
MIX MANCHESTER

APPENDIX 11.2

VIEWS & PHOTOMONTAGES, BASELINE AND
ASSESSMENT TABLES

Contents

1 Views & Photomontages

2 Assessment Tables

Visual Baseline and Receptor Sensitivity	28
Assessment of Likely Significant Visual Effects	34

1

VIEWS & PHOTOMONTAGES

Viewpoints Plan

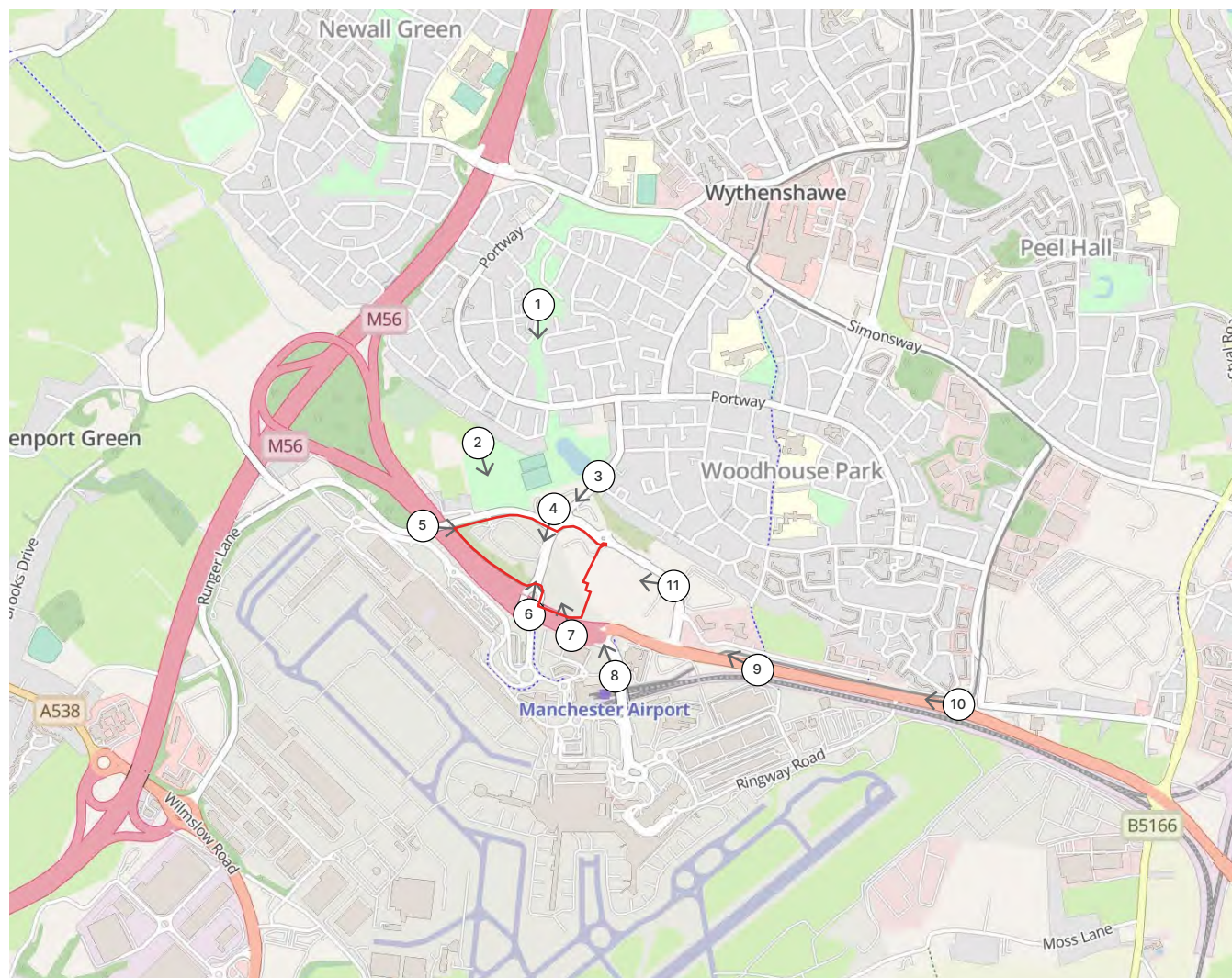


Fig 11.8 - Viewpoints Plan

Viewpoints

View 1: View south from Hobbs Drive green space

View 2: View southeast from Painswick Park

View 3: View southwest from Bailey Lane (exit from Painswick Park)

View 4: View south from Thorley Lane / Enterprise Way (setting of Grade II listed Etrop Grange Hotel)

View 5: View east from Thorley Lane bridge over M56

View 6: View north from Terminal 2 Roundabout

View 7: View northwest from footbridge over M56

View 8: View northwest from Outwood Lane

View 9: View west from pedestrian crossing on Ringway Road West

View 10: View west from runway public viewing space (adj. to A555 Relief Road)

View 11: View west from Enterprise Way

Key

Site Boundary

Viewpoint Location



Baseline | View 1 - View south from Hobbs Drive green space



Image Information

Date: 2026-01-20, 10:09:05
Conditions: Bright cloudy, clear visibility
Approximate Latitude, Longitude (decimal): 53°22'38"N, 2°16'31"W
Camera: Canon EOS RS Focal Length: 28mm
Lens: EF16-35mm f/4L IS USM

