



Request for a Scoping Opinion

MIX, Manchester

Airport City Limited Partnership

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Basis of Report

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Appendices

- Appendix A** **Schedule 4 of the EIA Regulations 2017 (as amended)**
Appendix B **Site Location Plan**



Acronyms and Abbreviations

Abbreviation	Definition
AADT	Annual Average Daily Traffic
AAWT	Annual Average Weekday Traffic
ACLP	Airport City Limited Partnership
ANO	Air Navigation Order
APSH	Annual Probable Sunlight Hours
AQMA	Air Quality Management Area
AQO	Air Quality Objective
ASL	Advanced Stop Lines
ASR	Annual Status Report
ATC	Automatic Traffic Counts
AWCS	Automated Waste Collection System
BAP	Biodiversity Action Plan
BGL	Below Ground Level
BGS	British Geological Survey
BNG	Biodiversity Net Gain
BNL	Basic Noise Level
BoCC	Birds of Conservation Concern
BPM	Best Practicable Means
C&D	Construction and Demolition
C&I	Commercial and Industrial
CAA	Civil Aviation Authority
CEMP	Construction Environmental Management Plan
CIEEM	Chartered Institute of Ecology and Environmental Management
CLP	Construction Logistics Plan
CLP	Construction Logistics Plan
COSHH	Control of Substances Hazardous to Health
CRTN	Calculation of Road Traffic Noise
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
DSO	Daylight, Sunlight and Overshadowing
EA	Environment Agency



Abbreviation	Definition
ES	Environmental Statement
FAA	Federal Aviation Administration
GHG	Greenhouse Gas
GLTA	Ground-Level Tree Assessment
GLVIA	Guidelines for Landscape and Visual Impact Assessment
GMAL	Greater Manchester Accessibility Level
GMCA	Greater Manchester Combined Authority
GMWDA	Greater Manchester Waste Disposal Authority
GTI	Ground Transport Interchange
HER	Historic Environment Record
HGV	Heavy Goods Vehicle
IAQM	Institute of Air Quality Management
IEMA	Institute of Environmental Management and Assessment
IRZ	Impact Risk Zone
ISEP	Institute of Sustainability and Environmental Professionals
JNCC	Joint Nature Conservation Committee
LACW	Local Authority Collected Waste
LAEI	London Atmospheric Emissions
LEMP	Landscape and Ecological Management Plan
LNR	Local Nature Reserves
LOAEL	Lowest Observed Adverse Effect Level
LSOA	Lower Super Output Area
MAG	Manchester Airport Group
MAGIC	Multi-Agency Geographic Information for the Countryside
MCC	Manchester City Council
MCifA	Member of the Chartered Institute for Archaeologists
MSCP	Multi-Storey Car Park
NCA	National Character Area
NERC	Natural Environment and Rural Communities
NGR	National Grid Reference
NPPF	National Planning Policy Framework
NPPG	National Planning Practice Guidance
NPSE	Noise Policy Statement for England
OMHPDL	Open Mosaic Habitats on Previously Developed Land
OWMS	Operational Waste Management Strategy
PEA	Preliminary Ecological Appraisal
PRF	Potential Roost Features



Abbreviation	Definition
PST	Professional, Scientific and Technical
SBI	Site of Biological Importance
SLHA	Stephen Levrant Heritage Architecture
SLR	SLR Consulting Limited
SOAEL	Significant Observed Adverse Effect Level
SPA	Special Protection Area
SPD	Supplementary Planning Document
SPZ	Source Protection Zone
SRF	Strategic Regeneration Framework
SSSI	Site of Special Scientific Interest
SuDS	Sustainable Drainage Systems
SWM	Sustainable Waste Management
SWMP	Site Waste Management Plan
TA	Transport Assessment
TfGM	Transport for Greater Manchester
TVIA	Townscape and Visual Impact Assessment
UKHab	UK Habitat Classification
URS	Underground Refuse System
VFR	Visual Flight Routes
VSC	Vertical Sky Component
VVM	Visually Verified Montages
WCA	Waste Collection Authority
WDI	Waste Data Interrogator
WHO	World Health Organisation
WIA	Water Industry Act



1.0 Introduction

SLR Consulting Limited (SLR) was commissioned by Airport City Limited Partnership (the 'Applicant') to prepare this Request for a Scoping Opinion to Manchester City Council (MCC) in relation to proposals for an employment and industrial development (the 'Proposed Development'), on land to the north of the A56 spur, immediately south of Wythenshawe and to the north of Manchester Airport, (the 'Application Site').

The applicable legislation is the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) (the 'EIA Regulations').

By virtue of the scale and nature of the Proposed Development, the Applicant has decided to voluntarily undertake EIA to inform and support the hybrid planning application.

This Request for a Scoping Opinion has been submitted in accordance with Regulation 15 of the EIA Regulations. The principal objective of scoping is to determine the likely significant effects associated with the Proposed Development and the scope of assessments that should be included within the EIA and resulting Environmental Statement (ES).

The EIA Planning Practice Guidance (March 2014, as amended May 2020) notes in paragraph 035 Reference ID: 4-035-20170728 that:

"Whilst every Environmental Statement should provide a full factual description of the development, the emphasis should be on the "main" or "significant" environmental effects to which a development is likely to give rise. The Environmental Statement should be proportionate and not be any longer than is necessary to assess properly those effects. Where for example only one environmental factor is likely to be significantly affected the assessment should focus on that issue only. Impacts which have little or no significance for the particular development in question will need only very brief treatment to indicate their possible relevance has been considered."

In accordance with Regulation 15(2)(a) of the EIA Regulations, the following information is provided within this Request for a Scoping Opinion:

- a plan sufficient to identify the land;
- a brief description of the nature and purpose of the development including its location and technical capacity;
- an explanation of the likely significant effects of the development on the environment; and
- such other information or representations that the person making the request may wish to provide or make.

The structure of the request is set out in **Table 1.1**.

Table 1.1: Structure of the Scoping Request

Section(s)	Information Included
2	Description of the Application Site and its surroundings.
3	Description of the Proposed Development.
4	The approach to EIA Scoping.
5	Assessment of likely significant effects, including topics to be 'scoped in' and 'scoped out'.
6 to 11	Further information on topics that are proposed to be 'scoped in' to the EIA/ES
12	Summary.



SLR is a registrant of the Institute for Sustainability and Environmental Professional (ISEP)'s EIA Quality Mark scheme (<https://www.iema.net/eia-quality-mark/>).



2.0 Application Site and Surrounds

2.1 The Application Site

MIX Manchester (formerly known as Airport City North) comprises approximately 24 hectares of development land to the north of the A56 spur, 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 at National Grid Reference (NGR) SJ 81876 85845.

The Application Site 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, dividing the Application Site into two separate areas: Parcel A (4.5 ha) and Parcels B (2.1 ha) & C (3.08 ha).

A Site Location Plan is provided in **Appendix B**.

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 also 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 SE 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.

2.2 The Wider 'Immediate' Environment

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 Liverpool, Manchester and West Yorks 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.



3.0 The Proposed Development

3.1 Need for the Proposed Development

The site has an extensive planning history with the site first allocated in the extant Manchester Unitary Development Plan (UDP) in July 1995. The allocation was carried forward into the Core Strategy DPD (Adopted July 2012) under Policy EC11 (Airport City Strategic Employment Location) as a significant opportunity for employment development suitable for high technology industries, logistics, office, warehousing and ancillary commercial facilities.

The applicant has been working with MCC on a Strategic Regeneration Framework (SRF) to reflect the change in market dynamics and vision, ensuring that the proposals remain viable and attractive and maximise the benefits that can be delivered for the city and its residents. Creating a new destination where occupiers have the flexibility to bring their ideas to life. The vision, as set out in the Draft Strategic Regeneration Framework, is for MIX to be the UK's best-connected science, innovation and manufacturing campus in an unrivalled strategic location, which promotes the City's strengths on the world stage.

The proposed building typologies set out in the 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, F&B, gym and creche facilities.

3.2 Nature of the Proposed Development

The indicative description of development 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.

Full Element

<u>Unit A1</u>	<u>Unit A2</u>	<u>Unit A5</u>
• A1.1 – 675 sqm	• A2.1 – 615 sqm	• A5.1 – 475 sqm
• A1.2 – 645 sqm	• A2.2 – 590 sqm	• A5.2 – 475 sqm
• A1.3 – 520 sqm	• A2.3 – 775 sqm	• A5.3 – 180 sqm
• A1.4 – 520 sqm	• A2.4 – 805 sqm	
• A1.5 – 475 sqm		



MSCP

- No. of storeys: 18 levels (half storeys)
- No. of spaces: 1,490 spaces
- No. of accessible spaces: 74 (5%)
- No. of EV charging points: 74 (5%)
- Floorspace: 13,000 sqm

Access to Parcel A will be at the existing Jet Parks 1 car park access on Thorley Lane and for Parcels B & C, this will be via the existing roundabout on Enterprise Way.

Outline Element

Parcel Development Parameter

- Parcel A (Units F1 – F5) – Floorspace up to 50,000 sqm (including the MSCP c. 13,000 sqm), with a height parameter (including roof plant and flues) of up to 30m.
- Parcel B (Units A3 and A6) – Floorspace up to 23,500 sqm, with a height parameter (including roof plant and flues) of up to 30m.
- Parcel C (Units B1, B3 and E2) – Floorspace up to 34,000 sqm, with a height parameter (including roof plant and flues) of up to 30m.

3.3 Likely Construction Programme

It is currently envisaged that a planning application will be submitted in March 2026. If the planning application is consented in 2026 ('EIA developments' are typically subject to a 16-week determination period) then the anticipated construction programme is as follows:

Construction of Mid-Tech Units (A2 and A5)	Start: Q4 2026	Finish: Q3 2027
Construction of MSCP	Start: Q4 2026	Finish: Q4 2027
Construction of Mid-Tech Units (A1.1/ A1.2)	Start: Q3 2027	Finish: Q2 2028
Construction of Mid-Tech Units (A1.3/ A1.4)	Start: Q2 2029	Finish: Q1 2030
Construction of Parcel A	Start: 2028	Finish: 2035
Construction of Parcel B	Start: 2028	Finish: 2030
Construction of Parcel C	Start: 2028	Finish: 2035

3.4 Embedded (Primary) Mitigation

The Proposed Development is being designed to take into account the environmental constraints of the Application Site so as to avoid and/or reduce its likely environmental effects. The following embedded (primary) mitigation measures are included in the design:

- Building heights are below 30m to minimise townscape effects and to ensure that all buildings are below the safeguarding height associated with Manchester Airport (101mAOD).

3.5 Known Cumulative Development

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. These are shown in **Table 3.1** below.

Table 3.1: Known Cumulative Developments

Planning Reference	Scheme Name	Proposals	Anticipated Programme	Distance from Application Site
N/A	Manchester Business Park Extension	Public Consultation launched by ASK Real Estate on proposals for last-mile logistics accommodation close to the MIX site. The units would range in size from 6,700 sq ft to 21,646 sq ft. Ask is targeting BREEAM Excellent and EPC A accreditations. https://www.askrealestate.co.uk/wp-content/uploads/2025/10/13502-AEW-XX-XX-PP-A-0004-S2-P05-Public-Consultation-Boards.pdf	Unknown - Planning Application to be submitted December 2025	600m East
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	Unknown - 49 weeks from start-on-site All pre-commencement conditions	1100m Southwest



Planning Reference	Scheme Name	Proposals	Anticipated Programme	Distance from Application Site
		and landscaping, following demolition of existing buildings	currently under determination.	
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
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,	Unknown	950m Southwest



Planning Reference	Scheme Name	Proposals	Anticipated Programme	Distance from Application Site
		limiting the number of movements to Terminal 2. By creating a two way taxiway, more aircraft can get to and from the Terminal to the runway.		
EIASCO/25/010	Wythenshawe Town Centre Redevelopment	Request for Scoping opinion under Part 4, Regulation 15 of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended)- Wythenshawe Town Centre Regeneration Residential Development comprising Plots C2 and 2.1 of the Wythenshawe Development Framework, and 3.3 (Brotherton House) just outside the Development Framework area.	Unknown	1100m Northeast
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
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	Stalled but implemented consent.	200m South



Planning Reference	Scheme Name	Proposals	Anticipated Programme	Distance from Application Site
		(Use Class C1) with associated landscaping, car parking, cycle storage, sub-station, external drop off and service area.		
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



4.0 Approach to the EIA Scoping Request

4.1 Proportionality in EIA

The Institute of Environmental Management and Assessment's 'Special Report – The State of Environmental Impact Assessment Practice in the UK' (2001) notes that:

“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 the 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.”

EIA Planning Practice Guidance emphasises that the EIA process should focus on the likely significant effects associated with a Proposed Development, as opposed to all possible effects. This approach is reinforced by case law from UK and European courts. Judgments have stated that even in relation to the minimum requirements for an ES, not every possible effect has to be considered. The focus should be on the main effects and remedying the significant adverse effects.

The Milne judgment (R v Rochdale MBC ex parte Milne (No.2) [2000] 7 WLUK 955) states:

“The environmental statement does not have to describe every environmental effect, however minor, but only the main effects or likely significant effects.”

In the Tew judgment (R v Rochdale MBC, ex parte Milne (No.1) [1999] 5 WLUK 67), it was held that the underlying objective of EIA is that decisions be taken “in full knowledge” of a project's likely significant effects and stated:

“That is not to suggest that full knowledge requires an environmental statement to contain every conceivable scrap of environmental information about a particular project. The directive and the Assessment Regulations require the likely significant effects to be assessed.”

There is no known formal definition of ‘main’ or ‘significant’ effects in the EIA Regulations, though guidance provided by the European Union¹ advises that:

“Those responsible for scoping often find difficulties in defining what is “significant”. A useful simple check is to ask whether the effect is one that ought to be considered and to have an influence on the development consent decision.”

Whilst scoping is an important (though optional) early stage in the EIA process because it sets the context for the remainder of the process, it should be approached with the above points on proportionality in mind.

4.2 Approach to the Scoping Process

The principal objective of this Request for a Scoping Opinion is to present known information on the receiving environment and the initial assessment by the Applicant's technical consultant team on the likely significant effects on the environment resulting from the Proposed Development.

Potential topics for inclusion within the ES are summarised in **Section 5.4** and have been presented as individual sections of this Request for a Scoping Opinion (**Sections 6 – 11**), with input provided by the respective technical specialists within the project team. These are

¹ Guidance on EIA: Scoping (June 2001) Office for Official Publications of the European Communities



presented under topic headings commonly used within EIA, and which relate to the factors set out in Regulation 4(2) of the EIA Regulations:

- a) *“population and human health;*
- b) *biodiversity, with particular attention to species and habitats protected under any law that implemented Directive 92/43/EEC and Directive 2009/147/EC(b);*
- 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).”*

Some of these factors will have a directly applicable topic heading within this Request for a Scoping Opinion (e.g. population, human health and socio-economics) whereas others, such as material assets, may be considered within multiple sections.

Where a particular environmental feature or component of it has not been included within the proposed scope of the EIA (as set out in **Section 5.5**), this is not to suggest that there will be no associated environmental effects – rather that these are not considered be among the significant effects.

Generally, the significance of effect is a product of the sensitivity of the potential receptors (classified within this report as Very High, High, Medium, Low or Negligible) and the magnitude of impact (classified within this report as Large, Medium, Small, Negligible or No Change), using the matrix below.

Table 4.1: EIA Scoping Matrix

Importance or Sensitivity of the Receptor	Envisaged Scale or Magnitude					
		Large	Medium	Small	Negligible	No change
	Very High					
	High					
	Medium					
	Low					
	Negligible					

Where a predicted effect falls within the grey-shaded area of the matrix, it is considered likely to be significant and should be included within the scope of the EIA.

Effects falling within the unshaded areas on the matrix are considered to have no likelihood of being significant and should not be included within the scope of the EIA. Explanation will be provided within the supporting text and will be based on the experience of the assessor. For some effects, the uncertainty may be such that it cannot be confirmed at the scoping stage whether it is likely to be a significant effect or not. Such effects warrant further consideration through the EIA process on a precautionary basis and hence these effects will be included in the scope of the EIA.

For those aspects within a topic area that are assessed as being likely significant, the proposed methodology will be explained, including reference to relevant standards and guidance that will be referenced within the assessment in the ES.



5.0 Assessment of Environmental Effects

5.1 Introduction

This section details the proposed approach to setting the assessment parameters and the overall approach within the ES for assessing the significance of effects. The proposed scope of assessment for each of the environmental issues to be addressed within the ES is then described in subsequent sections of this report (**Sections 6 – 11**).

There is no standard format for an ES, however it must contain the information specified in Schedule 4 of the EIA Regulations (refer to **Appendix A** of this report). The description of the Proposed Development contained within the ES must be sufficient to enable the requirements of the EIA Regulations to be fulfilled, specifically to enable the likely significant effects of the Proposed Development to be identified.

The assessments included within the ES will be based on a detailed description of the Proposed Development and associated drawings for detailed elements and a series of Parameter Plans for the outline elements.

The Parameter Plans will define the principal outline elements of the Proposed Development, that will be reflected in any subsequent planning permission. It is envisaged that the Parameter Plans will comprise:

- Development Plot Parameter Plan; and
- Building Heights Parameter Plan.

There will be a range of other plans included within the OPA including an illustrative masterplan. Whilst these will provide useful context on how the Proposed Development may be brought forward in accordance with the scheme parameters, the assessment will only be based on the Parameter Plans.

5.2 Assessment Scenarios

5.2.1 Construction Phase Assessment Year

Based on the indicative programme set out in **Section 3.3**, the peak construction year is anticipated to be 2028. 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.

5.2.2 Operational Phase Assessment Year

Based on the indicative programme set out in **Section 3.3**, the 'opening year' of the development, i.e. when all units will have been constructed, 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.

5.3 Overarching Approach to Impact Assessment

For each topic included in the ES, a detailed technical assessment will be carried based on the scope set out within this report and the received Scoping Opinion.



Each technical assessment will be undertaken by competent experts to prevailing technical standards, which do vary between technical disciplines.

The technical assessments will provide a detailed assessment of potential impacts, identification of mitigation measures and description of the significance of residual effects (those remaining after the mitigation measures have been incorporated).

The ES will identify direct and indirect effects; positive (beneficial) and negative (adverse) effects; and will seek to identify, as far as possible, the duration of such effects, whether short term (0-3 years), long term (3+ years), permanent, temporary, intermittent, etc. during the construction and operational phases.

The specific approach to the assessment of effect significance will be described in the respective technical topic chapters but the general approach is based on the methodology set out in the Design Manual for Roads and Bridges (DMRB²).

Assessment of receptor sensitivity will be generally described using the scale shown in **Table 5.1**; the magnitude of impact or change will be generally described based on the scale shown in **Table 5.2**; and then a combination of these factors will be used to arrive at the predicted significance of effect using **Table 5.3**.

Within this ES, effects below 'Moderate' will not considered to be significant in EIA terms.

Table 5.1: General Approach to Description of Receptor Sensitivity

Sensitivity (value/importance) of the receptor	Typical description
Very High	Very high importance and rarity, international scale, and very limited potential for substitution.
High	High importance and rarity, national scale, and limited potential for substitution.
Medium	Medium or high importance and rarity, regional scale, limited potential for substitution.
Low	Low or medium importance and rarity, local scale.
Negligible	Very low importance and rarity, local scale.

Table 5.2: General approach to description of impact magnitude

Magnitude of impact (change)		Typical description
Large	Adverse	Loss of resource and/or quality and integrity of resource; severe damage to key characteristics, features or elements.
	Beneficial	Large scale or major improvement of resource quality; extensive restoration; major improvement of attribute quality.
Medium	Adverse	Loss of resource but not adversely affecting the integrity; partial loss of/damage to key characteristics, features or elements.
	Beneficial	Benefit to, or addition of, key characteristics, features or elements; improvement of attribute quality.

² LA104 Environmental Assessment and Monitoring, Revision 1 (August 2020)



Magnitude of impact (change)		Typical description
Small	Adverse	Some measurable change in attributes, quality or vulnerability; minor loss of, or alteration to, one (maybe more) key characteristics, features or elements.
	Beneficial	Minor benefit to, or addition of, one (maybe more) key characteristics, features or elements; some beneficial impact on attribute or a reduced risk of negative impact occurring.
Negligible	Adverse	Very minor loss or detrimental alteration to one or more characteristics, features or elements.
	Beneficial	Very minor benefit to or positive addition of one or more characteristics, features or elements.
No change		No loss or alteration of characteristics, features or elements; no observable impact in either direction.

Table 5.3: Example Significance Matrix

Receptor sensitivity	Magnitude of impact (degree of change)					
		Large	Medium	Small	Negligible	No change
	Very High	Major	Major	Moderate	Slight	Neutral
	High	Major	Moderate	Slight	Negligible	Neutral
	Medium	Moderate	Moderate	Slight	Negligible	Neutral
	Low	Slight	Slight	Negligible	Negligible	Neutral
	Negligible	Negligible	Negligible	Negligible	Negligible	Neutral

5.3.1 Proposed Structure of the Technical ES Chapters

The assessment methodology is presented in each technical chapter and has followed the relevant technical guidance, such as the Guidelines for Landscape and Visual Impact Assessment (GLVIA3).

Each technical topic chapter will follow the general structure as per **Table 5.4** below.

Table 5.4: Proposed Structure of Technical ES Chapters

Technical Assessment	Scope
Introduction	Introduction to the author; summary of relevant legislation, standards and guidance for the impact assessment.
Assessment Methodology and Significance Criteria	The methodology, technical, spatial, and geographic scope (study area) of the assessment, with reference to any published methodological standards, professional guidelines, and best practice that are particular to the topic. How baseline conditions have been assessed (e.g. site visits, surveys, review of publicly available data) and the scale of sensitivity and magnitude adopted within the assessment. How impact significance has been assigned (e.g. whether a topic specific matrix or some other approach has been adopted). Any assumptions or limitations.



Technical Assessment	Scope
Baseline Conditions	The baseline conditions section of the technical assessment identifies the key receptors a proportionate description of those receptors and the sensitivity attributed to each receptor. Considers current and likely future baseline (as applicable to each topic).
Assessment of Effects	The assessment of potential effects/ impacts that are predicted to occur during the construction and operation of the Proposed Development considers the activities and physical elements of the development that are likely to give rise to particular impacts. It considers and identifies the receptor(s) that are likely to be affected. Any specific design principles or mitigation measures that have already been incorporated into the design of development to avoid or minimise the environmental effects (i.e. 'primary/embedded mitigation') are described and the significance of the effect (including consideration of any embedded mitigation measures) are detailed. The significance criteria applied to the environmental effects is in accordance with the relevant methodologies <u>prior</u> to the application of any secondary mitigation. Assigning significance in this way ensures consistency across the technical assessments.
Mitigation and Monitoring	The evolution of the design has been informed by the environmental impacts that will require mitigation and wherever possible enhancement has been integrated into the design. The specific mitigation and enhancement measures included for the Proposed Development in response to potential environmental impact is identified within the individual technical assessments. This section includes details of additional (bespoke) secondary mitigation and/or enhancement measures being proposed.
Residual Effects	Where there are predicted significant residual effects for a technical topic chapter (i.e. those assessed to be above 'moderate' following the application of secondary mitigation), these will be reported at the end of that chapter.
Inter-Development Cumulative Effects	Assessment of inter-development cumulative effects that may arise as a result of the Proposed Development together with any other cumulative developments identified (where these have not already been taken into account in the 'Assessment of Effects' section (e.g. through the application of background traffic growth)).

5.4 'Scoped In' Technical Topics

It is proposed that the following technical topics are 'scoped in' to the ES (presented in alphabetical order):

- Air Quality (see **Section 6**);
- Daylight, Sunlight and Overshadowing (see **Section 7**);
- Ecology and Biodiversity (see **Section 8**);
- Noise and Vibration (see **Section 9**);



- Townscape and Visual (see **Section 10**); and
- Traffic and Movement (see **Section 11**).

5.5 ‘Scoped Out’ Technical Topics

It is proposed that the following technical topics are ‘scoped out’ of the ES (presented in alphabetical order):

- Archaeology (see **Section 5.5.1**);
- Built Heritage (see **Section 5.5.2**);
- Climate Change and Greenhouse Gas (see **Section 5.5.3**);
- Glint and Glare (see **Section 5.5.4**);
- Ground Conditions (see **Section 5.5.5**);
- Health (see **Section 5.5.6**);
- Major Accidents and Disasters (see **Section 5.5.7**);
- Socioeconomics (see **Section 5.5.8**);
- Waste and Materials (see **Section 5.5.9**); and
- Water Environment (see **Section 5.5.10**).

5.5.1 Archaeology

Joe Abrams is a Director with over 25 years’ experience in the commercial archaeological sector. He obtained a degree in Archaeology in 1995 from University College London and has worked in the commercial archaeological sector since 1998. Joe is a Fellow of the Society of Antiquaries of London and a Member of the Chartered Institute for Archaeologists (MCIfA). He has been the responsible postholder for a ClfA Registered Organisation.

