magnitude of Impact					
		Large	Medium	Small	Negligible	No change
	Very High	Major	Major	Moderate	Slight	No change
	High	Major	Moderate	Slight	Negligible	No change
	Medium	Moderate	Moderate	Slight	Negligible	No change
	Low	Slight	Slight	Negligible	Negligible	No change
	Negligible	Negligible	Negligible	Negligible	Negligible	No change

For the purposes of this assessment, effects of **moderate significance** and above are deemed to be significant in EIA terms. This acknowledges wider sensitivities to the surrounding townscape, but also the existing extent of change within the surrounding area, planning context and aspiration for change within the Airport district.

The nature of the effect has been described as follows:

- Beneficial – An advantageous effect to a receptor;
- Adverse – A detrimental effect to a receptor; and
- Neutral – Neutral effects recognise that there will be a change to the receptors, however this change is in general keeping with the existing characteristics of the receptor.

Whether the effect is direct or indirect has also been considered. Direct effects are those that result directly from a development itself, whereas indirect effects may arise as a consequential change resulting from development.

11.3.4.4 Assumptions and Limitations

In undertaking the townscape and visual assessment of the Proposed Development and wider surrounding area, the following assumptions and limitations are relevant to the outputs of this technical assessment:

- The characterisation of baseline conditions has relied on publicly available data, such as OS mapping information, topographic and 3D data and Historic England heritage mapping. While best endeavours have been made to ensure that the data used are up to date, it has been assumed that the data presented by third parties is accurate and appropriate to inform our baseline and assessment.
- The GLVIA methodology has provided a robust and transparent process for assessment of townscape and visual effects and has been used alongside visually verified photomontages which provide a high level of detail and technical accuracy. The scale of effects has been determined through professional judgment, carried out by a team of internal assessors (Planit) to provide scrutiny where this is relied upon.
- It is assumed the VVMs will demonstrate winter views when vegetation is not in full leaf, thus effectively representing a 'worst case' scenario where there is likely to be greater visibility across the townscape than would be the case during the summer months, when planting provides screening and containment.

General assumptions and limitations that apply to all technical chapters are set out in **Chapter 2: EIA Methodology**.

11.4 Baseline Conditions

11.4.1 Existing Baseline and Sensitive Receptors

The following sections list the existing baseline receptors for the Application Site and surrounding area in a brief tabulated format and identify the key sensitive townscape and visual receptors considered within this assessment. Fuller justifications and descriptions for each townscape and visual receptor can be found within the technical **Appendices 11.1** and **11.2** respectively, **ES Volume II**.

A number of sensitive receptors have been identified following the baseline review, as listed in **Table 11.13**.

Table 11.13: Existing Baseline Conditions and Sensitive Receptors

Description	Value	Susceptibility	Sensitivity
<i>Townscape Receptors</i>			
Townscape Character – The Airport and Urban Fringe	Medium	Low	Low
Townscape Character – Wider Wythenshawe	Low	Low	Negligible
Urban Grain	Low	Low	Negligible
Land Use	Low	Low	Negligible
Building Heights	Low	Low	Negligible
Movement and Linkages	Low	Low	Negligible
Site Character	Low	Medium	Low
<i>Visual Receptors</i>			
View 1 - View south from residential green space adj. to Hobbs Drive.	Low	Medium	Low
View 2 - View southeast from Painswick Park.	Low	Medium	Low
View 3 - View southwest from Bailey Lane (pedestrian / cycle exit from Painswick Park)	Low	Medium	Low
View 4 - View south from Thorley Lane / Enterprise Way junction (setting of Grade II listed Etrop Grange Hotel).	Low	Medium	Low
View 5 - View east from Thorley Lane bridge (over M56).	Low	Medium	Low
View 6 - View north from Terminal 2 Roundabout (cycle lane over M56).	Low	Medium	Low
View 7 - View north from footbridge over M56 (adj. to TRIBE Hotel).	Low	High	Medium
View 8 - View northwest from Outwood Lane (adj. to Hilton Hotel).	Low	Medium	Low
View 9 - View west from pedestrian crossing on Ringway Road West.	Low	Low	Negligible

Description	Value	Susceptibility	Sensitivity
View 10 - View west from runway public viewing space (adj. to A555 Relief Road).	Medium	Medium	Medium
View 11 - View west from Enterprise Way.	Low	Medium	Low

Principal Viewpoints

As listed in **Table 11.13** above, a total of 11 viewpoints have been selected following comprehensive desktop and on-site survey, and consultation with the Council. The viewpoint locations and associated baseline descriptions are set out in **Appendix 11.2** of **ES Volume II**. The principal viewpoints form a range of key views from short, mid and long-range distances around the Application Site and surrounding townscape.

11.4.2 Future Baseline

Due to the existing baseline condition of the Site and the surrounding townscape study area context, it is unlikely for any natural changes to occur in the absence of the Proposed Development. The surface car parks would remain functioning as present, whilst areas of previously developed brownfield would remain in current condition, and thus would not notably alter the future baseline scenario different to what has already been reported as part of the baseline conditions of this assessment. The surrounding context of the Site would be more built-up in nature due to surrounding cumulative schemes in Manchester Airport, and thus likely to appear more incongruous in the townscape due to its vacant nature, however this would still not materially change the current baseline conditions considered in this assessment.

11.5 Assessment of Likely Significant Effects

11.5.1 Construction Effects

The following construction effects are considered within this chapter. Further information on the technical assessment methodologies are contained in **Appendices 11.1** and **11.2**, **ES Volume II**.

- **Changes to Townscape Character:** There are potential changes to the townscape character due to construction works resulting in a partial loss or change to the 'sense of place' of the existing townscape.
- **Changes to Urban Grain:** There are potential changes due to construction works resulting in a partial loss or change to the existing urban grain.
- **Changes to Land Use:** There are potential changes due to construction works resulting in a partial loss or change to the existing land uses.
- **Changes to Building Heights:** There are potential changes due to construction works and partially constructed forms resulting in the introduction of new building heights.
- **Changes to Movement and Linkages:** There are potential changes due to construction works resulting in a partial loss or change to the existing movement and linkages.
- **Changes to Site Character:** There are potential changes due to construction works resulting in a partial loss or change to the existing site character.
- **Changes to Character and Amenity of Key Views:** There are potential changes due to the introduction of construction activity and partially constructed forms,

changing the amenity and character of the 11 identified key views (as shown within **Appendix 11.2**), as a result of:

- Presence of the site compound(s);
- Erection of site boundary fencing;
- Site clearance;
- Groundworks and the creation of new landforms;
- Contractor parking, plant and equipment storage;
- Presence of construction traffic; and
- Night-time (security and winter) lighting.

The above-listed construction effects were assessed in accordance with the methodology prescribed within **Sections 11.3.4.1** and **11.3.4.2** in this chapter, taking into account the sensitivity and magnitude to change of each receptor.

The likely impacts arising from the construction of the Proposed Development are summarised in **Table 11.14** below, with further detail provided in the relevant technical appendices.

In assessing the likely construction impacts, the following mitigation has been assumed as being 'inherent' and is therefore considered within the pre-mitigation assessment:

- Construction travel plans to encourage construction workers to use sustainable modes of travel. This will potentially minimise adverse impacts on movement and linkages during the construction phase;
- Temporary parking provided on-site for contractors. This will potentially minimise impacts on adverse indirect effects on surrounding movement and linkages during the construction phase;
- The recycling and reuse of materials on-site. This will potentially minimise adverse impacts on movement and linkages during the construction phase by minimising the number of traffic movements required to remove material off-site;
- Appropriate site hoarding, including graphic content to minimise blank frontages whilst screening the majority of ground works; and
- A phased approach to development, to minimise the potential for significant adverse townscape and visual effects during the construction phase.
- A Construction Management Plan (CMP) to ensure the site is well managed and maintained to reduce negative environmental impacts.

Any additional or secondary mitigation deemed necessary to avoid or minimise adverse effects arising from the construction of the Proposed Development is outlined in **Section 11.6 Mitigation & Monitoring**. Those measures are taken into account before reporting the residual (i.e. post-mitigation) construction effects of the Proposed Development.

Table 11.14: Likely Construction Effects

Receptor	Sensitivity	Magnitude of change (Neg / Small / Medium / Large)	Extent of effect (site / local / regional / national)	Nature of effect (direct / indirect)	Temporal Scale (Short/ medium/ Long-term)	Permanence of Effect (Temporary / Permanent)	Effect	Significant/ Not Significant
<i>Townscape Receptors</i>								
Townscape Character – The Airport and Urban Fringe	Low	Small – Construction works will create a small alteration to the 'sense of place' in the Townscape Character.	Local	Direct	Short-term	Temporary	Negligible beneficial	Not Significant
Townscape Character – Wider Wythenshawe	Negligible	No change – Construction works will create no change to the 'sense' of place' in the Townscape Character.	N/A	N/A	N/A	N/A	No change	Not Significant
Urban Grain	Negligible	Small – Construction works will create a small alteration to the composition of Urban Grain in the Study Area.	Local	Direct	Short-term	Temporary	Negligible beneficial	Not Significant
Land Use	Negligible	Small – Construction	Local	Direct	Short-term	Temporary	Negligible beneficial	Not Significant

Receptor	Sensitivity	Magnitude of change (Neg / Small / Medium / Large)	Extent of effect (site / local / regional / national)	Nature of effect (direct / indirect)	Temporal Scale (Short/ medium/ Long-term)	Permanence of Effect (Temporary / Permanent)	Effect	Significant/ Not Significant
		works will create a small alteration to the composition of Land Uses in the Study Area.						
Building Heights	Negligible	Small – Construction works will create a small alteration to the composition of Building Heights in the Study Area.	Local	Direct	Medium-term	Temporary	Negligible beneficial	Not Significant
Movement and Linkages	Negligible	Small – Construction works will create a small alteration to the composition of Movement and Linkages in the Study Area.	Local	Direct	Short-term	Temporary	Negligible adverse	Not Significant
Site Character	Low	Medium – Construction works will create a partial alteration to	Site	Direct	Short-term	Temporary	Slight adverse	Not Significant

Receptor	Sensitivity	Magnitude of change (Neg / Small / Medium / Large)	Extent of effect (site / local / regional / national)	Nature of effect (direct / indirect)	Temporal Scale (Short/ medium/ Long-term)	Permanence of Effect (Temporary / Permanent)	Effect	Significant/ Not Significant
		the character of the Site and its immediate context.						
<i>Visual Receptors</i>								
View 1	Low	Small – Construction works will cause a perceptible change to the existing character of the view.	Local	Direct	Medium-term	Temporary	Negligible adverse	Not significant
View 2	Low	Medium – Construction works will cause a clearly noticeable change to the existing character of the view.	Local	Direct	Medium-term	Temporary	Slight adverse	Not significant
View 3	Low	Medium – Construction works will be clearly noticeable but in keeping with the existing character of the view.	Local	Direct	Medium-term	Temporary	Slight neutral	Not significant

Receptor	Sensitivity	Magnitude of change (Neg / Small / Medium / Large)	Extent of effect (site / local / regional / national)	Nature of effect (direct / indirect)	Temporal Scale (Short/ medium/ Long-term)	Permanence of Effect (Temporary / Permanent)	Effect	Significant/ Not Significant
View 4	Low	Large – Construction works will cause a dominant change to the existing character of the view.	Local	Direct	Medium-term	Temporary	Slight adverse	Not significant
View 5	Low	Large – Construction works will cause a dominant change to the existing character of the view.	Local	Direct	Medium-term	Temporary	Slight adverse	Not significant
View 6	Low	Medium – Construction works will cause a clearly noticeable change to the existing character of the view.	Local	Direct	Medium-term	Temporary	Slight adverse	Not significant
View 7	Medium	Large – Construction works will cause a dominant change to the	Local	Direct	Medium-term	Temporary	Moderate adverse	Significant

Receptor	Sensitivity	Magnitude of change (Neg / Small / Medium / Large)	Extent of effect (site / local / regional / national)	Nature of effect (direct / indirect)	Temporal Scale (Short/ medium/ Long-term)	Permanence of Effect (Temporary / Permanent)	Effect	Significant/ Not Significant
		existing character of the view.						
View 8	Low	Medium – Construction works will cause a clearly noticeable change to the existing character of the view.	Local	Direct	Medium-term	Temporary	Slight adverse	Not significant
View 9	Negligible	Small – Construction works will cause a perceptible change to the existing character of the view.	Local	Direct	Medium-term	Temporary	Negligible adverse	Not significant
View 10	Medium	Negligible – Construction works will cause a barely perceptible change to the existing character of the view.	Local	Direct	Medium-term	Temporary	Negligible adverse	Not significant
View 11	Low	Medium – Construction	Local	Direct	Medium-term	Temporary	Slight adverse	Not significant

Receptor	Sensitivity	Magnitude of change (Neg / Small / Medium / Large)	Extent of effect (site / local / regional / national)	Nature of effect (direct / indirect)	Temporal Scale (Short/ medium/ Long-term)	Permanence of Effect (Temporary / Permanent)	Effect	Significant/ Not Significant
		works will cause a clearly noticeable change to the existing character of the view.						

11.5.2 Operational Effects

The following operation effects are considered within this chapter. Further information on the technical assessment methodologies are contained in **Appendices 11.1 and 11.2, ES Volume II**.

- **Changes to Townscape Character:** There are potential changes to the townscape character due to the operational development resulting in a change to the 'sense of place' of the existing townscape.
- **Changes to Urban Grain:** There are potential changes to the urban grain as a result of new built form in the operational phase.
- **Changes to Land Use:** There are potential changes to the land uses as a result of new built form, commercial uses, public realm and public open space in the operational phase.
- **Changes to Building Heights:** There are potential changes to the building heights as a result of new built form in the operational phase.
- **Changes to Movement and Linkages:** There are potential changes to the movement and linkages as a result of integration of a new movement hierarchy for vehicles, cyclists and pedestrians in the operational phase.
- **Changes to Site Character:** There are potential changes to site character as a result of the creation of new built form, public spaces and landscaping in the operational phase.
- **Changes to Character and Amenity of Key Views:** There are potential changes to the amenity and character of the 11 identified key views (as shown within **Appendix 11.2**), as a result of:
 - Changes to built form;
 - Changes to land uses;
 - Changes to movement and linkages;
 - Changes to areas of landscaping and open space; and
 - Changes to the existing townscape character.

The above-listed operation effects were assessed in accordance with the methodology prescribed within **Sections 11.3.4.1 and 11.3.4.2** in this chapter, taking into account the sensitivity and magnitude to change of each receptor.

The likely operational effects of the Proposed Development are summarised in **Table 11.15** below, with further detail provided in the relevant technical appendices.

In assessing the likely operational impacts, the following aspects of the Proposed Development are noted as 'inherent' or 'embedded' mitigation of relevance to this topic and is therefore considered within the pre-mitigation assessment:

Detailed Elements:

- Higher-density buildings are concentrated in the central and southern areas, giving the development a clear visual presence from the M56 and airport approach while reducing scale and massing near northern residential edges.
- A mix of mid-tech, R&D/office, hotel, advanced manufacturing and MSCP uses creates a balanced employment ecosystem with shared amenities.
- The public realm provides accessible, connected communal spaces with clear links to transport hubs. The new pedestrian and cycle bridge forms a key southern arrival

point, complemented by new gateways from Enterprise Way and Thorley Lane that strengthen connections to Painswick Park and Wythenshawe.

- A continuous wildlife corridor along the western, northern and southern boundaries, supported by green streets and woodland buffers, softens site edges, enhances biodiversity and maintains separation from neighbouring homes.
- Pedestrian routes align with existing crossings to ensure step-free movement between development zones, supported by secondary north–south and east–west links that connect buildings back to the urban core.
- The primary road network integrates cycle lanes connecting to Enterprise Way, the A555 and the National Cycle Network, with clear wayfinding to key destinations.
- Mid-Tech massing provides a transitional scale between northern residential areas and the denser southern airport-facing edge.
- Façade design responds to functional requirements and the site's role as a key frontage to the wider MIX masterplan.
- Material choices prioritise performance and value, using high-performance insulated panels to meet thermal, acoustic and fire standards while providing articulated, textured elevations within safeguarding constraints. A consistent black façade unifies panel types and highlights openings through contrasting accent colours.
- As a gateway structure, the MSCP façade incorporates a bold, Hive and Life science-inspired pattern to create a distinctive visual marker from the M56 and airport approaches.

Outline Elements:

- A maximum height of 101.77m AOD is set across the site, including rooftop equipment, establishing a consistent datum for future Reserved Matters applications subject to airport safeguarding review.
- The illustrative masterplan suggests at least 60% of the western woodland will be retained, with a replacement strategy delivering a minimum 2:1 tree re-provision across the site. Canopy and amenity value will be restored and enhanced through detailed landscaping at Reserved Matters stage for Parcel A.

