



Environmental Statement Addendum

Volume III: Revised Non-Technical Summary

MIX, Manchester

Airport City Limited Partnership

SLR Project No.: 425.VT7978.00001

September 2026



Environmental Statement Addendum Volume III: Revised Non- Technical Summary

MIX, Manchester



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01 Introduction

Introduction

This revised Non-Technical Summary (NTS) comprises Volume III of the Environmental Statement (ES) Addendum. The ES has been prepared to accompany a hybrid planning application submitted to Manchester City Council (MCC) by Airport City Limited Partnership (hereafter referred to as 'the 'Applicant') for an employment and industrial development on land to the north of the A56 spur, immediately south of Wythenshawe and to the north of Manchester Airport, (the 'Application Site').

This revised NTS also includes updates for the submitted ES Addendum, where new effects and mitigation have been identified. Further context is provided on Page 5.

Background and Context

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), which has now been endorsed by MCC, 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 endorsed SRF, 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 endorsed 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.

The Application Site

The Application Site 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).

The Application Site has regional, national and international connectivity due to its close proximity to

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

The Proposed Development

The Applicant is seeking planning permission for the Proposed Development by way of a part detailed and part outline (hybrid) planning application. The description of the Proposed Development, as defined by the planning application form, is provided as follows:

Hybrid Planning Application seeking:

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



01 Introduction

Environmental Statement Addendum

An addendum to the ES has been submitted to accompany amendments that have been made to the planning application by the Applicant following post-submission consultation with planning officers at MCC, feedback from prospective tenants and ongoing engagement with statutory consultees.

Following a change to internal flight management at Manchester Airport, Manchester Airports Group (MAG) identified that the traffic survey data used in these assessments was collected prior to flight transfers from Terminal 1 to Terminal 2 at Manchester Airport and that these airline moves would, in their view, substantially affect traffic flows in the study area.

In addition, comments provided by MCC and Transport for Greater Manchester (TfGM) on the planning application identified two additional junctions to be included in the junction impact modelling for the TAA.

To address these comments, traffic surveys were undertaken in June 2026 to provide new baseline traffic data, and this has been used to update the previous traffic modelling and junction assessment work, which is presented in the Transport Assessment Addendum (TAA) appended to this ES Addendum.

Minor scheme changes were also detailed within the ES Addendum, however, these do not influence the assessments completed within the March 2026 ES and so were detailed within the ES Addendum for reference only.

In addition to the transport and movement ES chapter, the air quality and noise and vibration chapters were also updated as part of the ES Addendum due to their use of the revised baseline traffic data.

This NTS has therefore been updated in full to account for any changes in conclusions and mitigation identified within the ES Addendum for the above-mentioned topics. Reference should be made to the March 2026 NTS (available on the [MCC | Planning Portal](#) by searching planning reference number '145543/OO/2026') when reading this Revised NTS.



01 Introduction

Figure 1: Application Site Red Line Boundary

The Application Site comprises the area within the red line boundary.



Existing Site Plan
1 : 1000

NOTES

 Planning Application Boundary

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REVISIONS

REV.	DATE	AMENDMENT
P01	05/02/26	Planning Boundaries
P02	05/02/26	Planning Boundary Updated
P03	11/03/26	For Planning
P04	18/03/26	For Planning

KEYPLAN

CLIENT

Airport City Limited Partnership

PROJECT
MIX Manchester

SCALE@AD	DATE	ORIGINATOR	CHECKED	AUTHORISED
1 : 1000	16/03/26	JD	CP	PC

DESCRIPTION
Existing Site Plan

**SHEPPARD
ROBSON**

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STATUS PURPOSE FOR ISSUE
S2 Planning

STAGE
Stage 3

SR NO.
7092

DRAWING NO.
7092-SRA-ZZ-ZZ-DR-A-02020

REV.
P04



02 Environmental Impact Assessment

The Purpose of EIA

Environmental Impact Assessment (EIA) is a systematic process for ensuring that the likely significant effects of a new development on its surrounding environment are fully identified and taken into account before that development is allowed to proceed. The aim of the EIA process is to provide the relevant decision maker (in this case, MCC) with the information necessary to consider the potential environmental impacts, to ascertain whether they are acceptable and to secure measures to mitigate any impacts likely to result in significant effects, or remove them completely, prior to granting planning consent.