He has worked extensively with all types of archaeological remains including scheduled monuments, burial grounds, highland/lowland zone, coastal and terrestrial sites. His experience includes written representations, archaeological assessments and statements, advice on the agreement of scheduled monument consent/s, impact assessments and environmental statement chapters. Joe has written articles for archaeological journals, and he has authored monographs and magazine articles. He has managed the field investigation, assessment and publication stages of many projects. He has researched, written and edited several hundred commercial archaeological and heritage reports. He has given seminars and written articles on professional ethics and standards; focussed on this sector.

Baseline Conditions

In terms of relevant designated heritage assets, there are no nationally designated listed buildings, scheduled monuments, world heritage sites, historic battlefields, registered parks and gardens or conservation areas within the Application Site. There is a listed building c. 50m north of the Application Site, this is named Etrop Grange (Grade II, 1197799). It is considered here only in relation to what it may indicate about the archaeological potential of the Application Site; the setting of such built heritage assets is covered separately.

The building dates to the late 18th C and Etrop Grange “*was known as Moss House but was locally known as Moss’s Folly by older residents of the area. A schoolteacher called William*



Moss originally built the house or his wife [sic] in 1780. A coach-house known as White Lodge was added in 1812 and later a coachman's living quarters were built. Moss House remained a private residence, although during the Second World War it was requisitioned by the RAF based at nearby Ringway Airport, now Manchester International Airport. During the late 19th century it was used as a Sunday school. In 1958 a Mrs Morley purchased the house. She let the two top floors to air hostesses from Manchester Airport" (Historic Environment Record (HER) MGM1900).

Etrop Grange was a relatively isolated building in the late 18th C and throughout the 19th C. The Tithe Map (Parish of Hale, 1838) shows the location of Etrop Grange and of a small number of other isolated dwellings. One of these lies within the eastern part of the Application Site. This was named Moss House Farm (HER Monument Record 2895). This is visible on historic ordnance survey mapping until 1967, after which it was demolished.

In the southeastern part of the Application Site lies a second set of buildings, also associated with farming. HER Monument Record 2896 refers to *Structures at Ringway Outwood, including Barn Croft*. These buildings are recorded on 19th and 20th C mapping, and the Tithe Map apportionment (Parish of Hale) refers to this location as Cottages and Garden in the mid-19th C. The structures at Barn Croft disappear from ordnance survey mapping by the 1980s.

The below ground remains of the structures associated with Moss House Farm and Barn Croft may be partly preserved within the Application Site. The field systems shown on the Tithe Map and historic ordnance survey maps may also be present within the Application Site. In these cases, they may be represented as infilled boundary ditches.

We note that an archaeological evaluation, via trial trenching, has taken place within the Application Site (HER Event EGM6254). This involved the opening of four trenches. One trench was located in the western part of the Application Site and three trenches were located in the eastern part of the Application Site. The location of these trenches was constrained by land use at the time when the evaluation took place (2016). Despite the constraints, the existence of this data is extremely useful for establishing a baseline within this document.

Trial trenching within the Application Site revealed no archaeological features, structures or artefacts of archaeological significance. The evaluation revealed that land within the Application Site had been truncated during the modern period and that in areas used for car parking, there were a series of compacted aggregate layers which form a hardstanding within the car park.

We note that outside the Application Site, c. 100m to the northwest, there have been a series of investigations (HER Events EGM5160, 5220, 5150, 5101). The investigations comprised of a geophysical survey, trial trenching, strip map, and a sample of targeted areas. Cut archaeological features of 19th C date were revealed. A second set of features were recorded, however these yielded no datable artefactual material. The character and morphology of these features was indicative of Bronze Age activity (when compared with other local sites of that age).

To the immediate east of the Application Site, land was evaluated using trial trenches, and HER Event record EGM5188 describes the results of that work. Six trenches were opened, four of which contained no features or archaeological remains. The remaining two trenches contained modern features corresponding to access routes and structures associated with a former nursery gardens first mapped in 1960.

In summary, the archaeological potential for the Application Site includes the potential for modern period remains of car parks and associated land use. There is potential for the remains of 19th C farm buildings and associated land boundaries. If still present, these will



have been truncated due to land reduction in the modern period. There is a low potential for earlier remains.

Likely Effects

To date, the Application Site has been subject to research using the records of previous archaeological investigations both within and located very close to the Application Site. Historic Environment Records and historic mapping has also been referred to. The results of that work were reviewed and built into the baseline review (above). A walkover of all parts of the development area has been conducted to check the condition of land, specifically to consider the impacts of previous quarrying activity.

In addition to these measures, the Heritage Management Director, Greater Manchester Archaeological Advisory Service was consulted (October 2025) with regards to their likely advice, to the local planning authority, with regards to the level of archaeological information which would be needed in order to inform a planning application. The Heritage Management Director noted the previous archaeological trial trenching which had taken place within the Application Site (HER Event EGM6254). On the basis of the results of that work and upon the results of historic environment record data which exists in the local area, the Heritage Management Director advised that archaeology could be scoped out of the ES. He also advised that it was likely that a condition for post-determination trial trenching would be required. This would be to ensure that further trial trenching took place prior to the commencement of development activity. This is because so much of the Application Site had been unavailable in 2016 when the earlier trial trenching took place (HER Event 6254).

The table below summarises our view on archaeological potential at this time, based upon the information given in the baseline (above).

Table 5.5: Criteria for Assessing the Importance of Heritage Assets

Period/Topic	Likelihood of remains being present (Low, Medium, High)	Value (sensitivity) of receptor - See Table 5.1)
Early Prehistoric	Low	Low
Late Prehistoric Neolithic	Low	Low
Late Prehistoric Bronze Age	Low	Low
Iron Age	Low	Low
Roman	Low	Low
Early Medieval	Low	Low
Medieval	Low	Low
Post-medieval	Medium	Low
Modern	High	Low
Geoarchaeological	-	-
Other Specific Topic (e.g. Quarry machinery and rail infrastructure)	Low	Low

The meaning of the terms Low, Medium, High in terms of Value (sensitivity) is as follows:

Table 5.6: Criteria for Assessing the Importance of Archaeological Heritage Assets

Value (sensitivity) of receptor / resource	Typical description
Very High	Very high importance and rarity, international scale and very limited potential for substitution.



Value (sensitivity) of receptor / resource	Typical description
High	High importance and rarity, national scale, and limited potential for substitution.
Medium	Medium or high importance and rarity, regional scale, limited potential for substitution.
Low	Low or medium importance and rarity, local scale.
Negligible	Very low importance and rarity, local scale.

The Proposed Development would not directly impact on any designated archaeological heritage assets. The Proposed Development may directly impact non-designated archaeological heritage assets.

As set out in Table 5.5 (above) the Application Site is considered to have a low to high potential for archaeological remains. This varies by period. These remains are considered to be likely to have a Low sensitivity. The term Low sensitivity, within this document, means “Low or medium importance and rarity, local scale importance”.

Construction Phase

Based upon what is known at this stage, we would anticipate that archaeological remains of Low Sensitivity may be identified. Such remains are routinely dealt with via the planning system. Mitigation on construction schemes of the type being proposed for this Application Site often takes the form of evaluation via Geophysical Survey and/or Trial Trenching. As appropriate, targeted mitigation excavation (of specific areas of the Application Site containing archaeological remains) may be needed. In other cases, the design process may be used to ensure that areas of known archaeological remains are protected e.g. within green space. Where appropriate, the results of the various stages of investigations are assessed, analysed, published and the results are disseminated (as appropriate). Any material finds and digital/hard copy records of the work are archived with the local museum.

Operational Phase

Further direct physical effects on below ground remains are unlikely to be experienced during the operational life of the proposals.

Conclusion

Given the relative sensitivity of remains on this Application Site (Low) and the well-established pathways to evaluate and mitigate such remains within a development context, it is our opinion that Archaeology could be scoped out of the ES. Consultation with the Heritage Management Director, Greater Manchester Archaeological Advisory Service, should take place during and after the planning application is submitted. A suitably worded condition covering archaeology could, thereby, be agreed.

5.5.2 Built Heritage

The Built Heritage Scoping Opinion has been produced by Stephen Levrant Heritage Architecture ('SLHA') and assesses the potential impact of the Proposed Development upon Built Heritage. The section is authored by Holly Gerrard BA MA, and reviewed by Kirsten McKnight BA, MA, MSc, IHBC.



Consultant	Technical Competence
Kirsten McKnight – Heritage Architecture Ltd.	Qualifications: BA (Hons), MA, MSc, IHBC Experience: 15+ years
Holly Gerrard – Heritage Architecture Ltd.	Qualifications: BA (Hons), MA Experience: 2 years

Baseline Conditions

Desk-based surveys of the Application Site and surrounding area were undertaken in November 2025 to inform both the appraisal of the Application Site as a component of the historic environment, and its contribution to the setting of surrounding heritage assets.

A study area of 500m from the Application Site boundary has been determined by Heritage Architecture as being appropriate for the consideration of potential significant effects of the Proposed Development on the setting of heritage assets in the local area. The determination of the study area has been based on an understanding of the existing nature of the Application Site and its surroundings, heritage sensitivities in the locality of the Application Site, the form and character of the Proposed Development, and has been further informed by professional judgement and experience in similar assessments. The area of analysis provides a focus for assessment but is not intended to be prescriptive; buildings outside this ‘boundary’ are considered where relevant.

Baseline data of the study area was collected utilising Historic England’s Online Mapping tool and MCC’s online data. Google Earth was also utilised as part of the baseline data collection.

The existing Site is not considered to yield any heritage interest. The Application Site is not within a conservation area, nor are there any identified non-designated heritage assets within the immediate vicinity. Within the 500m study area are two listed buildings, and the Application Site is within the immediate setting of the Grade II listed Etrop Grange, which lies to the north. The Grade II listed Haletop Farm lies approximately 250m west of the Application Site.

Table 5.7: Built Heritage Receptors

Receptor	Summary of Architectural and Historic Interest <i>Description extracted from Historic England’s official listing description</i>	Contribution of setting to significance	Relationship to existing Site
Etrop Grange Grade II (LEN: 1197799)	<i>House, now hotel. Probably later C18; altered. Red brick in Flemish bond with sandstone dressings and slate roof. Double-depth plan with shallow back extension and later addition to this. Palladian style on small scale. Three storeys, 1:3:1 bays,</i>	The setting of Etrop Grange is largely characterised by modern infrastructure associated with Manchester Airport to the south and east. The extensive areas of car parking to the south, while partially screened by rows of vegetation, are considered to	The Application Site is located to the immediate south of the listed building and currently makes <i>no contribution</i> to an appreciation of its significance. Given the proximity of the Application Site to the listed building, there is potential for the



Receptor	Summary of Architectural and Historic Interest <i>Description extracted from Historic England's official listing description</i>	Contribution of setting to significance	Relationship to existing Site
	<i>symmetrical, with pedimented centre breaking forwards slightly, stone plinth, modillioned eaves cornice and pediment. Central round-headed doorway (up 3 steps) with pedimented Tuscan pilaster doorcase, fanlight with renewed radiating tracery; tall sashed windows at ground and 1st floors with prominent raised sills and flat-arched heads with large keystones; square windows at 2nd floor, with raised sills. Gable chimneys. Left gable wall rebuilt c.1900; right-hand gable wall has some cross-window casements. Rear: stair-window with intersecting tracery. Interior: dog-legged staircase with open-string, 3 turned balusters per tread (all those above 1st flight recently restored), mahogany handrail; otherwise, altered.</i>	detract from the setting of the listed building. The principal façade of the building is positioned to the southeast, with its northern aspect formed of numerous 20th century extensions. Beyond these 20th century extensions, dense rows of trees screen longer-range views out of the immediate complex of buildings toward the open fields and residential developments to the north. To the north-east, the setting of the building is characterised by an area of car parking, and the Kingsley Hall business centre. The building is thus best experienced from within the area of hardstanding and car parking immediately south of the principal façade, where its architectural style and detailing is best appreciated. The overall contribution of setting to significance is subsequently considered to be <i>negligible adverse</i>.	Proposed Development to have an impact upon its setting. The potential impact of the proposals will therefore need to be tested within the Heritage Impact Assessment.
Haletop Farm, grade II (LEN: 1356645)	<i>Farmhouse, now 2 cottages. C17 with later alterations. Timber frame, English garden wall bond brick and slate roof. 3-unit 2-storey house, the left unit having been converted into a cottage. 3 bays partly</i>	Haletop Farm lies on an area of land between the M56 and Thorley Lane. It is surrounded by dense woodland to the north and east which largely screen the Airport Spur of the M56. To the south, its setting is wholly	The Application Site is located to the immediate east of the listed building and currently makes <i>no contribution</i> to an appreciation of its significance. Given the proximity of the Application Site to



Receptor	Summary of Architectural and Historic Interest <i>Description extracted from Historic England's official listing description</i>	Contribution of setting to significance	Relationship to existing Site
	<i>painted to imitate timbers. Bay 1 has door and segmental headed 3-light casement window. Bay 2 has a 3-light casement on each floor with a cambered arch to ground floor. Door and 2 small windows to bay 3. Near-complete gable frame with window inserted at first floor. The rear has 2 structural bays of square-panel box framing with diagonal bracing, on a stone plinth door in bay 2 and raised eaves line. 2 ridge chimney stacks.</i>	characterised by car parking and road infrastructure associated with Manchester Airport. The previously broad agricultural landscape which defined the setting of the building has been entirely eroded by the construction of the airport and associated infrastructure. However, the maintenance of large areas of greenery surrounding the listed building, and lining the southern aspect of Thorley Lane, has somewhat mitigated the immediate visual impact of the airport on the setting of the listed building. Subsequently, Haletop Farm is best appreciated from its immediate surroundings. The overall contribution of setting to significance is considered to be <i>negligible adverse</i> .	the listed building, there is potential for the Proposed Development to have an impact upon its setting. The potential impact of the proposals will therefore need to be tested within the Heritage Impact Assessment.

Likely Effects

The assessment methodology for the historic environment is a synthesis of established guidance, best practice and professional judgement. The assessment of effects of the Proposed Development has been undertaken in accordance with an adapted form of the methodology set out in the ICOMOS Guidance on 'Heritage Impact Assessments' (January 2011), in which the value of heritage attributes is assessed in relation to statutory designations.

The relative 'value' and importance attributed to the identified heritage assets largely coincides with their national status. In line with ICOMOS terminology, Grade I buildings are considered to be of very high significance; Grade II* of high significance; and Grade II of medium heritage significance. The value of Conservation Areas is informed by the quality and significance of the built form within them and may be influenced by the status of listed and locally listed buildings which make up the designated area.



The receptor (which for the purposes of this assessment are 'heritage assets') which has the potential to be affected by the Proposed Development is ascribed a value and subsequently the impact of the Proposed Development on them is assessed in order to determine the significance of the effect.

The following Historic England guidance will be employed:

- Historic England's Conservation Principles, Policies and Guidance (2008); and
- Historic England's Good Practice Advice Note 3: The Setting of Heritage Assets (2017).

'Significant' effects in EIA terms relate to effects categorised as Moderate, Moderate-Major, or Major. Any effects categorised below this – Minor-Moderate, Minor, Negligible, or None – are considered to be 'Not Significant'.

Table 5.8: Significance Criteria for Determining the Value of Heritage Assets

Significance / Sensitivity	Definition Of Receptor
Very High	Grade I listed buildings / Grade I registered parks and gardens World Heritage Sites
High	Grade I and Grade II* listed buildings. Other buildings that can be shown to have exceptional qualities in their fabric or historical associations not adequately reflected in the listing grade. Conservation Areas containing very important buildings.
Medium	Grade II listed buildings. Historic buildings that can be shown to have exceptional qualities in their fabric or historical associations. Conservation areas containing buildings that contribute significantly to its historic character.
Low	Locally listed buildings. Historic buildings of modest quality in their fabric or historical association.
Negligible	Recorded on the HER in record form or as 'Find Sites' buildings, structures, or designed landscape features, which detract from the architectural design, historic, communal, or townscape interest of the principal heritage asset.
Unknown / none	Buildings/sites where the potential importance interest requires determination Or sites determined to be of no heritage interest



Table 5.9: Criteria for Determining the Magnitude of Impact

Magnitude Of Impact	Criteria For Assessing Impact
Major beneficial	The development considerably enhances the heritage values of the heritage assets, or the ability to appreciate those values.
Moderate beneficial	The development enhances to a clearly discernible extent the heritage values of the heritage assets, or the ability to appreciate those values.
Minor beneficial	The development enhances to a minor extent the heritage values of the heritage assets, or the ability to appreciate those values.
Negligible beneficial	The resultant difference will be imperceptible but have a positive impact on the understanding or appreciation of the heritage asset.
Neutral	This does not necessarily mean that there will be no physical or visual change, rather that the resultant difference will be imperceptible or appropriately balanced
Negligible adverse	The development would not diminish the value of the heritage assets' significant physical fabric, their settings or significance to any appreciable degree.
Minor adverse	The development erodes to a minor extent the heritage values of the heritage assets, or the ability to appreciate those values.
Moderate adverse	The development erodes to a clearly discernible extent the heritage values of the heritage assets, or the ability to appreciate those values.
Major adverse	The development severely erodes the heritage values of the heritage assets, or the ability to appreciate those values.

Table 5.10: Significance of Effect Matrix

Magnitude	Sensitivity		
	Very High / High	Medium	Low
Major	Major Adverse/Beneficial	Major-Moderate Adverse-Beneficial	Moderate –Minor Adverse-Beneficial
Moderate	Major –Moderate Adverse/Beneficial	Moderate –Minor Adverse-Beneficial	Minor Adverse/Beneficial
Minor	Moderate – Minor Adverse/Beneficial	Minor Adverse/Beneficial	Minor- Negligible Adverse/Beneficial
Negligible	Negligible Adverse/Beneficial	Negligible Adverse/Beneficial	Negligible Adverse/Beneficial
Neutral	Neutral	Neutral	Neutral

The special architectural and historic interest of both Etrop Grange and Haletop Farm is recognised by their respective Grade II listed designations. In alignment with the tabulated matrix in **Table 5.8** above, these buildings are considered to hold medium significance.

Table 5.11 below provides a summary of the anticipated effects of the Proposed Development on the setting and significance of the identified heritage assets.

The magnitude of impact is a product of the extent of change which is likely to result from the Proposed Development on the settings of the surrounding designated heritage assets. Where the proposed changes are considered to enhance the setting or appreciation of a heritage asset, the impact on its significance will be deemed to be beneficial. Conversely,



where the Proposed Development is considered to compromise or diminish its positive heritage values, the impact on significance will be deemed adverse.

The tabulated matrices are intended to be generally consistent with recognised criteria for assessing impact upon the significance of heritage assets, as defined within ICOMOS Guidance (2011). These are not, however, intended to be prescriptive, and consideration is given to the elements of the existing surrounds of heritage assets which increase or decrease the relative value of their setting to significance.

Table 5.11: Anticipated Built Heritage Effects

Effect	Receptor	Construction/ Operation	Discussion
Minor (Indirect – Not Significant)	Etrop Grange, Grade II (LEN: 1197799)	C and O	Only indirect impact to the setting of the asset. Degree of indirect impact anticipated to be minor (adverse, beneficial or neutral). Adverse impact may be mitigated by positive design (operational phase).
Neutral (Indirect – Not Significant)	Haletop Farm, Grade II (LEN: 1356645)	C and O	It is not anticipated that the Proposed Development will give rise to any visual impact upon the setting of the listed building, or meaningfully impact the ability to appreciate its significance.

Conclusion

A Heritage Statement will be prepared to accompany the Planning Application. The Heritage Statement will provide a detailed and robust baseline assessment of the identified heritage assets surrounding the Application Site, considering their significance, and to what extent their setting contributes to an appreciation of this. In order to assess the potential magnitude and significance of effect of the visual impact of the Proposed Development, the following criteria will be considered:

- The sensitivity and proximity of receptors (i.e., heritage assets);
- The nature of the existing views;
- The degree of change to existing views and the visibility of the Proposed Development; and
- The availability and amenity of alternative views.

The assessment section of the Heritage Statement will:

- Describe the potential impacts to the heritage assets as a result of the Proposed Development; and
- Outline suitable mitigation measures to deal with the potential effects of the Proposed Development on heritage assets.

Two designated heritage assets have been identified within the 500m study area. As a result of modern intervention within the immediate environs of each listed building, their respective



settings are not considered to substantially contribute to an appreciation of their significance. Due to the separating distance, and intervening rows of trees, the Proposed Development is anticipated to have a *neutral* effect on the setting of Haletop Farm. The proximity of Etrop Grange to the Application Site, and the large-scale nature of the proposals is anticipated to result in a *minor indirect* effect on the setting of the listed building. This effect may be mitigated through positive design. No 'Significant' effects on built heritage assets are anticipated during construction or operation of the Proposed Development. It is therefore our opinion that Built Heritage can be scoped out of the Environmental Impact Assessment.

5.5.3 Climate Change and Greenhouse Gas

This section details the issues of Climate Change and Greenhouse Gases (GHG) and considers the potential impacts as a result of the construction, operation, and maintenance of the Proposed Development, stating the anticipated mitigation measures where required.

This section has been prepared by Hannah Heck (BA (Hons), GradISEP) and overseen by Michael Stallard (BSc (Hons), MSc, MA, CEnv, MRTPI, MISEP). Hannah is a Graduate EIA Consultant at SLR Consulting Ltd and a member of the Institute of Sustainability and Environmental Professionals (ISEP, formerly IEMA), with experience in supporting the EIA process across the renewable energy sector and mixed-use developments. Michael is an EIA Technical Director at SLR, with 25 years' experience across a wide range of sectors, including the built environment.

Baseline Conditions

The Application Site at present is understood to be partly undeveloped/previously developed and partly in use as a surface car park for airport traffic. The Application Site was historically used for agriculture but has since been infilled and is now classified as brownfield land. Therefore, is not a significant source or sink of GHG emissions. As the Application Site is currently comprised of hardstanding, gravel, and soil, it is considered that soil and woodland carbon stocks are not likely to be significant.

Likely Effects

Construction Phase

The construction phase of the Proposed Development is likely to result in increased traffic emissions during construction and post construction; the potential for increased risk from flooding due to change in hard surface cover combined with increased rainfall as a result of climate change; and increased energy usage with regards to materials in construction and energy use in buildings post-construction.

As the Application Site falls within Flood Zone 1, meaning there is less than 0.1% probability of annual flooding from rivers or the sea, it is not considered likely to have significant effects. The climatic risk of flooding will be assessed in the Flood Risk Assessment and Drainage Strategy, to be submitted alongside the planning application.

Section 6.0 of this Scoping Report sets out known baseline conditions for Air Quality, **Section 8.0** for Ecology and **Section 11.0** for Traffic and Movement. Each individual discipline will be reviewing the impact of the Proposed Development and seeking to mitigate the impacts of climate within their technical topic.

Operational Phase

The operational design of the Proposed Development has been informed by sustainability measures from the outset, including climate change mitigation and energy usage. Energy use during construction and following operation of the Proposed Development will result in



the generation of carbon emissions and contribute to climate change and will be outlined in the Energy Statement to be submitted alongside the planning application.

The Proposed Development is being designed to meet BREEAM 'Excellent' with a focus on renewable energy. It is not anticipated that the Proposed Development will have a significant effect on climate change during its operational phase.

Conclusion

Mitigation measures will be identified in an Energy Strategy and Environmental Standards Statement, which are to be submitted alongside the planning application to ensure the Proposed Development will be low carbon in operation and be adaptable to climate change, in line with MCC's Core Strategy. No significant environmental effects are considered likely during construction or operation, and therefore risks arising as a result of the Proposed Development are to be scoped out of the ES.

5.5.4 Glint and Glare

This section has been prepared by Pager Power.

Pager Power is a Suffolk-based consultancy service which provides solar glint and glare, aviation, communication, and shadow flicker 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 1,700 Glint and Glare assessments internationally. The studies have included assessment of civil and military aerodromes, railway infrastructure and other ground-based receptors including roads and dwellings.

In the absence of a national guidance policy for determining the impact of glint and glare, Pager Power has produced a guidance document detailing an assessment methodology and impact determination process for glint and glare assessments. This guidance has been referenced within the industry and has been accepted widely on projects throughout the UK and internationally, including at the national level of Nationally Significant Infrastructure Projects (NSIPs).

Baseline Conditions

The location of the Proposed Development is within an urban area, surrounded by roads, dwellings, and Manchester Airport.

Assessment of glint and glare effects is carried out where visibility of the proposed solar panels is predicted to be possible. Due to the location and relative heights of the proposed development, views from nearby dwellings and road users are not predicted, as determined by a desk-based review of available imagery. Therefore, dwellings and road users are not proposed for further assessment.

The proposed development is to be located within the safeguarding area for Manchester Airport and therefore the following receptors are to be assessed. These receptors have been determined in consultation with the safeguarding team at Manchester Airport.