Any additional or secondary mitigation deemed necessary to avoid or minimise adverse effects arising from the construction of the Proposed Development is outlined in **Section 11.6 Mitigation & Monitoring**. Those measures are taken into account before reporting the residual (i.e. post-mitigation) operational effects of the Proposed Development.

Table 11.15: Likely Operational Effects

Receptor	Sensitivity	Magnitude of change (Neg / Small / Medium / Large)	Extent of effect (site / local / regional / national)	Nature of effect (direct / indirect)	Temporal Scale (Short-term / Long-term)	Permanence of Effect (Temporary / Permanent)	Effect (Negligible/ Slight/ Moderate/ Major)	Significant/ Not Significant
Townscape Receptors								
Townscape Character – The Airport and Urban Fringe	Low	Medium – the Proposed Development will achieve a good fit within the Townscape Character.	Local	Direct	Long-term	Permanent	Slight beneficial	Not Significant
Townscape Character – Wider Wythenshawe	Negligible	No change – the Proposed Development will cause no perceptible change to this Townscape Character.	N/A	N/A	N/A	N/A	No change	Not Significant
Urban Grain	Negligible	Medium - the Proposed Development will achieve a good fit within the character of Urban Grain in the Study Area.	Local	Direct	Long-term	Permanent	Negligible beneficial	Not Significant
Land Use	Negligible	Medium - the Proposed Development will achieve a good fit within the character of Land	Local	Direct	Long-term	Permanent	Negligible beneficial	Not Significant

Receptor	Sensitivity	Magnitude of change (Neg / Small / Medium / Large)	Extent of effect (site / local / regional / national)	Nature of effect (direct / indirect)	Temporal Scale (Short-term / Long-term)	Permanence of Effect (Temporary / Permanent)	Effect (Negligible/ Slight/ Moderate/ Major)	Significant/ Not Significant
		Uses in the Study Area.						
Building Heights	Negligible	Medium - the Proposed Development will achieve a good fit within the character of Building Heights in the Study Area.	Local	Direct	Long-term	Permanent	Negligible beneficial	Not Significant
Movement and Linkages	Negligible	Medium - the Proposed Development will achieve a good fit within the character of Movement and Linkages in the Study Area.	Local	Direct	Long-term	Permanent	Negligible beneficial	Not Significant
Site Character	Low	Large – the Proposed Development will achieve a complete fit within the character of the Site and its immediate context.	Local	Direct	Long-term	Permanent	Slight beneficial	Not Significant
Visual Receptors								
View 1	Low	Small - The Proposed Development will cause a	Local	Direct	Long-term	Permanent	Negligible adverse	Not Significant

Receptor	Sensitivity	Magnitude of change (Neg / Small / Medium / Large)	Extent of effect (site / local / regional / national)	Nature of effect (direct / indirect)	Temporal Scale (Short-term / Long-term)	Permanence of Effect (Temporary / Permanent)	Effect (Negligible/ Slight/ Moderate/ Major)	Significant/ Not Significant
		perceptible change to the existing character of the view.						
View 2	Low	Medium - The Proposed Development will cause a clearly noticeable change to the existing character of the view.	Local	Direct	Long-term	Permanent	Slight adverse	Not Significant
View 3	Low	Medium - The Proposed Development will cause a clearly noticeable change to the existing character of the view.	Local	Direct	Long-term	Permanent	Slight adverse	Not Significant
View 4	Low	Large - The Proposed Development will create a complete improvement to the existing character of the view.	Local	Direct	Long-term	Permanent	Slight beneficial	Not Significant
View 5	Low	Large - The Proposed Development will cause a dominant change to the	Local	Direct	Long-term	Permanent	Slight adverse	Not Significant

Receptor	Sensitivity	Magnitude of change (Neg / Small / Medium / Large)	Extent of effect (site / local / regional / national)	Nature of effect (direct / indirect)	Temporal Scale (Short-term / Long-term)	Permanence of Effect (Temporary / Permanent)	Effect (Negligible/ Slight/ Moderate/ Major)	Significant/ Not Significant
		existing character of the view.						
View 6	Low	Medium - The Proposed Development will create a clearly noticeable improvement to the existing character of the view.	Local	Direct	Long-term	Permanent	Slight beneficial	Not Significant
View 7	Medium	Large - The Proposed Development will cause a dominant change to the existing character of the view.	Local	Direct	Long-term	Permanent	Moderate adverse	Significant
View 8	Low	Medium - The Proposed Development will create a clearly noticeable improvement to the existing character of the view.	Local	Direct	Long-term	Permanent	Slight beneficial	Not Significant
View 9	Negligible	Small – The Proposed Development will be perceptible but appear in keeping with the existing	Local	Direct	Long-term	Permanent	Negligible neutral	Not Significant

Receptor	Sensitivity	Magnitude of change (Neg / Small / Medium / Large)	Extent of effect (site / local / regional / national)	Nature of effect (direct / indirect)	Temporal Scale (Short-term / Long-term)	Permanence of Effect (Temporary / Permanent)	Effect (Negligible/ Slight/ Moderate/ Major)	Significant/ Not Significant
		character of the view.						
View 10	Medium	Negligible – The Proposed Development will be barely perceptible but appear in keeping with the existing character of the view.	Local	Direct	Long-term	Permanent	Negligible neutral	Not Significant
View 11	Low	Medium - The Proposed Development will create a clearly noticeable improvement to the existing character of the view.	Local	Direct	Long-term	Permanent	Slight beneficial	Not Significant

11.6 Mitigation & Monitoring

11.6.1 Construction Mitigation

No significant adverse effects were identified during construction after consideration of primary mitigation and therefore no additional mitigation measures are required.

11.6.2 Construction Monitoring

No construction monitoring is proposed. Construction monitoring is not considered necessary for the TVIA as primary (embedded) mitigation measures have been incorporated into the construction strategy to manage townscape and visual effects. The assessment concludes that construction effects would be temporary, localised and not significant in EIA terms. As no significant adverse effects are predicted, further secondary mitigation or monitoring specific to townscape and visual matters is not required.

11.6.3 Operational Mitigation

No significant adverse effects were identified during operation after consideration of primary mitigation and therefore no additional measures are required.

11.6.4 Operational Monitoring

No operational monitoring is proposed. Operational monitoring is not considered necessary for the TVIA as primary (embedded) mitigation measures have been incorporated into the design strategy to manage townscape and visual effects. The assessment concludes that operational effects would be localised and not significant in EIA terms. As no significant adverse effects are predicted, further secondary mitigation or monitoring specific to townscape and visual matters is not required.

11.7 Likely Residual Effects

The likely residual effects of the Proposed Development are those that will arise after any secondary mitigation has been taken into account.

The likely residual effects of the Proposed Development during construction and operation are set out in **Table 11.16**.

Table 11.16: Summary of Residual Effects

Receptor	Sensitivity (Neg / Low / Medium / High / Very High)	Description of Effect	Secondary Mitigation Proposed?	Magnitude of Impact (Neg / Small / Medium / Large / Very Large)	Nature of Effect (Direct / Indirect)	Temporal Scale (Short / Medium / Long)	Permanence of Effect (Temporary / Permanent)	Type of Effect (Adverse / Beneficial)	Residual Effect (Neg / Minor / Moderate / Major)	Significant/ Not Significant
Construction										
Townscape Character – The Airport and Urban Fringe	Low	Changes to the townscape character due to construction works resulting in a partial loss or change to the 'sense of place' of the existing townscape.	None	Small	Direct	Short-term	Temporary	Beneficial	Negligible beneficial	Not significant
Townscape Character – Wider Wythenshawe	Negligible	Construction works resulting in no change to the 'sense of place' of the existing townscape.	None	No change	N/A	N/A	N/A	N/A	No change	Not significant
Urban Grain	Negligible	Changes due to construction works resulting in a partial loss or change to the existing urban grain.	None	Small	Direct	Short-term	Temporary	Beneficial	Negligible beneficial	Not significant



Receptor	Sensitivity (Neg / Low / Medium / High / Very High)	Description of Effect	Secondary Mitigation Proposed?	Magnitude of Impact (Neg / Small / Medium / Large / Very Large)	Nature of Effect (Direct / Indirect)	Temporal Scale (Short / Medium / Long)	Permanence of Effect (Temporary / Permanent)	Type of Effect (Adverse / Beneficial)	Residual Effect (Neg / Minor / Moderate / Major)	Significant/ Not Significant
Land Use	Negligible	Changes due to construction works resulting in a partial loss or change to the existing land uses.	None	Small	Direct	Short-term	Temporary	Beneficial	Negligible beneficial	Not significant
Building Heights	Negligible	Changes due to construction works resulting in introduction of new building heights.	None	Small	Direct	Medium-term	Temporary	Beneficial	Negligible beneficial	Not significant
Movement and Linkages	Negligible	Potential changes due to construction works resulting in a partial loss or change to the movement and linkages.	None	Small	Direct	Short-term	Temporary	Adverse	Negligible adverse	Not significant
Site Character	Low	Changes due to construction works resulting in a partial loss or change to the existing site character.	None	Medium	Direct	Short-term	Temporary	Adverse	Slight adverse	Not significant



Receptor	Sensitivity (Neg / Low / Medium / High / Very High)	Description of Effect	Secondary Mitigation Proposed?	Magnitude of Impact (Neg / Small / Medium / Large / Very Large)	Nature of Effect (Direct / Indirect)	Temporal Scale (Short / Medium / Long)	Permanence of Effect (Temporary / Permanent)	Type of Effect (Adverse / Beneficial)	Residual Effect (Neg / Minor / Moderate / Major)	Significant/ Not Significant
View 1	Low	Changes to the character and amenity of the view as a result of increased construction activity.	None	Small	Direct	Medium-term	Temporary	Adverse	Negligible adverse	Not significant
View 2	Low	Changes to the character and amenity of the view as a result of increased construction activity.	None	Medium	Direct	Medium-term	Temporary	Adverse	Slight adverse	Not significant
View 3	Low	Changes to the character and amenity of the view as a result of increased construction activity.	None	Medium	Direct	Medium-term	Temporary	Neutral	Slight neutral	Not significant
View 4	Low	Changes to the character and amenity of the view as a result of increased construction activity.	None	Large	Direct	Medium-term	Temporary	Adverse	Slight adverse	Not significant



Receptor	Sensitivity (Neg / Low / Medium / High / Very High)	Description of Effect	Secondary Mitigation Proposed?	Magnitude of Impact (Neg / Small / Medium / Large / Very Large)	Nature of Effect (Direct / Indirect)	Temporal Scale (Short / Medium / Long)	Permanence of Effect (Temporary / Permanent)	Type of Effect (Adverse / Beneficial)	Residual Effect (Neg / Minor / Moderate / Major)	Significant/ Not Significant
View 5	Low	Changes to the character and amenity of the view as a result of increased construction activity.	None	Large	Direct	Medium-term	Temporary	Adverse	Slight adverse	Not significant
View 6	Low	Changes to the character and amenity of the view as a result of increased construction activity.	None	Medium	Direct	Medium-term	Temporary	Adverse	Slight adverse	Not significant
View 7	Medium	Changes to the character and amenity of the view as a result of increased construction activity.	None	Large	Direct	Medium-term	Temporary	Adverse	Moderate adverse	Significant
View 8	Low	Changes to the character and amenity of the view as a result of increased construction activity.	None	Medium	Direct	Medium-term	Temporary	Adverse	Slight adverse	Not significant



Receptor	Sensitivity (Neg / Low / Medium / High / Very High)	Description of Effect	Secondary Mitigation Proposed?	Magnitude of Impact (Neg / Small / Medium / Large / Very Large)	Nature of Effect (Direct / Indirect)	Temporal Scale (Short / Medium / Long)	Permanence of Effect (Temporary / Permanent)	Type of Effect (Adverse / Beneficial)	Residual Effect (Neg / Minor / Moderate / Major)	Significant/ Not Significant
View 9	Negligible	Changes to the character and amenity of the view as a result of increased construction activity.	None	Small	Direct	Medium-term	Temporary	Adverse	Negligible adverse	Not significant
View 10	Low	Changes to the character and amenity of the view as a result of increased construction activity.	None	Negligible	Direct	Medium-term	Temporary	Adverse	Negligible adverse	Not significant
View 11	Low	Changes to the character and amenity of the view as a result of increased construction activity.	None	Medium	Direct	Medium-term	Temporary	Adverse	Slight adverse	Not significant
Operation										
Townscape Character – The Airport and Urban Fringe	Low	Changes to the townscape character due to the operational development resulting in a	None	Medium	Direct	Long-term	Permanent	Beneficial	Slight beneficial	Not significant



Receptor	Sensitivity (Neg / Low / Medium / High / Very High)	Description of Effect	Secondary Mitigation Proposed?	Magnitude of Impact (Neg / Small / Medium / Large / Very Large)	Nature of Effect (Direct / Indirect)	Temporal Scale (Short / Medium / Long)	Permanence of Effect (Temporary / Permanent)	Type of Effect (Adverse / Beneficial)	Residual Effect (Neg / Minor / Moderate / Major)	Significant/ Not Significant
		change to the 'sense of place' of the existing townscape.								
Townscape Character – Wider Wythensha we	Negligible	Operational development resulting in no change to the 'sense of place' of the existing townscape.	None	No change	N/A	N/A	N/A	N/A	No change	Not significant
Urban Grain	Negligible	Changes to the urban grain in the study area as a result of new built form in the operational development.	None	Small	Direct	Long-term	Permanent	Beneficial	Negligible beneficial	Not significant
Land Use	Negligible	Changes to the land uses in the study area as a result of new built form, public realm and public open space in the operational development.	None	Small	Direct	Long-term	Permanent	Beneficial	Negligible beneficial	Not significant



Receptor	Sensitivity (Neg / Low / Medium / High / Very High)	Description of Effect	Secondary Mitigation Proposed?	Magnitude of Impact (Neg / Small / Medium / Large / Very Large)	Nature of Effect (Direct / Indirect)	Temporal Scale (Short / Medium / Long)	Permanence of Effect (Temporary / Permanent)	Type of Effect (Adverse / Beneficial)	Residual Effect (Neg / Minor / Moderate / Major)	Significant/ Not Significant
Building Heights	Negligible	Changes to the building heights in the study area as a result of new built form in the operational development.	None	Small	Direct	Long-term	Permanent	Beneficial	Negligible beneficial	Not significant
Movement and Linkages	Negligible	Changes to the movement and linkages in the study area as a result of integration of a new movement hierarchy for vehicles, cyclists and pedestrians in the operational development.	None	Small	Direct	Long-term	Permanent	Beneficial	Negligible beneficial	Not significant
Site Character	Low	Changes to the site character and its immediate context as a result of new areas of built form, landscaping,	None	Medium	Direct	Long-term	Permanent	Beneficial	Slight beneficial	Not significant



Receptor	Sensitivity (Neg / Low / Medium / High / Very High)	Description of Effect	Secondary Mitigation Proposed?	Magnitude of Impact (Neg / Small / Medium / Large / Very Large)	Nature of Effect (Direct / Indirect)	Temporal Scale (Short / Medium / Long)	Permanence of Effect (Temporary / Permanent)	Type of Effect (Adverse / Beneficial)	Residual Effect (Neg / Minor / Moderate / Major)	Significant/ Not Significant
		movement and access in the operational development.								
View 1	Low	Changes to the character and amenity of the view as a result of the operational development.	None	Small	Direct	Long-term	Permanent	Adverse	Negligible adverse	Not Significant
View 2	Low	Changes to the character and amenity of the view as a result of the operational development.	None	Medium	Direct	Long-term	Permanent	Adverse	Slight adverse	Not Significant
View 3	Low	Changes to the character and amenity of the view as a result of the operational development.	None	Medium	Direct	Long-term	Permanent	Adverse	Slight adverse	Not Significant
View 4	Low	Changes to the character and amenity of the view as a result	None	Large	Direct	Long-term	Permanent	Beneficial	Slight beneficial	Not Significant



Receptor	Sensitivity (Neg / Low / Medium / High / Very High)	Description of Effect	Secondary Mitigation Proposed?	Magnitude of Impact (Neg / Small / Medium / Large / Very Large)	Nature of Effect (Direct / Indirect)	Temporal Scale (Short / Medium / Long)	Permanence of Effect (Temporary / Permanent)	Type of Effect (Adverse / Beneficial)	Residual Effect (Neg / Minor / Moderate / Major)	Significant/ Not Significant
		of the operational development.								
View 5	Low	Changes to the character and amenity of the view as a result of the operational development.	None	Large	Direct	Long-term	Permanent	Adverse	Slight adverse	Not Significant
View 6	Low	Changes to the character and amenity of the view as a result of the operational development.	None	Medium	Direct	Long-term	Permanent	Beneficial	Slight beneficial	Not Significant
View 7	Medium	Changes to the character and amenity of the view as a result of the operational development.	None	Large	Direct	Long-term	Permanent	Adverse	Moderate adverse	Significant
View 8	Low	Changes to the character and amenity of the view as a result of the	None	Medium	Direct	Long-term	Permanent	Beneficial	Slight beneficial	Not Significant



Receptor	Sensitivity (Neg / Low / Medium / High / Very High)	Description of Effect	Secondary Mitigation Proposed?	Magnitude of Impact (Neg / Small / Medium / Large / Very Large)	Nature of Effect (Direct / Indirect)	Temporal Scale (Short / Medium / Long)	Permanence of Effect (Temporary / Permanent)	Type of Effect (Adverse / Beneficial)	Residual Effect (Neg / Minor / Moderate / Major)	Significant/ Not Significant
		operational development.								
View 9	Negligible	Changes to the character and amenity of the view as a result of the operational development.	None	Small	Direct	Long-term	Permanent	Neutral	Negligible neutral	Not Significant
View 10	Medium	Changes to the character and amenity of the view as a result of the operational development.	None	Negligible	Direct	Long-term	Permanent	Neutral	Negligible neutral	Not Significant
View 11	Low	Changes to the character and amenity of the view as a result of the operational development.	None	Medium	Direct	Long-term	Permanent	Beneficial	Slight beneficial	Not Significant



11.8 Inter-Development Cumulative Effects

Consideration has also been given to the potential for likely significant inter-development cumulative effects to arise as a result of the Proposed Development alongside other identified cumulative schemes during both construction and operation.