Photomontage | View 1 - View south from Hobbs Drive green space



Baseline | View 2 - View southeast from Painswick Park



Image Information

Date: 2026-01-16, 14:03:51
Conditions: Bright and clear skies,
clear visibility
Approximate Latitude, Longitude
(decimal): 53°22'24"N, 2°16'38"W
Camera: Canon EOS RS Focal
Length: 35mm
Lens: EF16-35mm f/4L IS USM

Photomontage | View 2 - View southeast from Painswick Park



Baseline | View 3 - View southwest from Bailey Lane (exit from Painswick Park)



Image Information

Date: 2026-01-20, 10:38:13
Conditions: Bright overcast, clear visibility
Approximate Latitude, Longitude (decimal): 53°22'18"N, 2°16'20"W
Camera: Canon EOS RS Focal Length: 24mm
Lens: EF16-35mm f/4L IS USM

Photomontage | View 3 - View southwest from Bailey Lane (exit from Painswick Park)



Baseline | View 4 - View south from Thorley Lane / Enterprise Way (setting of Grade II listed Etrop Grange Hotel)



Image Information

Date: 2026-01-20, 10:57, 38
Conditions: Bright overcast, clear visibility
Approximate Latitude, Longitude (decimal): 53°22'13"N, 2°16'29"W
Camera: Canon EOS RS Focal Length: 24mm
Lens: EF16-35mm f/4L IS USM

Photomontage | View 4 - View south from Thorley Lane / Enterprise Way (setting of Grade II listed Etrop Grange Hotel)



Baseline | View 5 - View east from Thorley Lane bridge over M56



Image Information

Date: 2026-01-16, 11:19:34
Conditions: Bright light cloudy, clear visibility
Approximate Latitude, Longitude (decimal): 53°22'13"N, 2°16'50"W
Camera: Canon EOS RS Focal Length: 28mm
Lens: EF16-35mm f/4L IS USM

Photomontage | View 5 - View east from Thorley Lane bridge over M56



Baseline | View 6 - View north from Terminal 2 Roundabout



Image Information

Date: 2026-01-16, 10:52:53
Conditions: Bright clear skies, clear visibility
Approximate Latitude, Longitude (decimal): 53°22'3"N, 2°16'31"W
Camera: Canon EOS RS Focal Length: 24mm
Lens: EF16-35mm f/4L IS USM

Photomontage | View 6 - View north from Terminal 2 Roundabout



Baseline | View 7 - View northwest from footbridge over M56



Image Information

Date: 2026-01-16, 14:30:43
Conditions: Bright clear skies, clear visibility
Approximate Latitude, Longitude (decimal): 53°22'2"N, 2°16'26"W
Camera: Canon EOS RS Focal Length: 24mm
Lens: EF16-35mm f/4L IS USM

Photomontage | View 7 - View northwest from footbridge over M56



Baseline | View 8 - View northwest from Outwood Lane



Image Information

Date: 2026-01-16, 10:22:44
Conditions: Bright clear skies, clear visibility
Approximate Latitude, Longitude (decimal): 53°21'57"N, 2°16'15"W
Camera: Canon EOS RS Focal Length: 28mm
Lens: EF16-35mm f/4L IS USM

Photomontage | View 8 - View northwest from Outwood Lane



Baseline | View 9 - View west from pedestrian crossing on Ringway Road West



Image Information

Date: 2026-01-15, 10:24:01
Conditions: Bright light cloudy, clear visibility
Approximate Latitude, Longitude (decimal): 53°21'57"N, 2°15'48"W
Camera: Canon EOS RS Focal Length: 35mm
Lens: EF16-35mm f/4L IS USM

Photomontage | View 9 - View west from pedestrian crossing on Ringway Road West



Baseline | View 10 - View west from runway public viewing space (adj. to A555 Relief Road)



Image Information

Date: 2026-01-15, 09:35:19
Conditions: Bright light cloudy, clear visibility
Approximate Latitude, Longitude (decimal): 53°21'53"N, 2°15'10"W
Camera: Canon EOS RS Focal Length: 50mm
Lens: EF16-35mm f/4L IS USM

Photomontage | View 10 - View west from runway public viewing space (adj. to A555 Relief Road)



Baseline | View 11 - View west from Enterprise Way



Image Information

Date: 2026-01-15, 10:41:28
Conditions: Bright light cloudy, clear visibility
Approximate Latitude, Longitude (decimal): 53°22'7"N, 2°16'5"W
Camera: Canon EOS RS Focal Length: 24mm
Lens: EF16-35mm f/4L IS USM

Photomontage | View 11 - View west from Enterprise Way



2

ASSESSMENT TABLES

2.1 Visual Baseline and Receptor Sensitivity

The visual receptors considered within this assessment and the sensitivity assigned to them are detailed in **Table 2.1.1**.