EIA Regulations and Process

An EIA has been carried out in accordance with the Town and Country Planning (EIA) Regulations 2017 (as amended).

The Proposed Development is of a type set out in Schedule 2, Category 10(b) of the EIA Regulations: 'urban development projects, including the

construction of shopping centres and car parks, sports stadiums, leisure centres and multiplex cinemas'.

The Proposed Development does not lie within a sensitive area, as defined in the EIA Regulations; however, on the basis that the Proposed Development exceeds the relevant screening thresholds and criteria (i) *the development includes more than 1 hectare of urban development which is not dwellinghouse development* and (iii) *the overall area of development exceeds 5 hectares*, for the category of development, the Proposed Development is considered to be Schedule 2 development and therefore falls within the scope of the EIA Regulations. Schedule 2 developments are considered to be 'EIA development' if they are likely to result in significant effects on the environment by virtue of factors such as their nature, size and location. The ES has been submitted in accordance with the EIA Scoping Opinion adopted by MCC.

The ES is the product of the EIA process and comprises a series of studies, surveys and consultations that have informed the design of the Proposed Development to seek to minimise its environmental effects and to identify measures to ensure that it is built and operated in a sustainable way.

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

This Non-Technical Summary is intended to provide members of the public, and any other interested parties without specialist technical knowledge, sufficient information to understand the proposals and the principal findings of the EIA, as presented in the ES.

Table 2: Technical Experts Used

Role	Company
EIA Consultant	SLR
Planning Consultant	CBRE
Architect	Sheppard Robson
Landscape Architect	Planit
Air Quality Consultant	Redmore Environmental
Daylight, Sunlight and Overshadowing Consultant	Pager Power
Ecology and Biodiversity Consultant	Buro Happold
Noise and Vibration Consultant	Buro Happold
Townscape and Visual Consultant	Planit
Transport and Movement Consultant	Buro Happold



03 Alternatives and Design Evolution

Alternative Locations

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

Alternative Designs, Sizes and Scales

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

Design Concept and Outline Parameters

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

- A Flexible Framework for Growth;
- Permeability & Connectivity;
- Active Neighbourhoods;

- Landscape & Ecology; and
- Servicing & Infrastructure.

Environmental Testing

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

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

Heights and Massing

One of the key topics discussed with MCC during the design development process was the appearance of the gable elevations and the way the building corners are expressed, particularly at the pedestrian entrance on the north-west corner of the Site opposite the Grade II listed Etrop Grange. The feedback received from MCC focused on three principal areas:

- Providing additional fenestration to the gable elevations;
- Introducing greater visual interest and articulation to the elevations; and

- Exploring opportunities to emphasise the corner through the building's form and height.

In response to this feedback:

- Additional windows have been incorporated into the gable elevations to provide greater activity and visual interest;
- A range of options were explored to introduce additional depth and articulation to the façades. However, these measures had to be carefully balanced against aviation safeguarding requirements, as features that create ledges, recesses or sheltered areas can increase opportunities for bird nesting. For this reason, further façade articulation was not pursued; and
- The design team undertook a series of studies to review how the proposed building form addresses this prominent corner and to consider opportunities for further emphasis through adjustments to the building's height and massing.

Alternative Technologies

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



04 The Proposed Development

The Applicant is seeking planning permission for the Proposed Development by way of a part full, part outline planning application.

Proposed Development

The description of the Proposed Development, as defined by the planning application form, is provided as follows:

Hybrid Planning Application seeking:

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

Construction Programme

The overall programme is estimated at circa nine years, with peak construction year being 2028, as set out in **Table 4**.

Layout

Figure 4 shows the layout of the Proposed Development.