The cumulative schemes that are considered relevant to this technical assessment are shown in **Table 11.17**.

Table 11.17: Relevant Cumulative Schemes

Name	Proximity	Description	Status	Relevance
144691/FO/2025	Manchester Business Park Extension, Aviator Way	Erection of 9no. logistics units (Use Classes B2 (General Industry) and B8 (Storage and Distribution)), along with car parking, cycle parking, landscaping, servicing and access arrangements and other associated works.	Planning Application submitted December 2025	600m East
141662/FO/2024	Premier Inn, Manchester Airport	Erection of a 9-storey hotel with associated loading bay and landscaping.	Completion targeted Q3/Q4 2027	200m South
118409/FO/2017	Plot G1 and G2, Airport City Central Business District	Erection of a 9 storey 375 bed hotel (Use Class C1) and a 9 storey 254 bed hotel (Use Class C1) with associated landscaping, car parking, cycle storage, sub-station, external drop off and service area.	Stalled but implemented consent.	200m South
140206/FO/2024	Dakota Hotel, Enterprise Way, Manchester Airport	Erection of 7 storey 154 bedroom hotel, with associated car parking, feature vehicular drop-off area and canopy, service yard, landscaping and highways works to existing access.	Q1 2025 - Q3 2026	100m North

The assessment of inter-development cumulative effects takes into consideration the residual effects of the Proposed Development during construction and operation along with any primary and secondary mitigation measures proposed for the cumulative schemes (e.g. that all demolition and construction works are being undertaken in accordance with a CMP).

Where the Proposed Development was assessed to result in adverse or beneficial residual effects of 'negligible' significance on the identified receptors, or residual effects were found to be of 'neutral' significance, it has been assumed that there is no potential for significant inter-development cumulative effects to arise and these are not considered in the sections below.

11.8.1 Construction Cumulative Effects

The following cumulative construction effects are assessed:

- **Changes to Townscape Character:** There are potential changes to the townscape character due to cumulative construction works resulting in a partial loss or change to the 'sense of place' of the existing townscape.



- **Changes to Urban Grain:** There are potential changes due to cumulative construction works resulting in a partial loss or change to the existing urban grain.
- **Changes to Land Use:** There are potential changes due to cumulative construction works resulting in a partial loss or change to the existing land uses.
- **Changes to Building Heights:** There are potential changes due to cumulative construction works resulting in a partial loss or change to the existing building heights.
- **Changes to Movement and Linkages:** There are potential changes due to cumulative construction works resulting in a partial loss or change to the existing movement and linkages.
- **Changes to Character and Amenity of Key Views:** There are potential changes due to the introduction of cumulative construction activity across the sites and partially constructed forms, changing the amenity and character of the 11 identified key views (as shown within **Appendix 11.2**), as a result of:
 - Presence of the site compound(s);
 - Erection of site boundary fencing;
 - Site clearance;
 - Groundworks and the creation of new landforms;
 - Contractor parking, plant and equipment storage;
 - Presence of construction traffic; and
 - Night-time (security and winter) lighting.

The above-listed construction effects were assessed in accordance with the methodology prescribed within **Sections 11.3.4.1** and **11.3.4.2** in this chapter, taking into account the sensitivity and magnitude to change of each receptor.

11.8.2 Operation Cumulative Effects

The following operational effects are assessed:

- **Changes to Townscape Character:** There are potential changes to the townscape character due to the cumulative operational developments resulting in a change to the 'sense of place' of the existing townscape.
- **Changes to Urban Grain:** There are potential changes to the urban grain as a result of new built form in the cumulative operational phase.
- **Changes to Land Use:** There are potential changes to the land uses as a result of new built form, public realm and public open space in the cumulative operational phase.
- **Changes to Building Heights:** There are potential changes to the building heights as a result of new built form in the cumulative operational phase.
- **Changes to Movement and Linkages:** There are potential changes to the movement and linkages as a result of integration of a new movement hierarchy for vehicles, cyclists and pedestrians in the cumulative operational phase.
- **Changes to Public Realm and Public Open Spaces:** There are potential changes to public realm and public open spaces as a result of the creation of new public spaces in the cumulative operational phase.



- **Changes to Character and Amenity of Key Views:** There are potential changes to the amenity and character of the 11 identified key views when considered with the relevant sites cumulatively (as shown within **Appendix 11.2**), as a result of:
 - Changes to built form;
 - Changes to land uses;
 - Changes to movement and linkages;
 - Changes to areas of public realm and public open spaces; and
 - Changes to the existing townscape character.

The above-listed operation effects were assessed in accordance with the methodology prescribed within **Sections 11.3.4.1** and **11.3.4.2** in this chapter, taking into account the sensitivity and magnitude to change of each receptor.

An assessment of the likely significant cumulative effects upon the relevant sensitive receptors is provided in **Table 11.18**. The magnitude of change and other columns are summarising the combined (cumulative) effect of the Proposed Development alongside any relevant cumulative schemes. Where there is likely to be any rise in the magnitude of change and resultant significant of effects, this will be summarised at the end of the table.



Table 11.18: Summary of Inter-Development Cumulative Effects

Receptor	Sensitivity (Neg / Low / Medium / High / Very High)	Likely Effect	Relevant Cumulative Schemes	Magnitude of Impact (Neg / Small / Medium / Large / Very Large)	Nature of Effect (Direct / Indirect)	Temporal Scale (Short / Medium / Long)	Permanance of Effect (Temporary / Permanent)	Type of Effect (Adverse / Beneficial)	Residual Significance (Neg / Minor / Moderate / Major)
Construction									
Site Character	Low	Changes due to cumulative construction works resulting in a partial loss or change to the existing site character.	None	Medium	Direct	Short-term	Temporary	Adverse	Slight adverse
View 2	Low	Changes to the character and amenity of the view as a result of increased cumulative construction activity.	None	Medium	Direct	Medium-term	Temporary	Adverse	Slight adverse
View 4	Low	Changes to the character and amenity of the view as a result of increased cumulative construction activity.	None	Large	Direct	Medium-term	Temporary	Adverse	Slight adverse



Receptor	Sensitivity (Neg / Low / Medium / High / Very High)	Likely Effect	Relevant Cumulative Schemes	Magnitude of Impact (Neg / Small / Medium / Large / Very Large)	Nature of Effect (Direct / Indirect)	Temporal Scale (Short / Medium / Long)	Permanance of Effect (Temporary / Permanent)	Type of Effect (Adverse / Beneficial)	Residual Significance (Neg / Minor / Moderate / Major)
View 5	Low	Changes to the character and amenity of the view as a result of increased cumulative construction activity.	None	Large	Direct	Medium-term	Temporary	Adverse	Slight adverse
View 6	Low	Changes to the character and amenity of the view as a result of increased cumulative construction activity.	Dakota Hotel, Enterprise Way, Manchester Airport	Medium	Direct	Medium-term	Temporary	Adverse	Slight adverse
View 7	Medium	Changes to the character and amenity of the view as a result of increased cumulative construction activity.	None	Large	Direct	Medium-term	Temporary	Adverse	Moderate adverse - Significant
View 8	Low	Changes to the character and amenity of the view as a result of	Plot G1 and G2, Airport City Central	Large	Direct	Medium-term	Temporary	Adverse	Slight adverse



Receptor	Sensitivity (Neg / Low / Medium / High / Very High)	Likely Effect	Relevant Cumulative Schemes	Magnitude of Impact (Neg / Small / Medium / Large / Very Large)	Nature of Effect (Direct / Indirect)	Temporal Scale (Short / Medium / Long)	Permanance of Effect (Temporary / Permanent)	Type of Effect (Adverse / Beneficial)	Residual Significance (Neg / Minor / Moderate / Major)
		increased cumulative construction activity.	Business District						
View 11	Low	Changes to the character and amenity of the view as a result of increased cumulative construction activity.	Dakota Hotel, Enterprise Way, Manchester Airport	Medium	Direct	Medium-term	Temporary	Adverse	Slight adverse
Operation									
Townscape Character – The Airport and Urban Fringe	Low	Changes to the townscape character due to the cumulative operational development resulting in a change to the 'sense of place' of the existing townscape.	Manchester Business Park Extension, Aviator Way Premier Inn, Manchester Airport Plot G1 and G2, Airport City Central Business District	Large	Direct	Long-term	Permanent	Beneficial	Slight beneficial



Receptor	Sensitivity (Neg / Low / Medium / High / Very High)	Likely Effect	Relevant Cumulative Schemes	Magnitude of Impact (Neg / Small / Medium / Large / Very Large)	Nature of Effect (Direct / Indirect)	Temporal Scale (Short / Medium / Long)	Permanance of Effect (Temporary / Permanent)	Type of Effect (Adverse / Beneficial)	Residual Significance (Neg / Minor / Moderate / Major)
			Dakota Hotel, Enterprise Way, Manchester Airport						
Site Character	Low	Changes to the site character and its immediate context as a result of new areas of cumulative built form, landscaping, movement and access in the operational development.	None	Medium	Direct	Long-term	Permanent	Beneficial	Slight beneficial
View 2	Low	Changes to the character and amenity of the view as a result of cumulative operational development.	None	Medium	Direct	Long-term	Permanent	Adverse	Slight adverse
View 3	Low	Changes to the character and amenity of the view as a result of cumulative	Dakota Hotel, Enterprise Way, Manchester Airport	Medium	Direct	Long-term	Permanent	Adverse	Slight adverse



Receptor	Sensitivity (Neg / Low / Medium / High / Very High)	Likely Effect	Relevant Cumulative Schemes	Magnitude of Impact (Neg / Small / Medium / Large / Very Large)	Nature of Effect (Direct / Indirect)	Temporal Scale (Short / Medium / Long)	Permanence of Effect (Temporary / Permanent)	Type of Effect (Adverse / Beneficial)	Residual Significance (Neg / Minor / Moderate / Major)
		operational development.							
View 4	Low	Changes to the character and amenity of the view as a result of cumulative operational development.	None	Large	Direct	Long-term	Permanent	Beneficial	Slight beneficial
View 5	Low	Changes to the character and amenity of the view as a result of cumulative operational development.	None	Large	Direct	Long-term	Permanent	Adverse	Slight adverse
View 6	Low	Changes to the character and amenity of the view as a result of cumulative operational development.	Dakota Hotel, Enterprise Way, Manchester Airport	Medium	Direct	Long-term	Permanent	Beneficial	Slight beneficial
View 7	Medium	Changes to the character and amenity of the view as a result of	None	Large	Direct	Long-term	Permanent	Adverse	Moderate adverse - Significant



Receptor	Sensitivity (Neg / Low / Medium / High / Very High)	Likely Effect	Relevant Cumulative Schemes	Magnitude of Impact (Neg / Small / Medium / Large / Very Large)	Nature of Effect (Direct / Indirect)	Temporal Scale (Short / Medium / Long)	Permanance of Effect (Temporary / Permanent)	Type of Effect (Adverse / Beneficial)	Residual Significance (Neg / Minor / Moderate / Major)
		cumulative operational development.							
View 8	Low	Changes to the character and amenity of the view as a result of cumulative operational development.	Plot G1 and G2, Airport City Central Business District	Medium	Direct	Long-term	Permanent	Beneficial	Slight beneficial
View 11	Low	Changes to the character and amenity of the view as a result of cumulative operational development.	Dakota Hotel, Enterprise Way, Manchester Airport	Medium	Direct	Long-term	Permanent	Beneficial	Slight beneficial



Construction:

Of the relevant townscape and visual receptors, only View 8 experienced an increase in magnitude of change, from 'medium' to 'large', as a result of the likely cumulative effects created by construction works of the Proposed Development alongside the Plot G1 and G2, Airport City Central Business District cumulative scheme in the view. However, the resultant significance of effect remained as 'slight adverse'.

Operation:

Of the relevant townscape and visual receptors, only Townscape Character – The Airport and Urban Fringe experienced an increase in magnitude of change, from 'medium' to 'large', as a result of the likely cumulative effects created by other cumulative schemes in operation also alongside the Proposed Development. Cumulatively, the Proposed Development and other schemes would likely result in a complete fit in terms of contributing to the composition of the wider townscape character. However, the resultant significance of effect remained as 'slight beneficial'.

11.9 References

1. The European Landscape Convention (ELC) (Council of Europe (Florence 2000))
2. National Planning Policy Framework (NPPF)
3. Planning Practice Guidance (PPG)
4. Manchester Core Strategy and Places for Everyone (PfE) Joint Development Plan
5. MIX Manchester Draft Strategic Regeneration Framework 2024
6. The Guidelines for Landscape and Visual Impact Assessment (GLVIA (3rd Edition)) provides a robust and transparent assessment methodology for townscape and visual effects.
7. The Landscape Institute Technical Guidance Notes 06/19 (2019)



12.0 Traffic and Movement

12.1 Introduction

This ES chapter assesses the likely environmental effects of the Proposed Development with respect to traffic and movement. It describes the methods used to assess the effects; the baseline conditions currently existing at the Application Site and surrounding area; the mitigation measures required to prevent, reduce or offset any adverse effects; and the likely residual effects after these measures have been adopted.

In particular, it considers the potential effects of the Proposed Development with reference to daily traffic flows, the forecast changes to baseline conditions (magnitude of change / impact), the relative sensitivity / importance of the affected receptor / road user and the scale, nature and significance of the effect (consequence) in relation to severance, driver delay, pedestrian/cycle delay, pedestrian/cycle amenity (which for the purpose of this assessment includes fear and intimidation), highway safety and public transport.

It considers the potential effects of traffic generated during the construction and operational phases of the Proposed Development.

This chapter is supported by the following figures, which are presented in **ES Volume II**:

- **Figure 12.1** – Sensitive Geographic Locations in the vicinity of the Application Site
- **Figure 12.2** – Automatic Traffic Count (ATC) Locations
- **Figure 12.3** – Junction Turning Count Locations
- **Figure 12.4** – Pedestrian Infrastructure Surrounding the Application Site
- **Figure 12.5** – Walking Accessibility
- **Figure 12.6** – Local Cycle Network
- **Figure 12.7** – Cycle Accessibility
- **Figure 12.8** – Public Transport Accessibility

This chapter has been informed by the following technical appendices, which are presented in **ES Volume II**:

- **Appendix 12.1** – Transport Assessment (TA)
- **Appendix 12.2** – Framework Travel Plan (FTP)

This traffic and movement chapter has been prepared by Natalie Maynard of Buro Happold, who has over 20 years' experience providing transport planning consultancy advice for projects in the UK, including the management and co-ordination of Transport Assessments and ES Transport Chapters.

The assessment in this chapter does not identify any significant effects relating to traffic and movement during construction or when the Proposed Development is complete and operational. In addition, no significant cumulative effects have been identified.

12.2 Relevant Legislation, Policy and Guidance

The Proposed Development has been designed and assessed with reference to the legislation, policy and guidance shown in Error! Reference source not found.. This is the key guidance of greatest relevance to traffic and movement.

Table 12.1: Policy Overview

Policy Level	Document Reference
National	National Planning Policy Framework (NPPF) (December 2024)
	National Planning Practice Guidance (PPG) on Travel Plans, Transport Assessments and Statements (March 2014)
Regional	Greater Manchester Transport Strategy 2040 (January 2021)
	Greater Manchester Combined Authority (GMCA) Places for everyone Joint Development Plan 2022 to 2039 (March 2024)
	DfT Circular 01/2022: The Strategic Road Network and the Delivery of Sustainable Development
	Greater Manchester's Streets for All Design Guide (2023)
Local	Manchester Core Strategy 2012 to 2027
	Holcroft Moss Planning Obligations Supplementary Planning Document (SPD) (May 2025)
	Draft Strategic Regeneration Framework (SRF) for MIX Manchester

With regards to the Holcroft Moss Planning Obligations SPD, the routing of traffic associated with the Proposed Development beyond the assessed study area has been reviewed and it is considered unlikely that any material volume of traffic associated with the Proposed Development would route along the M62 past Holcroft Moss given the distance and geographic location of the Application Site. Traffic to/from the Application Site would likely use routes via either the M56 and M60, or M56 and M6. It is therefore considered that the Proposed Development would not exceed the thresholds set out in the SPD for the M62 past Holcroft Moss.