Table 2.1.1 Visual Baseline Sensitivity

Viewpoint No. and Location	Designations and Approx. Distance to Site Boundary	Description	Type of View and Number of Users	Value of View	Susceptibility to Change	Overall Sensitivity of Receptor
1: View south from Hobbs Drive green space	<u>Designations:</u> N/A <u>Approx. distance to Site boundary:</u> 770m	Open view from footpath within green space adj. to Hobbs Drive, looking south towards the site. Likely to be experienced by local residents and users of the footpath network towards Painswick Park further south. The view is characterised by the presence of low-rise dwellings framing the amenity green space. An intermittent tree line and further low-rise dwellings filtered to the backdrop of the green space completes an overall suburban, domestic character to the view. The value of View 1 is assessed as low, as it taken from a location with limited designations, not particularly popular as a viewpoint and with no cultural associations. The susceptibility to change is considered to be medium, as users are those within a public space where the view is part of the wider experience of the place. Therefore, the overall sensitivity of View 1 is assessed as low.	Open view, moderate number of users.	Low	Medium	Low
2: View southeast from Painswick Park	<u>Designations:</u> N/A <u>Approx. distance to Site boundary:</u> 280m	Open view from Painswick Park playing fields from a public residential entrance, looking southeast towards the site. Likely to be experienced by users of the playing pitches and users of the park. The immediate foreground of the view is characterised by the large expanse of flat recreational grassland used for the playing pitches. This contrasts with the backdrop of the view, with large footprint buildings filtered behind a broken mature tree line, indicating more urbanising uses further afield. The value of View 2 is assessed as low, as it is taken from a location with limited designations, not particularly popular as a viewpoint and with no cultural associations. The susceptibility to change is considered to be medium, as users are those within a public space where the view is part of the wider experience of the place. Therefore, the overall sensitivity of View 2 is assessed as low.	Open view, moderate number of users.	Low	Medium	Low

Viewpoint No. and Location	Designations and Approx. Distance to Site Boundary	Description	Type of View and Number of Users	Value of View	Susceptibility to Change	Overall Sensitivity of Receptor
3: View southwest from Bailey Lane (exit from Painswick Park)	<u>Designations:</u> N/A <u>Approx. distance to Site boundary:</u> 180m	Framed view from footpath along Bailey Lane, looking southwest towards the site. Most likely to be experienced by those travelling by car along Bailey Lane towards Manchester Airport, as well as people on foot / bike exiting Painswick Park. Highly urbanised view framed by built form either side of the road, including construction of the Dakota Hotel building to the left-hand side. Further large footprint buildings within the Airport district are largely filtered to the distant backdrop behind existing tree coverage, street lighting, and construction hoardings, closer to the vantage point. The value of View 3 is assessed as low, as it is taken from a location with limited designations, not particularly popular as a viewpoint and with no cultural associations. The susceptibility to change is considered to be medium, as users are likely to be those on foot or bike exiting Painswick Park, or travellers on Bailey Lane where views towards the Airport where views are part of the wider experience of the place. Therefore, the overall sensitivity of View 3 is assessed as low.	Framed view, moderate number of users.	Low	Medium	Low
4: View south from Thorley Lane / Enterprise Way (setting of Grade II listed Etrop Grange Hotel)	<u>Designations:</u> Grade II listed Etrop Grange Hotel (setting of) <u>Approx. distance to Site boundary:</u> 50m	Open view from footpath in front of Grade II listed Etrop Grange Hotel, looking south towards the site. Likely to be experienced by users of the footpath network and visitors of the hotel travelling to Manchester Airport. Highly urbanised view, created by the presence of the main road junction, street / traffic light clutter, and large footprint buildings - but filtered to the backdrop. The surface car park to the foreground maintains an element of openness to the view, but poorly demarcating to what is a busy arrival 'gateway' into the Airport district. The value of View 4 is assessed as low, as despite the proximity to the Grade II listed building, this is out of shot to the rear of the vantage point, where the view is not particularly popular and with no cultural associations. The susceptibility to change is considered to be medium, as users are travellers where the view towards the Airport district from a busy entrance 'gateway' is moderately important to the quality of the journey. Therefore, the overall sensitivity of View 4 is assessed as low.	Open view, high number of users.	Low	Medium	Low

Viewpoint No. and Location	Designations and Approx. Distance to Site Boundary	Description	Type of View and Number of Users	Value of View	Susceptibility to Change	Overall Sensitivity of Receptor
5: View east from Thorley Lane bridge over M56	<u>Designations:</u> N/A <u>Approx. distance to Site boundary:</u> 40m	Glimpsed view from footpath adjacent to Thorley Lane, along the bridge over the M56 motorway, looking east towards the site. Most likely to be peripheral and experienced in passing by those travelling by car along Thorley Lane towards Manchester Airport, as well as people on foot / bike on the path. The dense woodland - which forms the southwestern corner of the site - provides a natural green backdrop to what is a largely urbanised character created by the motorway and large footprint buildings glimpsed to the far-right peripheries of the view. The value of View 5 is assessed as low, as it is taken from a location with limited designations, not particularly popular as a viewpoint and with no cultural associations. The susceptibility to change is considered to be medium, as users are likely to be those travelling on road and on the cycle lane, where the view is moderately important to the quality of the journey on approach to the Airport - albeit more glimpsed in nature. Therefore, the overall sensitivity of View 5 is assessed as low.	Glimpsed view, moderate number of users.	Low	Medium	Low
6: View north from Terminal 2 Roundabout	<u>Designations:</u> N/A <u>Approx. distance to Site boundary:</u> Adj. to Site boundary	Open view from footpath and cycle lane along the Terminal 2 Roundabout, looking north towards the site. Most likely to be experienced by those travelling by car exiting Manchester Airport, as well as of people on foot / bike on the path. The road infrastructure dominates the immediate foreground of the view, but the elevated nature of the roundabout means views towards a mature tree canopy backdrop - partially broken up by existing buildings - can be perceived in the far distance. The value of View 6 is assessed as low, as it is taken from a location with limited designations, not particularly popular as a viewpoint and with no cultural associations. The susceptibility to change is considered to be medium, as users are likely to be those travelling on road and cycle lane, where the elevated view is moderately important to the quality of the journey upon a main exit from the Airport. Therefore, the overall sensitivity of View 6 is assessed as low.	Open view, moderate number of users.	Low	Medium	Low