- The air traffic control tower;
- Receptor points every nautical mile for approaching and departing aircraft along the extended runway centre line out to ten nautical miles;
- Receptor points every 0.1 miles for approaching aircraft along the extended runway centre line out to two miles; and
- Receptors points along the runways, taken every 160m at a height of 4.04m above ground level.



Likely Effects

Construction Phase

Effects occur as a result of the presence of solar panels within the proposed development.

Effects during the construction phase are not predicted to exceed those in the operational phase as no greater quantity of panels will be present during the construction phase.

Therefore, further consideration of the construction phase is not presented.

Operational Phase

Potential effects as a result of glint and glare include a pilot or air traffic controller experiencing solar reflections from the proposed development. The potential for effects at Manchester Airport cannot be ruled out at this stage, therefore a technical assessment is merited and will accompany the application.

Effects (with respect to the geometric possibility of reflections and their intensity) cannot be determined without detailed geometric modelling, which will be undertaken as part of the technical assessment.

Conclusion

A glint and glare impact assessment report will be carried out and will accompany the application.

Based on the commitment to suitably mitigate, in consultation with the airport safeguarding team, any significant impact predicted by the technical assessment, no significant residual effects are predicted. Therefore, it is proposed to scope the topic of glint and glare out of the ES.

5.5.5 Ground Conditions

RSK Environment's Geosciences division has extensive experience in undertaking baseline reviews of ground conditions relating to sites undergoing EIA in order to determine what elements should be scoped in, and in providing the assessment element in terms of the potential for proposed development projects to impact on sensitive receptors.

Frances Clayton is a Principal Environmental Consultant within RSK Environment's Geosciences team. She has over 25 years' experience working on a variety of projects assessing the potential impacts of development on receptors covered by the ground conditions chapter, including geological units, groundwater and mineral resources. The ground conditions chapters also generally include potential issues relating to geological hazards and contamination, in terms of how they may impact the progress of the Proposed Development. Frances' qualifications include a BSc (Hons) in Environmental Geology from the University of Sheffield and an MSc in Environmental Diagnostics from Cranfield University. She is a Chartered Geologist and European Geologist.

Baseline Conditions

The Application Site boundary plus a 250m buffer has been considered as the study area with regard to identifying ground conditions receptors that could be impacted by the construction and operation phases of the Proposed Development. The extent of the study area is considered appropriate to identify receptors that may be impacted by the Proposed Development, and features which may impact the Proposed Development.

Baseline data has been collected using the following sources:

- British Geological Survey (BGS) geological maps (bedrock and superficial geology);
- Hydrogeological and groundwater vulnerability maps;



- Site-specific information from the environmental database report (Groundsure report), including discharge records relating to groundwater, aquifer designations, source protection zones, groundwater abstraction points, designated geological sites, data on the location of waste sites, pollution incidents and potentially contaminated sites;
- Greater Manchester Joint Minerals Development Plan (April 2013) for information relating to mineral extraction sites and mineral safeguarding sites; and
- Historical mapping for the Application Site acquired as part of the environmental database report.

A Phase 1 Desk Study report (RSK reference 12152-R01(00), dated October 2025) has been prepared in support of the planning application, and this has been used to assist in completing the scoping exercise with respect to ground conditions.

Designated geological sites

There are no sites of geological interest, or geological conservation review sites on-site or within the study area.

Mineral extraction sites and mineral safeguarding areas

There are no recorded operational mineral extraction sites within the Application Site boundary or study area.

A possible infilled pit is present within the Application Site boundary, indicated to be present on a map edition from 1977.

Mineral safeguarding areas are not present on-site or within the study area, with the closest (greater than 250m off-site to the south east) being allocated to reserve sand and gravel deposits, as shown in the Greater Manchester Joint Minerals Plan (April 2013).

Geology

The bedrock geology across the Application Site is composed of the Bollin Mudstone Member, which comprises weak mudstones and siltstones.

The superficial geological units across the Application Site are Devensian till deposits, comprising clay with occasional sand, gravel or silt.

Made ground has been identified in some locations on-site and may be expected to be found in areas of former farm buildings or tracks and associated with workings for the M56 spur.

Information from site investigation work that has been completed across the Application Site is in agreement with the geological mapping. Bedrock has typically been found at a depth of 3m to 6m below ground level (bgl).

Groundwater

The bedrock deposits underlying the Application Site are classed as a secondary B aquifer, with superficial geological units defined as secondary undifferentiated aquifers.

The bedrock aquifers are defined as being of low vulnerability, with the superficial units being medium to low vulnerability.

Groundwater Source Protection Zones (SPZs) are not present either on-site or within the study area.

The Groundsure report for the Application Site and study area does not show any drinking water abstractions, groundwater abstractions or surface water abstractions within the boundaries (this information is provided for the Groundsure report by the Environment Agency).

There are no active discharge consents located within the Application Site boundary or within 250m of the Application Site.



Historical site usage

The historical mapping shows the majority of the land within the Application Site was in use for agricultural purposes from the earliest map editions (late nineteenth century), being subdivided into fields, with some farm buildings present. At this time a pond is present, which is later assumed to have been infilled. As Manchester Airport develops, the M56 spur is constructed, and a car park is constructed on the western section of the Application Site (between map editions from 1995 and 2001), with some changes in road layouts within the eastern side.

Land contamination

The Application Site history indicates that land use has been primarily agricultural within the Application Site boundary, with Manchester Airport located outside the Application Site boundary (but within the study area) to the south. Road construction associated with the M56 spur, and associated roads, may have resulted in some imported material being present on-site, or within the study area.

Contamination may be present on-site associated with historical agricultural land use, or associated with the off-site aviation uses of Manchester Airport, or the construction works associated with the road network. Made ground may be present in limited locations within historical infilled ponds, along tracks or close to farm buildings. There is the potential for asbestos-containing materials to be present if made ground deposits are identified.

No significant pollutions incidents have been recorded within the Application Site boundary or study area.

Landfill sites and waste transfer sites

There are no active or recently closed landfill sites within the Application Site or study area.

There are no records of historical landfill sites within the Application Site or study area.

There is one record of a licensed waste management activity within the study area. This is located 243m to the southwest of the Application Site (within the Manchester Airport Terminal 1 building), for the treatment of waste aerosol cans.

Natural geological hazards

According to the environmental database information, the potential for risks from geological hazards is as follows:

- Shrink/swell hazards: very low hazard;
- Running sand hazards: very low hazard;
- Landslide hazards: very low hazard;
- Ground dissolution hazards: negligible hazard;
- Compressible ground hazards: negligible hazard;
- Collapsible ground hazards: very low hazard.

Identified Receptors and ground conditions features that may affect the development

The receptors of relevance to the ground conditions assessment are provided below. These have been assigned receptor sensitivities for the purposes of this scoping report based on **Table 5.1:**

- Designated geological sites: none present, therefore receptor sensitivity is negligible;
- Mineral extraction sites and mineral safeguarding areas: none present, therefore receptor sensitivity is negligible;



- Geology: units present are common, with no features of interest, therefore receptor sensitivity is low; and
- Groundwater: secondary B aquifer in bedrock unit and secondary undifferentiated aquifer in superficial deposits, therefore receptor sensitivity is medium.

The ground conditions chapter also considers whether there may be adverse impacts as the Proposed Development progresses due to existing features associated with ground conditions. This includes land contamination, waste sites and geological hazards. These are not receptors, so are not considered in the same way as the receptors listed above in terms of an environmental impact assessment, but they do need to be considered in terms of how they might affect the project, as completing the Proposed Development could have the potential to cause these features to adversely affect other receptors:

- Historical site usage/land contamination: based on the results of the desk-based assessment, and results from site investigation work completed to date, the risk to the Proposed Development from historical usage of the Application Site or existing land contamination is not expected to be significant;
- Landfill sites and waste transfer sites: as there are no landfill or waste transfer sites on-site or within the study area, the risk to the Proposed Development from waste sites is categorised as negligible;
- Natural geological hazards: very low to negligible hazards are present, therefore the risk to the Proposed Development is categorised as low to negligible.

Likely Effects and Environmental Mitigation Measures

Consideration has been given to committing to environmental mitigation measures that will help to avoid or reduce the potential for an adverse significant effect to occur. In accordance with Schedule 4(7) of the EIA Regulations, the ES will be based on an EIA mitigation hierarchy which seeks to avoid, prevent, reduce and offset (where appropriate) likely significant effects. Specific environmental measures relevant to ground conditions have been identified and are considered as part of the scoping exercise (i.e. the assessments of likely significant effects has been undertaken with consideration of the environmental measures, as these measures will form part of the Proposed Development). The inclusion of these environmental mitigation measures means that no likely significant effects have been identified for the Proposed Development , and on that basis, all ground conditions receptors are proposed to be scoped out of further assessment.

The following sections details the possible impacts on ground conditions receptors, along with the intended environmental mitigation measures for the construction and operational phases of the Proposed Development. These sections are followed by a table providing justification for the identified receptors to be scoped out of the environmental impact assessment.

Construction Phase

This section considers the impacts that the proposed site redevelopment would have in relation to the identified receptors, if no mitigation measures or remedial actions were taken prior to the construction stage.

Geological units

In relation to the potential for contamination to occur, likely effects relating to geological units would be as detailed in the section relating to contamination, below.

In terms of likely effects relating to the physical characteristics of geological units, these could occur during work such as excavations for foundations, services or infrastructure, or



piling activities. Bedrock geological units would be permanently altered by these activities, whereas granular superficial deposits could be reinstated after works were completed.

Groundwater bodies

Construction activities (including excavations for foundations or services, piling activities, or other earthworks) could lead to minor damage to field drains (if present), which may affect the localised drainage of the land and the groundwater quality of the underlying aquifer.

Spillages or leaks of fuels, oils and chemicals during construction works may lead to effects on underlying aquifers. This may also arise from runoff associated with construction activities (e.g., silt run-off during earthworks, or accidental spills and leaks from construction plant). If piling is required, there may be the potential for preferential pathways to be formed to the underlying aquifer, particularly where spills or leaks have occurred or in areas of existing contamination.

Mineral resources

Redevelopment of the Application Site will result in sterilisation of mineral resources, unless they are extracted as part of construction works. However, the baseline information reports that there are no mineral safeguarding areas within the Application Site boundary.

Contamination due to historical site usage (with respect to human health)

Construction activities could lead to localised contamination of land or groundwater from potential spills from the operation of construction plant or refuelling activities, which could have subsequent effects on human health during construction works.

Where there is known existing contamination, if this is not considered prior to works commencing, excavations in these areas (for foundations, services or other infrastructure) could result in risks to human health via direct contact [ingestion, inhalation, dermal contact], inhalation of dust or vapours or inhalation of asbestos fibres, and could be mobilised to affect larger areas of geological units or groundwater.

If unexpected contaminated material is identified during excavation works, this could form a localised source of contamination if not managed correctly, with subsequent impacts on groundwater or human health during the construction phase.

If foundation works involve techniques such as vibrostone columns or piled methods, this could result in creating preferential pathways for movement of contamination (this could relate to land and groundwater contamination migrating laterally or vertically under gravity, as well as ground gases or vapours migrating upwards into buildings or excavations, potentially affecting construction workers during the construction phase).

Asbestos-containing material, if present, could result in damage to human health if the material is exposed during construction works (via inhalation of fibres).

Environmental mitigation measures during the construction phase

An Outline Construction Environmental Management Plan (oCEMP) will be submitted in support of the application, which will detail and secure the following measures to ensure that damage to ground conditions receptors can be avoided or minimised during the construction phase (it should be noted that these are selected examples, and not a full list of measures):

- Further ground investigation work will be undertaken prior to construction commencing, so that any contamination associated with historical site uses present within the ground is identified and appropriate mitigation measures (or remedial actions) are applied to avoid impacts;
- During construction works, adhere to best practice measures such as containment measures for fuel, oils and chemicals (drip trays, bunding or double-skinned tanks for



fuels and oils, storing chemicals in accordance with Control of Substances Hazardous to Health (COSHH) guidelines, provision of spill kits in areas of fuel and oil storage);

- Have designated areas for delivery and refuelling;
- Include an emergency response plan to cover accidental spillage/leak events;
- Include a procedure for actions required if unexpected contamination is encountered during works (to include actions required for any asbestos-containing materials);
- Accumulated water within excavations is to be removed appropriately, subject to relevant permits (if required);
- Manage dust at the Application Site to ensure no airborne contamination migrates to adjacent land; and
- As buildings will be constructed with a mix of piled and pad foundation, if required, a piling risk assessment can be prepared and submitted prior to construction following site investigation work and development of designs.

Operational Phase

This section considers the impacts that the proposed site redevelopment would have during its operation in relation to the identified receptors, if no mitigation measures or remedial actions were taken.

Geological units

In relation to the potential for contamination to occur, likely effects relating to geological units during operation would be as detailed in the section relating to contamination, below.

In terms of likely effects relating to the physical characteristics of geological units, these would only occur during the construction stage, and no impacts would be anticipated during operation.

Groundwater bodies

Spillages or leaks of fuels, oils and chemicals during operational use of the Application Site may lead to effects on underlying aquifers. This may also arise from runoff associated with operational use of the Application Site activities (e.g., run-off from areas of hardstanding, or accidental spills and leaks caused by site user).

Contamination (with respect to human health)

The Proposed Development will include provision of facilities relating to life sciences, laboratories and manufacturing, a multi-storey car park, office space and hotel, along with ancillary commercial uses. Operational activities could lead to localised contamination of land or groundwater from accidental spills and leaks caused by site users, which could have subsequent effects on human health of site users.

If foundation works involve techniques such as vibro-stone columns or piled methods, this could result in creating preferential pathways for movement of contamination. This has the potential to result in slow movement of ground gases or vapours, which may not migrate into buildings until future workers have started to occupy the Application Site, therefore potentially affecting future users.

Environmental mitigation measures during the operational phase

With respect to operation of the development, there would not be expected to be any significant effects during this phase, as the activities that are involved are significantly less likely to result in contamination or the creation of preferential pollutant pathways than the construction phase.



Effects Scoped Out from Detailed Assessment

Based on the assessment that has been completed as part of the scoping phase of the Proposed Development for ground conditions receptors, the following issues are considered unlikely to result in significant effects and are, therefore, proposed to be scoped out from the detailed assessment.

Table 5.12: Effects Scoped Out of Detailed Assessment

Potential Effect	Rationale to be Scoped Out
Effects on the designated geological sites during construction and operation	There are no designated geological sites, therefore this issue is proposed to be scoped out due to the absence of a receptor.
Effects on mineral resources during construction and operation	There are no mineral safeguarding areas within the Application Site boundary or study area. As a result, it is proposed that assessment of mineral safeguarding issues should be scoped out from detailed assessment.
Effects on geological units during construction and operation	The geological units that are present are common in the UK, with no features of specific interest, therefore receptor sensitivity is low and any effects on the units will not result in significant effects. Consideration of potential effects on this receptor are therefore proposed to be scoped out of detailed assessment.
Effects on groundwater during construction and operation	The groundwater in bedrock deposits underlying the Application Site is a secondary B aquifer, and in superficial geological units it is a secondary undifferentiated aquifer. There are no Source Protection Zones or groundwater abstractions. The groundwater receptor is therefore classified as being of medium sensitivity. The quality of groundwater will be appropriately protected by mitigation measures detailed in and secured by the oCEMP, which will be submitted in support of the planning application. These mitigation measures, such as emergency procedures to manage accidental spillages and leaks and procedures to mitigate against contaminated land, are appropriate for protecting groundwater of the highest sensitivity, and will be adhered to across all areas of the Application Site. This will ensure that effects on groundwater are minimised, with any potential residual effects being restricted to slight or negligible effects, and therefore any effects would not be significant in EIA terminology. The oCEMP will provide the details of strategies to cover: • Pollution incident control; • Emergency preparedness; • Construction site security; and • Site materials and waste management. As buildings will be constructed with a mix of piled and pad foundation, if required, a piling risk assessment can be prepared and submitted prior to construction following site investigation work and development of designs. The requirement for, or scope of, this will be agreed with MCC. This will ensure that any potential risks to groundwater from piling operations are managed appropriately.
Effects on the Proposed Development or other receptors due to potential contamination from historical site use during construction and operation	Potential contamination associated with the Application Site has been considered in detail within Phase 1 Desk Study, which will be submitted in support of the planning application. This report, alongside results of intrusive site investigation works (including laboratory results) which are available for the Application Site,



Potential Effect	Rationale to be Scoped Out
	demonstrate that there are no recorded pollutants present above guideline values for the intended site use. Further site investigation works will be undertaken as the Proposed Development works proceed, and any contamination that is identified will be dealt with appropriately, in agreement with MCC, prior to construction works commencing (this may include remediation and verification plans, as appropriate, and any necessary remediation will be undertaken prior to construction). This approach will ensure that there are no resultant significant effects on any sensitive receptors relating to contamination. There are not anticipated to be any impacts on the Proposed Development during operation as a result of existing contamination, as any relevant issues will have been identified and resolved prior to construction commencing. Any issues relating to contamination resulting from project activities will be controlled by the requirements of the oCEMP, which will be submitted in support of the planning application (e.g., issues relating to storage and use of fuels).
Effects on the Proposed Development from landfill sites or waste transfer sites	The assessment of baseline data has identified that there are no landfill sites or waste transfer sites on-site or in the study area, and therefore this issue is proposed to be scoped out of detailed assessment.
Effects on the Proposed Development due to natural geological hazards	The assessment of baseline data has identified very low to negligible hazards are present, therefore the risk to the Proposed Development is categorised as low to negligible, and this issue is proposed to be scoped out of detailed assessment.

Conclusion

The work undertaken to complete the ground conditions sections of this scoping report has determined that significant effects on identified receptors are unlikely, and that a detailed assessment for this topic is unnecessary. It is proposed that ground conditions is scoped out of consideration within the ES.

With respect to issues of contamination, this has begun to be addressed by preparation of the Phase 1 Desk Study Report for the Application Site, and works are ongoing with the intended completion of intrusive site investigation works, followed by risk assessment and provision of any recommendations for further work.

Documents that will be submitted as part of the planning application that will support this approach include:

- Phase 1 Desk study (already completed: RSK reference 12152-R01(00), dated October for the area of the Site being submitted for outline planning(2025));
- Phase 2 Site Investigation (for the area of the Site being submitted for full planning); and
- Outline CEMP.

5.5.6 Health

Mark McFadden MRTPI is a Director within CBRE's Planning and Development team. Mark has significant experience of advising public and private sector clients on large-scale mixed-use development projects, assessing the potential socio-economic impact of developments from both a socio-economic and health impact assessment perspective. This includes



preparation of Environmental Statement Scoping Reports or chapters on Socio-Economics and/or Human Health, and the preparation of standalone Socio-Economic Impact and Health Impact Assessments. Mark's qualifications include BA (Hons) Geography and German Studies from University of Birmingham and MSc Urban Regeneration from University College London. He is a chartered Member of the Royal Town Planning Institute.

Baseline Conditions

The work undertaken to complete the human health section of this scoping report has used a desk-based approach and has been undertaken in accordance with guidance provided by:

- IEMA (2022) Effective Scoping of Human Health in Environmental Impact Assessment; and
- NHS Healthy Urban Development Unit (2019) Watch out for health – A checklist for assessing the health impact of planning proposals.

The baseline conditions have been sourced from the following information sources to inform this scoping report and will inform the proposed standalone Health Impact Assessment:

- MHCLG (2025) English indices of deprivation; and
- Office for National Statistics Census 2021.

The relevant scales for consideration in terms of human health are at the ward (Woodhouse Park and Airport Ward) and local (MCC) levels. Given the Proposed Development is for employment-generating uses, this initial baseline review has excluded consideration of baseline provision of social infrastructure (i.e. education and primary healthcare infrastructure).

MCC is ranked as the fourth most deprived English local authority district based on score and has the fifth highest proportion of lower super output areas (LSOAs) in the most deprived 10% in England. Woodhouse Park Ward contains LSOAs that rank amongst the most deprived 10 – 30% in the country. Healthy life expectancies at birth for women and men in MCC are below average, at 58.5 years and 57.6 years respectively compared to 59.9 years and 59.1 years in the North West and 61.9 years and 61.5 years in England as a whole.

The 2021 Census shows that Woodhouse Park residents report better levels of 'very good / good health' (76.1%) compared to the MCC average (75.5%) and lower levels of 'bad / very bad health' (8.4%) compared to the MCC average (8.8%). Unemployment amongst working age residents as of 2021 aligns with the North West average (4.7%) and was lower than the England average.

Economic inactivity due to sickness or disability is significantly lower (9.5%) than the MCC (23.2%), North West (26.3%) or England (23.8%) averages.

Likely Effects

Construction Phase

During the construction phase, there is potential for adverse impacts on human health of existing and future residents at the ward and local levels in terms of air quality, ground conditions and noise and vibration. There would be potential for beneficial impacts in terms of temporary construction employment, which is also identified in the Socio-Economics section of this report.

It is not considered that the temporary construction employment benefits would have likely significant effects in human health terms.



However, consideration has been given to committing to environmental mitigation measures that will help to avoid or reduce the potential for an adverse significant effect to occur as described in the air quality, ground conditions and noise and vibration sections of this scoping report. Where likely significant effects for human health are potentially to be identified in the Air Quality and Noise and Vibration topics proposed to be 'scoped in', these technical assessments will take human health factors into consideration.

Operational Phase

During the operational phase, there is potential for adverse impacts on human health of existing and future residents at the ward and local levels in terms of air quality, ground conditions and noise and vibration.

There would be potential for beneficial impacts in terms of permanent construction employment, which is also identified in the Socio-Economics section of this report. It is not considered that the temporary construction employment benefits would have likely significant effects in human health terms, in spite of the likely significant benefits in socio-economics terms.

However, consideration has been given to committing to environmental mitigation measures that will help to avoid or reduce the potential for an adverse significant effect to occur as described in the air quality, ground conditions and noise and vibration sections of this scoping report. Where likely significant effects for human health are potentially to be identified in the Air Quality and Noise and Vibration topics proposed to be 'scoped in', these technical assessments will take human health factors into consideration.

Conclusion

The work undertaken to complete the human health section of this scoping report has determined that significant effects on identified receptors are unlikely, and that a detailed assessment for this topic as part of the ES is unnecessary. It is not proposed that human health is the subject of a separate technical ES chapter. Where relevant, it will be stated within each ES technical chapter how the respective technical assessment takes human health factors into consideration. Relevant literature or studies, which draw upon the human health outcomes anticipated as a result of the use of these targets, will be referenced where necessary.

For example, with regard to air quality, the limit values are informed by guidelines set by the World Health Organisation (WHO) and therefore, the WHO air quality guidelines would be referenced with regard to impacts on human health.

5.5.7 Major Accidents and Disasters

This section has been prepared by Hannah Heck (BA (Hons), GradISEP) and overseen by Michael Stallard (BSc (Hons), MSc, MA, CEnv, MRTPI, MISEP). Hannah is a Graduate EIA Consultant at SLR Consulting Ltd and a member of the Institute of Sustainability and Environmental Professionals (ISEP, formerly IEMA), with experience in supporting the EIA process across the renewable energy sector and mixed-use developments. Michael is an EIA Technical Director at SLR, with 25 years' experience across a wide range of sectors, including the built environment.

Baseline Conditions

The Proposed Development is not of a type that is considered likely to result in or be affected by major accidents and/or disasters during construction or operation. Consideration of these topics is usually more relevant when dealing with heavy industry, for example, than mid-tech units, or buildings in areas that are in areas susceptible to natural disasters, such as earthquakes.



Risk of accidents during the construction phase will be mitigated by undertaking works in accordance with the Construction Environmental Management Plan (CEMP). The ES will include a CEMP, which will then be updated and finalised by the Principal Contractor prior to the commencement of construction works.

The airport safeguarding height is set at 101m Above Ordnance Datum (AOD), resulting in all built form to be below that height. In doing so, the risk of major accidents is to be mitigated by design.

Likely Effects

The Proposed Development is not one with an inherently high risk from major accidents and disasters (natural disasters or COMAH sites), nor is the use of the facility likely to result in major accidents or disasters, as it is a mixed-use development and not a nuclear site or heavy industrial site storing large quantities of fuels or explosive materials.

The potential risks caused from the refraction or reflection of light from buildings to airport and flight operations will be covered separately in the Glint and Glare assessment.

During operation, the greatest risk of accidents is likely to be associated with traffic. Access to the Application Site has been designed to meet the relevant highways safety standards and will be subject to a Safety Audit.

Conclusion

No significant effects in terms of major accidents and disasters are anticipated, and therefore it is proposed that this topic is scoped out of the ES.

5.5.8 Socioeconomics

Table 5.13: Technical Competence in Socioeconomics and EIA

	Lead Author	Reviewer
Name	Geoff Machen	Matt Spilsbury
Company	CBRE	CBRE
Qualifications/Accreditations relevant to technical area	BA (Hons), MSc	MRICS MRTPI
Years technical experience (in technical area)	5	10+

Baseline Conditions

A desk-based study of publicly available socioeconomic data was undertaken in November 2025 and has informed the baseline conditions.