12.3 Assessment Methodology

12.3.1 Consultation

An EIA Scoping Report was submitted to MCC in December 2025 setting out the proposed assessment methodology. The EIA Scoping Opinion (dated 7th January 2026) confirmed that the scope and matters identified for inclusion are generally agreed by MCC subject to specific comments provided by consultees on matters to be included and covered in the Transport Assessment (TA).

The consultee responses from MCC, TfGM and WSP (the transport consultants for National Highways) are included in **Appendix 2.2, ES Volume II**.

Separate to the EIA scoping process, transport scoping discussions have been held with MCC, TfGM and National Highways / WSP in relation to the transport deliverables for planning. Transport scoping and trip generation methodology notes were submitted in advance of the pre-application scoping meetings that were held on the 20th and 28th January 2026.

The scope of this traffic and movement chapter and the TA in **Appendix 12.1 of ES Volume II** reflects the output of this pre-application consultation process.

12.3.2 Study Area

In accordance with the 2023 IEMA Guidelines for the Environmental Assessment of Traffic and Movement ('2023 IEMA Guidelines'¹), the geographical boundaries of the assessment (the spatial scope/ 'study area') has been defined by identifying any highway link where it is felt that potentially significant environmental effects may occur as a result of the Proposed Development.

Professional judgement has been used to define this study area taking account of sensitive geographic locations in the vicinity of the Proposed Development and sensitive receptors / road users that may be sensitive to a change in traffic conditions (described in more detail in **Sections 12.3.3 and 12.3.4**). This study area was also discussed and agreed with the wider EIA team, in particular, the Air Quality and Noise consultants to ensure that it meets with their assessment requirements.

The sensitive geographic locations in the vicinity of the Application Site are shown on **Figure 12.1 in ES Volume II**.

The extent of the study area has been based on two broad rules of thumb in accordance with the 2023 IEMA Guidelines:

- **Rule 1:** include highway links where traffic flows will increase by more than 30% due to the Proposed Development or the number of Heavy Goods Vehicles (HGV) will increase by more than 30%; and
- **Rule 2:** include highway links of high sensitivity where traffic flows have increased by 10% or more.

As set out in the IEMA Guidelines, it is generally accepted that the day-to-day variation of traffic on a road is frequently $\pm 10\%$ and it should therefore be assumed that projected changes in traffic of less than 10% create no discernible environmental impact.

12.3.3 Establishing Baseline and Sensitive Receptors

The existing baseline year is 2026, which represents the current year and submission year of the planning application. The baseline conditions have been established using the following data sources:

- Automatic Traffic Counts (ATC) undertaken for seven consecutive days in October and November 2025 at the highway links shown on **Figure 12.2 in ES Volume II**, which define the study area. Potential effects on the strategic network (M56 Spur) have also been considered and this is described in more detail in **Section 12.5.3**;
- Published/web-based traffic data, including the latest Annual Average Daily/Weekday Traffic flow (AADT/AAWT) data available from the Department for Transport's (DfT) online database, the National Highways traffic count database (WebTRIS) and AADT data available from the London Atmospheric Emissions (LAEI) online database;
- Junction Turning Counts undertaken on 13th October 2025 at the junctions indicated on **Figure 12.3 in ES Volume II**;
- Application Site visit on 30th September 2025 and desktop study based on online sources of information in relation to existing transport conditions on the local highway network, local cycle route and public transport information and ordnance survey maps; and

¹ IEMA has since rebranded to ISEP, however, guidance remains valid for assessment purposes.

- Collision statistics for the latest available five-year period obtained from the Crashmap website.

The traffic data sourced above has been used to generate the baseline AADT/AAWT traffic flows that have been used in the assessment of Traffic and Movement, Air Quality and Noise and Vibration.

12.3.4 Assessment Approach

The effects that have been assessed in this Traffic and Movement chapter are defined as follows (in line with the 2023 IEMA Guidelines):

- Potential effects on the community associated with severance caused by an increase in traffic levels as a result of the Proposed Development;
- Potential effects on drivers associated with driver delay caused by additional traffic generated by the Proposed Development;
- Potential effects on pedestrians and cycles (non-motorised users) associated with delay caused by changes in traffic volume or speed of traffic.
- Potential effects on pedestrian and cycle (non-motorised user) amenity caused by the increase in traffic flow, traffic composition and pavement width/separation from traffic. For the purpose of this assessment, this includes the effects on pedestrians / cyclists associated with fear and intimidation; and
- Potential effects on road user and pedestrian safety caused by an increase in traffic flow as a result of the Proposed Development.

The 2023 IEMA Guidelines also refer to the movement of Hazardous and Abnormal Indivisible Loads (AIL) and the requirement to outline the estimated number and composition of such loads and their likely effect. Whilst it is not envisaged that there would be AILs during operation it can reasonably be assumed that some may be required during construction.

At this stage, details of any AILs during construction (whether indivisible loads, engineering plant delivered on low-loaders or other 'special' types such as large mobile cranes) are not known but once a contractor has been appointed, any AILs that may be required during the construction period will be pre-planned and the route and timing of the journey will be agreed with the local planning authority and the relevant authorities such as TfGM and the Police in accordance with appropriate legislation.

In terms of public transport impacts, this has been assessed separately in the TA in accordance with the 2023 IEMA Guidelines.

12.3.4.1 Assessment of Sensitivity

Each of the highway links identified on **Figure 12.2 in ES Volume II** has been assigned an environmental value (sensitivity).

The sensitivity of a highway link is dependent on the scale/ importance of a receptor, which in transport terms refers to the road users of the given highway link, which can be either motorised or non-motorised users.

Severance, Pedestrian/Cycle Delay and Amenity (including Fear and Intimidation) all relate to non-motorised users and Driver Delay relates to motorised users.

The sensitivity of the receptor/ road user can be defined by their vulnerability such as elderly people, wheelchair users or children. It also takes account of the existing nature of the road; for example, pedestrians are less sensitive to changes in traffic if there are adequate footways and crossing facilities. However, links where there will be high concentrations of sensitive

locations are likely to be highly sensitive to changes in traffic flow unless there is separation from traffic.

Sensitive locations have also been considered where pedestrian or cyclist activity may be high, for example, in the vicinity of schools, hospitals, churches, recreational sites and shopping areas, and/or where there are collision clusters and routes with road safety concerns, or junctions and highway links at (or over) capacity.

Sensitive locations in the vicinity of the Application Site are indicated on **Figure 12.1** in **ES Volume II**.

The relationship of the receptor/ road user with the highway environment has been examined to understand the sensitivity of those receptors to change. Each highway link has then been assigned a sensitivity value based on professional judgement.

The general criteria used to assess receptor / road user sensitivity is set out in **Table 12.2**.

Table 12.2: Criteria for Determining Receptor / Road User Sensitivity

Receptor Sensitivity	Criteria
High	Route in town centre setting and/or main vehicular route in a built-up area with pedestrian/cycle facilities provided Areas of greatest sensitivity to traffic flow are where they are adjacent to schools, colleges, playgrounds, collision clusters, retirement homes, roads without footways that are used by pedestrians.
Medium	Strategic/important vehicular route in a rural setting with pedestrian/cycle facilities provided. Traffic flow sensitive receptors include: congested junctions, doctors' surgeries, hospitals, shopping areas with roadside frontage, roads with narrow footways, recreation facilities and busy transport interchanges
Low	Rural road with no pedestrian and/or cyclist infrastructure. Receptors with low sensitivity to traffic flow include: places of worship, public open space, tourist attractions and residential areas with adequate footway provision.

The assigned sensitivity for each highway link is set out in **Section 12.4.2**.

12.3.5 Approach to Impact Assessment

12.3.5.1 Assessment of Construction Impacts

The effects of traffic generated during construction have been assessed against the 2027 future baseline situation, which represents the peak year in terms of construction vehicle movements.

Construction vehicle estimates during the construction phases of the Proposed Development are based on a number of assumptions on matters such as material quantities, number of workers, construction programme, etc., and have been informed by information contained in the outline Construction Management Plan (CMP) submitted with the planning application. Further details of the construction programme and phasing, vehicle numbers and the proposed access routes are discussed in the TA in **Appendix 12.1** of **ES Volume II**.

The construction assessment contained in this ES chapter has been completed under the assumption that a detailed/ full version of the CMP (secured by planning condition) would be implemented throughout the duration of the construction programme. Measures included in the CMP form part of the 'Embedded Mitigation' described in **Section 12.5.1**.

12.3.5.2 Assessment of Operation Impacts

The effects of traffic generated during operation have been assessed against the 2035 future baseline situation, which is the expected opening year for full build out and occupation of the Proposed Development.

Cumulative developments are considered inherently as part the operational assessment as part of the future baseline conditions and this is described further in Section 12.8.

The total person trips by mode for the Proposed Development has been extracted from the TA in **Appendix 12.1** of **ES Volume II** and is summarised below in **Table 12.3** for the opening year of the full development in 2035.

Table 12.3: Total Person Trips by Mode

Mode	AM Peak Hour (08:00-09:00)		PM Peak Hour (17:00-18:00)		Daily	
	In	Out	In	Out	In	Out
Car Driver	566	103	89	507	2,522	2,474
Car Passenger	29	6	6	27	149	146
Taxi	9	3	4	8	69	67
Motorcycle	8	1	1	7	34	33
Bus	111	21	17	100	501	491
Metrolink	5	2	2	5	36	35
Rail	48	11	11	43	249	243
Walking	74	21	22	69	462	450
Cycling	18	3	3	16	81	80
Total	868	171	155	782	4,103	4,019

The total vehicle trips are shown in **Table 12.4**, which includes demand generated by the Application Site, permitted off-site MSCP trips and service vehicle trips broken down by vehicle type.

It is noted that the permitted off-site MSCP trips are associated with 649 spaces in the MSCP that are allocated for permitted off-site development to the south of MIX as part of previous planning consents. These will be assessed as part of the Proposed Development. This is described in more detail in the TA in **Appendix 12.1** of **ES Volume II**.

Table 12.4: Total Vehicle Trips

Mode	AM Peak Hour (08:00-09:00)		PM Peak Hour (17:00-18:00)		Daily	
	In	Out	In	Out	In	Out
Cars	595	109	94	534	2,661	2,610
Taxi	9	3	4	8	69	67
Motorcycle	8	1	1	7	34	33
LGVs	29	23	10	14	275	265

Mode	AM Peak Hour (08:00-09:00)		PM Peak Hour (17:00-18:00)		Daily	
	In	Out	In	Out	In	Out
HGVs	14	11	7	5	144	140
Permitted MSCP	191	40	39	203	1,024	1,004
Total	846	187	155	771	4,207	4,119

12.3.5.3 Assessment of Magnitude

To assist with identifying the magnitude of change as a result of the construction and operational phases of the Proposed Development with regard to traffic and movement, reference has been made to the 2023 IEMA Guidelines, which identifies considerations and thresholds in respect to changes in the volume and composition of traffic. Where there are no set criteria, professional judgement has been used in line with best practice and industry standards and details of this are given where appropriate.

The criteria used to assess how far an impact deviates from the baseline conditions i.e. the magnitude of change, are described below. A summary is provided in **Table 12.5**.

Severance

Severance is the perceived division that can occur within a community when it becomes separated by major transport infrastructure. The term is used to describe a series of factors that separate people from places and other people. This may result from the difficulty of crossing a heavily trafficked road or a physical barrier created by infrastructure.

The measurement and prediction of severance include an assessment of a range of factors, some of which are related to an individual's perception and are therefore difficult to quantify. Relevant factors can include road width, traffic flow, speed, the presence of crossing facilities, and the number of movements across the affected route.

In accordance with the 2023 IEMA Guidelines, the following thresholds have been used to assess the likely effects of the Proposed Development in terms of severance:

- Changes in traffic flow of 30%, 60% and 90% are regarded as producing ‘small’, ‘medium’ and ‘large’ change in severance respectively.

These thresholds have been used whilst also taking account of specific local conditions, such as the sensitivity of adjacent land uses, prevalence of vulnerable people and whether or not crossing facilities are provided.

Driver Delay

The impact in terms of Driver Delay (motorised users) has been assessed at a junction/link level as suggested by the IEMA Guidelines. The sensitivity of the receptor / motorised user is expressed in terms of the level of service of the assessed links and their associated junctions and how well a transportation facility or service operates from a traveller's perspective.

The assessment of driver delay is considered in detail within the TA, which focuses on conditions at particular junctions during network peak periods. Reference has been made to the junction capacity modelling contained in the TA to evaluate the level of service for the assessed links.

The 2023 IEMA Guidelines acknowledge that delays are only likely to be significant when traffic on the surrounding highway network is already at, or close to, the capacity of the system.

The theoretical capacity of a road or a particular highway link / junction can be determined based on the Ratio of Flow Capacity (RFC) or Degree of Saturation (DoS) obtained from the junction capacity modelling software. When an RFC/DoS value of 0.90 / 90% or more is experienced, queuing and congestion are likely to occur during busy periods.

It is generally accepted that a link approaches its theoretical capacity when an RFC / DoS value of 90 to 100% is experienced, and over capacity with values over 100%. An RFC/DoS value between 85% and 90% (or lower) generally suggests the highway link is operating satisfactorily with spare capacity.

The anticipated increases in two-way peak hour traffic flows as a result of the Proposed Development are expressed as a percentage of two-way peak hour future baseline traffic flows. A threshold value of 10% is generally used to determine whether development-generated traffic constitutes a material increase. Where congestion already exists, and the RFC/DoS value exceeds 90%, thresholds of 5% or lower may be considered to be appropriate.

It is generally accepted that traffic increases of 2% or less are not considered 'material' since, in practice, changes of this magnitude would be difficult to differentiate from typical daily/hourly fluctuations in background traffic. This percentage impact assessment methodology is usually applied as a guideline to determine the extent of the study area examined as part of a TA.

Pedestrian and Cycle Delay

Changes in the volume, composition or speed of traffic may affect the ability of people and/ or cyclists to cross roads, and therefore, increases in traffic levels are likely to lead to greater increases in delay. Delays will also depend upon the general level of pedestrian/cycle activity, visibility, and general physical conditions of the crossing location.

A range of local factors and conditions can influence pedestrian delay, but for the purpose of this assessment, and in combination with professional judgement, a two-way traffic flow of 1,400 vehicles per hour has been adopted as a lower threshold to determine whether pedestrian delay constitutes a significant effect.

Pedestrian and Cyclist Amenity (including Fear and Intimidation)

The 2023 IEMA Guidelines define pedestrian amenity as the relative pleasantness of a journey and is considered to be affected by traffic flow, traffic composition, and pavement width/ separation from traffic. For the purpose of this assessment, this includes the effects on pedestrians/ cyclists associated with fear and intimidation.

The 2023 IEMA Guidelines suggest a tentative threshold for judging the significance of change in pedestrian amenity would be where the traffic flow (or HGV component) is halved or doubled, with the former leading to a beneficial effect and the latter an adverse effect. This threshold has been used in combination with an assessment of specific local conditions and professional judgement.

Highway Safety

The 2023 IEMA Guidelines confirm that the assessment of collision data is still considered a relevant approach to determine the effects on highway safety.

Detailed analysis of the collision data has been undertaken as part of the TA in **Appendix 12.1 of ES Volume II**. Consideration has been given to areas with clusters of collisions that could potentially indicate a highway safety issue. The assessment of these clusters is based on qualitative evaluation.

The assessment of effect significance is based on professional judgement, accounting for local circumstances and factors which may elevate or lessen the accident risks.

Impacts would be assessed by examining the collision data to identify any emerging patterns or factors that could be exacerbated by increased traffic.

The assessment of effect significance has been based on professional judgement, accounting for local circumstances and factors which may elevate or lessen the collision risks.

Summary of Magnitude of Change

A summary of the criteria used for determining the magnitude of change/impact are set out in **Table 12.5**.