Viewpoint No. and Location	Designations and Approx. Distance to Site Boundary	Description	Type of View and Number of Users	Value of View	Susceptibility to Change	Overall Sensitivity of Receptor
7: View northwest from footbridge over M56	Designations: Grade II listed Etrop Grange Hotel (backdrop) <u>Approx. distance to Site boundary:</u> 27m	Open view from footbridge over M56 motorway, looking northwest towards the site. Likely to be experienced by users of the footpath network, crossing between the northern and southern areas of the Airport district. The tall nature of the footbridge's side railings mean that the M56 motorway is not clearly perceptible from the vantage point, instead allowing elevated open views across the site's vacant landscape, towards existing built form - including the nearly constructed Dakota Hotel and Grade II listed Etrop Grange Hotel - and mature tree canopy setting the distant backdrop of the view. The value of View 7 is assessed as low, as whilst the listed Grange Hotel building is visible, it is set to the backdrop and not particularly popular as a viewpoint. The susceptibility to change is considered to be high, as users are those travelling on a public footbridge whose attention is likely to be focussed on the elevated views across the immediate landscape. Therefore, the overall sensitivity of View 7 is assessed as medium.	Open view, few number of users.	Low	High	Medium
8: View northwest from Outwood Lane	Designations: N/A <u>Approx. distance to Site boundary:</u> 240m	Open view from footpath and cycle lane adjacent to Outwood Lane, looking northwest towards the site. Most likely to be experienced by those travelling by car on the opposite side of the road, as well as a number of people on foot / bike on the path. The large Manchester Airport branded gantry stands out against a relatively open sky backdrop and leads the eye down the centre of the road - this signifies a main exit from the Airport district before it merges onto the M56. The contemporary TRIBE Hotel, whilst a large footprint mid-rise building, is peripheral to the left-hand side of the view. The value of View 8 is assessed as low, as it is taken from a location with limited designations, not particularly popular as a viewpoint and with no cultural associations. The susceptibility to change is considered to be medium, as users are travellers where the view from the busy road and cycle path where the view is moderately important to the quality of the journey upon exiting the Airport district before merging onto the M56. Therefore, the overall sensitivity of View 8 is assessed as low.	Open view, high number of users.	Low	Medium	Low

Viewpoint No. and Location	Designations and Approx. Distance to Site Boundary	Description	Type of View and Number of Users	Value of View	Susceptibility to Change	Overall Sensitivity of Receptor
9: View west from pedestrian crossing on Ringway Road West	<u>Designations:</u> N/A <u>Approx. distance to Site boundary:</u> 630m	Framed / open view from pedestrian crossing along Ringway Road West, looking west towards the site. Most likely to be experienced by those travelling by car, as well as a small number of people on foot crossing the road towards commercial / office buildings the north. Urbanised view characterised by the dual carriageway in the foreground, but with continuous hedgerow and intermittent trees providing relatively well-established vegetative boundaries, framing views along the linear road. Large footprint commercial / office buildings provide a built backdrop to the right-hand side of the view, but relatively peripheral set back behind the road and green edges. The value of View 9 is assessed as low, as it is taken from a location with limited designations, not particularly popular as a viewpoint and with no cultural associations. The susceptibility to change is considered to be low, as users are likely to be those travelling on road, where the view is incidental to the quality of the journey. Therefore, the overall sensitivity of View 9 is assessed as negligible.	Framed / open view, high number of users.	Low	Low	Negligible
10: View west from runway public viewing space (adj. to A555 Relief Road)	<u>Designations:</u> N/A <u>Approx. distance to Site boundary:</u> 1.3km	Open view taken from a public runway viewing space, adjacent to the A555 Relief Road and cycle lane, looking west towards the site. Likely to be experienced by users of the public space, albeit main focus would most likely be orientated 90 degrees left of the view towards the airport runway and overhead planes. There is a slightly contrasting feel to the view, with a more 'edge of suburbia' character to the right-hand side created by the low-rise dwellings and boundary vegetation, whilst the dual-carriageway and aviation street lighting are more urbanising features to the left-hand side of the public space. The value of View 10 is assessed as medium, as it is taken from a moderately popular visitor attraction which does have some associations to the Airport. The susceptibility to change is considered to be medium, as users are those in a public space and adjacent to a cycleway where the view forms part of the wider experience of the place adjacent to the runway – albeit attention is most likely to be focussed elsewhere. Therefore, the overall sensitivity of View 10 is assessed as medium.	Open view, moderate number of users.	Medium	Medium	Medium