A local Impact Area can be reasonably and appropriately based on the administrative area of MCC. The 2021 Census data indicates that 59% of people working in Manchester live within it. The effects that are relevant for analysis at the scale of the local impact area include those relating to employment generated both during the construction and operational phases of development.

A wider impact area can be reasonably defined to cover the North West region. The 2021 Census found a significantly higher proportion (96%) of people working within this administrative area also reside here, indicating a higher level of socioeconomic containment within the broader geography.

Employment



A total of 457,075 jobs were recorded within Manchester as of 2024, according with BRES data, representing approximately 12.5% of total employment within the North West region.

The construction sector accounted for approximately 10,000 jobs in Manchester, equating to approximately 2.2% of the area's workforce. This represents a smaller share of the local workforce compared to the wider North West, where construction accounted for 5.0% of employment.

Professional, scientific and technical (PST) sectors accounted for approximately 61,000 jobs, representing 13% of total employment and the largest employment sector in Manchester. Industrial employment sectors (including transportation, storage and manufacturing) accounted for approximately 9%, or 41,000 jobs.

Across the North West region, the PST sectors represent a reduced proportion (9.6%) of employment, whilst industrial employment sectors represent a greater proportion (13.2% of employment).

The latest ONS Claimant Count data (October 2025) indicates that 25,165 residents of Manchester, or 6.1% of the resident population aged 16-64, are claiming out-of-work benefits. This is a higher proportion of claimants when compared with the broader North West region (4.2%).

Jobseeker's Allowance data shows that in October 2025, 110 Manchester residents were actively seeking employment in construction-related occupations. This represents a significant year-on-year decline of approximately 62%. At the regional level, the North West recorded 996 residents seeking jobs in these occupations and a sharper decrease of 68% compared with the previous year.

Likely Effects

There is potential for adverse effects generated from the Proposed Development during both the construction phase and operational lifetime, upon the local and wider impact areas. However, positive impacts should be generated via investment into the construction sector and supply chain, which will sustain temporary construction employment and economic output (in the form of GVA).

Upon completion and occupation of the Proposed Development, the effects of both increased workplace population and direct and indirect economic activity are anticipated to be positive.

The following table outlines the likely socioeconomic effects (and associated receptors) of the Proposed Development.

Table 5.14: Socioeconomic Effects (and Associated Receptors) of the Proposed Development.

Effect	Receptor	Applicable Stage
Temporary Employment Generation	Labour Force in the Local and Wider Impact Areas	Construction
Employment Generation	Labour Force in the Local and Wider Impact Areas	Operational
Access to Work and Training	Labour Force in the Local and Wider Impact Areas	Construction And Operational
GVA Uplift (Productivity)	Economy in the Local and Wider Impact Areas	Construction And Operational
Business Rates Uplift	Economy in the Local and Wider Impact Areas	Operational



Conclusion

Considering the type, scale and location of the Proposed Development, any socioeconomic effects are expected to be limited and predominantly beneficial, with no significant adverse impacts. It is not proposed that socioeconomics should be the subject of a separate ES chapter. Relevant considerations can be addressed within other technical chapters where appropriate.

5.5.9 Waste and Materials

Tim Good is a Technical Director within SLR's Sustainable Waste Management (SWM) team and the lead for all waste management projects within the Built Environment sector. Tim has been working in the waste management sector in consultancy for over 20 years across a wide variety of waste management issues and project types, and for a broad range of clients.

Tim has worked across a wide variety of built environment sub-sectors (low rise to high rise residential, student accommodation, care homes, holiday lodges, commercial, industrial, mixed use) from scheme feasibility through to planning application (outline, hybrid, detailed) and subsequent operational reviews / improvement plans. Waste management solutions span from the more traditional "bins/bags/boxes" to innovative solutions including consolidation and compaction, underground refuse systems (URS) and automated waste collection systems (AWCS which is also known as vacuum waste collection).

As stated above, Tim Good is SLR's lead for waste management advice on built environment sector projects, and he is supported by a small team of consultants who likewise have experience and expertise in the modelling, design review and commentary, local authority waste officer engagement and liaison and development of waste management strategies to support planning applications.

Baseline Conditions

This section of the report has been prepared and determined as a desk-based study and with consideration of the worst-case assumptions from review of the project design parameters.

The Application Site at present is understood to be partly undeveloped/previously developed and partly in use as a surface car park for airport traffic. The Application Site is not believed to generate any operational wastes at present.

The Application Site is located within the MCC local authority boundary. MCC is a Waste Collection Authority (WCA), and as such has responsibility for waste collection only with Greater Manchester Waste Disposal Authority (GMWDA) having waste disposal duties for local authority collected waste (LACW). In the year 2023-24, according to DEFRA statistics³, MCC managed 169,962 tonnes of LACW. Of this tonnage, 163,391 tonnes was recorded as household wastes and 6,571 tonnes as non-household waste (non-household waste can include commercial wastes, but also other public waste streams).

It is important to recognise that whilst MCC may collect some commercial wastes, the much larger proportion of commercial wastes generated within Manchester City will likely be collected by private sector waste management companies (and will therefore not be covered by the above DEFRA local authority reported tonnage metrics). Waste data for commercial

3

https://assets.publishing.service.gov.uk/media/67ffbbdced87b816085467bf/LA_and_Regional_Spreadsheet_2023-21_rev1.ods



and industrial (C&I) wastes it is not currently monitored and reported to the same extent as LACW wastes.

There is no guidance available that provides definitions for receptor sensitivity, magnitude or likely significant effects in relation to waste. Therefore, for the Proposed Development, impacts and effects have been identified and their significance assessed based upon the professional judgement of suitably qualified and experienced waste specialists.

For waste, the key receptor is deemed to be waste management facilities in Manchester City, Greater Manchester and the broader region; and in particular the waste management facility capacity to process the waste quantities which may be generated by the Proposed Development (during construction and occupation).

The table below provides a high-level overview of waste management infrastructure located in Manchester City, Greater Manchester and the Northwest region for the purposes of background context. The information is derived from the Environment Agency Waste Data Interrogator (WDI) data set for the year 2024 (the latest publicly available information at the time of drafting the scoping report)⁴. The waste management facilities will be licenced via the planning and Environment Agency Environmental Permit systems. The environmental impacts of developing and operating the below facilities has been considered and is regularly monitored and reviewed by the EA and relevant planning authorities.

Table 5.15: Waste Management Infrastructure

Facility Type	Waste Transfer Stations	Recycling	Treatment	Landfill
No. Facilities in Manchester City	11	7	5	0
No. Facilities in Greater Manchester	93	35	61	11
No. Facilities in NW Region	266	88	257	58

Likely Effects

A brief summary of potential short to medium term (demolition and construction phases) and medium and long-term effects (once the Proposed Development is completed and operational) are outlined below.

Construction Phase

Waste and recycling will be generated in the short to medium term during the construction and demolition (C&D) activities associated with the Proposed Development. The construction period will be across four years. Buildings (in both the detailed and outline application boundaries) are assumed to be developed out concurrently; however, the actual construction phasing will be dependent on market demand. Therefore, construction waste from the Proposed Development will be generated over an extended period of time, and the per annum capacity demand on local / sub-regional waste management infrastructure will be spread across a number of years (as opposed to construction over a short period leading to a significant peak in demand on waste infrastructure capacity).

The Application Site currently constitutes undeveloped and previously developed land, there are no permanent building structures present. Therefore, building re-use is not a

⁴ <https://ckan.publishing.service.gov.uk/dataset/2024-waste-data-interrogator>



consideration in the design process, however, where hardstanding structures will require removal as part of site preparation works there will be a preference for onsite processing and reuse of the material on site. The reuse of hardstanding materials will support the minimisation of waste generation for the project, which in turn reduces the environmental impact of waste management (and reduces the environmental impact of construction material inputs).

Given the nature of the Proposed Development, materials required for the construction of the buildings and associated infrastructure are unlikely to be particularly scarce or environmentally sensitive, nor is the Proposed Development likely to result in materials becoming scarce. Consideration should be given throughout the design process to the specification of suitable materials, including their sustainability and environmental implications, to support an environmentally sensitive and high-quality development. As a result, the Proposed Development is not likely to have any significant effects in relation to materials. Further demolition and construction waste mitigation measures are included within the Conclusions section below.

Operational Phase

The Proposed Development comprises a number of buildings constituting a science, innovation and manufacturing campus. When operational and occupied, the Proposed Development will generate commercial and industrial wastes from the campus buildings themselves and also the ancillary commercial units. The design development process and operational waste management philosophies for the Proposed Development will seek to promote waste minimisation and circular economy principles where possible once the development is built and occupied.

The types of wastes likely to be generated during occupation include general wastes, recyclables, food wastes and green wastes (from site landscaping activities). Given the potential nature of the companies to occupy the campus buildings, it is expected that specialist wastes will also be produced and will require management.

Waste deposit, containment and collection solutions will be established and confirmed as the project development and design process progresses. It can be confirmed that the waste collection systems installed will promote the maximisation of recyclable and food waste capture (and thus limiting general waste production), in accordance with Simpler Recycling requirements and best practice. Provision will be made for the management of specialist wastes which may or may not be produced by campus buildings; solutions for specialist wastes will be considered and confirmed during the project design development process.

As there will be a phased programme of construction, across a number of years (yet to be fully determined), this will result in increments in the quantity of operational waste arisings, rather than one larger step change at a single point in time.

Conclusion

Construction Phase

Waste generation during the construction phase is likely to result from the construction of the new buildings and infrastructure. This should be reduced through sustainable procurement measures and detailed design and project planning. Any waste that is generated will be managed in accordance with national legislation, looking to reduce, reuse and recycle materials where possible. All waste types which cannot suitably be reused on Site will be appropriately stored, collected by a registered waste carrier and processed at a suitably licenced waste management facility. C&D wastes are likely to be managed in facilities located within the local or sub region. Waste management facilities which receive waste from



the Application Site will have in place the requisite planning permission(s) and Environmental Permit(s).

The SWMP will include proposed robust methods of minimising C&D wastes. Unavoidable wastes that do arise will be managed through the highly regulated waste management sector, ensuring wastes are managed in accordance with the waste hierarchy and environmental impacts minimised. Based on the robust waste minimisation methods to be applied and management of waste arising in accordance with the waste hierarchy, it is concluded that the effects associated with the C&D wastes arising from the Development are unlikely to be significant. Consequently, it is proposed that C&D waste is scoped out of the ES.

C&D wastes will be addressed through the submission of a SWMP prior to commencement of demolition and construction activities, with a subsequent updated SWMP provided as part of the RMA(s). A Construction Waste Management Plan will be submitted as part of the planning application.

Operational Phase

It is anticipated that the majority of operational wastes generated by the occupation of the Proposed Development will be similar in nature to “standard” C&I wastes (i.e. general wastes, recyclables, food wastes and green (landscaping) wastes). Such waste types are managed across a wide number of waste management facilities within the local, sub-regional and regional area. Furthermore, the waste industry is adaptable, and where there is growth in waste arisings and demands, the industry responds (either through using headroom in their facilities in line with their planning consents and environmental permits or will develop facility expansion / new facilities (and obtain the relevant authorisations)). The Applicant (through its sustainability goals and lease agreements) will seek to drive down overall operational wastes generated over time.

As a science, innovation and manufacturing campus, it is anticipated that a small proportion of the waste tonnages generated annually will fall outside of the “standard” C&I waste types and will be specialist wastes. The required management methods for the specialist waste types could vary significantly depending on the business and its research and development focus. Specialist wastes may be treated within the region; however, some specialist wastes may have to be treated outside of the region (which is normal practice for certain specialist waste types where cross region or national facilities are available to manage the relatively small tonnages of those waste types produced across the UK annually). Given the variety, and unknown nature, of the potential specialist wastes and to ensure appropriately robust and safe containment and movement, each tenant will be responsible for the storage, handling and collection/management arrangements with suitably licenced and permitted waste carriers.

The scheme designs will incorporate robust methods of waste containment, storage and collection, and waste arisings will be subsequently managed by the highly regulated waste management sector in accordance with the waste hierarchy to minimise environmental impacts. Considering the above defined approach to waste management, it is concluded that the effects associated with operational wastes are unlikely to be significant and it is, therefore, proposed that operational waste is scoped out of the ES.

Information regarding waste and recycling from the occupation of the Proposed Development will be included in the planning application in the form of an Operational Waste Management Strategy (OWMS), with a subsequent updated OWMS provided as part of the RMA(s).



5.5.10 Water Environment

RoC Consulting has extensive experience in undertaking baseline reviews of the Water Environment relating to sites undergoing environmental impact assessment in order to determine what elements should be scoped in, and in providing the assessment element in terms of the potential for proposed development projects to impact on sensitive receptors.

Andrew James is a Principal Engineer within RoC Consulting Civil Engineering Team. He has over 27 years' experience working on a variety of projects across a wide range of sectors including residential, commercial, leisure, healthcare, education, waste, renewable energy, aviation, highways and rail.

Andrew's qualifications include both a BSc (Hons) and MSC in Civil Engineering.

Baseline Conditions

This section of the Water Resources chapter sets out the known baseline conditions at the scoping stage of the project. The assessment study area includes the features within both the Outline and Full planning Application Site boundaries and surrounding 1km, to take account of any existing water features which may impact on the Application Site itself and downstream.

Topography

The full Application Site, 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 outline Application Site, 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 Application Site 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.

Hydrology

Baguley Brook is present approximately 200m to the north. It begins downstream of Painswick Pond and flows in a north-westerly direction where it joins with Fairywell Brook to form Sinderland Brook approximately 5km north of the study area.

Both Baguley Brook and Fairywell Brook have been quite extensively modified through culverting in large areas due to the urban catchment, most notable in the residential areas to the far north of the Proposed Development (Woodhouse Park and Wythenshawe).

There is a tributary of Baguley Brook within the study area. It is culverted wholly through the full Application Site where it crosses Enterprise Way and exits into a hard engineered open channel. From here, it flows along the northern boundary before crossing Thorley Road in culvert and discharges to Painswick Pond further north.

This tributary is relatively minor and has an estimated peak flow of around 443 l/s or 0.443 cumecs based on an assessment undertaken by AECOM as part of the Enterprise Way highway scheme which includes an allowance for climate change.

Existing Drainage

The Enterprise Way Link Road contains a number of existing foul and surface water drains which have been installed to serve both the highway works and surrounding Airport City



masterplan area. In particular a number of foul and surface water stub connections have been provided specifically for the Outline and Full application area. Those of relevance to the study area include 4 No. 150mm diameter foul connections and 2 no. Surface water (225mm/ 600mm).

The foul water connections discharge into 150mm/ 300mm diameter foul drains which in turn connect into the existing United Utilities public sewer network at the junction of Bailey Lane and Hilary Road.

The surface water connections all discharge into the Enterprise Way drainage network which comprises oversized pipework to provide attenuation before it discharges to the local watercourse at a restricted rate.

Within the Application Site, a small network of surface water drains are present which serve the existing areas of hardstanding associated with the car park areas.

Geology

The bedrock geology across the Application Site is composed of the Bollin Mudstone Member, which comprises weak mudstones and siltstones. The superficial geological units across the Application Site are Devensian till deposits, comprising clay (with occasional sand, gravel or silt).

Made ground has been identified in some locations on-site and may be expected to be found in areas of former farm buildings or tracks and associated with workings for the M56 spur.

Information from site investigation work that has been completed across the Application Site is in agreement with the geological mapping. Bedrock has typically been found at a depth of 3m to 6m below ground level (bgl).

Groundwater

The bedrock deposits underlying the Application Site are classed as a secondary B aquifer, with superficial geological units defined as secondary undifferentiated aquifers.

The bedrock aquifers are defined as being of low vulnerability, with the superficial units being medium to low vulnerability.

Groundwater Source Protection Zones (SPZs) are not present either on-site or within the study area.

The Groundsure report for the Application Site and study area does not show any drinking water abstractions, groundwater abstractions or surface water abstractions within the boundaries (this information is provided for the Groundsure report by the Environment Agency).

There are no active discharge consents located within the Application Site boundary or within 250m of the Application Site.

Fluvial Flood Risk

Environment Agency flood mapping for the Application Site indicates that the EIA Study Area is located within Flood Zone 1. This is an area with a low probability of flooding, defined as having a less than 1 in 1,000 (or <0.1%) annual probability of flooding from rivers or the sea.

Surface Water Flood Risk

Surface water flood maps indicate some isolated areas of flooding for the 30, 100 and 1,000 year return periods across both the Outline and Full Application Site. However, some of this appears to correlate with the line of a historic watercourse which was culverted as part of previous enabling works in 2019/20. As both sites will be re-developed, with new surface



water drainage and attenuation installed to capture run-off, the risk to the Application Site from surface water is also considered to be low.

Groundwater Flood Risk

Reference to the Groundsure report for the Application Site and study area indicates that there is a negligible risk of groundwater flooding. The bedrock deposits underlying the Application Site are classed as a secondary B aquifer, with superficial geological units defined as secondary undifferentiated aquifers. There are no Groundwater Source Protection Zones (SPZ's) present, nor are there any active discharge consents located within 250m of the Application Site. The risk of groundwater flooding is therefore considered to be low.

Sewer Flood Risk

There are no records of historic sewer flooding at, or in the vicinity of the study area. The topography of the Proposed Development is expected to follow existing and therefore it is considered that any flooding to the public sewers within the surrounding highway network, should it ever occur, would be contained within the road corridor and conveyed away from the Application Site.

The proposed site surface water drainage system will be designed to maintain the surface water flows below ground for up to and including the 1 in 100 year return period as a minimum. Flows above this and up to the 100 year plus climate change event can be retained safely within the Application Site on the surface. However, given the nature of the development it is intended that all storage will be provided below ground.

The risk of flooding to the study area is therefore considered to be low.

Critical Drainage Areas

The Manchester City, Salford City and Trafford Councils Level 2 Hybrid SFRA identifies the site as being located within a Critical Drainage Area. These are areas where:

1. There is a high risk of localised flooding from Ordinary Watercourses, including culverts surcharging and overland surface water flows, including the potential for flooding from the sewer network due to failure/ blockage or exceedance events when the storm return period is greater than the sewer was designed for; or
2. Where there are areas of significant redevelopment planned that could have a significant impact on surface water runoff to local watercourses and the sewer network.

The existing public sewer network in Enterprise Way, along with the culverted watercourses, have been specifically designed and installed to serve the Application Site and wider masterplan area. The risk of surcharge, network failure or blockage can therefore be considered low.

In addition, the proposed site surface water drainage will restrict flows in line with previously agreed discharge rates, provide an appropriate amount of attenuation storage and consider the long-term effects of climate change. This will mitigate any impact on the local watercourse and sewer networks.

The measures outlined are considered to provide suitable mitigation and will not increase flood risk to the Application Site or any properties within or adjacent to the Study Area.

Likely Effects

Increase in impermeable area leading to an increase in surface water flood risk

The Proposed Development will increase the permanent impermeable area across the Application Site which will generate increased surface water runoff when compared to the current regime. This could potentially increase localised pluvial flooding on the Application



Site, as well as an increase in flood risk to people and property in the immediate surrounding area and the highway drainage network within Enterprise Way.

Surface water attenuation through the sustainable drainage systems (SuDS) management train will be provided across the Application Site in the form of dry swales, bio-retention, permeable pavements and geocellular storage with discharge controlled by one or more flow control devices.

Discharge rates will be controlled to the pre-development greenfield run-off rate in line with the Airport City Masterplan drainage strategy which was developed by AECOM and formed the basis of design for the Enterprise Way drainage system.

In line with local and national standards. The network of SuDS features will be designed to accommodate storm events up to and including the 100 year return period with an appropriate allowance for climate change of 45%.

A robust SuDS adoption and maintenance plan will be developed and implemented for the Application Site to minimise the risk of blockage and ensure that the installed drainage systems are appropriately maintained for the lifetime of the development.

An increase in surface water flood risk as a result of increased impermeable areas can be suitably mitigated within the Application Site drainage design and is therefore unlikely to be significant and will not be considered further in the EIA or reported in the ES.

Direct contamination or deterioration of surface water quality

The operation of the Proposed Development may negatively effect upon the local water environment. Urban runoff from the Application Site, along with its associated infrastructure, could contain urban pollutants such as hydrocarbons, heavy metals, debris and silts which could ultimately be discharged to the local watercourse network via surface water runoff or infiltration to ground.

The Proposed Development is commercial. In accordance with the simple index approach outlined in the SuDS Manual, this will have a Low to Medium pollution hazard level and therefore a maximum of three stages are expected to be required to deliver adequate treatment.

Inclusion of SuDS measures such as swales, bio-retention and permeable pavements alongside proprietary measures such as hydrodynamic separators will ensure that the total pollution mitigation index equals or exceeds the total pollution hazard index determined via the SuDS Manual.

A robust SuDS adoption and maintenance plan will be developed and implemented for the Application Site to ensure that the installed drainage systems and water quality improvement measures are appropriately maintained for the lifetime of the development.

Contamination or deterioration of surface water quality will be suitably mitigated within the Application Site drainage design and is therefore unlikely to be significant and will not be considered further in the EIA or reported in the ES.

Decrease in infiltration due to increase in impermeable area and changes in groundwater recharge/ levels

The Proposed Development will increase the permanent impermeable area across the Application Site which will generate increased surface water runoff and reduce infiltration when compared to the current site regime.

Direct and indirect reduction in groundwater recharge and watercourse base flows can occur due to changes to the baseline hydrology and groundwater regime resulting from increasing impermeable surfaces and reducing permeable areas.



The existing Application Site is brownfield and the parcels are either currently, or have previously been, positively drained. There has therefore been limited infiltration contributing to the groundwater table.

To mitigate against the effects of increased impermeable areas, the surface water management proposals will incorporate SUDS drainage features which will allow infiltration of run off wherever possible to maximise groundwater recharge. Whilst infiltration will not be the primary method of disposal, due to the underlying ground conditions, some partial infiltration is anticipated to be possible.

In summary, the surface water management proposals will minimise the hydrological impacts to the existing watercourse network as well as mitigating the effects on groundwater recharge.

Changes in groundwater recharge levels are therefore unlikely to be significant and will not be considered further in the EIA or reported in the ES.

Silting of local highway drainage as a result of construction works

Construction activities have the potential to increase the mobilisation of sediments due to earthworks and the creation of soil stockpiles. Mobilised sediments during rainfall events may flow into the local highway drainage network in Enterprise Way to the north of the Application Site.

However, through the employment of good construction practices and implementation of measures under a CEMP it is deemed unlikely that this would occur. Measures to be employed in order to control the movement of sediment include the use of traps and settlement plants. Additionally, to control the migration of silt onto the highway a regime of road sweeping and wheel washing as is common practice will be implemented. These mitigation measures would be considered an integral part of the Application Site and considered as part of a CEMP.

Therefore, silting of local highway drainage is considered unlikely to be significant and will not be considered further in the EIA or reported in the ES.

Increased surface water run-off and flood risk from compaction of soils and reprofiling during earthworks operations

During construction works it is common practice for soils to be compacted during earthworks operations. This process lessens the ability of soils to allow water to infiltrate due to a reduction in pore space and increased density. Additionally, the reprofiling of the EIA Study Area topography can lead to the temporary creation of slopes that increase the volume of surface water run off produced.

The full application area has been subject to a package of enabling works to fix plateaus for future development, this is expected to minimise the extent of further significant earthworks across the Application Site.

The outline application area is relatively flat and therefore significant earthworks movements are not anticipated to be required to facilitate development.

Excavations and ground re-profiling will be managed in a way that surface water flow paths are controlled with typical approaches including the installation of positive methods of interception, such as cut off ditches and bunds where appropriate.

Changes to surface water flood risk during the construction stage will also be managed through appropriate drainage strategies, using temporary drainage systems before the permanent drainage strategy is installed, where appropriate. Management of surface water will also take account of industry best practice and guidance (i.e. British Standard 8582:2013 – Code of practice for surface water management for development sites). In addition, material storage areas will be appropriately sited to avoid increasing flood risk off-site. These



mitigation measures would be integral part of the Proposed Scheme and included within a CEMP.

Therefore, increased surface water run-off and flood risk during construction due to earthworks, which could impact construction workers and lead to flooding of neighbouring sites, will be mitigated and considered unlikely to be significant and will not be considered further in the EIA or reported in the ES.

Increased in foul flows within the local sewer network during construction

As the EIA Study Area does not currently generate foul water flows. Notwithstanding, it is recognised that during the construction period, foul water will be generated from site welfare facilities prior to any permanent drainage system being installed. The appointed contractor(s) will agree temporary permissible flow rates to sewerage network with the local water authority (United Utilities). Alternatively, the appointed contractor(s) may opt to utilise self-contained welfare units, which do not connect into the local sewer network and instead have their foul water stored, collected and disposed of at suitable facilities.