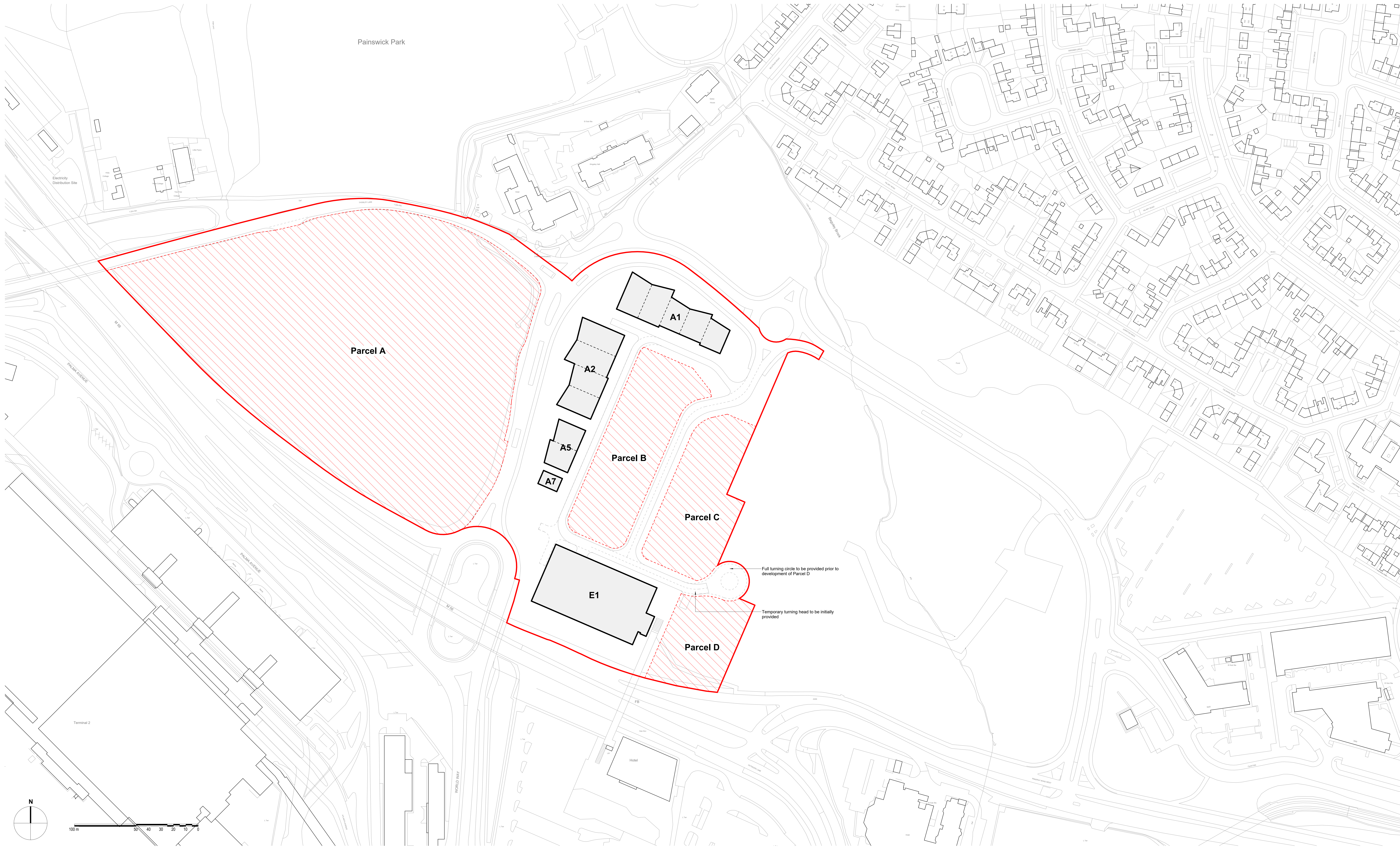
Table 4: Indicative Construction Programme and Duration

Construction Activity	Indicative Start Date	Indicative End Date	Approximate Duration (Months)
Construction of Mid-Tech Units (A2 and A5)	Q4 2026	Q3 2027	12
Construction of MSCP	Q4 2026	Q4 2027	15
Construction of Mid-Tech Units (A1.1/ A1.2)	Q3 2027	Q2 2028	12
Construction of Mid-Tech Units (A1.3/ A1.4)	Q2 2029	Q1 2030	12
Construction of Parcel A	2028	2035	96
Construction of Parcel A	2028	2030	36
Construction of Parcel C	2028	2035	96