Viewpoint No. and Location	Designations and Approx. Distance to Site Boundary	Description	Type of View and Number of Users	Value of View	Susceptibility to Change	Overall Sensitivity of Receptor
11: View west from Enterprise Way	<u>Designations:</u> N/A <u>Approx. distance to Site boundary:</u> 310m	Open view taken from public footpath and entrance / exit to surface car park off Enterprise Way. Likely to be experienced by those travelling by car, exiting the surface car park, as well as people on foot and bike using the public footpath and cycle lane. Contrasting backdrop to the view between an urban townscape of large footprint buildings to the left-hand side, and a mature tree canopy framing the right backdrop of the view. An open landscape of cleared scrub / grassland is situated in the foreground, behind Enterprise Way, which allows for long-range views towards the main Airport district. The view has a derelict / leftover feel to it, typifying the nature of the urban fringe around the Airport. The value of View 11 is assessed as low, as it is taken from a location with limited designations, not particularly popular as a viewpoint and with no cultural associations. The susceptibility to change is considered to be medium, as users are likely to be those travelling on road and foot / bike on the cycle lane, view is moderately important to the quality of the journey and forms part of the experience of travelling through the Airport region. Therefore, the overall sensitivity of View 11 is assessed as low.	Open view, moderate number of users.	Low	Medium	Low

2.2 Assessment of Likely Significant Visual Effects

Table 2.2.1 provides a tabulated summary of the outcomes of the visual assessment's likely significant effects of the proposed development.

Table 2.2.1 Likely Significant Visual Effects

Receptor(s) affected	Receptor Sensitivity	Description of Impact	Magnitude of change	Extent of effect (site, local, regional, national)	Nature of effect (direct/ Indirect)	Short-term, Medium-term, Long-term	Permanence of effect (temporary/ permanent)	Significance
1: View south from Hobbs Drive green space	Low	Construction: In the short-term, construction works associated with the detailed elements will be entirely screened behind existing buildings and vegetation to the back of the park. In the medium-term, works on the outline elements, and in particular Parcel A, will cause a perceptible change to the view, introducing upper levels of construction activity above the existing residential roofline and tree canopy. This will add an element of visual clutter to the skyline which is out of keeping with the character of the view, but effects are largely screened to the backdrop which slightly reduces the magnitude of change experienced. The sensitivity of View 1 is assessed as low. The magnitude of change is considered to be small, which is adverse in nature. Therefore, there is likely to be a local, direct, medium-term, temporary effect which is assessed overall as negligible adverse - which is not significant.	Small	Local	Direct	Medium-term	Temporary	Negligible adverse - not significant

Receptor(s) affected	Receptor Sensitivity	Description of Impact	Magnitude of change	Extent of effect (site, local, regional, national)	Nature of effect (direct/ Indirect)	Short-term, Medium-term, Long-term	Permanence of effect (temporary/ permanent)	Significance
		Operational Development: Outline Element - The Proposed Development will cause a perceptible change to the view, introducing new large footprint building forms above the existing residential roofline and tree canopy. This would not materially affect the character of the view, largely screened to the backdrop. The illustrative scheme will likely break up the appearance of this mass to appear less visible on the distant skyline. Detailed Element - The Proposed Development will be screened behind existing buildings and vegetation, therefore likely causing no change to the view. The sensitivity of View 1 is assessed as low. The magnitude of change is considered to be small, which is adverse in nature. Therefore, there is likely to be a local, direct, long-term, permanent effect which is assessed overall as negligible adverse - which is not significant.	Small	Local	Direct	Long-term	Permanent	Negligible adverse - not significant

Receptor(s) affected	Receptor Sensitivity	Description of Impact	Magnitude of change	Extent of effect (site, local, regional, national)	Nature of effect (direct/ Indirect)	Short-term, Medium-term, Long-term	Permanence of effect (temporary/ permanent)	Significance
2: View southeast from Painswick Park	Low	Construction: In the short-term, construction works associated with the detailed elements will be perceptible to the back of the view, but largely filtered behind existing vegetation around the park to the foreground. However, works on the outline elements in the medium-term, in particular Parcel A, will cause a clearly noticeable change to the view, introducing upper levels of construction activity above the tree canopy. This will add large portions of visual clutter which is out of keeping with the character of the view. The sensitivity of View 2 is assessed as low. The magnitude of change is considered to be medium, which is adverse in nature. Therefore, there is likely to be a local, direct, medium-term, temporary effect which is assessed overall as slight adverse - which is not significant.	Medium	Local	Direct	Medium-term	Temporary	Slight adverse - not significant

Receptor(s) affected	Receptor Sensitivity	Description of Impact	Magnitude of change	Extent of effect (site, local, regional, national)	Nature of effect (direct/ Indirect)	Short-term, Medium-term, Long-term	Permanence of effect (temporary/ permanent)	Significance
		Operational Development: Outline Element - Whilst existing large footprint buildings in the Airport district are perceptible to the backdrop of the view, they are distant and partially screened behind the foreground vegetation. As such, the Proposed Development will cause a clearly noticeable change to the view, introducing new large footprint building forms above the existing tree canopy and substantially increasing the proximity of taller buildings to the view. The illustrative scheme will likely break up the appearance of this mass to appear less dominant on the skyline. Detailed Element - The Proposed Development will be screened behind the outline elements, therefore likely causing no further changes to the view. The sensitivity of View 2 is assessed as low. The magnitude of change is considered to be medium, which is adverse in nature. Therefore, there is likely to be a local, direct, long-term, permanent effect which is assessed overall as slight adverse - which is not significant.	Medium	Local	Direct	Long-term	Permanent	Slight adverse - not significant