Table 12.5: Criteria for Determining Magnitude of Change

Effect	Magnitude of Change			
	Negligible	Small	Medium	Large
Severance	Change in total traffic flows of 30% or less (Or increase in HGV flows under 10%)	Change in total traffic flows of 30% – 60% (Or increase in HGV flows over 10% based on the sensitivity of the receptors)	Change in total traffic flows of 60% – 90% (Or increase in HGV flows over 10% based on the sensitivity of the receptors)	Change in total traffic flows of 90% or more (Or increase in HGV flows over 10% based on the sensitivity of the receptors)
Driver Delay	Change in traffic flow of 2% or less	Change in traffic flow between 2% and 5%	Change in traffic flow between 5% and 10%	Change in traffic flow of 10% or more
Pedestrian / Cycle Delay	Two-way traffic less than 1,400 vehicles per hour	A judgement based on the characteristics of routes with a two-way traffic flow of more than 1,400 vehicles per hour		
Pedestrian / Cycle Amenity (including Fear and Intimidation)	Change in total traffic or HGV flows of less than 100%	A judgement based on the routes with greater than 100% change in context of their individual characteristics		
Highway Safety	Professional judgement based on the change in character of traffic on the local road network and the findings of the baseline collision analysis			

12.3.5.4 Assessment of Significance

The predicted significance/ scale of the effect has been determined based on professional judgement and the relationship of the magnitude of impact to the assessed sensitivity of a highway link and/ or importance of the receptor/ road user. The predicted effect scale is summarised in **Table 12.6**.

Table 12.6: Matrix for Determining Scale of Effect

Receptor Sensitivity	Magnitude of Change / Impact			
	Large	Medium	Small	Negligible
High	Major	Major	Moderate	Negligible
Medium	Major	Moderate	Minor	Negligible
Low	Moderate	Minor	Negligible	Negligible

Transport effects are described as:

- Short (<12 months), medium (1-5 years) or long term (5+ years);
- Beneficial and adverse;
- Temporary or Permanent; and
- Direct or Indirect.

It is acknowledged that the construction works are expected to last approximately 9 years, which would be considered to be long-term, however, as the peak vehicle movements are only expected during the most intensive construction period, the impacts are considered to be short-term.

Direct effects result without any intervening factors whilst indirect effects are not directly caused by an action or trigger or result from something else.

With regard to the geographic extent of the effects, these will be local, potentially affecting the Application Site and/or neighbouring highway links/ road users.

Major and moderate effects are considered to be 'Significant' in EIA terms.

12.3.5.5 Assumptions and Limitations

General assumptions and limitations that apply to all technical chapters are set out in **Chapter 2: EIA Methodology**.

12.4 Baseline Conditions

12.4.1 Current Baseline (2026)

The existing baseline conditions are described in detail in the TA in **Appendix 12.1 of ES Volume II** and have been summarised below.

Walking and Cycling

There is an extensive network of pedestrian footways and shared pedestrian / cycle routes surrounding the Application Site, as illustrated on **Figure 12.4 in ES Volume II**, which is in good state of repair, of good quality and well-lit.

Figure 12.6 in ES Volume II shows the local cycle network.

There is a good network of shared pedestrian / cycle (off-road) routes provided in the vicinity of the Application Site with good connections to Manchester Airport bus and rail station to the south, including a traffic-free connection via the existing pedestrian and cycle bridge over the M56 spur.

Figure 12.5 in ES Volume II shows the areas that can be reached within a 10, 20, and 30-minute walk based on typical walking speeds. **Figure 12.7 in ES Volume II** shows the areas that can be reached within a 10, 20, and 30-minute cycle.

Public Transport

The Application Site is well connected to public transport. TfGM's Greater Manchester Accessibility Levels (GMAL) model is used to measure public transport accessibility in Greater Manchester. The accessibility index score is categorised into eight levels, from 1 to 8, with 1 representing very low accessibility and 8 representing the highest level of accessibility.

The GMAL output for the Application Site is shown on **Figure 12.8 in ES Volume II**. It shows the western part of the Application Site has a GMAL of 6 and the eastern part of the Application Site has a GMAL between 6 and 7, demonstrating a high level of public transport accessibility.

Proposed Improvements to the Public Transport Network

As set out in the Draft Greater Manchester Rapid Transit Strategy (July 2024), it is intended in the longer term for the area in and around Manchester Airport to become a second rapid transit hub in Greater Manchester to cater for expected growth of employment and housing in the area.

This includes proposals for the completion of the 'Western Leg' of the full Metrolink Airport line, which could serve a number of key growth areas including Wythenshawe Hospital, Davenport Green and the expanded Terminal 2 to provide additional services on the Airport line and a substantial reduction in journey times compared to the existing Eastern Leg via Wythenshawe Town Centre.

This is intended to include a new Terminal 2 station and several options are still being considered for the location of this station. The route alignment currently being considered by TfGM is for a new Terminal 2 station to be provided in the landscaped area between Palma Avenue and the M56 Airport Spur with a footbridge connection being considered from the new station across the M56 Spur to the site to provide easier pedestrian access between the station, the site and the surrounding areas and to encourage greater use of the Metrolink.

The drawing in Appendix C of the TA in **Appendix 12.1 of ES Volume II** indicatively shows the area of the site that might be used to provide the footbridge, albeit a number of options are still being evaluated by TfGM and discussions between the Applicant and TfGM are ongoing in this respect.

Highway Access

A summary of the main characteristics of the existing highway network in the vicinity of the Application Site are described below.

Bailey Lane

Bailey Lane is a single carriageway road with one lane in each direction. It is subject to a 20mph speed limit between Enterprise Way and Hilary Road, where it then becomes 30mph. It has traffic calming (speed cushions) along its route and there is weight restriction for vehicles over 7.5 tonnes.

Enterprise Way

Enterprise Way is a dual carriageway with a landscaped central reserve, which opened in November 2017 as part of the Airport City North development. This link road forms a loop between the Terminal 2 (T2) Roundabout and the A555 Ringway Road West.

Thorley Lane

Thorley Lane is a single carriageway road with a 30mph speed limit, providing access to Terminal 2 and associated parking via Sydney Avenue and Palma Avenue to the south. Approximately 740m south-west of the Application Site, Thorley Lane continues over the M56 via Thorley Lane Bridge connecting to Davenport Green in the west. To the south of this, it becomes Runger Lane, which connects with Wilmslow Road and the M56 Junction 6 approximately 1.2km further south.

Outwood Lane

Outwood Lane is a single carriageway road with a 30mph speed limit. It provides access to/from the airport via the A555 Ringway Road West / M56 Spur signal junction.

Outwood Lane provides direct access to Terminals 1 and 3 via the Terminal 1 (T1) roundabout, which is located approximately 250m south of the A555.

A555 Ringway Road West

Ringway Road West is a 40mph dual carriageway with two lanes in each direction, which runs from Outwood Lane to Ringway Road approximately 1km further to the east where it then becomes the Manchester Airport Relief Road connecting to the A6 near Hazel Grove via the signal junction with B5166 Styal Road approximately 1km further east and the dual roundabout junction with B5358 Wilmslow Road 1.8km further east.

M56

The M56 motorway serves the Cheshire and Greater Manchester areas providing a strategic east-west route from Junction 4 of the M60 at Gatley (Kingsway Interchange) south of Manchester, to Dunkirk, approximately 6km north of Chester. The M56 also provides a connection to the M6, situated approximately 15km to the west.

The M56 spur provides direct access to Manchester Airport and the A555 via Junction 5 of the M56. The airport spur connects to the T2 Roundabout via slip roads (to/from the west / M56 only) and the A555 / Outwood Lane signal junction approximately 300m further east.

M60

The M60 motorway is Manchester's Orbital Ring Road, which is located approximately 4km north of the Application Site. The M60 provides access to Manchester city centre, Greater Manchester and Lancashire. It also provides connections with a number of strategic motorways such as the M602, M61, M62, M66 and M67.

Figure 12.10 in ES Volume II shows the vehicle access points at the Application Site. Access to the western part of the Application Site is via the existing junction on Thorley Lane, which operates as a priority junction with a right turn lane provided on Thorley Lane. This junction is located approximately 220m west of the Enterprise Way/Thorley Lane signal junction.

Access to the eastern part of the Application Site to the east of Enterprise Way would be via the existing spur off the roundabout on Enterprise Way, which is currently fenced off.

12.4.2 Sensitivity of Highway Links

Based on the sensitivity of receptors/ road users described earlier, a desktop study has been undertaken to identify the level of sensitivity for each of the highway links. The level of sensitivity has been assigned based on professional judgement of the sensitivity of the different receptors/ road users in the context of transport networks and sensitive locations in the vicinity of the Application Site.

The sensitivity of the highway links is shown in **Table 12.7**.

Table 12.7: Highway Links and their Sensitivity

Highway Link Reference	Highway Link Name	Sensitivity
1	Thorley Lane - East of Site Access	Medium
2	Enterprise Way - North of T2 Roundabout	Low
3	M56 Airport Spur - EB Off-Slip	Low
4	M56 Airport Spur - WB On-Slip	Low
5	World Way - South of T2 Roundabout	Low
6	Outwood Lane - South of A555	Low
7	A555 - West of Outwood Lane	Low

Highway Link Reference	Highway Link Name	Sensitivity
8	Enterprise Way - North of A555	Low
9	Bailey Lane	Medium

The two highway links identified with medium sensitivity (Bailey Lane and Thorley Lane) are predominantly due to the surrounding residential areas and proximity to Painswick Park, where non-motorised users are likely to be more sensitive to a change in traffic flow.

12.5 Assessment of Likely Significant Effects

12.5.1 Construction Effects

It is expected that Application Site preparation and construction works would generate temporary increases in vehicle movements on the highway in the vicinity of the Application Site. These increases are not continuous throughout the construction period and consideration has been given to the worse-case scenario i.e. the peak of construction traffic activity.

Estimates of the construction material quantities and likely workforce numbers, together with the outline construction programme, have been used to estimate the peak vehicle movements over the construction period, considering each main phase (foundations, superstructure, etc) for each of the buildings and the associated Application Site/infrastructure works. Further details on this are set out in the TA in **Appendix 12.1 of ES Volume II**.

Workforce traffic will mostly be cars and/or light goods vehicles (LGVs) with the majority expected to arrive Monday to Friday between 07:00 and 08:00 (or earlier). Similarly, a significant proportion of departing workers would leave prior to 17:00 to 18:00. Core working hours would also include Saturdays (08:00 to 14:00) but no working on Sundays, Bank or Public Holidays unless with specific agreement of the local authority.

Delivery vehicles during construction (HGV movements) would be spread across the entire working day and would comprise a range of vehicles including articulated vehicles, rigid vehicles and skip lorries.

12.5.1.1 Embedded Mitigation

In assessing the likely construction impacts, the following primary mitigation has been assumed as being 'inherent' or 'embedded' mitigation:

- The outline CMP will be implemented by the principal contractor during construction and a full/ detailed CMP would be submitted prior to the commencement of the construction works in accordance with the relevant planning condition. The outline CMP represents the minimum requirements to be adopted on-site by the principal contractor, which seeks to ensure that construction vehicle trips occur outside highway peak periods wherever possible, and deliveries will be timed to avoid the peak times for pedestrian movement (such as school start and finish times) as far as possible so as to limit the impact of the additional HGV movements on pedestrian / cycle delay and amenity;
- As part of the full/ detailed CMP, a Construction Traffic Management Plan (CTMP) would be developed prior to the commencement of construction, which will define the hours during which deliveries can be made to and from the Application Site and the routes that vehicles will take; and,
- As part of the full/ detailed CMP, safe pedestrian passage is to be maintained at all times during the construction phase, with suitable traffic management measures to be

implemented, including adequate footway widths to allow wheelchair users and pushchairs to pass, clear directional signage on hoardings and keeping walkways clear of trip hazards.

Any additional or secondary mitigation deemed necessary to avoid or minimise adverse effects arising from the construction of the Proposed Development is outlined in **Section 12.6 Mitigation & Monitoring**. Those measures are taken into account before reporting the residual (i.e. post-mitigation) construction effects of the Proposed Development.

12.5.1.2 Potential Effects arising from Construction Traffic

The construction effects of the Proposed Development have been assessed for 2027 as this is expected to be the peak construction year for the Proposed Development in terms of construction vehicle movements.

The future baseline traffic flows for 2027 (AADT) with peak construction traffic are shown in **Table 12.8**.

Table 12.8: 2027 Future Baseline Flows and Peak Construction Traffic (AADT)

Highway Link Ref	Highway Link Name	2027 Baseline		Construction Traffic		Percentage Change	
		Total Vehicles	HGVs	Total Vehicles	HGVs	Total Vehicles	HGVs
1	Thorley Lane - East of Site Access	15,861	1,127	6	0	0%	0%
2	Enterprise Way - North of T2 Roundabout	16,549	938	254	65	2%	7%
3	M56 Airport Spur - EB Off-Slip	15,023	179	124	32	1%	18%
4	M56 Airport Spur - WB On-Slip	12,237	447	130	32	1%	7%
5	World Way - South of T2 Roundabout	27,981	991	0	0	0%	0%
6	Outwood Lane - South of A555	21,006	1,159	0	0	0%	0%
7	A555 - West of Outwood Lane	41,762	2,139	0	0	0%	0%
8	Enterprise Way - North of A555	12,497	799	115	27	1%	3%
9	Bailey Lane	8,762	420	19	0	0%	0%

Construction vehicle movements to/from the Application Site will be restricted via strategic routes where possible, which would be established through the detailed CMP to be approved by MCC. A number of links in the study area, including Bailey Lane and Thorley Lane, therefore show no construction traffic.

The percentage increase in total vehicles resulting from temporary construction traffic is shown to be between 1% and 2% within the study area, which would represent a negligible impact.

The maximum increase in HGVs is shown to be 18% (AADT on the M56 Airport Spur Eastbound off-slip (Link 3) and 7% AADT on the M56 Airport Spur Westbound on-slip (Link 4)

and Enterprise Way north of the T2 Roundabout (link 2). This is to be expected given that these links provide the main access route for HGVs to/from strategic highway network.

In real terms, the maximum daily increase in HGV traffic combined with the baseline traffic flow is well within the theoretical highway link capacity.

In terms of severance, the predicted increase in HGVs on these links would be small but with low sensitivity, the magnitude of change would be considered negligible. Given that the M56 slip roads (Links 3 and 4) are not used as walking / cycling routes, there would be a negligible effect on pedestrian / cycle delay and amenity.

On Link 2 pedestrians and cyclists are separated from traffic with the provision of a shared pedestrian / cycle route along the eastern side of Enterprise Way, which connects with the toucan crossing facility located approximately 80m north of the Terminal 2 Roundabout where the shared footways continue northwards on either side. The effect on pedestrian / cycle delay and amenity on this low sensitivity link would also be negligible.

In terms of driver delay, the percentage change in total vehicles is shown to be less than 2% on all links which represents a negligible impact.

The predicted increase on all other links is below 3%, which represents a negligible impact.

In summary, the overall volume of traffic generated during construction is not expected to give rise to significant traffic and movement effects in terms of severance, driver delay, pedestrian/ cycle delay, pedestrian/ cycle amenity, fear and intimidation and highway safety. the short-term temporary construction effects in relation to traffic and movement are therefore considered to be **Negligible** (not significant).

12.5.2 Operational Effects

The potential effects of the Proposed Development during operation have been assessed against the 2035 future baseline situation, which is the expected opening year for the complete and operational development.

12.5.2.1 Embedded Mitigation

In assessing the operational impacts, the following mitigation has been assumed as being 'inherent' or 'embedded' mitigation:

- Active public realm and abundant landscaping, which will significantly enhance east-west and north-south connections for pedestrians and cyclists through the Application Site;
- Enhanced connections to/from the existing pedestrian and cycle bridge over the M56 Spur, which serves as a valuable pedestrian and cycle link between the Woodhouse Park area of Wythenshawe and the airport site, benefitting local people who work there.
- Cycle parking will be provided across the Application Site in accordance with MCC's standards, which will include a minimum of 249 long-stay cycle parking spaces and 102 short-stay cycle spaces;
- Cycle parking will be provided in accordance with LTN 1/20 Cycle Infrastructure Design Guidance (2020), which will include reasonable provision for all types of cyclist including adapted cycles for individuals with a disability;
- The proposed car parking provision at the Application Site is a reduction from the 'maximum' number of spaces that would be permissible in accordance with MCC's parking standards.

Any additional or secondary mitigation deemed necessary to avoid or minimise adverse effects arising from the construction of the Proposed Development is outlined in **Section 12.6 Mitigation & Monitoring**. Those measures are taken into account before reporting the residual (i.e. post-mitigation) operational effects of the Proposed Development.

12.5.2.2 Potential Effects arising from Operational Traffic

The future baseline traffic flows for 2035 (AADT) and operational trip generation are shown in **Table 12.9**.