The overall range of foul water flows generated during the construction period, and the risk of overloading to existing drainage networks, is likely to be limited as a result of the above and would be significantly less than the operational phase for which the wider sewerage infrastructure has been designed for.

Therefore, increases on foul water flows within the local sewer network is not significant and will not be considered further in the EIA or reported in the ES.

Increases in foul water flows within the local sewer network during operation

The EIA Study Area does not currently generate any foul water flows. It is recognised that during the operational stage flows of foul water will be generated resulting in an increase in foul water discharge to the local public sewer network.

As noted in the baseline assessment above, a foul water drainage system has been installed as part of the Enterprise Way highway works specifically to serve future development across the masterplan area with dedicated connection points provided at various locations.

Foul water generated by the proposed scheme is to be conveyed in a piped system. The drainage network will be sized accordingly to suit peak foul water flow rates and ensure it does not become surcharged and pose any risk of sewer flooding.

A pre-development enquiry will be sent to United Utilities to agree points of connection and confirm foul discharge rates. Whilst capacity in the public sewer network cannot be reserved, it is recognised that a developer has a right to connect at a point of its choosing and the Sewerage Undertaker has a duty to carry out any works necessary to accommodate the resulting foul flows (s106 and s94 of the Water Industry Act (WIA)1991).

With this in mind, it is expected that the proposed scheme can be safely accommodated and will have a negligible effect on the local foul water infrastructure.

Therefore, increases in foul water flows within the local sewer network is considered unlikely to be significant and will not be considered further in the EIA or reported in the ES.

Increased demand for potable water use during construction and operation

The construction stage of the proposed scheme will present demands for water supply, including sanitary facilities for construction workers and water supply for wheel washing and washing down of construction areas. The completed proposed scheme will result in demand for potable water due to the needs of future site users. Therefore, there will be increase the demand on potable water supplies.



The local water company (United Utilities) will be consulted prior to construction to assess the impact of this increase in the water supply and ensure that the supplies can be met without creating a noticeable effect on local residents or at source.

Whilst new and upgraded infrastructure near to the EIA Study Area may be required to deal with the additional demand from the operational proposed scheme, the assessment of environmental effects associated with the implementation of the new infrastructure does not form part of the proposed scheme (unless it is within the EIA Study Area boundary).

In terms of the environmental effects at source, the increased demand from the proposed scheme has been considered at the regional level. According to United Utilities Water Resources Management Plan, the baseline forecast of the amount of potable water available to meet the projected demand in this area (within the Strategic Resource Zone) show a 'healthy' surplus once leakage reductions and water efficiency activities have been implemented.

Therefore, increased demand for potable water use is unlikely to be significant and will not be considered further in the EIA or reported in the ES.

Effects Scoped Out from the Detailed Assessment

Based on the assessment that has been completed as part of the scoping phase of the Proposed Development for Flood Risk and the Water Environment the following issues are considered unlikely to result in significant effects and are, therefore, proposed to be scoped out from the detailed assessment.

Table 5.16: Effects Scoped in / Out of the Assessment

Topic Component	Construction Effect	Operational Effect	Scoped In / Out
Increase in impermeable area leading to increase in surface water flood risk	Not significant	Not significant	Scoped out
Direct contamination or deterioration of surface water quality	Not significant	Not significant	Scoped out
Decrease in infiltration due to an increase in impermeable area and changes in groundwater recharge/ levels	Not significant	Not significant	Scoped out
Silting of local highway drainage as a result of construction works	Not significant	Not significant	Scoped out
Increased surface water run-off and flood risk from compaction of soils and reprofiling during earthworks operations	Not significant	Not significant	Scoped out
Increased foul flows within the local sewer network during construction and operation	Not significant	Not significant	Scoped out
Increased demand for potable water use during construction and operation	Not significant	Not significant	Scoped out

Conclusion

The work undertaken to complete the flood risk and water resources section of this scoping report has determined that significant effects on identified receptors are unlikely, and that a detailed assessment for this topic is unnecessary.



Although the Application Site is located in Flood Zone 1 (low risk), the Application Site covers an area larger than one hectare and therefore in accordance with the NPPF, a Flood Risk Assessment will be prepared for the development which will include the following:

- assessment of the level of flood risk (tidal, fluvial, surface water, groundwater etc);
- details of any historical flooding events;
- demonstrate that the proposed land use is suitable and will not increase flood risk (from all sources) on or off site;
- climate change effects (i.e. assess flood risk associated with climate change predictions, to ensure that the Proposed Development is safe for its operational lifetime);
- Access / egress arrangements;
- Mitigation measures, where necessary, embedded into the Proposed Development to reduce the risks associated with flooding; and
- Residual flood risk.

For the operational phase, a conceptual surface water drainage strategy will be prepared, supported by hydraulic calculations, and included within the FRA that will form part of the hybrid application. This will ensure that surface water runoff is discharged appropriately, the application site is compliant with target discharge rates, an appropriate level of surface water attenuation is provided and suitable water quality measures are incorporated.

A foul drainage strategy will be prepared and submitted as part of the planning application. This will include consultation with United Utilities to determine whether there is capacity within the local foul sewerage network to supply the development and, if necessary, what infrastructure improvements are required.

There is the potential for increased water demand during both the construction and operational phases of the development. Consultation will be undertaken with United Utilities and, if necessary, infrastructure improvements may be required to supply the Proposed Development.

During the construction phase, there is the potential that the Proposed Development would cause an increase in surface water runoff due to the increase in impermeable surface areas. However, the control of runoff will be covered within the Construction Environmental Management Plan (CEMP) that will be submitted as part of the planning application and will specify mitigation measures to ensure that the construction phase of the development will not increase runoff within the Application Site or elsewhere.

It is therefore considered that the Flood Risk and Water Resources chapter can be scoped out of the ES.



6.0 Air Quality

6.1 Introduction

The Proposed Development has the potential to cause air quality impacts during construction and operation. The following Chapter therefore details the proposed methodology for assessing these potential effects within the EIA.

6.2 Known Baseline Conditions

6.2.1 Local Air Quality Management

As required by the Environment Act (1995), as amended by the Environment Act (2021), MCC has undertaken review and assessment of air quality within their area of jurisdiction. This process has indicated that annual mean concentrations of nitrogen dioxide (NO₂) are above the relevant Air Quality Objective (AQO) within the city. As such, a number of roads within Manchester have been included within the Greater Manchester Combined Authority (GMCA) Air Quality Management Area (AQMA). This is described as follows:

"This is the part of the GMCA AQMA located within the Manchester Council area."

The development is partly 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.

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

6.2.2 Air Quality Monitoring

Monitoring of air quality is undertaken by MCC throughout their area of jurisdiction. Recent NO₂ concentrations recorded in the vicinity of the Application Site, as provided in GMCAs 'Air Quality Annual Status Report (ASR)' and 'Clean Air Plan NO₂ Diffusion Tube Results 2011-2024', are shown in **Table 6.1**.

Table 6.1: Monitoring Results - NO₂

Monitoring Site		Monitored NO ₂ Concentration (µG/M ³)		
		2022	2023	2024
MAHG	Manchester Sharston	15	14.7	14.2
MA90BNO, MA91BNO, MA92BNO	Manchester Sharston	15.2	14.2	13.9
ST13NO	Prospect Vale	13.3	12.5	12.2
CAP_MANC_02 3	A555 (Ringway Road West)	35.2	34.1	32.9
CAP_MANC_02 4	A555 (Manchester Airport Relief Road)	37.9	35.0	34.8



CAP_MANC_025	Ringway Road	19.1	-	-
CAP_MANC_174	Ringway Road	37.5	36.4	33.3
CAP_MANC_175	Ringway Road	41.4	40.3	36.5

As shown in **Table 6.1**, the annual mean NO₂ concentration was above the AQO of 40µg/m³ at the CAP_MANC_175 monitoring location between 2022 and 2023. Levels have since reduced. Concentrations at the remaining monitors were below the AQO in recent years.

Recent concentrations of particulate matter with an aerodynamic diameter of less than 10µm (PM₁₀) recorded within the vicinity of the Application Site are shown in **Table 6.2**.

Table 6.2: Monitoring Results - PM₁₀

Monitoring Site		Monitored PM ₁₀ Concentration (µg/m ³)		
		2022	2023	2024
MAHG	Manchester Sharston	13	10.8	10.7

As shown in Table 6.2, annual mean PM₁₀ concentrations were below the AQO of 40µg/m³ at MAHG in recent years.

Recent concentrations of particulate matter with an aerodynamic diameter of less than 2.5µm (PM_{2.5}) recorded within the vicinity of the Application Site are shown in **Table 6.3**.

Table 6.3: Monitoring Results - PM_{2.5}

Monitoring Site		Monitored PM ₁₀ Concentration (µg/m ³)		
		2022	2023	2024
MAHG	Manchester Sharston	13	10.8	10.7

As shown in Table 6.3, annual mean PM_{2.5} concentrations were below the Concentration Target of 10µg/m³ at MAHG in recent years.

6.2.3 Background Pollutant Concentrations

Predictions of background pollutant concentrations on a 1km by 1km grid basis have been produced by the Department for Environment, Food and Rural Affairs (DEFRA) for the entire UK to assist local authorities in their review and assessment of air quality. The Application Site is located within grid square National Grid Reference (NGR): 381500, 385500. Data for this location was downloaded from the DEFRA website and is summarised in **Table 6.4**.

Table 6.4: Background Pollutant Concentrations

Pollutant	Predicted 2025 Background Pollutant Concentration (ug/m3)
NO ₂	12.14
PM ₁₀	12.53



Pollutant	Predicted 2025 Background Pollutant Concentration (ug/m3)
PM _{2.5}	7.53

As shown in **Table 6.4**, background pollutant concentrations of NO₂, PM₁₀ and PM_{2.5} concentrations are below the relevant annual mean AQOs and Concentration Target at the Application Site.

6.3 Key Issues and Requirement for Assessment

During the construction of the Proposed Development there is the potential for air quality effects as a result of fugitive dust emissions from earthworks, construction and trackout activities. Receptors within 250m of the Application Site and 50m of from the access route up to 250m from the entrance will be identified as part of the EIA.

During the operation of the Proposed Development there is the potential for air quality effects as a result of road traffic exhaust emissions associated with vehicles travelling to and from the Application Site. Locations sensitive to potential changes in off-site pollutant concentrations will be identified within 200m of the highway network in accordance with the guidance provided by National Highways on the likely limits of pollutant dispersion from road sources.

Table 6.5: Summary of Potential Significant Effects

Effect	Receptor Importance / Sensitivity	Envisaged Magnitude of Change	Potential to be Significant and Included in the EIA Scope
Increase in fugitive dust emissions during construction activities	Very High	Small	Yes - included
Increase in road vehicle exhaust emissions during operation	Very High	Small	Yes - included

6.4 Assessment Methodology

6.4.1 Proposed Study Area Extent

The study area for the assessment of fugitive dust emission impacts during the construction phase will be within 250m of the Application Site and 50m from the access route up to 250m from the entrance.

The study area for the assessment of operational phase road vehicle exhaust emissions will be specifically determined upon receipt of the traffic data in accordance with the principles of the Institute of Air Quality Management (IAQM) guidance 'Land-Use Planning & Development Control: Planning for Air Quality'.

6.4.2 Legislation, Standards and Guidance

The applicable legislation is summarised as follows:

- Air Quality Standards Regulations (2010);
- The Environmental (Miscellaneous Amendments) (EU Exit) Regulations 2020;
- Environmental Improvement Plan 2023;

The applicable planning policy is summarised as follows:



- National Planning Policy Framework (NPPF), 2024, Chapter 15;
- National Planning Practice Guidance (NPPG);
- Places for Everyone, 2024, Policy JP:S5 and JP-P1; and,
- Manchester Local Plan Core Strategy Development Plan Document, 2012, Policy EN 16 and DM 1

The following guidance documents will be used throughout the assessment:

- Land-Use Planning & Development Control: Planning for Air Quality, IAQM, 2017;
- Local Air Quality Management Technical Guidance (TG22), DEFRA, 2022;
- Guidance on the assessment of dust from demolition and construction V2.2, IAQM, 2024;
- LA 105: Air Quality, National Highways, 2024;
- Air Quality & Planning Technical Guidance, MCC, 2022; and,
- Interim Planning Guidance on the consideration of the Environment Act PM_{2.5} targets in planning decisions.

6.4.3 Assessment of Impact

During the construction of the Proposed Development there is the potential for air quality impacts as a result of fugitive dust emissions from earthworks, construction and trackout activities. It is proposed to assess these in accordance with the IAQM document 'Guidance on the Assessment of Dust from Demolition and Construction V2.2'.

During the operational phase of the Proposed Development there is the potential for air quality impacts as a result of road vehicle exhaust emissions. This will be assessed through dispersion modelling using ADMS-Roads in order to quantify NO₂, PM₁₀ and PM_{2.5} concentrations at sensitive receptor locations both with and without the Proposed Development in place. The following scenarios will be considered:

- 2024 baseline;
- Opening year Do-Minimum (DM) - predicted traffic flows in the development opening year should the proposals not proceed, inclusive of committed developments in the local area; and,
- Opening year Do-Something (DS) - predicted traffic flows in the development opening year should the proposals proceed, inclusive of committed developments in the local area.

The assessment will be undertaken using relevant traffic data, land use characteristics and 1-year of hourly meteorological records taken from the most representative observation station for the Application Site. The modelling outputs will be verified against local monitoring data in accordance with the DEFRA methodology.

6.4.4 Assessment of Significance

The significance of potential effects during the construction phase will be defined based on the IAQM 'Guidance on the assessment of dust from demolition and construction V2.2'.

The significance of potential effects during the operational phase will be determined based on the predicted magnitude of change in pollutant concentrations and the criteria provided within the IAQM 'Land-Use Planning & Development Control: Planning for Air Quality'.

6.4.5 Determination of Mitigation

Measures to mitigated fugitive dust emissions during earthworks, construction and trackout will be based on the IAQM 'Guidance on the assessment of dust from demolition and construction V2.2'.



Mitigation measures to control effects associated with vehicles travelling to and from the Application Site during the operational phase will be identified in order to reduce air quality effects to an appropriate level with reference to the recommendations included within the IAQM 'Land-Use Planning & Development Control: Planning for Air Quality' and MCC 'Air Quality & Planning Technical Guidance'.



7.0 Daylight, Sunlight and Overshadowing

7.1 Introduction

This chapter of the Scoping Report, produced by Pager Power outlines the potential effects of the Proposed Development in terms of Daylight, Sunlight and Overshadowing in the context of the Proposed Development and surrounding area.

7.2 Known Baseline Conditions

The existing baseline to be considered as part of the Daylight, Sunlight and Overshadowing (DSO) impact assessment, which will accompany the application, will comprise the existing site and surrounding study area (**Section 7.4.1**) conditions at the time of the planning application submission. Cumulative schemes, existing and consented, will also be included in the existing baseline.

The existing baseline conditions comprise of the development area: which include tall commercial buildings, and the surrounding study area; containing existing buildings which adjoin Bailey Lane to the north, Hiliary Road to the northeast, Palma Avenue, Chicago Avenue, and Outwood Lane to the south. Specific receptors for assessment will be identified within the Study Area as part of the technical assessment, based upon the footprint of the proposed development and its maximum height.

7.3 Key Issues and Requirement for Assessment

Residential and office spaces are sensitive to daylight and sunlight changes. Therefore, those properties within the study area, which have the potential to be affected by the Proposed Development will be scoped in.

The assessment will pertain to windows of primary living and office spaces within the study area, including the Proposed Development itself. Considerations of outdoor spaces of public or private amenity will be scoped out due to the lack of public outdoor spaces in the vicinity of the Proposed Development and impacts on any private outdoor spaces will be negligible due to the distance from the Proposed Development.

Table 7.1: Summary of Potential Significant Effects

Effect	Receptor Importance / Sensitivity	Envisaged Magnitude of Change	Potential to be Significant and Included in the EIA Scope
Changes in daylight and sunlight conditions to existing and proposed residential properties and office buildings, which are considered to have a reasonable expectation to natural light	Medium	Moderate	Yes – included

7.4 Assessment Methodology

The DSO assessment methodology has been derived from the information from the available guidance and studies:



7.4.1 Proposed Study Area Extent

The study area will be an area of three times the maximum height of the Proposed Development above ground level, and will consider the existing site, the Proposed Development, and surrounding existing and consented developments at the time of the planning application submission. Under construction baseline schemes likely to be built or nearly completed at the time of the Proposed Development coming forward will also be considered in the study area.

7.4.2 Legislation, Standards and Guidance

The daylight and sunlight assessment methodology has been based on BRE 209⁵ and BS EN 17037:2018⁶. The methodology outlined in these documents is an industry standard and is widely accepted as the most relevant method of assessing overshadowing considerations in the UK.

The third edition of BRE 209 was issued in 2022, updating the guidance to better follow the requirements of BS 17037. The document contains guidance regarding the provision of daylight within proposed developments, existing buildings nearby, and nearby development land. It is an advisory document, rather than formal policy, and there is recognition within the guidance that target values may be altered to meet the requirements of individual developments and surrounding environments. There is also recognition that for large developments in urban areas, it is infeasible to expect full compliance with the guidance in all situations. The document states⁷:

“The guide is intended for building designers and their clients, consultants, and planning officials. The advice given here is not mandatory and the guide should not be seen as an instrument of planning policy; its aim is to help rather than constrain the designer. Although it gives numerical guidelines, these should be interpreted flexibly since natural lighting is only one of many factors in site layout design. In special circumstances the developer or planning authority may wish to use different target values. For example, in a historic city centre, or in an area with modern high-rise buildings, a higher degree of obstruction may be unavoidable if new developments are to match the height and proportions of existing buildings. Alternatively, where natural light is of special importance, less obstruction and hence more sunlight and daylight may be deemed necessary.”

This guidance document, whilst not policy, is considered an industry standard.

7.4.3 Summary of Key Information

Details of the Proposed Development design, including the dimensions and elevations of any permanent physical structures, will be required. These details will also be required of proposed, consented and existing developments in the surrounding area which have the potential to obstruct daylight and skylight to the assessed receptors.

7.4.4 Assessment of Impact

The impact of the Proposed Development can only reliably be determined via detailed geometric modelling, this will be undertaken in accordance with the methodology and guidance as stated in previous sections.

⁵ Littlefair P.J. et al, ‘Sun layout planning for daylight and sunlight’, BRE BR209, (1991, Third edition 2022)

⁶ British Standards Institution, ‘Daylight in buildings’

⁷ BRE 209, 1.6



The Proposed Development will be assessed against both the existing baseline (the baseline conditions at the Application Site and immediate surrounding study area at the time of the assessment) and against defined future baselines to account for cumulative schemes which introduce consented sensitive receptors. In addition, an alternative baseline (the existing baseline with addition of the consented scheme) will be assessed.

The following methods are proposed:

- Daylight and Sunlight: A 3D model will be developed using available 3D aerial imagery, site plans, and available mapping resources. Existing and future properties deemed sensitive for daylight and sunlight will be established by means of desk-top review of available information, design drawings where these are known, and using best practice assumptions.
- The baseline daylight and sunlight at surrounding receptors represent typical pre-construction values.

BRE 209 recommends assessment of windows for skylight which are part of the Proposed Development, and those which are part of nearby existing buildings. For windows in new developments, the guidance recommends an initial assessment of Vertical Sky Component (VSC) in order to determine the likelihood of adequate daylighting⁸:

“Obstructions can limit access to light from the sky. This can be checked at an early design stage by measuring or calculating the angle of visible sky θ , angle of obstruction or vertical sky component (VSC) at the centre of the lowest window where daylight is required. If VSC is:

- *at least 27% (θ is greater than 65° , obstruction angle less than 25°) conventional window design will usually give reasonable results.*
- *between 15% and 27% (θ is between 45° and 65° , obstruction angle between 25° and 45°) special measures (larger windows, changes to room layout) are usually needed to provide adequate daylight.*
- *between 5% and 15% (θ is between 25° and 45° , obstruction angle between 45° and 65°) it is very difficult to provide adequate daylight unless very large windows are used.*
- *less than 5% (θ less than 25° , obstruction angle more than 65°) it is often impossible to achieve reasonable daylight, even if the whole window wall is glazed.”*

BRE further recommends that daylight factor or interior illuminance can be calculated to ensure that new rooms comply with BS EN 17037.⁹

Regarding existing buildings, it is recommended that windows should be assessed where the horizontal distance to the new development is no more than three times the height of the development above the relevant window. Furthermore, windows may be assumed not to be significantly impacted if no part of the Proposed Development subtends more than 25° vertically from the window (relative to the horizontal). If a window falls within this range, the VSC can be calculated in order to give an indication of the likely effect of the Proposed Development upon skylight at the neighbouring window. In addition to the thresholds presented for Proposed Development windows, effects upon existing buildings can be considered with reference to the baseline scenario, with significant effects predicted where the post-construction VSC is less than 0.80 the baseline value (a 20% reduction).

⁸ BRE 209, 2.1.21

⁹ BRE 209, 2.1.22



The BRE guidance also recommends that the 'no sky line' is assessed where room dimensions are available for existing buildings.¹⁰ This quantifies the proportion of the working plane within a room (considered to be 0.85m in residential rooms and 0.7m in offices) which has direct sight of the unobstructed sky. It is not recommended that these calculations are undertaken where room and window dimensions are unknown or estimated.

Similarly to skylight considerations, BRE 209 recommends that sunlight is assessed for windows which make up proposed new buildings along with surrounding existing buildings. For new developments it is considered that the most important factor affecting the provision of sunlight is site layout, and it is preferable to site as many rooms as possible to contain south-facing windows.¹¹ It will not always be possible to avoid residences with predominantly north-facing windows, especially in large developments, but it is important to minimise the proportion of residences without south-facing windows.

Overshadowing can also have a significant effect upon the sunlight received by new developments, both from the Proposed Development upon itself and from surrounding buildings. It is recommended that windows should receive a minimum of 1.5 hours of sunlight on the equinox.¹² This applies equally to all windows but is less likely to be achievable for north-facing windows.¹³

Another measure which can provide a more comprehensive assessment of sunlight across the year (rather than just on the equinox) is to measure annual probable sunlight hours (APSH). This is the recommended method to assess the effect upon existing buildings, with windows requiring assessment where¹⁴:

- *"Some part of a new development is situated within 90° of due south of a main window wall of an existing building.*
- *In the section drawn perpendicular to this existing window wall, the new development subtends an angle greater than 25° to the horizontal measured from the centre of the lowest window to a main living room)."*

Only windows within 90° of south must be assessed for sunlight¹⁵, and full assessment is not required where a window has an azimuth between 160° and 200° and has a VSC greater than 27%¹⁶.

Windows are considered to receive adequate sunlight where the APSH is greater than 25% and a window receives greater than 5% of APSH between the autumn and spring equinoxes.¹⁷ As with skylight considerations, effects upon existing buildings can be considered with reference to the baseline scenario, with significant effects predicted where the post-construction APSH is less than 0.80 the baseline value (a 20% reduction).

BS EN 17037 replaced the previous standard relating to daylighting (BS 8206-2) in 2019, introducing a more complex modelling requirement for daylighting in new developments. This British Standard is considered in the third edition of BRE 209, and the updated BRE guidance adopts the new requirements in this publication.

¹⁰ BRE 209, 2.2.10

¹¹ BRE 209, 3.1.5

¹² BRE 209, 3.1.10

¹³ BRE 209, 3.1.11

¹⁴ BRE 209, 3.2.2

¹⁵ BRE 209, 3.2.3

¹⁶ BRE 209, 3.2.9

¹⁷ BRE 209, 3.2.6



This document provides reference tables for daylight factors in different UK and international locations, which correspond to the target illuminance values for rooms in new buildings. This has been incorporated into the BRE Guidance.

7.4.5 Assessment of Significance

The process for quantifying the impact significance of skylight overshadowing is outlined in below. The key considerations are:

- 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 significance and mitigation requirement:

- The no sky line in the affected room;
- The layout of affected rooms;
- The size of the proposed windows;
- The reflectivity of surfaces within the Proposed Development and in the surrounding environment.

Following consideration of these factors, where the overshadowing is not deemed significant, a low impact is predicted, and mitigation is not recommended. Where the overshadowing is deemed significant, the impact significance is moderate, and mitigation is recommended.

If there are no mitigating factors and the VSC is predicted to be below 15%, the impact significance is 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, with consideration of the no sky line and daylight factor.

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

The process for quantifying the impact significance of sunlight overshadowing is outlined below. The key considerations are:

- Whether overshadowing is predicted to be experienced in practice;
- 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 significance 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 significance and mitigation requirement:

- The proportion of total APSH remaining;
- The size of the windows;
- The direction a window faces;
- Whether an affected room looks to have other windows which could provide sunlight;
- The surrounding buildings and baseline environment;
- The design of the Proposed Development .

Following consideration of these factors, where the overshadowing is not deemed significant, a low impact is predicted, and mitigation is not recommended. Where the overshadowing is deemed significant, the impact significance is moderate, and 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 significance is high, and mitigation is required.