Receptor(s) affected	Receptor Sensitivity	Description of Impact	Magnitude of change	Extent of effect (site, local, regional, national)	Nature of effect (direct/ Indirect)	Short-term, Medium-term, Long-term	Permanence of effect (temporary/ permanent)	Significance
3: View southwest from Bailey Lane (exit from Painswick Park)	Low	Construction: In the short-term, construction works associated with the detailed elements will be barely discernible, largely screened behind the Dakota Hotel building. However, works on the outline elements, in particular Parcel A, will be clearly noticeable to the back of the view. As construction works are strongly present in the foreground, these changes would not be out of keeping with the character of the view. The sensitivity of View 3 is assessed as low. The magnitude of change is considered to be medium, which is neutral in nature. Therefore, there is likely to be a local, direct, medium-term, temporary effect which is assessed overall as slight neutral - which is not significant.	Medium	Local	Direct	Medium-term	Temporary	Slight neutral - not significant

Receptor(s) affected	Receptor Sensitivity	Description of Impact	Magnitude of change	Extent of effect (site, local, regional, national)	Nature of effect (direct/ Indirect)	Short-term, Medium-term, Long-term	Permanence of effect (temporary/ permanent)	Significance
		Operational Development: Outline Element - The Proposed Development will cause a clearly noticeable change to the view, introducing new large footprint development at the end of the road, partially enclosing views beyond. The remainder of the outline elements will be screened behind existing buildings. The illustrative scheme will likely create a more articulated landmark to the vista on approach to the main Airport district that will not appear as a large mass. Detailed Element - The Proposed Development will be just perceptible to the back of the view, with a small portion of the mid-tech Unit A1 appearing to the rear of the Dakota Hotel building. The sensitivity of View 3 is assessed as low. The magnitude of change is considered to be medium, which is adverse in nature. Therefore, there is likely to be a local, direct, long-term, permanent effect which is assessed overall as slight adverse - which is not significant.	Medium	Local	Direct	Long-term	Permanent	Slight adverse - not significant
4: View south from Thorley Lane / Enterprise Way (setting of Grade II listed Etrop Grange Hotel)	Low	Construction: In the short-term, construction works associated with the detailed elements will be clearly noticeable to the left of the view, adding additional clutter to the street level on approach to the Airport. In the medium term, works associated with the outline elements will cause a complete change to the view, resulting in a substantial increase in visual clutter created by construction activity at all levels. This will temporarily alter the appreciation of openness to the view on a main approach to the Airport. The sensitivity of View 4 is assessed as low. The magnitude of change is considered to be large, which is adverse in nature. Therefore, there is likely to be a local, direct, medium-term, temporary effect which is assessed overall as slight adverse - which is not significant.	Large	Local	Direct	Medium-term	Temporary	Slight adverse - not significant

Receptor(s) affected	Receptor Sensitivity	Description of Impact	Magnitude of change	Extent of effect (site, local, regional, national)	Nature of effect (direct/ Indirect)	Short-term, Medium-term, Long-term	Permanence of effect (temporary/ permanent)	Significance
		Operational Development: Outline Element - The Proposed Development will cause a complete change to the view, with Parcel A in particular introducing new large footprint built form in place of the car park, and altering the openness currently experienced and views towards the existing tree belt to the back of the Site. However, the parameters still frame views towards existing large footprint Airport buildings to the back of the view on a main approach. The illustrative scheme will likely set back and space buildings from the edge of the Site to appear less dominant to the view, and appear more balanced with the detailed built elements. Detailed Element - The Proposed Development will be clearly noticeable to the left-hand side of the view, with the mid-tech units framing a main approach to the Airport and addressing the corner of the junction with high-quality contemporary forms that activate the street level. The sensitivity of View 4 is assessed as low. The magnitude of change is considered to be large, which is beneficial in nature. Therefore, there is likely to be a local, direct, long-term, permanent effect which is assessed overall as slight beneficial - which is not significant.	Large	Local	Direct	Long-term	Permanent	Slight beneficial - not significant

Receptor(s) affected	Receptor Sensitivity	Description of Impact	Magnitude of change	Extent of effect (site, local, regional, national)	Nature of effect (direct/ Indirect)	Short-term, Medium-term, Long-term	Permanence of effect (temporary/ permanent)	Significance
5: View east from Thorley Lane bridge over M56	Low	Construction: In the short-term, construction works associated with the MSCP will be just discernible to the peripheries of the view, set behind existing vegetation. However, in the medium-term, construction associated with the outline elements (Parcel A) will cause a complete change to the view, resulting in a substantial increase in visual clutter created by construction activity at the mid to upper levels above the existing tree belt. The sensitivity of View 5 is assessed as low. The magnitude of change is considered to be large, which is adverse in nature. Therefore, there is likely to be a local, direct, medium-term, temporary effect which is assessed overall as slight adverse - which is not significant.	Large	Local	Direct	Medium-term	Temporary	Slight adverse - not significant
		Operational Development: Outline Element - The Proposed Development will cause a complete change to the view, with Parcel A introducing a new line of built form extending substantially above the existing tree canopy. This will introduce a change out of character with the current view. The illustrative scheme will likely set back and space buildings from the edge of the Site to appear less dominant to the view and more 'embedded' within the tree canopy. Detailed Element - The MSCP will be just discernible to the right-hand peripheries of the view and appear more in keeping with the buildings to the end of the M56 corridor. The sensitivity of View 5 is assessed as low. The magnitude of change is considered to be large, which is adverse in nature. Therefore, there is likely to be a local, direct, long-term, permanent effect which is assessed overall as slight adverse - which is not significant.	Large	Local	Direct	Medium-term	Temporary	Slight adverse - not significant