04 The Proposed Development

Figure 4: Development Plot Parameter Plan



Proposed Site Plan
1 : 1000

NOTES

- Planning Application Boundary
- Outline Development Parcels (all matters reserved, save for primary access)
- Proposed Building Footprints for Detailed Approval

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P04	15/03/26	For Planning
P05	25/08/2026	Updated to LPA comments
P06	23/09/2026	Updated to LPA comments

KEYPLAN

CLIENT

Airport City Limited Partnership

PROJECT

MIX Manchester

SCALE@AD	DATE	ORIGINATOR	CHECKED	AUTHORISED
1 : 1000	23/09/2026	JD	CP	PC

DESCRIPTION

Proposed Site Plan

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S2 Planning
STATUS PURPOSE FOR ISSUE

STAGE
Stage 3

BR NO.
7092

DRAWING NO.
7092-SRA-ZZ-ZZ-DR-A-02030

REV.
P06



05 The Environmental Statement

Structure of the Document

The ES comprises three volumes:

Volume I: Main Text

This volume describes the proposals, the alternative options considered, the baseline environmental conditions, the likely significant effects of the proposed development alone and in combination with the cumulative schemes, the proposed mitigation measures, and the residual environmental effects.

Volume II: Technical Appendices

This volume contains all the relevant technical documents that support, and have informed, the assessments included within Volume II.

Volume III: Non-Technical Summary

This volume provides a concise, accessible overview of the information contained in Volumes II and III to make it readily comprehensible to non-specialists.

Effect Scale and Significance

Effects are generally understood to be the consequences of impacts. The scale of the effect is usually informed by the magnitude of the impact and the sensitivity of the receptor.

The assessment of effect scale within the ES is generally considered using a common scale, with effects described as being 'major', 'moderate', 'minor' or 'negligible' (which also includes no impact). Broad definitions for each of the scale of effect descriptors are provided here:

- **Negligible** – Effects that are beneath levels of perception, within normal bounds of variation or within the margin of forecasting error. These effects are unlikely to influence decision making, irrespective of other effects.
- **Minor** – These effects may be raised as local issues and may be of relevance in the detailed design of the proposed development but are unlikely to be critical in the decision-making process.
- **Moderate** – These effects are likely to be important at a local scale and on their own could have a material influence on decision-making.
- **Major** – These effects may represent key factors in the decision-making process. Potentially associated with sites and features of national or international importance or likely to be important considerations at a regional or district scale. Major effects may relate to resources or features that are unique and which, if lost, could not be replaced or relocated.

Effects are generally considered to be 'Significant' where they are of a 'Moderate' or 'Major' scale (either adverse or beneficial).

Effect Descriptors

In addition to the scale and significance of the effect, statements are made as to whether effects are the following:

- **Adverse** – a harmful or unfavourable effect (e.g. the loss of trees to allow the construction of new buildings)
- **Beneficial** – a favourable or advantageous effect (e.g. the creation of jobs as a result of construction works)
- **Neutral** – an effect that is on balance both beneficial and adverse
- **Direct** – an effect without intervening factors (e.g. the removal of trees to allow for the construction of new buildings)
- **Indirect** – an effect not directly caused by the development (e.g. changes to the pattern of traffic movements across the road network as a result of a new road being constructed)
- **Temporary** – an effect lasting only for a limited period of time (e.g. piling during construction)
- **Permanent** – an effect lasting or intended to last or remain unchanged indefinitely (e.g. land reclamation from the sea)
- **Short term** – an effect lasting between 0 - 3 years
- **Medium term** – an effect lasting between 3 - 15 years
- **Long term** – an effect lasting more than 15 years
- **Cumulative** – the effects of multiple projects on a single receptor or receptor group (e.g. traffic generated by a number of different developments occurring in close proximity to one another).



05 The Environmental Statement

EIA Scoping Exercise

A request for an EIA Scoping Opinion was submitted on behalf of the Applicant to MCC on 3rd December 2025, following which MCC adopted their formal EIA Scoping Opinion on 7th January 2026. Through this EIA Scoping Exercise, the technical topics to be considered within the EIA was agreed with MCC, as summarised below.