Table 12.9: 2035 Future Baseline Flows and Operational Traffic (AADT)

Highway Link Ref	Highway Link Name	2035 Baseline		Operational Traffic		Percentage Change	
		Total Vehicles	HGVs	Total Vehicles	HGVs	Total Vehicles	HGVs
1	Thorley Lane - East of Site Access	17,089	1,214	1,211	102	7%	8%
2	Enterprise Way - North of T2 Roundabout	18,592	1,056	3,731	127	20%	12%
3	M56 Airport Spur - EB Off-Slip	16,999	203	1,830	63	11%	31%
4	M56 Airport Spur - WB On-Slip	14,535	529	1,902	63	13%	12%
5	World Way - South of T2 Roundabout	30,148	1,068	0	0	0%	0%
6	Outwood Lane - South of A555	22,634	1249	0	0	0%	0%
7	A555 - West of Outwood Lane	45,702	2,353	0	0	0%	0%
8	Enterprise Way - North of A555	13,816	885	1,703	53	12%	6%
9	Bailey Lane	9,441	452	288	0	3%	0%

The long-term traffic and movement effects of the Proposed Development during operation have been assessed below.

Severance

The change in total vehicles is below the threshold of 30-60% on all highway links, which represents a **negligible** impact.

Driver Delay

The changes in traffic flows are discussed below for each highway link:

- Link 1 Thorley Lane (east of the site access) – whilst the increase in total vehicles on this medium sensitivity link is marginally above 7% (medium), the DoS is below 85% during the highway peak hours in 2035 (with development), which shows that this highway link operates satisfactorily in the future situation with spare capacity. It is therefore considered that in the context of the level of service of this link this would result in a **minor adverse** (not significant) effect on driver delay.

- Links 2, 3 and 4 in the vicinity of the T2 Roundabout – whilst the increase in total vehicles is above 10% (large) on these low sensitivity highway links, the DoS on these links is shown to be below 85% during the highway peak hours in 2035 (with development), which shows that these links operate with spare capacity in the future situation. It is therefore considered that in the context of the level of service of this link this would result in a **minor adverse** (not significant) effect on driver delay.
- Link 5 – there are no traffic increases anticipated on this low sensitivity link as a result of the Proposed Development given that vehicles to/from the Application Site are expected to use alternative more direct routes. This would result in a **negligible** (not significant) effect on driver delay.
- Links 6 and 7 – there are no traffic increases anticipated on these low sensitivity links as a result of the Proposed Development given that vehicles to/from the Application Site are expected to use alternative more direct routes. The effect on driver delay as a result of the Proposed Development is therefore **negligible** (not significant). It is however acknowledged in the TA that the A555 / Outwood Lane and A555 / Enterprise Way junctions are currently operating at capacity during highway peak hours, which exacerbates in the future assessment years as a result of background traffic growth and committed development traffic (without development) and this has been considered further in the TA..
- Link 8 – the increase in total vehicles on Enterprise Way north of the A555 (low sensitivity link) is 12% (AADT) with an increase in HGVs of 6% (AADT). Whilst this is above the 10% threshold, the DoS on this highway link is shown to be c.90% in 2035 (with development) during the highway peak hours. It is therefore considered that in the context of the level of service of this link this would result in a **minor adverse** (not significant) effect on driver delay. It is acknowledged in the TA that the A555 / Enterprise Way junction is operating at capacity during highway peak hours and this has been considered further in the TA.
- Link 9 – the change in traffic flow on Bailey Lane (medium sensitivity highway link) is between 2% and 3% (small) and the DoS during the highway peak hours is below 85% in 2035 (with development). It is therefore considered that this would result in a **negligible** (not significant) effect on driver delay.

Pedestrian and Cycle Delay

As outlined in the 2023 IEMA Guidance significant changes in the volume, composition or speed of the traffic can potentially affect the ability of pedestrians and cyclists to cross roads. Effects are likely to be realised when the total two way traffic on the carriageway exceeds 1,400 vehicles per hour.

The only highway links within the study area that have a two-way traffic flow greater than 1,400 vehicles per hour are World Way (Link 5), Outwood Lane (Link 6) and the A555 west of Enterprise Way (Link 7) as shown in Table 12.10.

The number of pedestrian / cycle trips via Links 6 and 7 to/from the Application Site would be negligible given that alternative more convenient / direct routes are available to key destinations, such as the station via the pedestrian and cycle bridge over the M56 Spur which connects directly with the Application Site. Whilst there may be some pedestrian and cycle movements via World Way (Link 5) it is envisaged that the pedestrian and cycle bridge over the M56 Spur would provide a more desirable traffic free route. It is therefore considered unlikely that pedestrian / cycle delay would be a significant factor on these highway links as a result of the Proposed Development.

Table 12.10: Highway Links with traffic flow greater than 1,400 vehicles per hour

Highway Link Name	2025 Baseline	2035 Baseline
Link 5 – World Way	1,756	1,932
Link 6 Outwood Lane	1,315	1,447
Link 7 A555 west of Outwood Lane	3,310	3,642

The effect on pedestrian and cycle delay is therefore considered to be **negligible** (not significant) on all highway links within the study area.

Pedestrian and Cycle Amenity (including Fear and Intimidation)

Pedestrian and cycle amenity relates to the ease and convenience of their journey and by definition includes fear and intimidation which is affected by traffic flow, traffic composition, and pavement width/separation from traffic.

A minimum threshold at which the significance of change becomes noticeable has been taken as 1,400 vehicles per hour and/or where the traffic flow (or HGV component) is halved or doubled.

The changes in traffic flows are shown to be below these thresholds, therefore, the impact on pedestrian and cycle amenity is considered to be **negligible** on all the highway links included in the study area.

Highway Safety

Detailed analysis of the collision data within the study area has been undertaken as part of the TA in **Appendix 12.1 of ES Volume II**. No collisions were recorded on Enterprise Way, Bailey Lane or Thorley Lane in the vicinity of the Application Site. A summary of the eight collisions that were recorded elsewhere within the study area are set out below:

- Terminal 2 Roundabout: 1 collision at the junction (serious) with 2 collisions on the westbound on-slip (1 slight, 1 serious).
- A555 Ringway Road / Outwood Lane junction: 4 collisions (3 slight, 1 serious).
- A555 Ringway Road / Enterprise Way junction: 1 collision (slight).

The highway network within the study area does not have a significant collision record over the last five year period and there do not appear to be any factors that could be exacerbated by increased traffic.

The effect on highway safety is therefore considered to be **minor adverse** on all the highway links included in the study area due to the increase in movements.

Public Transport

Public transport impacts have been assessed qualitatively in the TA in **Appendix 12.1 of ES Volume II** in accordance with the IEMA Guidelines, which concludes that the additional trips generated by the Proposed Development are unlikely to have a significant impact on the public transport network given the spread of passenger demand across the public transport network.

12.5.3 Effects on the Wider Strategic Network

In terms of the wider strategic network managed by National Highways, traffic flows for the M56 Spur have been extracted from the National Highways traffic count database (WebTRIS) and are shown in **Table 12.11** together with the increase in operational traffic.

It can be seen that the AADT percentage change in operational traffic on the M56 Spur is less than 5% in each direction, which represents a **negligible** impact on the wider strategic network.

Table 12.11: M56 Spur - 2035 Future Baseline Flows and Operational Traffic (AADT)

Highway Link Name	2025 Baseline	2035 Baseline	Operational Traffic	Percentage Change in 2035
	Total Vehicles			
M56 Spur - EB	40,348	46,703	1,830	3.9%
M56 Spur - WB	39,532	45,758	1,902	4.2%

12.6 Mitigation & Monitoring

12.6.1 Construction Mitigation

No significant adverse effects were identified during construction after consideration of primary mitigation and therefore the residual effects remain **Negligible** and no further mitigation is required.

12.6.2 Construction Monitoring

No construction monitoring would be required.

12.6.3 Operational Mitigation

The results of this assessment have shown that the potential environmental effects resulting from the increase in traffic generated by the Proposed Development are not predicted to be significant with respect to traffic and movement, providing the embedded mitigation measures which are deemed integral to the Proposed Development are implemented.

The embedded mitigation will significantly enhance east-west and north-south connections for pedestrians and cyclists through the Application Site as well as improve connections for local people via the existing pedestrian and cycle bridge over the M56 Spur.

There is a minor adverse effect in relation to driver delay on Links 2, 3, 4 and 8 and the designed-in mitigation together with implementation of a Framework Travel Plan seeks to minimise the traffic impact of the proposed development by prioritising and promoting active travel and public transport use.

12.6.4 Operational Monitoring

The Framework Travel Plan will be implemented upon first occupation at the Application Site to encourage the use of sustainable travel options and reduce car use throughout the operational phase. The Framework Travel Plan will be secured through a suitably worded planning condition / s106 obligation.

While no quantitative analysis can be undertaken to determine the overall effect of a Travel Plan it is widely acknowledged that a successful Travel Plan is likely to have a beneficial effect on influencing sustainable travel modes, particularly as it will seek to encourage a modal shift from car use to public transport use and/or healthy modes of travel such as walking and cycling.

The Framework Travel Plan includes a commitment for the Applicant to appoint a site-wide Travel Plan Co-ordinator who will be responsible for co-ordinating the Travel Plan monitoring programme at the Application Site. This includes staff travel surveys to establish travel patterns and to ascertain what would encourage staff and visitors to travel in a sustainable

way, as well as submitting an annual Travel Plan Monitoring Report to MCC to include the following:

- Travel Survey results, comparison with previous surveys and any progress made against the agreed targets;
- Detailed information on the measures implemented and its objectives;
- The take-up of measures;
- Challenging but achievable targets to be met for each future time period; and
- An Action Plan for the following year setting out an annual programme for measures to achieve these targets.

The Framework Travel Plan includes interim targets to reduce single occupancy car driver trips by 10% over the 5-year timeframe of the Travel Plan with an equivalent increase in public transport / active travel trips.

12.7 Likely Residual Effects

The likely residual effects of the Proposed Development are those that will arise after any secondary mitigation has been taken into account.

The likely residual effects of the Proposed Development during construction and operation are set out in **Table 12.12**.

Table 12.12: Summary of Residual Effects

Receptor / Road User	Sensitivity (Neg / Low / Medium / High / Very High)	Likely Effect	Secondary Mitigation Proposed?	Magnitude of Impact (Neg / Small / Medium / Large / Very Large)	Nature of Effect (Direct / Indirect)	Temporal Scale (Short / Medium / Long)	Permanence of Effect (Temporary / Permanent)	Type of Effect (Adverse / Beneficial)	Residual Effect (Neg / Minor / Moderate / Major)	Significant/ Not Significant
Construction										
Non-Motorised Users	High	Movement of construction vehicles and implementation of CMP including traffic management measures	None	Small	Direct	Short-term	Temporary	Adverse	Negligible	Not Significant
Motorised Users	Low		None	Small	Direct	Short-term	Temporary	Adverse	Negligible	Not Significant
Public Transport Users	Medium		Trips associated with construction workers - likely to fall outside peak public transport capacities	None	Small	Direct	Short-term	Temporary	Adverse	Negligible
Operation										
Non-Motorised Users	High	Pedestrian / Cycle Delay - change in traffic flows	None	Negligible	Direct	Long-term	Permanent	Adverse	Negligible	Not Significant

Receptor / Road User	Sensitivity (Neg / Low / Medium / High / Very High)	Likely Effect	Secondary Mitigation Proposed?	Magnitude of Impact (Neg / Small / Medium / Large / Very Large)	Nature of Effect (Direct / Indirect)	Temporal Scale (Short / Medium / Long)	Permanence of Effect (Temporary / Permanent)	Type of Effect (Adverse / Beneficial)	Residual Effect (Neg / Minor / Moderate / Major)	Significant/ Not Significant
		Pedestrian / Cycle Amenity (including Fear and Intimidation)	None	Negligible	Direct	Long-term	Permanent	Adverse	Negligible	Not Significant
		Severance on all Highway Links	None	Negligible	Direct	Long-term	Permanent	Adverse	Negligible	Not Significant
		Highway Safety	None	Small	Direct	Long-term	Permanent	Adverse	Minor	Not Significant
Motorised Users on Highway Links 2, 3, 4 and 8	Low	Driver Delay - change in person trips/ traffic flows	None	Large but professional judgement has been applied in the context of the level of service / DoS	Direct	Long-term	Permanent	Adverse	Minor	Not Significant
Motorised Users on all other Highway Links		Driver Delay - change in person trips/ traffic flows	None	Small	Direct	Long-term	Permanent	Adverse	Negligible	Not Significant

Receptor / Road User	Sensitivity (Neg / Low / Medium / High / Very High)	Likely Effect	Secondary Mitigation Proposed?	Magnitude of Impact (Neg / Small / Medium / Large / Very Large)	Nature of Effect (Direct / Indirect)	Temporal Scale (Short / Medium / Long)	Permanence of Effect (Temporary / Permanent)	Type of Effect (Adverse / Beneficial)	Residual Effect (Neg / Minor / Moderate / Major)	Significant/ Not Significant
Public Transport Users		Increase in Public Transport Trips - passenger demand distributed across the public transport network	None	Small	Direct	Long-term	Permanent	Adverse	Negligible	Not Significant

12.8 Inter-Development Cumulative Effects

The full list of committed / cumulative schemes is contained in **Appendix 2.2, ES Volume II** including neighbouring authorities Cheshire East, Trafford and Stockport.

The transport implications for these schemes has been assessed in detail as part of the TA, which shows that where information is publicly available, the level of vehicle trip generation is small and/or would already be included in the local TEMPro growth rates that have been applied to the baseline traffic flows.

12.8.1 Construction Cumulative Effects

12.8.1.1 Construction Traffic

Given the uncertainty over when the various cumulative schemes would come forward in the area, the methods of construction that would be employed; the traffic management measures that would be adopted at each Application Site; and the periods of peak construction, it is difficult to predict the cumulative impacts of construction activities, particularly where the intensive operations are of short duration.

It is anticipated that each Application Site coming forward would be obligated to develop their own CMP and auxiliary documents, and agree vehicular numbers and vehicular routes with MCC, TfGM and National Highways prior to commencement of their construction phase.

On that basis, it is considered that subject to the implementation of best practice construction traffic management measures (secured through planning condition or planning obligations), the temporary residual short-term cumulative effects to road users would be **Negligible** (not significant).

12.8.2 Operation Cumulative Effects

Cumulative effects are considered inherently as part the operational assessment, which has been based on future baseline traffic flows including for traffic growth.

12.9 References

1. National Planning Policy Framework (December 2024)
2. National Planning Practice Guidance (PPG) on Travel Plans, Transport Assessments and Statements (March 2014)
3. Greater Manchester Transport Strategy 2040 (January 2021)
4. Greater Manchester Combined Authority (GMCA) Places for everyone Joint Development Plan 2022 to 2039 (March 2024)
5. DfT Circular 01/2022: The Strategic Road Network and the Delivery of Sustainable Development
6. Greater Manchester's Streets for All Design Guide (2023)
7. Manchester Core Strategy 2012 to 2027
8. Draft Strategic Regeneration Framework (SRF) for MIX Manchester
9. Holcroft Moss Planning Obligations Supplementary Planning Document (SPD) (May 2025)
10. 2023 IEMA Guidelines for the Environmental Assessment of Traffic and Movement

13.0 Intra-Development Cumulative Effects

13.1 Introduction

ISEP¹ Guidance identifies two types of cumulative effects:

- Inter-project (or 'inter-development') effects – incremental changes caused by other existing and/or approved development schemes (cumulative schemes) occurring together with the Proposed Development and the cumulative effects combining to worsen the effect of a particular impact; and
- Intra-project (or 'intra-development') effects – those effects that occur as a result of interactions between different environmental topics on a single receptor or receptor group as a result of the Proposed Development. For example, a project might affect a particular residential receptor through noise impacts and also through a worsening of air quality.

The cumulative schemes relevant to the inter-cumulative assessment for this EIA are identified within **Chapter 2: EIA Methodology** and were agreed with MCC through the EIA Scoping process. Inter-development effects have been assessed within each individual technical chapter, as appropriate.

To avoid significant repetition, information on the potential combined effects of the Proposed Development together with cumulative schemes is not presented within this ES chapter. Accordingly, this ES chapter provides an assessment of the potential for intra-development cumulative effects only.

13.2 Intra-Development Cumulative Effects

13.2.1 Assessment Approach

There is no established EIA methodology for assessing and quantifying the combined effects of individual effects on sensitive receptors. The approach adopted uses the defined residual effects of the Proposed Development to determine the potential for interactions between effects and consequently, the potential for significant intra-project cumulative effects to arise. This is a tried, tested and robust approach that has been implemented and accepted on a wide range of urban development applications over many years.

It is noted that intra-project cumulative effects are more likely to arise when the receptor or receptor group is of higher sensitivity to change, such as human receptors.

Where there is more than one effect likely to arise on a particular receptor or receptor group, the potential for effect interactions and the scale of the combined effect have been determined based on professional judgement and experience.

Where a sensitive receptor is only impacted by one technical assessment category (e.g. air quality), it was not considered further as there would be no possibility for intra-cumulative effects to occur due to their being no effect interaction across different environmental assessment topics.