Receptor(s) affected	Receptor Sensitivity	Description of Impact	Magnitude of change	Extent of effect (site, local, regional, national)	Nature of effect (direct/ Indirect)	Short-term, Medium-term, Long-term	Permanence of effect (temporary/ permanent)	Significance
6: View north from Terminal 2 Roundabout	Low	Construction: In the short-term, construction works on the MSCP and mid-tech units will be clearly noticeable to the right-hand side of the view, introducing visual clutter out of keeping with the current character of the view. In the medium-term, construction works on the remaining outline elements will add additional clutter, in particular towards Parcel A to the left-hand side, but not increase the magnitude of change experienced. The sensitivity of View 6 is assessed as low. The magnitude of change is considered to be medium, which is adverse in nature. Therefore, there is likely to be a local, direct, medium-term, temporary effect which is assessed overall as slight adverse - which is not significant.	Medium	Local	Direct	Medium-term	Temporary	Slight adverse - not significant
		Operational Development: Outline Element - Parcel A will introduce a new line of built form in place of the existing car park. This will notably increase the proximity and scale of built form to the view, and affect an element of openness. However, it will frame the left-side of a busy route in the Airport district. The illustrative scheme will likely set back and space buildings from the edge the road to appear less dominant to the view, and retain elements of openness with views towards the rear tree belt between building gaps. Detailed Element - The MSCP will be clearly noticeable to the right-hand side of the view, and along with the smaller-scale mid-tech units, frame this side of the road with high-quality contemporary forms on a busy route in the Airport district. The sensitivity of View 6 is assessed as low. The magnitude of change is considered to be medium, which is beneficial in nature. Therefore, there is likely to be a local, direct, long-term, permanent effect which is assessed overall as slight beneficial - which is not significant.	Medium	Local	Direct	Long-term	Permanent	Slight beneficial - not significant

Receptor(s) affected	Receptor Sensitivity	Description of Impact	Magnitude of change	Extent of effect (site, local, regional, national)	Nature of effect (direct/ Indirect)	Short-term, Medium-term, Long-term	Permanence of effect (temporary/ permanent)	Significance
7: View northwest from footbridge over M56	Medium	Construction: In the short to medium-term, construction works will cause a complete change to the view. The MSCP building and elements of Parcels C and D will be clearly visible to users of the footbridge, replacing the area of cleared brownfield land in the Site and temporarily restricting existing levels of openness. The sensitivity of View 7 is assessed as medium. The magnitude of change is considered to be large, which is adverse in nature. Therefore, there is likely to be a local, direct, medium-term, temporary effect which is assessed overall as moderate adverse - which is significant.	Large	Local	Direct	Medium-term	Temporary	Moderate adverse - significant
		Operational Development: Outline Element - Parcels C and D will be clearly visible at the end and to the right of the footbridge, introducing a new line of built form in place of the cleared brownfield land. This will notably increase the proximity and scale of built form to the view, and affect its current openness. The illustrative scheme will likely set back and space buildings from the edge the footbridge to appear less dominant to the view, and retain elements of openness with gaps between buildings and frame the end of the footbridge. Detailed Element - The rear of the MSCP will be clearly visible to the left of the view and create a dominant change to the existing open elevated view across the Site and immediate landscape. Design mitigation measures will not reduce the magnitude of change, such is the proximity and clear change in character of the view. The sensitivity of View 7 is assessed as medium. The magnitude of change is considered to be large, which is adverse in nature. Therefore, there is likely to be a local, direct, long-term, permanent effect which is assessed overall as moderate adverse - which is significant.	Large	Local	Direct	Long-term	Permanent	Moderate adverse - significant

Receptor(s) affected	Receptor Sensitivity	Description of Impact	Magnitude of change	Extent of effect (site, local, regional, national)	Nature of effect (direct/ Indirect)	Short-term, Medium-term, Long-term	Permanence of effect (temporary/ permanent)	Significance
8: View northwest from Outwood Lane	Low	Construction: In the short to medium-term, construction works will cause a clearly noticeable change to the view. The MSCP building and elements of Parcels C and D will be clearly visible to users to the central backdrop of the view, and adding substantial levels of visual clutter to the current open backdrop. The sensitivity of View 8 is assessed as low. The magnitude of change is considered to be medium, which is adverse in nature. Therefore, there is likely to be a local, direct, medium-term, temporary effect which is assessed overall as slight adverse - which is not significant.	Medium	Local	Direct	Medium-term	Temporary	Slight adverse - not significant
		Operational Development: Outline Element - Parcels C and D will be clearly visible to the central backdrop of the view, introducing a clear new line of built form. Whilst this will notably increase the proximity and scale of built form to the view, the max. parameters of these plots are level with the current height datum set by the TRIBE Hotel building, and it will frame the back of the view upon a main exit from the Airport. The illustrative scheme will likely space buildings to appear more articulated, and retain elements of openness with gaps between buildings and frame the end of the footbridge. Detailed Element - A small portion of the the MSCP will be perceptible behind Parcel D, and appear in keeping with the height datum and character of the view's backdrop. The mid-tech units will be screened behind the outline elements and MSCP building. The sensitivity of View 8 is assessed as low. The magnitude of change is considered to be medium, which is beneficial in nature. Therefore, there is likely to be a local, direct, long-term, permanent effect which is assessed overall as slight beneficial - which is not significant.	Medium	Local	Direct	Long-term	Permanent	Slight beneficial - not significant