Topics 'Scoped Out' of the ES

For those topics where the potential for likely significant environmental effects are not anticipated, topic specific technical chapters have not been provided within the main volume of the ES, Volume I. These topics comprise:

- Archaeology;
- Built Heritage;
- Climate Change and Greenhouse Gas;
- Glint and Glare;
- Ground Conditions;
- Health;
- Major Accidents and Disasters;
- Socioeconomics;

- Waste and Materials; and
- Water Environment.

Topics 'Scoped In' to the ES

For those topics that are considered to have the potential for likely significant environmental effects, a detailed assessment has been provided within a technical chapter in Volume I of the ES. These topics comprise:

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

Cumulative Assessment Approach

The EIA Regulations require that all significant effects of a development are considered, including cumulative effects. The two main types of cumulative effects are as follows:

- **Inter-development effects:** The combined effects of the Proposed Development together with other approved

developments 'cumulative schemes' (taking into consideration effects at both the demolition and construction stage and the completed and operational stage); and

- **Intra-development effects:** The combined effects caused by the combination of a number of effects on a particular receptor or receptor group, which may collectively result in a larger scale of effect than individually.

11 cumulative schemes in the surrounding area have been considered alongside the Proposed Development in the EIA, where relevant.

06 Air Quality

Introduction

The Proposed Development has the potential to cause air quality effects as a result of dust and road traffic exhaust emissions. As such, an assessment was undertaken in order to determine baseline conditions and assess the significance of predicted effects.

The Application Site is partly located within the Greater Manchester Combined Authority Air Quality Management Area which has been declared due to high pollutant levels. However, local monitoring results and background pollutant concentrations indicate that levels are below the relevant criteria in the vicinity of the Application Site.

Construction Stage

Potential construction phase air quality effects from fugitive dust emissions were assessed as a result of earthworks, construction and trackout. A Construction Environmental Management Plan has been produced in support of the Proposed Development, including mitigation measures to be implemented during the construction phase. Measures outlined within the document will be reviewed and updated as necessary. They will then continue to be implemented in order to reduce potential effects associated with fugitive dust emissions during the construction phase as far as practicable. Significant effects are therefore considered unlikely.

Operation Stage

During the operational phase 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 Site. These were assessed using dispersion modelling and best practice guidance. Review of the results indicated that effects were not predicted to be significant at any sensitive receptor location.

Cumulative Effects

Cumulative effects may occur as a result of fugitive dust emissions from other committed developments during the construction phase, as well as additional traffic movements associated with the operational phase. Based on the inclusion of the identified mitigation measures, cumulative effects were not predicted to be significant at any sensitive receptor location.

Conclusion

Based on the results of the assessment, residual air quality effects associated with the Proposed Development are not considered to be significant.

No changes to the conclusions were identified within the ES Addendum.



07 Daylight, Sunlight and Overshadowing

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

Construction Phase

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

Operational Phase

The daylight (VSC) results indicate that the following properties would not satisfy the BRE guidelines with the Proposed Development in place:

- Grange Hotel
- Dwellings
- Little Faces Nursery

For all of these properties, a significant proportion of windows are predicted to experience a decrease in the vertical sky component, relative to the baseline value, greater than the BRE recommended threshold of 20%. Only the modelled Parcel A is predicted to cause the overshadowing on these windows. A medium impact is predicted due to the reduction of skylight.

Therefore, the overall effect to daylight on the above properties with the Proposed Development in place is considered to be local, long term, direct and Moderate Adverse (significant).

The sunlight (APSH) results indicate that the following property would not satisfy the BRE guidelines with the Proposed Development in place:

- Grange Hotel

For the Grange Hotel, less than 15% of windows are predicted to experience a decrease in the vertical sky component, relative to the baseline value, greater than the BRE recommended threshold of 20%. Only the modelled Parcel A is predicted to cause the overshadowing on these windows. Due to the low proportion of windows expected to be significantly impacted, a small impact is predicted due to the reduction of sunlight.

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

Potential design development of Parcel A at the RMA stage could result in reduced effects at these receptors.

Full details of the VSC and APSH analysis are provided within **Appendix 8.1, ES Volume II**.

No cumulative effects were determined.