The assessment also gives consideration to all residual effects that are deemed to be significant (i.e. Major/Moderate) and those of lesser significance (i.e. Minor). This is because, in aggregate, several minor effects could lead to the sensitive receptors experiencing an overall effect that is greater than the sum of its parts. However, to be proportionate, 'negligible' effects (which also includes 'neutral' or 'no impact' assessments) have been disregarded as these are considered unlikely to result in significant effects even in aggregate.



Therefore, in summary, the approach comprised the following steps:

- First, each technical chapter was reviewed in turn to identify those receptors that experienced an effect of Minor (or Slight) Adverse, Moderate Adverse, or Major Adverse. For those chapters where only Negligible effects were identified, that chapter and the receptors assessed within it were discounted from further consideration;
- Second, for those chapters remaining, the receptors with effects of Minor Adverse or worse were reviewed collectively and those which only experienced effects in one technical chapter were discounted from further consideration as there was no potential for intra-development cumulative effects to occur;
- Third, the receptors left following Steps 1 and 2 were reviewed for the potential for individual effects to interact, giving consideration to the nature of the effect and its duration; and
- Fourth, the scale of the combined intra-project cumulative effects was assessed.

13.3 Summary

Based on the approach outlined above, none of the technical topics and their sensitive receptors were considered further as the receptors impacted were either specific to that topic, or the significance of effects identified are no greater than Negligible.

During both the construction and completed development stages, no intra-development cumulative effects are therefore anticipated.

13.4 References

¹ ISEP. (2011), 'Special Report – The State of Environmental Impact Assessment Practice in the UK'.



14.0 Summary of Mitigation, Residual Effects & Next Steps

14.1 Introduction

This chapter summarises the additional mitigation and enhancement measures identified in the technical assessment chapters of ES Volume I (**Chapters 7-12**) and provides a summary of the residual environmental effects predicted to arise as a result of the Proposed Development, including those identified as significant.

14.2 Additional Mitigation Measures

As set out in **Chapter 2: EIA Methodology**, the aim of an EIA is to develop measures to avoid, offset or reduce the significant adverse environmental effects of a project and to enhance any beneficial effects.

Within each of the technical assessments, the need for additional mitigation measures has been considered in respect of likely significant adverse effects as far as reasonably possible. In addition, opportunities for environmental enhancement have been explored where practicable.

The proposed additional mitigation and enhancement measures are in addition to the embedded design and operational mitigation measures (as described in **ES Chapter 5: Proposed Development**) and standard construction mitigation measures (as described in **ES Chapter 6: Construction Strategy and Management**), which have been considered within the technical assessments.

Table 14.1 presents the collated mitigation measures identified through the EIA process as being required, along with the proposed means of securing these measures.

Reference should be made to the individual technical assessment chapters for more detail.



Table 14.1: Mitigation Measures Summary

Technical Area	Stage	Possible Effect Being Mitigated	Mitigation Measure	How Secured/Trigger
Air Quality	Construction	N/A	N/A	N/A
	Operation	N/A	N/A	N/A
Daylight, Sunlight and Overshadowing	Construction	N/A	N/A	N/A
	Operation	N/A	N/A	N/A
Ecology and Biodiversity	Construction	Other woodland; broadleaved and mixed – Habitat loss	New scrub planting within the Outline Element, providing additional structure to reinforce retained woodland blocks and support future habitat continuity. The purchase of off-site woodland habitat units from a recognised habitat bank.	Planning conditions relating to the approval of landscape design. Via legal agreement and set out within the Biodiversity Gain Plan to ensure BNG compliance.
		OMHPDL (priority habitat) – Habitat loss	Biodiversity offsetting. Complementary on-site measures including pollinator supporting planting to provide season long nectar and pollen resources, along with the installation of bug hotels and small refuge features within the green infrastructure.	Via the purchase of biodiversity units from the Cledford Lagoons Habitat Bank in the Cheshire East Council. Through planning condition and implemented before occupation of each plot.
		Other neutral grassland – Habitat loss	Purchase of grassland biodiversity units from a recognised habitat bank.	Via legal agreement and set out within the Biodiversity



Technical Area	Stage	Possible Effect Being Mitigated	Mitigation Measure	How Secured/Trigger
				Gain Plan to ensure BNG compliance.
		Bats – Loss of foraging/commuting habitat	Early edge focused planting and temporary cover strips at phase edges outside active working areas until replacement planting establishes, plus new on-site planting in the Outline Element to rebuild edge structure and near term connectivity.	Reserved Matters with detailed planting specifications and implemented prior to occupation with establishment maintenance thereafter.
		Bats – Loss of potential roosting habitat	Biodiversity Construction Management Plan (BCMP) and Construction Management Plan (CMP)	Planning Condition
		Bats – Potential killing or injury during tree works	BCMP and CMP	Planning Condition
		Breeding birds – Loss of foraging and nesting habitat	New planting will be delivered within the Outline Element to rebuild edge structure and restore near term connectivity across the site.	Reserved Matters
		European hedgehog – Loss of cover/foraging and movement corridors	New planting will be delivered within the Outline Element to rebuild edge structure and strengthen connectivity across the Application Site.	Reserved Matters



Technical Area	Stage	Possible Effect Being Mitigated	Mitigation Measure	How Secured/Trigger
		European hedgehog – Potential killing, injury or entrapment	BCMP	Planning Condition
		Amphibians – Potential killing, injury or entrapment	BCMP and CMP	Planning Condition
	Operation	Bats – External lighting affecting light-sensitive species	Site Lighting Strategy	Planning Condition
Noise and Vibration	Construction	N/A	N/A	N/A
	Operation	N/A	N/A	N/A
Townscape and Visual	Construction	N/A	N/A	N/A
	Operation	N/A	N/A	N/A
Transport and Movement	Construction	N/A	N/A	N/A
	Operation	Driver Delay	Possible highway improvements for consideration at the A555 / Outwood Lane, A555 / Enterprise Way and Enterprise Way/Thorley Lane signal junctions.	Considered further during determination in discussion with MCC/ TfGM.



14.3 Residual Effects

This section summarises the likely residual environmental effects of the Proposed Development following the adoption and inclusion of the additional mitigation measures that are set out in **Table 14.1**.

All residual effects of the Proposed Development are summarised in **Table 14.2**.

The likely significant residual effects of the Proposed Development are set out in the section below and are also shown in bold text in **Table 14.2**.

14.3.1 Likely Significant Effects

14.3.1.1 Construction Stage

Following implementation of mitigation measures, the Proposed Development would produce the following likely significant environmental effect during the construction phase:

- Ecology and Biodiversity – Open Mosaic Habitat on Previously Developed Land loss; and
- Visual - Changes to the character and amenity of View 7 (View north from footbridge over M56 (adj. to TRIBE Hotel).) as a result of increased construction activity.

14.3.1.2 Completed Development Stage

Following implementation of mitigation measures, the Proposed Development would produce the following likely significant environmental effects during the completed development stage:

- Visual - Changes to the character and amenity of View 7 (View north from footbridge over M56 (adj. to TRIBE Hotel).) as a result of the operational development.

14.3.1.3 Cumulative Effects

No additional significant cumulative effects have been identified from those above.



Table 14.2: Summary of Residual Effects

Technical Area	Phase	Receptor (Sensitivity)	Likely Effect	Secondary Mitigation Proposed?	Residual Effect						
					Magnitude of Impact (Neg / Small / Medium / Large / Very Large)	Nature of Effect (Direct / Indirect)	Temporal Scale (Short / Medium / Long)	Permanence of Effect (Temporary / Permanent)	Type of Effect (Adverse / Beneficial)	Residual Effect (Neg / Minor / Moderate / Major)	Significant / Not Significant
Air Quality	Construction	Commercial Properties within 250m (Medium)	Impact on Amenity	None	Negligible	Direct	Short-term	Temporary	Adverse	Negligible	Not Significant
		Commercial Properties within 250m (Medium)	Increased PM ₁₀ Concentrations	None	Negligible	Direct	Short-term	Temporary	Adverse	Negligible	Not Significant
		Residential Properties within 250m (High)	Impact on Amenity	None	Negligible	Direct	Short-term	Temporary	Adverse	Negligible	Not Significant
		Residential Properties within 250m (High)	Increased PM ₁₀ Concentrations	None	Negligible	Direct	Short-term	Temporary	Adverse	Negligible	Not Significant
	Operation	Residential Properties (Medium to Very Low)	Impact on existing air quality	None	Negligible	Direct	Long-term	Permanent	Adverse	Negligible	Not Significant
Daylight, Sunlight and Overshadowing	Construction	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Operation	Tribe Hotel Windows (Medium)	Reduction in received skylight and sunlight. All effects are within the BRE	N/A	Negligible	Direct	Long-term	Permanent	Adverse	Negligible	Not Significant



Technical Area	Phase	Receptor (Sensitivity)	Likely Effect	Secondary Mitigation Proposed?	Residual Effect						
					Magnitude of Impact (Neg / Small / Medium / Large / Very Large)	Nature of Effect (Direct / Indirect)	Temporal Scale (Short / Medium / Long)	Permanence of Effect (Temporary / Permanent)	Type of Effect (Adverse / Beneficial)	Residual Effect (Neg / Minor / Moderate / Major)	Significant / Not Significant
			Guidance thresholds.								
Ecology and Biodiversity	Construction	Painswick Park Meadow SBI (Local)	Indirect degradation from construction pollution	No	Negligible	Indirect	Medium-term	Temporary	Adverse	Negligible	Not Significant
		Other woodland; broadleaved and mixed (Local)	Habitat loss	Yes	Medium	Direct	Long-term	Permanent	Adverse	Minor	Not Significant
			Habitat degradation from poor construction management	No	Negligible	Direct	Medium-term	Temporary	Adverse	Negligible	Not Significant
		Open mosaic habitat on previously developed land (OMHPDL) (County)	Habitat loss	No	Medium	Direct	Long-term	Permanent	Adverse	Moderate	Significant
		Other neutral grassland (Local)	Habitat loss	Yes	Small	Direct	Long-term	Permanent	Adverse	Minor	Not Significant
		Bats (Local)	Loss of foraging and commuting habitat	Yes	Small	Direct	Long-term	Permanent	Adverse	Minor	Not Significant
			Disturbance from construction activity/lighting	No	Negligible	Direct	Short-term	Temporary	Adverse	Negligible	Not Significant



Technical Area	Phase	Receptor (Sensitivity)	Likely Effect	Secondary Mitigation Proposed?	Residual Effect						
					Magnitude of Impact (Neg / Small / Medium / Large / Very Large)	Nature of Effect (Direct / Indirect)	Temporal Scale (Short / Medium / Long)	Permanence of Effect (Temporary / Permanent)	Type of Effect (Adverse / Beneficial)	Residual Effect (Neg / Minor / Moderate / Major)	Significant / Not Significant
			Potential killing or injury during tree works	Yes	Negligible	Direct	Short-term	Temporary	Adverse	Negligible	Not Significant
		Breeding birds (Local)	Loss of foraging and nesting habitat	Yes	Small	Direct	Medium-term	Temporary	Adverse	Minor	Not Significant
			Potential killing or injury during clearance	No	Negligible	Direct	Short-term	Temporary	Adverse	Negligible	Not Significant
		European hedgehog (Local)	Loss of cover/foraging and movement corridors	Yes	Small	Direct	Medium-term	Temporary	Adverse	Minor	Not Significant
			Potential killing, injury or entrapment	Yes	Negligible	Direct	Short-term	Temporary	Adverse	Negligible	Not Significant
		Amphibians (Local)	Loss of terrestrial habitat and connectivity	No	Negligible	Direct	Long-term	Permanent	Adverse	Negligible	Not Significant
			Potential killing, injury or entrapment	Yes	Negligible	Direct	Shor-term	Temporary	Adverse	Negligible	Not Significant



Technical Area	Phase	Receptor (Sensitivity)	Likely Effect	Secondary Mitigation Proposed?	Residual Effect						
					Magnitude of Impact (Neg / Small / Medium / Large / Very Large)	Nature of Effect (Direct / Indirect)	Temporal Scale (Short / Medium / Long)	Permanence of Effect (Temporary / Permanent)	Type of Effect (Adverse / Beneficial)	Residual Effect (Neg / Minor / Moderate / Major)	Significant / Not Significant
	Operation	Bats (Local)	External lighting affecting light-sensitive species	Yes	Negligible	Indirect	Long-term	Permanent	Adverse	Negligible	Not Significant
Noise and Vibration	Construction	R01 (High)	Exposure to Construction Activity Noise	None	Small	Direct	Short-term	Temporary	Adverse	Negligible	Not Significant
		R02 (High)	Exposure to Construction Activity Noise	None	Small	Direct	Short-term	Temporary	Adverse	Negligible	Not Significant
		R03 (Medium)	Exposure to Construction Activity Noise	None	Small	Direct	Short-term	Temporary	Adverse	Negligible	Not Significant
		R04 (Medium)	Exposure to Construction Activity Noise	None	Small	Direct	Short-term	Temporary	Adverse	Negligible	Not Significant
		R05 (High)	Exposure to Construction Activity Noise	None	Negligible	Direct	Short-term	Temporary	Adverse	Negligible	Not Significant
		R06 (High)	Exposure to Construction Activity Noise	None	Negligible	Direct	Short-term	Temporary	Adverse	Negligible	Not Significant
		R07 (High)	Exposure to Construction Activity Noise	None	Negligible	Direct	Short-term	Temporary	Adverse	Negligible	Not Significant
		R08 (Medium)	Exposure to Construction Activity Noise	None	Negligible	Direct	Short-term	Temporary	Adverse	Negligible	Not Significant



Technical Area	Phase	Receptor (Sensitivity)	Likely Effect	Secondary Mitigation Proposed?	Residual Effect						
					Magnitude of Impact (Neg / Small / Medium / Large / Very Large)	Nature of Effect (Direct / Indirect)	Temporal Scale (Short / Medium / Long)	Permanence of Effect (Temporary / Permanent)	Type of Effect (Adverse / Beneficial)	Residual Effect (Neg / Minor / Moderate / Major)	Significant / Not Significant
		R09 (Medium)	Exposure to Construction Activity Noise	None	Negligible	Direct	Short-term	Temporary	Adverse	Negligible	Not Significant
		R10 (Medium)	Exposure to Construction Activity Noise	None	Negligible	Direct	Short-term	Temporary	Adverse	Negligible	Not Significant
		R11 (High)	Exposure to Construction Activity Noise	None	Negligible	Direct	Short-term	Temporary	Adverse	Negligible	Not Significant
		R12 (High)	Exposure to Construction Activity Noise	None	Small	Direct	Short-term	Temporary	Adverse	Negligible	Not Significant
	Operation	R01 (High)	Exposure to HGV Activity Noise	None	Negligible	Direct	Long-term	Permanent	Adverse	Negligible	Not Significant
		R02 (High)	Exposure to HGV Activity Noise	None	Negligible	Direct	Long-term	Permanent	Adverse	Negligible	Not Significant
		R03 (Medium)	Exposure to HGV Activity Noise	None	Negligible	Direct	Long-term	Permanent	Adverse	Negligible	Not Significant
		R04 (Medium)	Exposure to HGV Activity Noise	None	Negligible	Direct	Long-term	Permanent	Adverse	Negligible	Not Significant
		R05 (High)	Exposure to HGV Activity Noise	None	Negligible	Direct	Long-term	Permanent	Adverse	Negligible	Not Significant



Technical Area	Phase	Receptor (Sensitivity)	Likely Effect	Secondary Mitigation Proposed?	Residual Effect						
					Magnitude of Impact (Neg / Small / Medium / Large / Very Large)	Nature of Effect (Direct / Indirect)	Temporal Scale (Short / Medium / Long)	Permanence of Effect (Temporary / Permanent)	Type of Effect (Adverse / Beneficial)	Residual Effect (Neg / Minor / Moderate / Major)	Significant / Not Significant
		R06 (High)	Exposure to HGV Activity Noise	None	Negligible	Direct	Long-term	Permanent	Adverse	Negligible	Not Significant
		R07 (High)	Exposure to HGV Activity Noise	None	Negligible	Direct	Long-term	Permanent	Adverse	Negligible	Not Significant
		R08 (Medium)	Exposure to HGV Activity Noise	None	Negligible	Direct	Long-term	Permanent	Adverse	Negligible	Not Significant
		R09 (Medium)	Exposure to HGV Activity Noise	None	Small	Direct	Long-term	Permanent	Adverse	Negligible	Not Significant
		R10 (Medium)	Exposure to HGV Activity Noise	None	Small	Direct	Long-term	Permanent	Adverse	Negligible	Not Significant
		R11 (High)	Exposure to HGV Activity Noise	None	Negligible	Direct	Long-term	Permanent	Adverse	Negligible	Not Significant
		R12 (High)	Exposure to HGV Activity Noise	None	Negligible	Direct	Long-term	Permanent	Adverse	Negligible	Not Significant
Townscape and Visual	Construction	Townscape Character – The Airport and Urban Fringe (Low)	Changes to the townscape character due to construction works resulting in a partial loss or change to the 'sense of place'	None	Small	Direct	Short-term	Temporary	Beneficial	Negligible beneficial	Not Significant