7.4.6 Determination of Mitigation

Whether mitigation of the Proposed Development is required can only reliably be determined via detailed geometric modelling, this will be undertaken in accordance with the methodology and guidance as stated in previous sections.

For receptors where mitigation is recommended/required, the most feasible solution is changes to the design of the Proposed Development in the form of the height, elevations, and/or footprint.

A description of any proposed mitigation measures of the Proposed Development will be included within the relevant chapter of the ES.

7.4.7 Questions to Consultees

- Do consultees agree with the proposed Study Area?
- Do consultees agree with the proposed approach to the impact assessment?
- Do consultees agree that outdoor amenity spaces can be scoped out?



8.0 Ecology and Biodiversity

8.1 Introduction

The Ecology and Biodiversity chapter of the ES will describe the methods used to establish the ecological baseline, assess the potential effects of the construction and operation of the Proposed Development, identify appropriate mitigation, compensation and enhancement measures, and report the likely residual effects. The assessment will focus on designated sites, priority habitats and legally protected and priority species that could be affected by the proposals within a defined Zone of Influence, in accordance with the EIA Regulations, national planning policy and relevant local policy

8.2 Known Baseline Conditions

8.2.1 Methods

A Preliminary Ecological Appraisal (PEA) of the Application Site of both the Western Edge and Eastern Area 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 comprised an ecological data search from the Greater Manchester Ecology Unit 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 10 km radius for internationally designated sites.

The UKHab survey included a search for the presence or potential presence of protected and priority species within the red line boundary undertaken. This was carried out in line with the UK Habitat Classification methodology (2023), mapping habitats present within the Application Site and assessing their condition and potential to support protected and priority species. In addition, a Daytime Bat Walkover (DBW) was undertaken to identify any habitats within the Application Site that could support roosting, commuting or foraging bats.

Phase 2 surveys included a Ground-Level Tree Assessment (GLTA) undertaken on 13 March 2025 within Parcel A, assessing all trees for bat roost potential in accordance with *Bat Surveys for Professional Ecologists: Good Practice Guidelines* (Collins, 2023).

Additionally, a detailed botanical survey was undertaken on 6 May and 2 June 2025 to confirm the extent of priority habitats, including Open Mosaic Habitats on Previously Developed Land (OMHPDL), present on site.

The findings of the Preliminary Ecological Appraisal (PEA), together with the Phase 2 surveys will inform the scope of the impact assessment.



8.2.2 Designated Sites

The desk study identified two internationally designated sites within a 10km radius of the Application Site. Rostherne Mere Ramsar Site lies approximately 6.8km away and is designated under the Ramsar Convention for its significance as a wetland supporting internationally important bird populations and associated aquatic habitats. The second site, Midland Meres & Mosses Ramsar Site, is located around 7.9km from the Application Site. This complex of wetlands is recognised for its distinctive hydrology and biodiversity, including rare plant communities and invertebrate assemblages.

One nationally statutory designated site was recorded within 2km of the Application Site. Cotterill Clough Site of Special Scientific Interest (SSSI) is situated approximately 1.7km away and comprises lowland mixed deciduous and wet woodland. The Application Site supports a diverse range of bird species and invertebrate communities. The Application Site falls within the SSSI's Impact Risk Zone (IRZ); however, the Proposed Development does not meet the criteria for activities likely to adversely affect this terrestrial SSSI, as defined by Natural England.

Within 1 km of the Application Site, the desk study identified Painswick Park Meadow, a Site of Biological Importance (SBI) located approximately 185m from the Application Site boundary. It supports a diverse range of habitats, including neutral grassland, a pond, old hedgerows, and semi-natural broadleaved woodland. The grassland is species-rich, hosting various grasses and orchids, while the woodland includes ash, oak, and silver birch. Painswick Park Meadow supports a variety of flora and fauna, including several UK Biodiversity Priority species, and is well-used by the public.

8.2.3 Habitats

The UKHab survey and desk study identified two priority habitats within the Application Site, Broadleaved Woodland and Open Mosaic Habitat on Previously Developed Land (OMHPDL).

OMHPDL is typically associated with urban, previously cleared sites that remain vacant or in intermittent use. It supports a mosaic of early successional habitats and regenerative plant growth that is relatively uncommon across the UK, providing important resources for invertebrates and other wildlife. Priority habitats, including OMHPDL, are Habitats of Principal Importance identified under the UK Biodiversity Action Plan (UK BAP) as being most threatened and requiring conservation action. These habitats are listed in the England Biodiversity List under Section 41 of the Natural Environment and Rural Communities (NERC) Act 2006 and are considered in the National Planning Policy Framework (2024), which promotes their conservation, restoration, and enhancement.

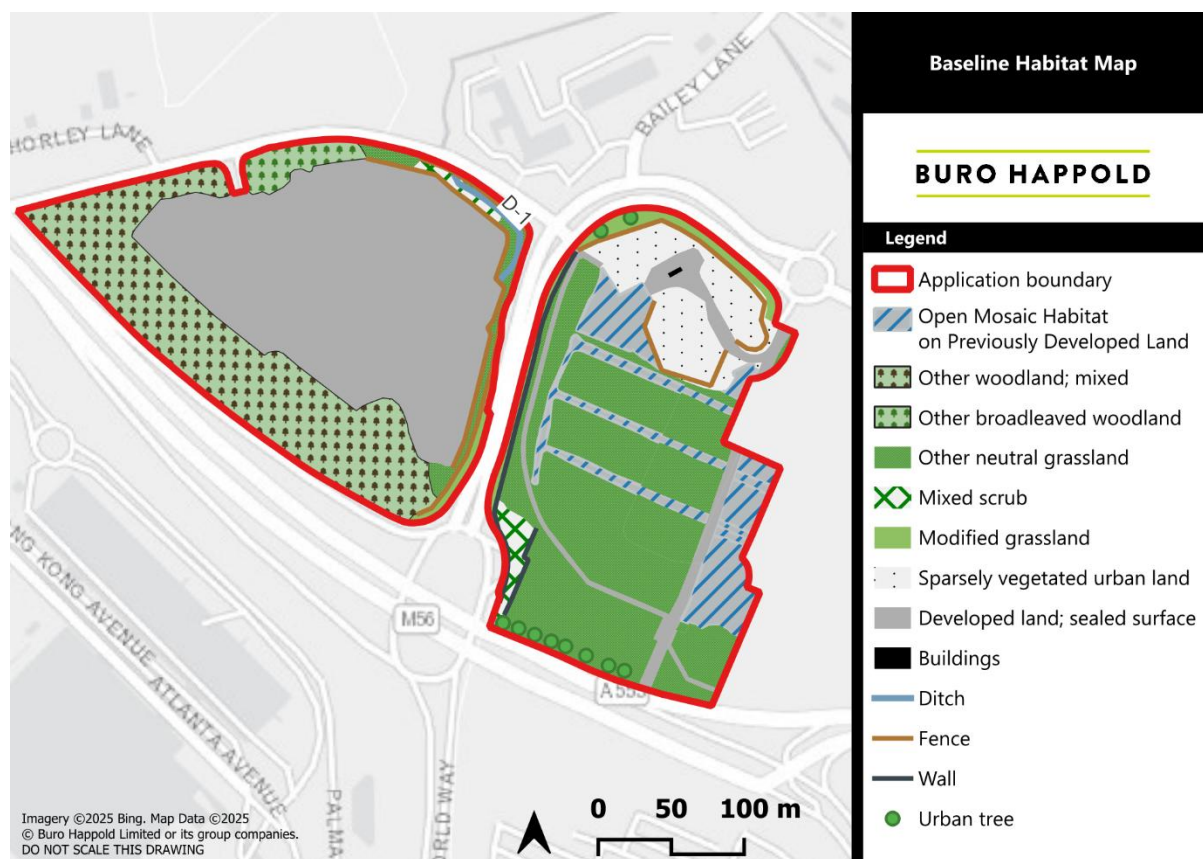
Other habitats recorded on site include mixed scrub, other neutral grassland, modified grassland, sparsely vegetated urban land, ditch, individual urban trees, and a car park.

Following the UKHab survey, a detailed botanical survey was undertaken 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) Biodiversity Action Plan guidance.

All habitats recorded during the UKHab survey and subsequently confirmed by the botanical survey are illustrated in **Plate 8.1**.



Plate 8.1: Baseline Habitat Map



8.2.4 Species

Bats

The data search identified 66 bat species records within 1km of the Application Site. The most recent and closest records included noctule bat (*Nyctalus noctule*) c. 62m from the woodland area on site, soprano pipistrelle (*Pipistrellus pygmaeus*) c. 75m from the Application Site, common pipistrelle (*Pipistrellus pipistrellus*) c. 78m from the Application Site, and Daubenton's bat (*Myotis daubentonii*) c. 215m from the Application Site.

A Ground-Level Tree Assessment (GLTA) assessed all trees for bat roost potential within Parcel A. Six trees contained Potential Roost Features (PRFs), including features such as flaking bark, rotted stubs, and gaps around large ivy stems. Four of these trees were categorised as 'further assessment required' and will require aerial inspection due to restricted visibility caused by dense canopy cover and the cluttered nature of the trees. All other trees were assessed as having no bat roost potential.

Woodland and scrub habitats on site are likely to provide foraging and commuting opportunities for bats, offering 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 2016. Additionally, spotted flycatcher, starling, and house sparrow are on the UK Birds of Conservation Concern (BoCC) Red List, while bullfinch and dunnock are on the Amber List.

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

Other species

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.

Records from the desk study indicate the presence of European hedgehogs (*Erinaceus europaeus*) within 1km of the Application Site. The European hedgehog is listed as a species of principal importance under Section 41 of the NERC Act 2006 and receives limited protection under the Wild Mammals (Protection) Act 1996. On-site habitats such as woodland, grassland, and scrub provide suitable environments for hedgehogs.

No evidence of other protected or priority species was found during the survey.

8.3 Key Issues and Requirement for Assessment

8.3.1 Overview

On the basis of current design information and the baseline surveys, the key ecological issues are the permanent loss of approximately 0.83 ha of priority habitat OMHPDL and a smaller loss of Broadleaved Woodland within the development footprint. At this stage, significant effects in EIA terms are most likely to arise from the loss of OMHPDL, while effects on designated sites and most species are anticipated to be not significant with the implementation of proportionate best-practice mitigation.

It is considered that ecology should be scoped into the EIA.

8.3.2 Designated sites

Given the distances from the Application Site, the absence of hydrological connectivity, and the nature of the proposed works, significant adverse effects on internationally or nationally designated sites are not anticipated. Potential indirect effects on Painswick Park Meadow SBI (e.g., dust deposition, noise) can be effectively managed through standard best-practice measures such as dust suppression and noise control. Consequently, designated sites are not considered to be significantly affected in EIA terms.

Holcroft Moss Special Area of Conservation (SAC) lies approximately 15 km from the Application Site. Following review of relevant strategic planning documents (including the Places for Everyone Plan and associated Holcroft Moss Planning Obligations SPD), Holcroft Moss is considered potentially susceptible to indirect effects from development, specifically in relation to changes in atmospheric pollution and in-combination traffic emissions. Although no habitat loss or hydrological linkage occurs, lowland raised bogs are highly sensitive to nitrogen deposition and air-quality related pressures, which can arise from road traffic well



beyond typical spatial screening distances. Holcroft Moss has been identified at the strategic plan level as a receptor requiring specific consideration for air-quality related impacts.

The SPD supplements PfE Policy JP-C8 (criterion 17), which requires planning applications with a Transport Assessment to assess air quality effects on Holcroft Moss. Under the SPD, developer contributions will be required if traffic increases on the M62 past Holcroft Moss exceed certain thresholds: more than 100 total vehicle trips per day, or 20 Heavy Goods Vehicle (HGV) trips per day.

Therefore, as a precautionary measure, Holcroft Moss SAC has been scoped into this assessment for potential indirect, in-combination atmospheric pollution effects to reflect the Application Site-specific vulnerability and policy context applicable to Holcroft Moss.

8.3.3 Habitats

Open Mosaic Habitat on Previously Developed Land (OMHPDL) is a UK Priority Habitat under Section 41 of the NERC Act 2006. Approximately 0.83+ha of OMHPDL will be permanently lost to facilitate the Proposed Development. The habitat supports a diverse assemblage of ruderal herbs, grasses, and mosses, contributing to structural diversity and ecological function. Brownfield sites around Manchester are under high development pressure, making OMHPDL increasingly vulnerable. This habitat is scarce and difficult to recreate, meaning residual impacts are likely even after mitigation. Under CIEEM guidance, the loss of this habitat is considered a significant adverse effect at least at local to county level. Translating this into the EIA significance matrix, the receptor is of low to medium sensitivity, and the magnitude of loss (0.83ha, permanent) is expected to be medium, equating to at least a slight to moderate significant effect. Compensation must address the loss of this priority habitat and meet Biodiversity Net Gain requirements, and it will likely require bespoke habitat creation and/or off-site offsetting.

Broadleaved Woodland on site is listed as a UK Priority Habitat under Section 41 of the NERC Act 2006 and provides important ecological functions, including structural diversity, connectivity for wildlife, and resources for species such as bats and birds. Although the proportion lost is relatively small, the removal of mature trees will eliminate potential roost features for bats and nesting opportunities for birds. Under CIEEM guidance, the removal of a section of woodland will likely result in a significant adverse effect. Translating this into the EIA matrix, the receptor has low to medium sensitivity, and the magnitude of change (minor, permanent loss) is considered small, likely resulting in a negligible to slight effect (not significant in EIA terms). Mitigation should include retention of remaining woodland, sensitive construction practices, and compensatory planting.

It is unlikely that the removal of other habitats present on site will result in significant effects in EIA terms. However, mitigation and compensation will still be required, particularly to maintain overall habitat diversity, comply with Biodiversity Net Gain requirements, and address potential impacts on protected or priority species that may use these habitats for foraging, shelter, or nesting. In addition, mitigation may be necessary to ensure compliance with local planning policy and good practice standards, which often require habitat replacement or enhancement even where effects are not significant in EIA terms.

8.3.4 Species

The removal of woodland, scrub, and grassland during construction will reduce habitat availability for bats, birds, and hedgehogs.

Bat species recorded locally, such as common and soprano pipistrelle, are widespread and adaptable, and while some mature trees with potential roost features will be lost, mitigation (e.g., retention of suitable trees where feasible, provision of bat boxes, and pre-felling checks) will address this risk. For commuting and foraging bats, disturbance may arise from



vegetation clearance and artificial lighting during construction. Standard mitigation measures include restricting working hours to daylight periods to reduce noise and lighting impacts, ensuring lighting is not used at night (could be controlled by timers), and avoiding illumination of scrub, woodland edges, and any features used by bats. Where light spill cannot be avoided, it should be kept to a minimum (below 0.5 lux).

Birds may be affected by the loss of nesting habitat in woodland and scrub; therefore, mitigation will be required, including timing of vegetation clearance outside the bird nesting season (the bird nesting season typically runs from March to August inclusive), and provision of replacement planting.

For hedgehogs, mitigation will include conducting pre-clearance checks to avoid harm. With these measures, construction-phase effects on protected and priority species are expected to be not significant in EIA terms, although mitigation remains necessary to comply with legislation and good practice.

During operation, the main potential effect is disturbance from lighting and activity. However, given the existing high baseline lighting levels around Manchester Airport, the Proposed Development is unlikely to significantly increase light spill. Therefore, operational impacts on bats and other nocturnal species are expected to be not significant in EIA terms. However, wildlife-sensitive lighting design should be sought, and options such as directional fittings, warm-spectrum LEDs, and dimming controls, should be explored to minimise spill onto retained habitats and flight corridors.

Habitat creation and green infrastructure will provide alternative nesting and foraging opportunities for bats, birds and hedgehogs over time and will form part of measures to deliver Biodiversity Net Gain.

Table 8.1: Summary of Potential Significant Effects

Effect	Receptor Importance / Sensitivity	Envisaged Magnitude of Change	Potential to be Significant and Included in the EIA Scope
Loss of priority habitat OMHPDL	Low to Medium	Small to Medium	Yes – included
Indirect impact on Holcroft Moss SAC	High to Very High	Small to Medium	Yes – included

8.4 Assessment Methodology

The ecological assessment will follow the Chartered Institute of Ecology and Environmental Management (CIEEM) Guidelines for Ecological Impact Assessment in the UK and Ireland (2018, updated 2024), ensuring a proportionate, transparent, and scientifically robust approach. The methodology will identify important ecological features, assess likely effects, and evaluate their significance, considering both construction and operational phases.

8.4.1 Proposed Study Area Extent

The Zone of Influence (ZoI) for ecology is defined as *“the area over which ecological features may be affected by biophysical changes as a result of the proposed project and associated activities”* (CIEEM, 2018). The ZoI may extend beyond the Application Site boundary and is influenced by:

- The sensitivity of the receptor to environmental change.



- The mobility of the receptor (e.g., highly mobile species such as bats may be affected over a wider area).
- The presence of hydrological or airborne pathways linking planned activities to ecological features.

For scoping purposes, the ZoI has been defined using proportionate buffer distances based on potential impacts of the Proposed Development:

- Internationally designated sites: within 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

8.4.2 Legislation, Standards and Guidance

Ecological assessment will be undertaken in accordance with the following key legislation, policy, and guidance:

- Town and Country Planning (Environmental Impact Assessment) Regulations 2017.
- Conservation of Habitats and Species Regulations 2017 (as amended).
- Wildlife and Countryside Act 1981 (as amended).
- Environment Act 2021.
- Natural Environment and Rural Communities (NERC) Act 2006 - Section 40 duty to conserve biodiversity and Section 41 list of priority species and habitats.
- National Planning Policy Framework (NPPF) 2024 -Section 15: Conserving and enhancing the natural environment.
- Manchester City Council Core Strategy 2012–2024 -Policies relating to biodiversity and green infrastructure.
- Chartered Institute of Ecology and Environmental Management (CIEEM) Guidelines for Ecological Impact Assessment in the UK and Ireland (2018, updated 2024).

8.4.3 Approach to the Baseline Assessment

The methodology for the baseline assessment has already been explained in the baseline section of this report, and the main results have also been reported there. And therefore, it is not repeated in this section.

The baseline information will be used to identify important ecological features, determine their geographic level of importance, and inform the subsequent impact assessment

8.4.4 Summary of Key Information

- Detailed plans for the full element of the application, showing site layout and areas of permanent and temporary habitat loss.
- Parameter plans for the outline element of the hybrid planning application, defining development zones and maximum extents of works.

The assessment will be iterative, with ecological evaluation updated as more detailed design and supporting information becomes available. This approach ensures that potential impacts



are accurately identified and that opportunities for avoidance and mitigation are integrated into the design process.

8.4.5 Assessment of Impact

The ecological impact assessment will consider both adverse and beneficial effects on ecological features. Impacts can be direct (e.g., habitat loss within the development footprint) or indirect (e.g., disturbance from noise, lighting, or changes in hydrology). The assessment will follow the approach set out in the CIEEM Guidelines for Ecological Impact Assessment (2018, updated 2024).

Impacts will be characterised using the following parameters:

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

The assessment will consider impacts during both construction and operational phases.

8.4.6 Assessment of Significance

Under CIEEM Guidelines, important ecological features are referred to in terms of their value, rather than sensitivity. The relative value of ecological features, established through the desk study and UKHab survey, is described on a geographical scale, determined through professional judgment and based on factors such as habitat quality and extent, or the rarity of a habitat or species. The scale typically includes:

- International
- National
- Regional
- County
- Local

The importance of an ecological feature is therefore expressed as its ecological value at the appropriate geographic level.

The significance of ecological effects will be evaluated using terminology derived from CIEEM Guidelines and will consider whether an effect is significant at the relevant geographic scale. The approach is summarised below:

- **Designated Sites and Ecosystems:** Significant effects encompass impacts on the structure and function of defined sites and ecosystems. For designated sites, the focus is whether the development and associated activities are likely to undermine the Application Site's conservation objectives or negatively affect the conservation status of the species or habitats for which the Application Site is designated. For ecosystems, the focus is whether the development is likely to result in a change in its structure or function.
- **Habitats and Species:** Conservation status is a key consideration when evaluating significance. For habitats, this is determined by the sum of influences acting on the



habitat that may affect its extent, structure, and function, as well as its typical species composition within a given geographical area. For species, conservation status is determined by the sum of influences acting on the species that may affect its abundance and distribution within a given geographical area.

The assessment will combine the ecological value of the feature with the characteristics of the impact to determine whether the effect is significant at the relevant geographic scale. Significance will then be translated into the EIA matrix used for this Environmental Statement, ensuring consistency with the overall EIA methodology while remaining aligned with CIEEM principles. This approach allows ecological effects to be reported using standard EIA terminology (e.g., negligible, slight, moderate, major) without losing the ecological context provided by CIEEM guidance.

8.4.7 Determination of Mitigation

The determination of mitigation for the Ecology and Biodiversity chapter will follow the mitigation hierarchy of avoidance, reduction, compensation and enhancement, as set out in the CIEEM Guidelines and reflected in the overarching EIA methodology. Primary (embedded) measures will be integrated into the design of the Proposed Development wherever practicable, with additional (secondary) mitigation and compensation identified where residual significant effects would otherwise remain.

For habitats, the assessment will focus on measures to avoid or minimise the loss or fragmentation of priority habitats. This will include protection of retained habitats during construction, and the creation and/or enhancement of compensatory habitats within the landscape and green infrastructure framework for the Application Site. Given the anticipated permanent loss of approximately 0.83ha of OMHPDL, bespoke habitat creation (either on-site or, if necessary, off-site) will need to be considered to ensure that the priority habitat loss is being compensated as far as practicable and is fully addressed through the Biodiversity Net Gain (BNG) strategy, using the statutory metric to demonstrate delivery of at least the required net gain in biodiversity units.

For Broadleaved Woodland and individual trees, mitigation is expected to include retention of woodland blocks and mature trees where possible, application of appropriate construction exclusion zones, and compensatory native tree and woodland planting to maintain and, where practicable, strengthen habitat connectivity with nearby sites such as Painswick Park Meadow SBI.

Species-specific measures will be developed in line with legal requirements and good practice. For bats, this is likely to include completion of any necessary Phase 2 surveys (e.g., aerial inspections of trees with Potential Roost Features) and, where required, provision of replacement roost features and maintenance of dark corridors and foraging routes through sensitive lighting design and planting. For birds, mitigation will include timing of vegetation clearance to avoid the nesting bird season where possible, pre-clearance checks and provision of replacement nesting and foraging habitat within new landscaping. For hedgehog and other terrestrial fauna, measures are expected to comprise phased vegetation clearance, pre-commencement checks, retention or provision of suitable refuge habitat and permeability features (e.g. hedgehog gaps) within boundary treatments.

Construction-phase mitigation will be secured through a Construction Environmental Management Plan (CEMP) or equivalent, which is expected to include controls on dust, noise, lighting, pollution risk and construction access, as well as protection of retained habitats and any sensitive off-site receptors such as Painswick Park Meadow SBI. The CEMP will also incorporate species-specific method statements and protocols to ensure legal compliance for protected species. Operational-phase mitigation is anticipated to focus on sensitive external lighting design, ongoing habitat management and the implementation



of the BNG proposals through a Landscape and Ecological Management Plan (LEMP) or similar mechanism, recommended to be secured via a planning condition.

The ES will set out how these measures will be used to avoid or reduce significant adverse ecological effects, and how any remaining effects (notably those associated with OMHPDL loss) will be compensated such that residual effects are clearly identified and, where possible, reduced to a level that is not significant in EIA terms while delivering measurable biodiversity enhancement.

8.5 Questions to Consultees

- Do consultees agree with the proposed Study Area?
- Do consultees agree with the proposed approach to the impact assessment?



9.0 Noise and Vibration

9.1 Introduction

The Noise and Vibration chapter outlines relevant planning policy and criteria, describe the methods for establishing baseline conditions at the Application Site and nearby receptors, identify potential impacts during construction and operation, and specify mitigation measures to reduce or offset adverse effects. It will also report the expected residual effects after these measures have been implemented.

9.2 Known Baseline Conditions

The acoustic environment at the Application Site is likely to be dominated by road traffic noise from the M56, which runs along the southern boundary of the Application Site, and aircraft noise from Manchester Airport. Other sources that may contribute to the existing noise climate are the railway lines to the south of the Application Site which run into/out of Manchester Airport station. There is currently some temporary construction noise present during the daytime period due to the works associated with the consented Dakota Hotel located on the corner of Enterprise Way and Bailey Lane. Whilst this temporary construction noise may be picked up in the baseline surveys, these works would be completed prior to any works starting at the Application Site.

The baseline conditions will be determined through a noise survey, which is discussed in **Section 9.4.3**.

The Proposed Development has the potential to change the baseline environment due to the temporary generation of noise and vibration during the construction process; changes in road traffic noise when the development is operational; and noise from new fixed building services plant.