Receptor(s) affected	Receptor Sensitivity	Description of Impact	Magnitude of change	Extent of effect (site, local, regional, national)	Nature of effect (direct/ Indirect)	Short-term, Medium-term, Long-term	Permanence of effect (temporary/ permanent)	Significance
9: View west from pedestrian crossing on Ringway Road West	Negligible	Construction: In the short to medium-term, construction works will cause a perceptible change to the view. The MSCP building and elements of Parcels C and D will be perceptible to users crossing the main road, but largely restricted to the backdrop of the view, with intervening vegetation providing some level of screening to lower levels of construction activity. The sensitivity of View 9 is assessed as negligible. The magnitude of change is considered to be small, which is adverse in nature. Therefore, there is likely to be a local, direct, medium-term, temporary effect which is assessed overall as negligible adverse - which is not significant.	Small	Local	Direct	Medium-term	Temporary	Negligible adverse - not significant
		Operational Development: Outline Element - Parcels C and D will be perceptible to the back of the view, partially screened existing vegetation. Its max. parameter heights indicate massing will be within keeping of the datum set by existing large footprint office buildings to the right of the view. As such, the new built form will appear as a continuation of this and in keeping with the character of the view's backdrop. Detailed Element - The MSCP and mid-tech units will be screened behind Parcels C and D of the outline scheme, therefore not likely to cause any notable change to the view. The sensitivity of View 9 is assessed as negligible. The magnitude of change is considered to be small, which is neutral in nature. Therefore, there is likely to be a local, direct, long-term, permanent effect which is assessed overall as negligible neutral - which is not significant.	Small	Local	Direct	Long-term	Permanent	Negligible neutral - not significant

Receptor(s) affected	Receptor Sensitivity	Description of Impact	Magnitude of change	Extent of effect (site, local, regional, national)	Nature of effect (direct/ Indirect)	Short-term, Medium-term, Long-term	Permanence of effect (temporary/ permanent)	Significance
10: View west from runway public viewing space (adj. to A555 Relief Road)	Medium	Construction: In the short to medium-term, construction works will cause a barely discernible change to the distant back of the view. The MSCP building and elements of Parcels C and D will be barely perceptible to users in the public viewing space, due to the distance and intervening street light clutter along the main road. Lower levels of activity will be completely screened from view. The sensitivity of View 10 is assessed as medium. The magnitude of change is considered to be negligible, which is adverse in nature. Therefore, there is likely to be a local, direct, medium-term, temporary effect which is assessed overall as negligible adverse - which is not significant.	Negligible	Local	Direct	Medium-term	Temporary	Negligible adverse - not significant
		Operational Development: Outline Element - Parcels C and D will be just discernible to the distant back of the view, partially screened existing clutter in the foreground. Its max. parameter heights indicate massing will be within keeping of the datum set by existing large footprint Airport buildings to their left. As such, the new built form will appear as a continuation of this and in keeping with the character of the view's backdrop. Detailed Element - The MSCP and mid-tech units will be screened behind Parcels C and D of the outline scheme, therefore not likely to cause any notable change to the view. The sensitivity of View 10 is assessed as medium. The magnitude of change is considered to be negligible, which is neutral in nature. Therefore, there is likely to be a local, direct, long-term, permanent effect which is assessed overall as negligible neutral - which is not significant.	Negligible	Local	Direct	Long-term	Permanent	Negligible neutral - not significant

Receptor(s) affected	Receptor Sensitivity	Description of Impact	Magnitude of change	Extent of effect (site, local, regional, national)	Nature of effect (direct/ Indirect)	Short-term, Medium-term, Long-term	Permanence of effect (temporary/ permanent)	Significance
11: View west from Enterprise Way	Low	Construction: In the short to medium-term, construction works will cause a clearly noticeable change to the back of the view, replacing the area of cleared brownfield land with construction activity that will be visible at all levels and add an element of visual clutter to the back of the view. The sensitivity of View 11 is assessed as low. The magnitude of change is considered to be medium, which is adverse in nature. Therefore, there is likely to be a local, direct, medium-term, temporary effect which is assessed overall as slight adverse - which is not significant.	Medium	Local	Direct	Medium-term	Temporary	Slight adverse - not significant
		Operational Development: Outline Element - Parcels C and D will be create a clearly noticeable change to the view, introducing new built form in place of the cleared brownfield land. The max. parameter will slightly increase visible heights, but generally in keeping of the datum set by existing buildings in the view. The new areas of development will provide activity and improve the derelict feel of the current view. The illustrative scheme will likely space buildings to appear more articulated, and retain elements of openness with gaps between buildings. Detailed Element - The MSCP and mid tech Unit A1 will be perceptible to the back of the outline elements, where the A1 unit in particular will add to the sense of activity and character to the view as part of the ongoing regeneration of the Airport district. The sensitivity of View 11 is assessed as low. The magnitude of change is considered to be medium, which is beneficial in nature. Therefore, there is likely to be a local, direct, long-term, permanent effect which is assessed overall as slight beneficial - which is not significant.	Medium	Local	Direct	Long-term	Permanent	Slight beneficial - not significant

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