Technical Area	Phase	Receptor (Sensitivity)	Likely Effect	Secondary Mitigation Proposed?	Residual Effect						
					Magnitude of Impact (Neg / Small / Medium / Large / Very Large)	Nature of Effect (Direct / Indirect)	Temporal Scale (Short / Medium / Long)	Permanence of Effect (Temporary / Permanent)	Type of Effect (Adverse / Beneficial)	Residual Effect (Neg / Minor / Moderate / Major)	Significant / Not Significant
			of the existing townscape.								
		Townscape Character – Wider Wythenshawe (Negligible)	Construction works resulting in no change to the 'sense of place' of the existing townscape.	None	No change	N/A	N/A	N/A	N/A	No change	Not Significant
		Urban Grain (Negligible)	Changes due to construction works resulting in a partial loss or change to the existing urban grain.	None	Small	Direct	Short-term	Temporary	Beneficial	Negligible beneficial	Not Significant
		Land Use (Negligible)	Changes due to construction works resulting in a partial loss or change to the existing land uses.	None	Small	Direct	Short-term	Temporary	Beneficial	Negligible beneficial	Not Significant
		Building Heights (Negligible)	Changes due to construction works resulting in introduction of new building heights.	None	Small	Direct	Medium-term	Temporary	Beneficial	Negligible beneficial	Not Significant



Technical Area	Phase	Receptor (Sensitivity)	Likely Effect	Secondary Mitigation Proposed?	Residual Effect						
					Magnitude of Impact (Neg / Small / Medium / Large / Very Large)	Nature of Effect (Direct / Indirect)	Temporal Scale (Short / Medium / Long)	Permanence of Effect (Temporary / Permanent)	Type of Effect (Adverse / Beneficial)	Residual Effect (Neg / Minor / Moderate / Major)	Significant / Not Significant
		Movement and Linkages (Negligible)	Potential changes due to construction works resulting in a partial loss or change to the movement and linkages.	None	Small	Direct	Short-term	Temporary	Adverse	Negligible adverse	Not Significant
		Site Character (Low)	Changes due to construction works resulting in a partial loss or change to the existing site character.	None	Medium	Direct	Short-term	Temporary	Adverse	Slight adverse	Not Significant
		View 1 (Low)	Changes to the character and amenity of the view as a result of increased construction activity.	None	Small	Direct	Medium-term	Temporary	Adverse	Negligible adverse	Not Significant
		View 2 (Low)	Changes to the character and amenity of the view as a result of increased construction activity.	None	Medium	Direct	Medium-term	Temporary	Adverse	Slight adverse	Not Significant
		View 3 (Low)	Changes to the character and	None	Medium	Direct	Medium-term	Temporary	Neutral	Slight neutral	Not Significant



Technical Area	Phase	Receptor (Sensitivity)	Likely Effect	Secondary Mitigation Proposed?	Residual Effect						
					Magnitude of Impact (Neg / Small / Medium / Large / Very Large)	Nature of Effect (Direct / Indirect)	Temporal Scale (Short / Medium / Long)	Permanence of Effect (Temporary / Permanent)	Type of Effect (Adverse / Beneficial)	Residual Effect (Neg / Minor / Moderate / Major)	Significant / Not Significant
			amenity of the view as a result of increased construction activity.								
		View 4 (Low)	Changes to the character and amenity of the view as a result of increased construction activity.	None	Large	Direct	Medium-term	Temporary	Adverse	Slight adverse	Not Significant
		View 5 (Low)	Changes to the character and amenity of the view as a result of increased construction activity.	None	Large	Direct	Medium-term	Temporary	Adverse	Slight adverse	Not Significant
		View 6 (Low)	Changes to the character and amenity of the view as a result of increased construction activity.	None	Medium	Direct	Medium-term	Temporary	Adverse	Slight adverse	Not Significant
		View 7 (Medium)	Changes to the character and amenity of the view as a result of increased	None	Large	Direct	Medium-term	Temporary	Adverse	Moderate adverse	Significant



Technical Area	Phase	Receptor (Sensitivity)	Likely Effect	Secondary Mitigation Proposed?	Residual Effect						
					Magnitude of Impact (Neg / Small / Medium / Large / Very Large)	Nature of Effect (Direct / Indirect)	Temporal Scale (Short / Medium / Long)	Permanence of Effect (Temporary / Permanent)	Type of Effect (Adverse / Beneficial)	Residual Effect (Neg / Minor / Moderate / Major)	Significant / Not Significant
			construction activity.								
		View 8 (Low)	Changes to the character and amenity of the view as a result of increased construction activity.	None	Medium	Direct	Medium-term	Temporary	Adverse	Slight adverse	Not Significant
		View 9 (Negligible)	Changes to the character and amenity of the view as a result of increased construction activity.	None	Small	Direct	Medium-term	Temporary	Adverse	Negligible adverse	Not Significant
		View 10 (Low)	Changes to the character and amenity of the view as a result of increased construction activity.	None	Negligible	Direct	Medium-term	Temporary	Adverse	Negligible adverse	Not Significant
		View 11 (Low)	Changes to the character and amenity of the view as a result of increased construction activity.	None	Medium	Direct	Medium-term	Temporary	Adverse	Slight adverse	Not Significant



Technical Area	Phase	Receptor (Sensitivity)	Likely Effect	Secondary Mitigation Proposed?	Residual Effect						
					Magnitude of Impact (Neg / Small / Medium / Large / Very Large)	Nature of Effect (Direct / Indirect)	Temporal Scale (Short / Medium / Long)	Permanence of Effect (Temporary / Permanent)	Type of Effect (Adverse / Beneficial)	Residual Effect (Neg / Minor / Moderate / Major)	Significant / Not Significant
	Operation	Townscape Character – The Airport and Urban Fringe (Low)	Changes to the townscape character due to the operational development resulting in a change to the 'sense of place' of the existing townscape.	None	Small	Direct	Long-term	Permanent	Beneficial	Slight beneficial	Not Significant
		Townscape Character – Wider Wythenshawe (Negligible)	Operational development resulting in no change to the 'sense of place' of the existing townscape.	None	No change	N/A	N/A	N/A	N/A	No change	Not Significant
		Urban Grain (Negligible)	Changes to the urban grain in the study area as a result of new built form in the operational development.	None	Small	Direct	Long-term	Permanent	Beneficial	Negligible beneficial	Not Significant
		Land Use (Negligible)	Changes to the land uses in the study area as a result of new built form, public realm and public open space in	None	Small	Direct	Long-term	Permanent	Beneficial	Negligible beneficial	Not Significant



Technical Area	Phase	Receptor (Sensitivity)	Likely Effect	Secondary Mitigation Proposed?	Residual Effect						
					Magnitude of Impact (Neg / Small / Medium / Large / Very Large)	Nature of Effect (Direct / Indirect)	Temporal Scale (Short / Medium / Long)	Permanence of Effect (Temporary / Permanent)	Type of Effect (Adverse / Beneficial)	Residual Effect (Neg / Minor / Moderate / Major)	Significant / Not Significant
			the operational development.								
		Building Heights (Negligible)	Changes to the building heights in the study area as a result of new built form in the operational development.	None	Small	Direct	Long-term	Permanent	Beneficial	Negligible beneficial	Not Significant
		Movement and Linkages (Negligible)	Changes to the movement and linkages in the study area as a result of integration of a new movement hierarchy for vehicles, cyclists and pedestrians in the operational development.	None	Small	Direct	Long-term	Permanent	Beneficial	Negligible beneficial	Not Significant
		Site Character (Low)	Changes to the site character and its immediate context as a result of new areas of built form, landscaping, movement and access in the	None	Medium	Direct	Long-term	Permanent	Beneficial	Slight beneficial	Not Significant



Technical Area	Phase	Receptor (Sensitivity)	Likely Effect	Secondary Mitigation Proposed?	Residual Effect						
					Magnitude of Impact (Neg / Small / Medium / Large / Very Large)	Nature of Effect (Direct / Indirect)	Temporal Scale (Short / Medium / Long)	Permanence of Effect (Temporary / Permanent)	Type of Effect (Adverse / Beneficial)	Residual Effect (Neg / Minor / Moderate / Major)	Significant / Not Significant
			operational development.								
		View 1 (Low)	Changes to the character and amenity of the view as a result of the operational development.	None	Small	Direct	Long-term	Permanent	Adverse	Negligible adverse	Not Significant
		View 2 (Low)	Changes to the character and amenity of the view as a result of the operational development.	None	Medium	Direct	Long-term	Permanent	Adverse	Slight adverse	Not Significant
		View 3 (Low)	Changes to the character and amenity of the view as a result of the operational development.	None	Medium	Direct	Long-term	Permanent	Adverse	Slight adverse	Not Significant
		View 4 (Low)	Changes to the character and amenity of the view as a result of the operational development.	None	Large	Direct	Long-term	Permanent	Beneficial	Slight beneficial	Not Significant
		View 5 (Low)	Changes to the character and amenity of the view as a result	None	Large	Direct	Long-term	Permanent	Adverse	Slight adverse	Not Significant



Technical Area	Phase	Receptor (Sensitivity)	Likely Effect	Secondary Mitigation Proposed?	Residual Effect						
					Magnitude of Impact (Neg / Small / Medium / Large / Very Large)	Nature of Effect (Direct / Indirect)	Temporal Scale (Short / Medium / Long)	Permanence of Effect (Temporary / Permanent)	Type of Effect (Adverse / Beneficial)	Residual Effect (Neg / Minor / Moderate / Major)	Significant / Not Significant
			of the operational development.								
		View 6 (Low)	Changes to the character and amenity of the view as a result of the operational development.	None	Medium	Direct	Long-term	Permanent	Beneficial	Slight beneficial	Not Significant
		View 7 (Medium)	Changes to the character and amenity of the view as a result of the operational development.	None	Large	Direct	Long-term	Permanent	Adverse	Moderate adverse	Significant
		View 8 (Low)	Changes to the character and amenity of the view as a result of the operational development.	None	Medium	Direct	Long-term	Permanent	Beneficial	Slight beneficial	Not Significant
		View 9 (Negligible)	Changes to the character and amenity of the view as a result of the operational development.	None	Small	Direct	Long-term	Permanent	Neutral	Negligible neutral	Not Significant
		View 10 (Medium)	Changes to the character and amenity of the view as a result of the operational development.	None	Negligible	Direct	Long-term	Permanent	Neutral	Negligible neutral	Not Significant



Technical Area	Phase	Receptor (Sensitivity)	Likely Effect	Secondary Mitigation Proposed?	Residual Effect						
					Magnitude of Impact (Neg / Small / Medium / Large / Very Large)	Nature of Effect (Direct / Indirect)	Temporal Scale (Short / Medium / Long)	Permanence of Effect (Temporary / Permanent)	Type of Effect (Adverse / Beneficial)	Residual Effect (Neg / Minor / Moderate / Major)	Significant / Not Significant
Transport and Movement			of the operational development.								
		View 11 (Low)	Changes to the character and amenity of the view as a result of the operational development.	None	Medium	Direct	Long-term	Permanent	Beneficial	Slight beneficial	Not Significant
	Construction	Non-Motorised Users (High)	Movement of construction vehicles and implementation of CMP including traffic management measures	None	Small	Direct	Short-term	Temporary	Adverse	Negligible	Not Significant
		Motorised Users (Low)		None	Small	Direct	Short-term	Temporary	Adverse	Negligible	Not Significant
		Public Transport Users (Medium)	Trips associated with construction workers - likely to fall outside peak public transport capacities	None	Small	Direct	Short-term	Temporary	Adverse	Negligible	Not Significant
	Operation	Non-Motorised Users (High)	Pedestrian / Cycle Delay - change in traffic flows	None	Negligible	Direct	Long-term	Permanent	Adverse	Negligible	Not Significant
			Pedestrian / Cycle Amenity (including Fear and Intimidation)	None	Negligible	Direct	Long-term	Permanent	Adverse	Negligible	Not Significant



Technical Area	Phase	Receptor (Sensitivity)	Likely Effect	Secondary Mitigation Proposed?	Residual Effect						
					Magnitude of Impact (Neg / Small / Medium / Large / Very Large)	Nature of Effect (Direct / Indirect)	Temporal Scale (Short / Medium / Long)	Permanence of Effect (Temporary / Permanent)	Type of Effect (Adverse / Beneficial)	Residual Effect (Neg / Minor / Moderate / Major)	Significant / Not Significant
			Severance on all Highway Links	None	Negligible	Direct	Long-term	Permanent	Adverse	Negligible	Not Significant
			Highway Safety	None	Small	Direct	Long-term	Permanent	Adverse	Minor	Not Significant
		Motorised Users on Highway Links 2, 3, 4 and 8 (Low)	Driver Delay - change in person trips/ traffic flows	None	Large but professional judgement has been applied in the context of the level of service / DoS	Direct	Long-term	Permanent	Adverse	Minor	Not Significant
		Motorised Users on all other Highway Links (Low)	Driver Delay - change in person trips/ traffic flows	None	Small	Direct	Long-term	Permanent	Adverse	Negligible	Not Significant
		Public Transport Users (Low)	Increase in Public Transport Trips - passenger demand distributed across the public transport network	None	Small	Direct	Long-term	Permanent	Adverse	Negligible	Not Significant



14.4 Next Steps

This document comprises an ES, as defined under Regulation 18(3) of the EIA Regulations 2017. In accordance with Regulation 18(4)(a), it has been based on the EIA Scoping Opinion received from MCC on 7th January 2026.

This chapter sets out the procedures and decision-making process following submission of the ES to MCC. It also summarises the mitigation, enhancement and / or monitoring measures being proposed, as well as indicating how they could be secured and when they might be triggered, such that the likely residual effects of the Proposed Development (during demolition and construction and once the Proposed Development is complete and operational) are in line with the assessments contained in the ES.

14.5 Procedure Where an ES is Submitted to a Local Planning Authority

In accordance with Regulation 19(3) of the EIA Regulations 2017, MCC must –

- a) Send to the Secretary of State, within 14 days of receipt of the statement, a copy of the statement and a copy of the application and any documents submitted with the application;
- b) Inform the applicant of the number of copies required to enable the authority to comply with sub-paragraph (c);
- c) Forward to any consultation body which has not received a copy directly from the applicant a copy of the environmental statement and inform any such consultation body that they may make representations; and
- d) Where the relevant planning authority is aware of any particular person who is or is likely to be affected by, or has an interest in, the application, who is unlikely to become aware of it by means of a site notice or by local advertisement, send a notice to such person containing the details set out in regulation 20(2)(b) to (k) and the name and address of the relevant planning authority.

As per Regulation 19(6), MCC must not determine the EIA application until the expiry of 30 days from the last date on which a copy of the statement was served in accordance with this regulation.

14.6 Consideration of Whether Planning Permission Should be Granted

The statutory time limit for determining an application subject to EIA is 16 weeks¹.

As stated in Regulation 26(1), “... *when determining an application or appeal in relation to which an environmental statement has been submitted, the relevant planning authority, the Secretary of State or an inspector, as the case may be, must –*

- a) *Examine the environmental information;*
- b) *Reach as reasoned conclusion on the significant effects of the proposed development on the environment, taking into account the examination referred to in sub-paragraph a) and, where appropriate, their own supplementary examination;*
- c) *Integrate that conclusion into the decision as to whether planning permission or subsequent consent is granted; and*
- d) *If planning permission or subsequent consent is granted, consider whether it is appropriate to impose monitoring measures...*”.



Regulation 26(2) states that “... the relevant planning authority, the Secretary of State or the inspector, as the case may be, must not grant planning permission or subsequent consent for EIA development unless satisfied that the reasoned conclusion referred to in paragraph (1)(b) is up to date, and a reasoned conclusion is to be taken to be up to date if, in the opinion of the relevant planning authority, Secretary of State or inspector, as the case may be, it addresses the significant effects of the proposed development on the environment that are likely to arise as a result of the proposed development

Regulation 26(3) goes on to state that “... when considering whether imposing a monitoring measure under paragraph 1(d), the relevant authority, Secretary of State or inspector, as appropriate, must -

- a) If monitoring is considered to be appropriate, consider whether to make a provision for potential remedial action;
- b) Take steps to ensure that the type of parameters to be monitored and the duration of the monitoring are proportionate to the nature, size and location of the proposed development and the significance of its effects on the environment; and
- c) Consider, in order to avoid duplication of monitoring, whether any existing monitoring arrangements carried out in accordance with an obligation under the law of any part of the United Kingdom, other than under the Directive, are more appropriate than imposing a monitoring measure...”

14.7 References

¹ Ministry of Housing, Communities and Local Government (2014), 'Guidance: Determining a planning application', <https://www.gov.uk/guidance/determining-a-planning-application> [Accessed: December 2025].