9.3 Key Issues and Requirement for Assessment

Noise impacts are anticipated during the construction phase of the Development however these effects will be temporary in nature. Furthermore, it is likely that some nearby noise-sensitive receptors possess adequate sound insulation given their vicinity to Manchester Airport. As a result, the overall impact within the context of the Application Site is considered to be minimal and not significant.

With regard to construction vibration, it is anticipated that there would not be any significant adverse effects as the existing receptors are generally more than 45m away from where any vibratory compaction would be undertaken.

The Proposed Development is likely to result in changes in road traffic noise during the construction and operational phase of the development, particularly to the north of the Development Site along Bailey Lane and Selstead Road. Whilst most operational traffic is projected to concentrate around the M56, even modest increases in traffic volume within currently lower-traffic areas may result in a more significant noise impact due to the relative magnitude of change.

There is also the potential for noise from the uses of the Proposed Development, the Multi-Storey Car Park (MSCP), and mechanical services plant, to adversely affect nearby receptors.

Due to the proximity of the Proposed Development to Manchester Airport and the M56, a key consideration is the potential environmental noise impact on noise-sensitive assets within the Scheme. These assets comprise a combination of Mid-Tech units, hotel facilities, office space, and research and development laboratories.



Groundborne vibration from the railway line to the south is not anticipated to present a significant issue, as the railway line is situated at a distance exceeding 100 metres from the development site.

A summary of the potential significant effects is presented in **Table 9.1**.

Table 9.1: Summary of Potential Significant Effects

Effect	Receptor Importance / Sensitivity	Envisaged Magnitude of Change	Potential to be Significant and Included in the EIA Scope
Temporary construction noise	Residential and hotels – high	Large	Yes – included
Temporary construction traffic	Residential and Hotels – High	Medium	Yes – included
Temporary construction vibration	Residential and Hotels – High	Small	Not unless vibratory compaction within 45m of receptors
Changes in road traffic noise (operational)	Residential and Hotels – High	Medium	Yes – included
Activity noise use at the development units	Residential and Hotels – High	Small	Yes – included

9.4 Assessment Methodology

The Proposed Development is anticipated to generate noise and vibration during the construction and operational phases of the development from several different sources, including:

- Construction noise;
- Changes in road traffic noise on the surrounding road network during the construction and operation of the Proposed Development;
- Operational noise impacts from the units, the MSCP, and fixed plant equipment; and
- Environmental noise impacts on the Proposed Development (road traffic and aircraft noise).

The noise levels from each source will be predicted using 3D noise modelling software which considers the topography of the Application Site, surrounding highway network, and receptors; as well as the relevant prediction methodologies for each source.

The assumptions made for each element of the predictions and subsequent assessment will be clearly stated in the supporting technical appendices to the ES Chapter.

9.4.1 Proposed Study Area Extent

As discussed above, the noise and vibration assessment will generally follow a receptor led approach, focusing on the closest receptors, on the basis that receptors which are further away from the Proposed Development will experience a lower level of effect than the identified receptor locations.

The specific receptor locations will be identified as the assessment progresses, but will include:



- Residential receptors to the north of Thorley Road;
- Hotels off Thorley Lane and Enterprise Way; and
- Residential receptors on Hillary Road, Torridon Walk, Gorston Walk, Felskirk road and Thaxted Walk.

9.4.2 Legislation, Standards and Guidance

9.4.2.1 Legislation Context

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

9.4.2.2 Planning Policy Context

National

- National Planning Policy Framework (2025) (NPPF)
- Noise Policy Statement for England (2010) (NPSE)

Local

- Places for Everyone Joint Development Plan for Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan 2022 to 2039 (2024)
- National Planning Practice Guidance: Noise (2019)
- Manchester City Council, Planning and Noise Technical Guidance (October 2022)
- Calculation of Road Traffic Noise (CRTN), 1988
- Design Manual for Roads and Bridges (DMRB), 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 on Construction and Open Sites
- BS 8233:2014 Guidance on sound insulation and noise reduction for buildings
- ISO 9613-2:1996 Acoustics – Attenuation of sound during propagation outdoors part 2: General method of propagation
- World Health Organisation, Guidelines for Community Noise (1999)
- Institute of Environmental Management and Assessment Guidelines for Environmental Noise Impact Assessment (2014)

9.4.3 Approach to the Baseline Assessment

A noise survey will be undertaken to determine the existing baseline conditions. The survey will aim to capture the existing ambient and background sound levels, which will form the basis of the assessment of the potential effects of the various aspects of the development and establish plant noise target levels at the receptor locations.

The survey will follow the guidance within the British Standard BS 7445-2:1991 '*Description and measurement of environmental noise - Guide to the acquisition of data pertinent to land*



use' and any relevant advice from BS 4142:2014+A1:2019 '*Methods for rating and assessing industrial and commercial sound*'.

A mix of unattended long-term (over several weekdays and a weekend period) and attended short-term measurements will be undertaken at locations that are representative of the environmental noise climate at the Application Site and the surrounding noise sensitive receptors.

Noise levels will be recorded using Class 1 Sound Level Meters set to record 15-minute intervals and 1-minute time histories. The L_{Aeq} , L_{A10} , L_{A90} , and L_{Amax} will be recorded for each interval.

Prior to commencement of the baseline survey, the methodology and locations will be agreed with MCC's Environmental Health Team.

9.4.4 Summary of Key Information

Key information that will be required to assess the impact of the Proposed Development includes, but is not limited to:

- Design and Layout Details
 - Building orientation and heights;
 - Location of sensitive uses within the Application Site; and
 - Proposed outdoor amenity spaces.
- Construction Details
 - Programme and phasing (duration, working hours);
 - Plant and equipment types, numbers, and locations; and
 - Construction traffic routes and volumes.
- Operational Details
 - Traffic generation (trip rates from the units, routing on the wider network);
 - On-site activities (e.g., loading bays, fixed plant & equipment); and
 - Hours of operation for noise-generating uses.

9.4.5 Assessment of Significance

Overview

The implementation of Government noise policy primarily requires the determination of whether the impact of the development is likely to cause a significant adverse effect or an adverse effect. As identified in the NPSE, these thresholds are defined as;

- the Lowest Observed Adverse Effect Level (LOAEL) – the level above which adverse effects are expected; and
- the Significant Observed Adverse Effect Level (SOAEL) - the level above which significant adverse effects are possible.

In the region between the LOAEL and the SOAEL, while adverse effects may be expected, these would not be considered significant. Below the LOAEL threshold, no adverse effects would be expected.

Whilst the term 'level' is used, the definition of those thresholds can take account not only of the noise level, but also of the number of times it occurs, when it occurs and the sensitivity of



the receptor experiencing the noise impact. Consequently, as it states in the Noise Policy Statement for England (NPSE) in connection with SOAEL:

“It is not possible to have a single objective noise-based measure that defines SOAEL that is applicable to all sources of noise in all situations. Consequently, the SOAEL is likely to be different for different noise sources, for different receptors and at different times.”

Therefore, the thresholds for LOAEL and SOAEL are set by the assessor, based on prevailing evidence regarding the impact of that source on the relevant receptors. They might reflect what has been used elsewhere but should not be used simply because they have been used elsewhere – a tailored approach is required.

Construction Noise

Construction noise from the main construction activities at the relevant receptors will be predicted based on the methods described in the industry Code of Practice BS 5228-1:2009+A1:2014¹⁸, using information provided by the project team on construction activities and plant.

Construction noise effect level thresholds will be based on guidance detailed in the same standards for the on-site construction activities, with the duration of any threshold exceedances also considered when determining significance.

Construction Traffic Noise

Predicted changes in road traffic noise due to construction traffic on the roads around the Application Site will be calculated by comparing scenarios both with and without the traffic associated with the construction of the Proposed Development, with the basic noise level (BNL) for each relevant link calculated using the method described in the technical memorandum Calculation of Road Traffic Noise¹⁹ (CRTN).

The changes will be assessed based on the methodologies described in the Design Manual for Roads and Bridges²⁰ (DMRB). For construction traffic noise, the assessment of significance is based on both the magnitude of the change in noise levels resulting from the construction vehicle movements and the duration of the impact.

Operational Traffic Noise

Predicted changes in road traffic noise due to operation of the Proposed Development on nearby roads will be calculated by comparing scenarios both with and without the traffic associated with the Proposed Development for a given year using data provided by the project transport consultant in the annual average weekday traffic (AAWT) format for the 18-hour period of 06:00 to 00:00, with the basic noise level (BNL) for each relevant link calculated using the method described in the technical memorandum Calculation of Road Traffic Noise²¹ (CRTN).

The changes will be assessed based on the methodologies described in the Design Manual for Roads and Bridges²² (DMRB) and significance assessed in line with the guidance in DMRB and best practice.

¹⁸ BS 5228-1:2009+A1:2014 ‘Code of practice for noise and vibration control on construction and open Sites – Part 1: Noise’

¹⁹ Calculation of Road Traffic Noise, Department for Transport: Welsh Office, 1988

²⁰ Design Manual for Roads and Bridges, LA 111 – Noise and vibration, version 2, Highways Agency, May 2020

²¹ Calculation of Road Traffic Noise, Department for Transport: Welsh Office, 1988

²² Design Manual for Roads and Bridges, LA 111 – Noise and vibration, version 2, Highways Agency, May 2020



Noise from Fixed Building Services Plant

To avoid significant effects at sensitive receptors, target noise levels for noise emissions from proposed external fixed building services plant will be provided based on the results of the baseline noise survey. The selection of appropriate target levels will be based on BS 4142:2014+A1:2019²³ and the MCC Planning and Noise Technical Guidance. Plant installations will be designed to meet the target levels.

Noise from Operational Activities at the Proposed Development Units

Noise levels from delivery and servicing activities will be predicted using available information to determine the effect at the nearest receptors. The effect's significance will be assessed in accordance with BS 4142:2014+A1:2019 and MCC Planning & Noise Technical Guidance.

Noise from the Multi Storey Car Park (MSCP)

There is no established methodology for predicting or assessing noise from the MSCP. Reference measurements from library data will be used, in combination with the information provided by the transport consultant to model the effect at the nearest receptors. These levels will be assessed against the ambient noise levels measured during the baseline noise survey. The magnitude of change and absolute noise level will be used to determine the significance of the effect.

Impact of Existing Ambient Noise Levels on proposed noise sensitive uses

Consideration will be given to the proposed noise sensitive uses and the likely level of sound attenuation required to achieve relevant internal noise level guidance presented in BS 8233:2014.

9.4.6 Determination of Mitigation

In line with Government noise policy, mitigation will be required for any significant effects to avoid them as far as practicable. In addition, for effects which are not significant but are adverse (i.e. between LOAEL and SOAEL), reasonable steps should be taken to mitigate and minimise such effects, in the context of government policy on sustainable development.

Construction Phase

Any construction impacts will be temporary and will be managed using Best Practicable Means (BPM). There will also be a Construction Environmental Management Plan (CEMP) which will set out the measures that will be undertaken to monitor, mitigate, and manage construction noise (among other potential effects).

Operational Phase

At the time of writing, specific mitigation measures have not been identified; however, opportunities to incorporate embedded mitigation will be explored as the proposals evolve. The type of embedded mitigation measures that will be considered include:

- Following good acoustic design principles where practicable
- Layout and orientation of buildings within the Application Site

²³ BS 4142:2014+A1:2019 'Methods for rating and assessing industrial and commercial sound'



Additional mitigation measures will be considered; which will include use of landscaping or acoustic barriers and robust building envelop construction to achieve acceptable indoor ambient noise levels.

9.5 Questions to Consultees

- Do consultees agree with the proposed Study Area?
- Do consultees agree with the proposed approach to the impact assessment?
- Do consultees agree that construction and operational vibration can be scoped out.



10.0 Townscape and Visual

10.1 Introduction

The Townscape and Visual Impact Assessment (TVIA) will be produced by Planit, a registered practice of the Landscape Institute with considerable experience in landscape / townscape and visual assessment. It will provide an overview of the likely townscape and visual considerations associated with the proposed MIX Manchester development, assessing how the Proposed Development may influence the character and quality of the surrounding townscape, and affect key visual receptors from surrounding roads, public spaces, residential and commercial areas. The following scoping information identifies the spatial context, potential viewpoints, and key issues to ensure a proportionate and robust approach to assessing visual and townscape effects as the project design evolves, in accordance with published Guidelines for Landscape & Visual Impact Assessment, 3rd Edition, 2013 (GLVIA3).

10.2 Known Baseline Conditions

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.

The position of the Proposed Development has resulted in views being identified from short, mid, and long-range distances across the Airport region and neighbouring streets and spaces in the residential area of Wythenshawe to the north. Visual receptors include:

- Travellers towards Manchester Airport from the east, west and north will experience the Application Site as a gateway to the Airport district from longer, mid, and shorter-range viewpoints.
- Short-range views from within the Airport district along busy routes and cycle lanes, where people are likely to experience the Application Site upon leaving the Airport crossing the M56 / Ringway Road overpasses and bridges.
- Views across public parks and pedestrian / cycle routes within the residential areas of Wythenshawe to the north, including those from longer-, mid- and shorter-range viewpoints. These views are defined by the domestic residential character and dense tree backdrop which screens areas of the Airport district to the rear.

The proposed viewpoints to be scoped into the assessment have been set out in **Plate 10.1** to allow agreement on the proposed number and position of these views.



Plate 10.1: Proposed Viewpoints

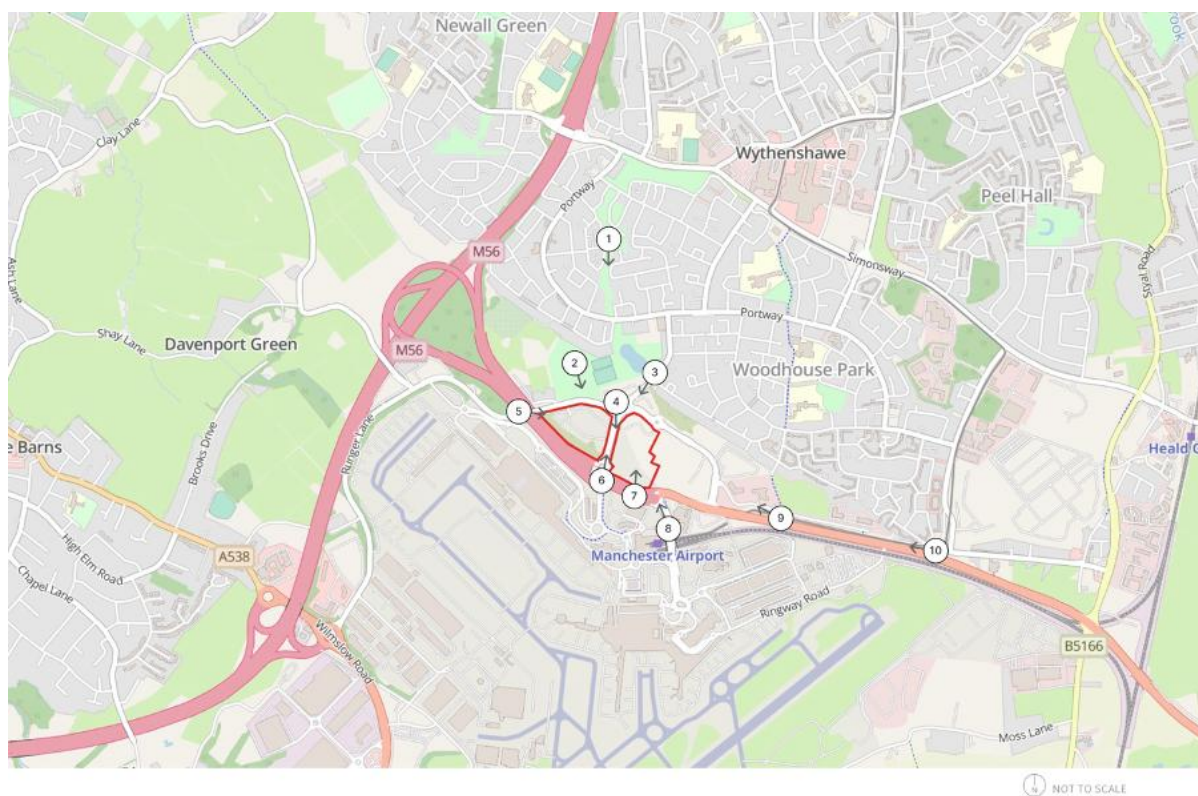


Table 10.1: Proposed Viewpoints

View	Location
1	View south from residential green space adj. to Hobbs Drive.
2	View southeast from Painswick Park.
3	View southwest from Bailey Lane (pedestrian / cycle exit from Painswick Park)
4	View south from Thorley Lane / Enterprise Way junction (setting of Grade II listed Etrop Grange Hotel).
5	View east from Thorley Lane bridge (over M56).
6	View north from Terminal 2 Roundabout (cycle lane over M56).
7	View north from footbridge over M56 (adj. to TRIBE Hotel).
8	View northwest from Outwood Lane (adj. to Hilton Hotel).
9	View west from pedestrian crossing on Ringway Road West.
10	View west from runway public viewing space (adj. to A555 Relief Road).

The baseline townscape conditions have also been considered at this stage:

- **Townscape character** – The Application Site lies within the Manchester Conurbation National Character Area (NCA). The Application Site lies within the Airport district, acting as a transition between the built-up suburbs of southern Wythenshawe and a gateway into the larger-scale cargo / logistics centre of Manchester Airport to the south. Rather than a typical residential or mixed urban streetscape, the townscape is defined by large buildings, apron areas, car parks, motorway junctions, logistics parks. The development parcels represent a transformation zone in the state of flux, where much of the historical



land has been reclaimed / converted from mossland or agricultural uses, as the character of the Airport is shifting towards a wider 'campus' typology.

- **Urban Grain** – The Proposed Development provides a clear coarse grain of larger footprint buildings reflecting the wider campus typology, fronting surrounding key routes including Enterprise Way, which splits the Application Site into two – creating two separate areas referred to as Parcel A and Parcels B & C. An urban void is currently created within the Application Site due to its current usage as a surface car park and reclaimed farmland.
- **Land Use** – The existing functions of the Application Site are considered to be in a state of transition. New commercial / office and hotel use suggested in the Proposed Development are reflected in the immediate vicinity of the Airport region, reflecting the continued growth of the townscape into a wider 'campus' typology. Surrounding uses include residential and leisure uses within the suburbs of Wythenshawe to the north of the two development parcels.
- **Building Heights** – A mixture of building heights is apparent surrounding the Application Site. A broad modest 2/3 storey datum represents the lower-scale residential areas to the north, whilst the main terminal buildings within Manchester Airport of heights of approximately 44m to the south. Due to its cleared nature, there is no established datum of building heights within the Application Site.
- **Topography** – Due to its current usage and proximity of the Application Site to the Airport, the topography in the local landscape has been extensively modified overtime, levelled for uses associated with the Airport and wider car parking and business park uses. As a result, the Proposed Development is unlikely to alter any notable features in topography and not considered to be a sensitive receptor to change.
- **Movement and Linkages** – There are a number of busy motorway, arterial and A-routes around the Application Site. It 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. It also 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 city centre, as well as a bus and Metrolink station.
- **Public Open Space** – The Application Site does not currently contain any public open space, and as such, this is not likely to be a sensitive receptor to change as a result of the Proposed Development – which is likely to generally improve the condition of publicly accessible space in the wider Airport business park. There are areas of existing parkland in close proximity, including Painswick Park located north-west of Parcel A, serving the residential suburbs of Wythenshawe.
- **Site Character** – 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 currently contains an additional car park and extensive areas of cleared scrubland. 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)



10.3 Key Issues and Requirement for Assessment

The intent of this section of the Scoping Request is not to provide a detailed appraisal of likely impact (this will be provided within the ES), but rather to determine whether individual elements should be included within the ES scope.

Table 10.2: Summary of Potential Significant Effects

Effect	Receptor Importance / Sensitivity	Envisaged Magnitude of Change	Potential to be Significant and Included in the EIA Scope
Changes to townscape character at construction and operation	Low / Medium	Small to Medium	Yes – included
Changes to urban grain at construction and operation	Low / Medium	Medium	Yes – included
Changes to land use at construction and operation	Low / Medium	Small to Medium	Yes – included
Changes to building heights at construction and operation	Low / Medium	Medium	Yes – included
Changes to topography at construction and operation	Low	Negligible to small	No – not included
Changes to movement and linkages at construction and operation	Low / Medium	Small to Medium	Yes – included
Changes to public open space at construction and operation	Low	Small	No – not included
Changes to site character at construction and operation	Low	Medium to Large	Yes – included
Changes to the character and amenity of key views at construction and operation (set out in Plate 10.1: Proposed Viewpoints)	Low / Medium / High	Small to Large	Yes – included

10.4 Assessment Methodology

10.4.1 Proposed Study Area Extent

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 the Guidelines of Landscape Visual Impact. The study area represents the potential visual envelope of the Application Site, where the Proposed Development is likely to be perceptible to key views set out in the



supporting viewpoints plan (**Plate 10.1**). 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.

10.4.2 Legislation, Standards and Guidance

The Guidelines for Landscape and Visual Impact Assessment (3rd Edition) provides a robust and transparent assessment methodology for townscape and visual effects.

The assessment will also be supported by the visually verified photomontages which provide a high level of detail and technical accuracy, as set out by the Landscape Institute Technical Guidance Notes 06/19 (2019).

10.4.3 Approach to the Baseline Assessment

Desk based studies, using OS maps, local policy information and Google Earth, have been utilised to collate and map baseline townscape information.

Potential viewpoints have been initially identified through a process of desktop review. Viewpoints were excluded where there was likely to be no significant impact beyond that which was already identified within the selected views. The proposed key viewpoint locations have been tested and refined using an initial viewshed mapping tool of the Proposed Development positioned in Google Earth.

10.4.4 Summary of Key Information

Key information that will be required on the Proposed Development to inform the impact assessment will include relevant design strategies from the project design team, in order to inform the embedded design measures to mitigate potential significant townscape and visual effects. Relevant strategies may include the design approaches to:

- Built form and massing;
- Materiality and appearance;
- Linkage and movement strategy; and
- New public realm and landscaping.

This information will be required after the final design freeze stage to inform the assessment. The TVIA can be used as an iterative assessment that would provide information back to the design process, on elements such as the architectural and landscape design, which can form part of the embedded mitigation strategies listed above.

10.4.5 Assessment of Impact

This assessment will be carried out with reference to the Guidelines for Landscape & Visual Impact Assessment, 3rd Edition, 2013 (referred to hereafter as “the Guidelines”) by Planit, a registered practice of the Landscape Institute with considerable experience in landscape / townscape 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. VVM’s will be created using the Verified Viewpoint photographs in order to create as near to a realistic representation of the Proposed Development as is possible. As the application is a Hybrid Application, the Proposed Development will require rendering to different levels of detail as set out below.

- AVR Level 1 (Wireline) – The outline elements of the application will be represented as wirelines of the maximum parameter building envelopes, which will be accurately superimposed into the view photographs.



- **AVR Level 3 (Rendered)** - The detailed elements of the application will be rendered to illustrate the proposed building designs and landscaping where appropriate. This involves the production of more detailed, fully textured building models showing rooflines and window positions etc. accurately superimposed into the photographs. Where buildings are not visible/ screened from view, the basic massing will be represented as a dashed wireline to show its location.

A three-stage assessment process will be 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. Sensitivity of townscape and visual receptors will be assessed on a scale of **very high, high, medium, low**.

Secondly, the magnitude of change is considered on a scale of **large, medium, small** or **negligible**. The magnitude of a townscape or visual effect is assessed in terms of its size or scale, the geographical extent of the area influenced by that effect, its duration and degree of reversibility and the impact these are likely to have on the baseline character of the townscape element or 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.

10.4.6 Assessment of Significance

The third stage of the assessment process is the overall significance of the identified effects on both the townscape and visual receptors. Significant effects will be determined through combining judgements about the sensitivity of the receptor and the magnitude of change, combined with professional judgment using the following matrix.

Table 10.3: Significance Matrix

		Magnitude of Change				
Receptor sensitivity		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

Potential effects will therefore be concluded to be of negligible, slight, moderate, or major significance and either beneficial, adverse, or neutral (where an effect is in keeping with the characteristics of the receiving townscape or view). Moderate and major effects will be considered as 'significant' in EIA terms.

10.4.7 Determination of Mitigation

The following primary and tertiary mitigation may be described by the assessment based on the design work undertaken to date is outlined below:



- 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;
- A phased approach to development, to minimise the potential for significant adverse visual and townscape effects during the construction phase; and
- A Construction Environmental Management Plan (CEMP) to ensure the Application Site is well managed and maintained to reduce negative environmental impacts.
- High quality design response to architecture and public realm design, including height datum proposed, creating varied roofscape, legible entrances, contextual material choices and landscape design to tie into existing public realm improvements.

10.5 Questions to Consultees

- Do consultees agree with the proposed Study Area?
- Do consultees agree with the proposed approach to the impact assessment?
- Do consultees agree with the townscape receptors proposed?
- Do consultees agree with the visual receptors proposed?
- Do consultees agree that Topography and Public Open Space as townscape receptors can be scoped out?



11.0 Traffic and Movement

11.1 Introduction

The Traffic and Movement chapter will describe the methods used to assess the baseline conditions at the Application Site and surrounding area, the transport effects, the mitigation measures required to prevent, reduce or offset any significant adverse effects and the likely residual effects after these measures have been adopted. It will consider the effects during the construction and operational phases.

A separate Transport Assessment (TA) will be prepared for the Proposed Development, which will be submitted as a standalone document with the planning application. Separate pre-application consultation will be undertaken with highway officers at MCC, who are the highway authority responsible for the local road network, as well as Transport for Greater Manchester (TfGM) in relation to the scope of the TA. The scope of the TA will reflect the output of this pre-application consultation process.

The TA will contain more detailed operational analysis of the multi-modal travel characteristics associated with the Proposed Development and the scope of ES Traffic and Movement Chapter will draw upon details from the TA and will deal with the environmental effects of traffic and movement likely to be relevant to the Proposed Development.

The traffic and movement assessment will be carried out by Buro Happold.

11.2 Known Baseline Conditions

11.2.1 Walking and Cycling

The residential area of Wythenshawe to the north is within acceptable walking distance of the Application Site with good infrastructure in place to encourage walking and cycling. Footways are present on both sides of Bailey Lane and shared-use pedestrian/cycle routes are also present along both sides of Enterprise Way, providing links to Manchester Business Park to the east and to the Airport to the south via Terminal 2 Roundabout.

There are uncontrolled pedestrian crossings with dropped kerbs and tactile paving across all arms of the Enterprise Way roundabout, which is the eastern site access situated approximately 130m east of Bailey Lane.

Whilst there are no dedicated cycle lanes on Bailey Lane or the residential streets to the north, the area is lightly trafficked with 30mph speed limits generally, and some streets with 20mph speed limits that provide a good cycling environment (refer to **Plate 11.1: Local Cycle Routes**).

Pedestrian User-Friendly Intelligent (Puffin) crossings are provided at the Enterprise Way/Thorley Lane signal junction. There are also cycle Advanced Stop Lines (ASL) provided at this junction, which allow cyclists to position themselves ahead of vehicles.

A shared pedestrian/cycle route is present along the southern side of Thorley Lane for approximately 100m, where it then becomes a footway to the existing Jet Parks 1 car park access located approximately 120m further west along Thorley Lane, which is the western site access point.

Approximately 130m south of the Enterprise Way/Thorley Lane signal junction, a further Puffin crossing is located on Enterprise Way providing a route between the two sides of Phase 1 of MIX. The shared route then continues southwards along the eastern side of Enterprise Way to the Terminal 2 Roundabout located approximately 70m further south, which then becomes a segregated footway and cycleway along the eastern side of the



Local cycle routes in the vicinity of the Application Site are shown on **Plate 11.1**. Bailey Lane and Thorley Lane form part of the Manchester Airport Orbital Cycleway (Regional Cycle Network Route 85), which is 12km mainly off-road cycle route from Manchester city centre via Fallowfield, Wythenshawe and around Manchester Airport.

Plate 11.1: Local Cycle Routes



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. GMAL is scored from 1 to 8, with 1 representing very low accessibility and 8 representing the highest level of accessibility.

The nearest bus stops to the Application Site are located on Bailey Lane (c. 350m) and Thorley Lane (c. 800m), with additional services available via the bus station located at the GTI. These bus stops are served by a total of 10 bus routes.

The nearest railway station to the Application Site is 'Manchester Airport' at the GTI, which is approximately 650m to the south or an 8-minute walk via the Terminal 2 Roundabout, or a 5-minute cycle. Metrolink services are also available at Manchester Airport via the 'Navy Line', which runs northwards via Peel Hall, Wythenshawe town centre and Sale Water Park to Firswood, Stretford.

Plate 11.2: Greater Manchester Accessibility Levels (GMAL) Map



11.2.3 Site Access and Highway Network

The Application Site currently has two access points to the existing highway network; the eastern part of the Application Site to the south and east of Enterprise Way is predominantly brownfield land, previously used for car parking. There is an existing site access via a spur off the roundabout on Enterprise Way, but this is currently fenced off.

Access to the western part of Phase 1 is located on Thorley Lane approximately 220m west of the Enterprise Way/Thorley Lane signal junction. The access is currently used by JetParks 1 for airport parking and drop-off. This car park has 1,152 car parking spaces. The access operates as a priority junction with a right turn lane provided on Thorley Lane.

A summary of the main characteristics of the existing highway network in the vicinity of the Application Site are as follows.

Bailey Lane

Bailey Lane is a single carriageway road with a 30mph speed limit providing access to/from the north via Wythenshawe. It has traffic calming (speed cushions) and a 7.5 tonne weight restriction.

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 Roundabout and A555 Ringway Road West.



Thorley Lane

Thorley Lane is a single carriageway road with a 40mph speed limit, providing access to Wythenshawe via Bailey Lane to the north and to Runger Lane and the Airport to the south. Thorley Lane links with Outwood Lane to provide access to Terminal 1 and 2.

A555 Ringway Road West

Ringway Road West is a 40mph dual carriageway between Outwood Lane and Ringway Road where it then becomes the Manchester Airport Relief Road approximately 1km further to the east.

M56

The M56 airport spur connects the A555 / Outwood Lane to Junction 5 of the M56. It also provides direct access to Manchester Airport via the Terminal 2 Roundabout. 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, approximately 15km to the west.

M60

The M60 motorway is Manchester's Orbital Ring Road, located approximately 5km north of the M56 Junction 5. 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.

The existing baseline conditions within the study area will be described in detail in the TA and summarised in the ES Traffic and Movement chapter.

11.3 Key Issues and Requirement for Assessment

Considering the scale of development proposed and the potential transport implications, it is considered appropriate to scope Traffic and Movement into the EIA.

The Traffic and Movement chapter will consider the effects during the construction and operational phases, which are summarised in **Table 11.1**.

Table 11.1: Summary of Potential Significant Effects

Effect	Receptor Importance / Sensitivity	Envisaged Magnitude of Change	Potential to be Significant and Included in the EIA Scope
Change in traffic flows resulting from the Proposed Development during operation – this will be assessed by comparing the predicted trip generation for the Proposed Development (maximum quantum) against future baseline traffic conditions	High / Medium / Low	Minor Adverse / Moderate Adverse / Major Adverse or Minor Beneficial / Moderate Beneficial / Major Beneficial	Yes – included
Change in traffic flows resulting from the construction of the Proposed Development, including workforce traffic – this will be undertaken for the peak construction year in terms of construction traffic (to be			



Effect	Receptor Importance / Sensitivity	Envisaged Magnitude of Change	Potential to be Significant and Included in the EIA Scope
determined based on the proposed construction programme and phasing strategy)			

11.4 Assessment Methodology

At this stage, it is envisaged that the assessment scenarios used to consider the traffic and movement effects of the Proposed Development may include the following assessment scenarios:

- Baseline Year (2026)
- Future Baseline (2035) without development 'Do Nothing' scenario
- Future Baseline (2035) with development 'Do Something' scenario

There may be a requirement for other horizon year(s) to be assessed, but this is subject to discussion with MCC / TfGM in relation to the TA scope. Similarly, with a phased construction programme, other intermediate year(s) may need to be considered in order to assess the peak year in terms of construction traffic.

The methodology for assessing effects during the agreed assessment scenarios will be based on the 2023 IEMA Guidelines for the Environmental Assessment of Traffic and Movement ("2023 IEMA Guidelines"), which identifies road users, locations and areas which may be sensitive to a change in traffic conditions and the environmental effects that may be considered to be potentially important when considering traffic and movement from an individual development (described in more detail in **Section 11.4.2**).

11.4.1 Proposed Study Area Extent

In accordance with the 2023 IEMA Guidelines, the geographical boundaries of the assessment (the spatial scope/ 'study area') will be defined by identifying any highway link where it is felt that potentially significant environmental effects may occur as a result of the Proposed Development.

This will be determined by taking account of sensitive geographic locations in the vicinity of the Proposed Development and the sensitive receptors (road users) that may be sensitive to a change in traffic conditions (described in more detail in **Section 11.4.2**).

The extent of the study area is 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.



11.4.2 Potential Sensitive Receptors

In assessing the environmental effects of traffic and movement, two factors are considered; firstly, the sensitivity of receptors to a change in traffic conditions within the study area and secondly, the anticipated magnitude of change/impact.

These two factors are then combined to give an effect significance that depends on the sensitivity of the receptor and the anticipated magnitude of change.

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 (motorised or non-motorised users) and sensitive geographic locations where pedestrian or cyclist activity may be high such as schools, hospitals, places of worship, recreational/tourist attractions and shopping areas, or where there is an existing road safety or highway capacity issue.

The sensitivity of the road user is defined by their vulnerability such as elderly people, children or the mobility impaired, including wheelchair users. It also takes account of the nature of the road; for example, non-motorised road users are less sensitive to changes in traffic if adequate pedestrian/cycle infrastructure is provided.

However, where there will be high concentrations of non-motorised road users in sensitive locations this is likely to be highly sensitive to changes in traffic flow unless perhaps there is separation provided from motorised users.

The general criteria used to assess receptor /road user sensitivity is set out in **Table 11.2**.

Table 11.2: Criteria for Determining Receptor / Road User Sensitivity

Planning Reference	Criteria
High	The receptor has little ability to absorb change without fundamentally altering its present character or is of high importance. Pedestrians and cyclists are vulnerable road users, and changes to conditions are likely to have a greater impact on them. 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	The receptor has medium capacity to absorb change without significantly altering its present character or is of high importance. 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	The receptor is tolerant of change without detriment to its character, is of low or local importance. Receptors with low sensitivity to traffic flow include: places of worship, public open space, tourist attractions and residential areas with adequate footway provision

Sensitive receptors / road users within the study area and their relationship with the highway environment and sensitive locations will be examined in the ES Traffic and Movement chapter. Each highway link will be assigned a sensitivity value based on a qualitative assessment considering the importance and attractiveness of the route and the destinations served using a scale of 'High' – 'Moderate' – 'Low' based on the criteria set out in **Table 5.1**.

Following the assignment of sensitivity to the selected highway links, a magnitude of impact or change (either adverse or beneficial) will be assigned and an effect significance determined based on the sensitivity of the receptor within the study area and the anticipated magnitude of change (described in more detail in **Section 11.4.5**).



11.4.3 Legislation, Standards and Guidance

The key policy and legislation of greatest relevance to traffic and movement is set out below:

- National Planning Policy Framework (NPPF) 2025
- Greater Manchester Transport Strategy 2040
- Manchester Core Strategy 2012 to 2027
- Draft Strategic Regeneration Framework (SRF) for MIX Manchester

11.4.4 Approach to the Baseline Assessment

The existing baseline year is 2026, which represents the submission date of the planning application.

Existing baseline conditions will be established with reference to the following sources:

- Automatic Traffic Counts (ATC) undertaken for seven consecutive days in October and November 2025 at the highway links shown on **Plate 11.3**. Professional judgement has been used to define this study area in discussion with the wider EIA team, including the Air Quality and Noise consultants to ensure that the study area meets with their assessment requirements;
- 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;
- Site visit 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
- Road traffic collision statistics for the latest available five-year period.
- The traffic data will be used to generate the baseline AADT/AAWT traffic flows that will be used in the assessment of Traffic and Movement, Air Quality and Noise and Vibration.



Plate 11.3: Automatic Traffic Count (ATC) Locations



11.4.5 Assessment of Impact

The 2023 IEMA Guidelines include a checklist of the specific traffic and movement related impacts, which are set out below:

- Severance of communities
- Road vehicle driver and passenger delay
- Non-motorised user delay
- Non-motorised amenity
- Fear and intimidation on and by road users
- Road user and pedestrian safety
- Hazardous/large loads

The traffic and movement chapter will consider the impacts that are likely to be relevant to the Proposed Development, which are defined below:

- **Severance:** the perceived division that can occur within a community when it becomes separated by major transport infrastructure and/or heavy traffic flows. Severance may result from the difficulty of crossing a heavily trafficked road or a physical barrier created by infrastructure;
- **Driver (Motorised) Delay:** the delay to vehicle drivers (and their passengers) as a result of changes in the volume of traffic;
- **Pedestrian (Non-motorised) Delay:** the delay to pedestrians when crossing a road as a result of changes in the volume, composition or speed of traffic that can affect the ability of people to cross roads. The assessment of pedestrian delay serves as a proxy for the delay that other modes of non-motorised users may experience when crossing roads;



- **Pedestrian (Non-motorised) Amenity:** this relates to the relative pleasantness of a journey for non-motorised users and any changes relating to traffic flow, traffic composition and pavement width / separation from traffic. This definition also includes pedestrian **fear and intimidation**; and
- **Road Safety:** the potential for road safety impacts created by changes in traffic volume / composition.

In the unlikely event that there would be a requirement to transport hazardous or large loads to/from the Proposed Development, this would be managed through the standard mandatory procedures to ensure safe delivery and unloading and to minimise any impact on the highway network. The assessment of hazardous loads has therefore been scoped out.

In terms of public transport impacts, the 2023 IEMA Guidelines do not provide guidance on the wider (multi-modal) transport movement impacts of development, such as public transport and pedestrian comfort levels and safety, confirming that these impacts are typically assessed in the TA. It is intended to draw upon the findings of the TA and include a qualitative assessment of public transport delay in the Traffic and Movement chapter.

11.4.6 Assessment of Significance

Having identified which impacts are to be considered, and the highway links that will be included within the analysis, the next stage of the assessment will be to quantify the magnitude of change / impact and to identify the scale and nature of the effect to determine the level of significance that such change may have. The assessment of the environmental effects of traffic and movement will consider the following:

- The relative value / sensitivity / importance of the affected receptor / road user;
- The forecast changes to baseline (magnitude of change / impact); and
- The scale, nature and significance of the effect (consequence / effect significance).

The magnitude of change / impact will be identified based on the considerations and thresholds set out in the 2023 IEMA Guidelines in respect to changes in the volume and composition of traffic and how to interpret whether or not the magnitude of the change / impact is considered significant. Where there are no set criteria, professional interpretation and judgement will be used in line with best practice and industry standards.

The magnitude of change / impact from the baseline conditions will be assessed against a scale: 'Negligible' - 'Small' - 'Medium' - 'Large'.

The resultant scale and nature of an effect will be determined by evaluating the magnitude of the impact / change from the baseline against the identified sensitivity of the receptor / road user using a standard matrix approach to rate an effect as one of the following: 'Negligible' - 'Minor Adverse' - 'Moderate Adverse' - 'Major Adverse' - 'Minor Beneficial' - 'Moderate Beneficial' or 'Major Beneficial'.

The predicted significance of the effects is summarised in **Table 11.3**.

Table 11.3: Matrix for Determining Effect Significance

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



Potential effects will therefore be concluded to be of negligible, minor, moderate or major significance and either beneficial or adverse. Moderate and major effects will be considered as 'significant' in EIA terms.

11.4.7 Determination of Mitigation

Mitigation measures during the construction phase will likely include a Construction Logistics Plan (CLP) to be submitted and approved by MCC prior to commencement of the construction phase.

Mitigation measures for the operational phase will be identified based on the outcome of the TA. This will include a site-wide Framework Travel Plan to encourage the use of sustainable travel options and reduce car use.

11.4.8 Cumulative Assessment

The future baseline conditions will include for any cumulative schemes that are considered to have significant transport implications relevant to the Application Site and surrounding area.

Cumulative effects would therefore be considered inherently as part the operational assessment.



12.0 Summary

12.1 Proposed Structure of the ES

The ES will be divided into three volumes.

Volume 1 will be the main part of the ES and, based on the preliminary conclusions of this report, will be structured as follows:

Chapter	Chapter Title	Summary Content of the Chapter
1	Introduction	Provides scheme background and context, an explanation of EIA and the EIA Regulations, a description of the structure of the ES etc.
2	EIA Methodology	Describes the methodology employed throughout the EIA process (including scoping and public consultation etc.) and the ES (including the derivation of significance etc.).
3	Site Description	Provides a description of the existing land uses within the Application Site and within the wider study area to place the Proposed Development in the wider context.
4	Alternatives and Design Evolution	Will describe the alternatives that have been considered by the Applicant and the main environmental reasons for the decisions made during the evolution of the Application Site design.
5	The Proposed Development	Provides a full description of the scale and nature of the Proposed Development.
6	Construction Strategy and Management	Will describe the anticipated programme and sequence of construction works and the key activities and their methods.
7 to 12	Topic-specific Chapters	Provides detailed assessment of each of the topics for which significant effects are considered likely. Based on this Scoping Request, these are proposed as being: 7. Air Quality 8. Daylight, Sunlight and Overshadowing 9. Ecology and Biodiversity 10. Noise and Vibration 11. Townscape and Visual 12. Transport and Movement
13	Intra-Development Cumulative Effects	Provides an assessment of the intra-development cumulative effects of the Proposed Development
14	Summary of Residual Effects, Mitigation and Next Steps	Contains an overall residual effects table to summarise the significance of impacts discussed in each of the technical chapters. A table will also be included to summarise all secondary mitigation proposed.

Volume 2 will contain the technical appendices that have informed the chapters contained within Volume 1. This will include documents such as the Transport Assessment and/or Noise Impact Assessment.

Volume 3 will be the Non-Technical Summary of the information provided in Volume 1. Its purpose is to provide an overview of the Proposed Development and its impacts on the environment for non-specialists.



12.2 Next Steps

This is a request for a scoping opinion submitted in accordance with Regulation 15(1) of the Town and County Planning (Environmental Impact Assessment) Regulations 2017 (as amended).

The consideration of likely significant effects in this request for a scoping opinion is preliminary, based on the professional views of the Applicant's technical consultant team.

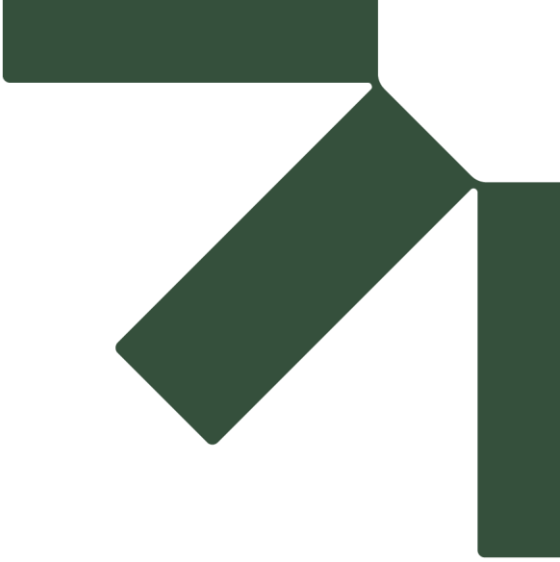
In accordance with Regulation 15(3), should MCC consider that it has not been provided with sufficient information to adopt a scoping opinion, they should notify the person making the request of the points on which it requires additional information.

As set out in Regulation 15(4), MCC must not adopt a scoping opinion until it has consulted the consultation bodies, but must [...], within 5 weeks beginning with the date of receipt of that request for a scoping opinion, or such longer period as may be agreed in writing with the person making the request, adopt a scoping opinion and must send a copy to the person who made the request.

As per Regulation 15(6), before adopting a scoping opinion MCC must take into account –

- (a) any information provided by the applicant about the proposed development;
- (b) the specific characteristics of the particular development;
- (c) the specific characteristics of development of the type concerned; and
- (d) the environmental features likely to be significantly affected by the development.





Appendix A Schedule 4 of the EIA Regulations 2017 (as amended)

Request for a Scoping Opinion

MIX, Manchester

Airport City Limited Partnership

SLR Project No.: 425.VT7978.00001

3 December 2025

Schedule 4

Information for inclusion in Environmental Statements

1. A description of the development, including in particular:
 - a) a description of the location of the development;
 - b) a description of the physical characteristics of the whole development, including, where relevant, requisite demolition works, and the land-use requirements during the construction and operational phases;
 - c) a description of the main characteristics of the operational phase of the development (in particular any production process), for instance, energy demand and energy used, nature and quantity of the materials and natural resources (including water, land, soil and biodiversity) used;
 - d) an estimate, by type and quantity, of expected residues and emissions (such as water, air, soil and subsoil pollution, noise, vibration, light, heat, radiation and quantities and types of waste produced during the construction and operation phases.
2. 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.
3. 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.
4. A description of the factors specified in regulation 4(2) likely to be significantly affected by the development: population, human health, biodiversity (for example fauna and flora), land (for example land take), soil (for example organic matter, erosion, compaction, sealing), water (for example hydromorphological changes, quantity and quality), air, climate (for example greenhouse gas emissions, impacts relevant to adaptation), material assets, cultural heritage, including architectural and archaeological aspects, and landscape.
5. A description of the likely significant effects of the development on the environment resulting from, inter alia:
 - a) the construction and existence of the development, including, where relevant, demolition works;
 - b) the use of natural resources, in particular land, soil, water and biodiversity, considering as far as possible the sustainable availability of these resources;



- c) the emission of pollutants, noise, vibration, light, heat and radiation, the creation of nuisances, and the disposal and recovery of waste;
- d) the risks to human health, cultural heritage or the environment (for example due to accidents or disasters);
- e) 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;
- f) the impact of the project on climate (for example the nature and magnitude of greenhouse gas emissions) and the vulnerability of the project to climate change;
- g) the technologies and the substances used.

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. This description should take into account the environmental protection objectives established at Union or Member State level which are relevant to the project, including in particular those established under Council [Directive 92/43/EEC\(1\)](#) and [Directive 2009/147/EC\(2\)](#).

6. A description of the forecasting methods or evidence, used to identify and assess the significant effects on the environment, including details of difficulties (for example technical deficiencies or lack of knowledge) encountered compiling the required information and the main uncertainties involved.

7. A description of the measures envisaged to avoid, prevent, reduce or, if possible, offset any identified significant adverse effects on the environment and, where appropriate, of any proposed monitoring arrangements (for example the preparation of a post-project analysis). That description should explain the extent, to which significant adverse effects on the environment are avoided, prevented, reduced or offset, and should cover both the construction and operational phases.

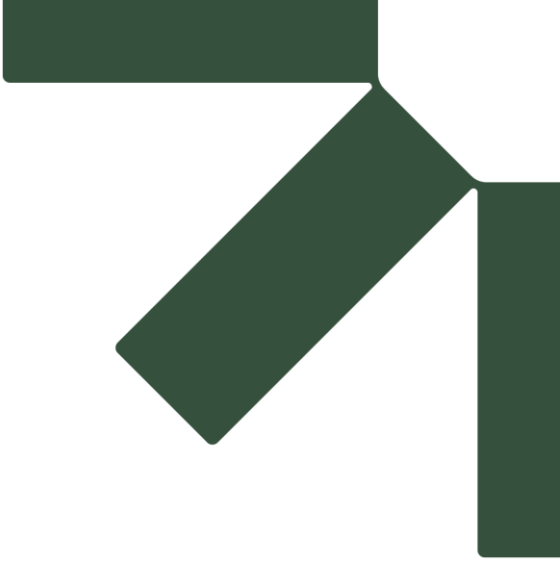
8. A description of the expected significant adverse effects of the development on the environment deriving from the vulnerability of the development to risks of major accidents and/or disasters which are relevant to the project concerned. Relevant information available and obtained through risk assessments pursuant to EU legislation such as [Directive 2012/18/EU\(3\)](#) of the European Parliament and of the Council or Council Directive 2009/71/Euratom(4) or UK environmental assessments may be used for this purpose provided that the requirements of this Directive are met. Where appropriate, this description should include measures envisaged to prevent or mitigate the significant adverse effects of such events on the environment and details of the preparedness for and proposed response to such emergencies.

9. A non-technical summary of the information provided under paragraphs 1 to 8.



10. A reference list detailing the sources used for the descriptions and assessments included in the environmental statement.





Appendix B Site Location Plan

Request for a Scoping Opinion

MIX, Manchester

Airport City Limited Partnership

SLR Project No.: 425.VT7978.00001

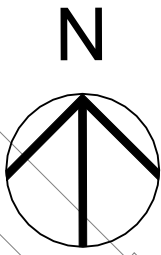
3 December 2025

Painswick Park

Electricity
Distribution Site

The
Red
(PH)

Site Boundary



NOTES

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REVISIONS	DATE	AMENDMENT
REV. P01	03/12/25	Boundary updated

KEYPLAN

CLIENT
Manchester Airport Group

PROJECT	MIX Manchester Masterplan			
SCALE@A0	DATE	ORIGINATOR	CHECKED	AUTHORISED
1 : 1000	03/12/25	CP	PC	PC
DESCRIPTION	Site Location Plan			

STAGE
Stage 3

BR NO.
7092

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STATUS: **S2** PURPOSE FOR ISSUE: **For Information**

DRAWING NO.: **7092-SRA-ZZ-ZZ-DR-A-SK305**

REV.
P01



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