08 Ecology and Biodiversity

Introduction

This chapter assesses the likely significant effects of the Proposed Development on designated sites, habitats and species within the defined zone of influence (Zoi) during construction and operation. The assessment is based on a desk study, Kuha survey, detailed botanical survey and bat tree assessments (including aerial inspection of identified Potential Roost Features).

The assessment of likely effects is undertaken with embedded mitigation in place. Embedded mitigation comprises:

- Primary mitigation - design-led habitat retention and new green infrastructure; and
- Tertiary mitigation - standard best-practice construction controls secured through the CEMP.

Secondary mitigation is identified separately and is then taken into account when reporting the likely residual effects.

Construction Stage

With primary mitigation and tertiary mitigation (CEMP controls) embedded, most construction effects on designated sites, retained habitats and disturbance to fauna are predicted to be negligible and not significant.

Construction habitat loss is the primary adverse effect for the Proposed Development. After secondary mitigation is taken into account, the likely residual construction effects are:

- Partial loss of other woodland; broadleaved and mixed

(priority habitat):

A minor adverse effect at the local scale. This effect is not significant.

- Complete loss of OMHPDL (priority habitat):
A moderate adverse effect at the county scale. This effect is significant, as OMHPDL is a county // important habitat and cannot be retained or reproduced on // site.
- Loss of other neutral grassland:
A minor adverse effect at the local scale. This effect is not significant.
- Loss of foraging and commuting habitats for bats, breeding birds and European hedgehog:
A minor adverse effect at the local scale. This effect is not significant.
- Potential killing, injury or entrapment of priority and protected species (bats, breeding birds, European hedgehog and amphibians):
A negligible adverse effect at the local scale after secondary mitigation is applied. This effect is not significant.

Operation Stage

During operation, potential external lighting effects on bats will be controlled through a Site Lighting Strategy secured by condition; with this in place, effects are predicted to be negligible adverse and not significant.

Cumulative Effects

A review of cumulative schemes within the Zoia identified several developments; those at greater distance or separated from the Proposed Development by major roads or built infrastructure were scoped out due to the absence of ecological connectivity and therefore no realistic pathway for in // combination effects.

The Davenport Green Masterplan, approximately 1 km west, was taken forward in the appraisal; however, based on the allocation information and receptor screening it is not expected to contribute to additional in // combination construction loss of habitats identified as sensitive receptors in this assessment, it is also unlikely to materially increase in-combination effects on foraging and commuting resources for species, so cumulative effects on bats, breeding birds and European hedgehog are not expected to increase significantly.

Accordingly, both construction and operational in // combination effects remain as assessed for the Proposed Development alone, with no change to the reported residual significance.

Conclusion

In EIA terms, only effects assessed as Moderate or Major are considered significant. For the Proposed Development, significant effects comprise the construction-stage complete loss of open mosaic habitat on previously developed land (OMHPDL) resulting in a moderate adverse effect; significant at the county level.

No other residual effects are significant in EIA terms.



09 Noise and Vibration

Introduction

A comprehensive baseline noise survey has been undertaken around the Proposed Development site to establish the existing (baseline) conditions, and to form the basis of an assessment of the potential impacts and effects that may arise from the construction and operation of the Proposed Development.

The results of the surveys showed that a range of noise conditions exist in the areas around the Proposed Development. The noise environment at most locations is typically dominated by constant road traffic noise from the M56 motorway and occasional aircraft noise. Other noise sources in the area include local road traffic noise from the Thorley Lane and Enterprise Way.

Using relevant methodologies for each type of source, the expected levels of noise have been predicted at sensitive receptors around the Application Site and adjacent to the relevant roads to changes in traffic. Using the results, the associated potential impacts and effects have been reviewed.

The ES Addendum chapter assesses the revised traffic flows associated with the Proposed Development following the completion of additional traffic surveys in June 2026.

Construction Stage

The assessment of construction noise has shown that, in general, there would be no significant adverse effects due to noise from the works associated with the Proposed Development at nearby receptors. For a small number of locations, temporary adverse effects have been predicted, mainly at properties closest to the site during the various phases of construction activity. To manage the impacts at these locations, Best Practicable Means would be used to mitigate and minimise the effects.

Operation Stage

No significant adverse effects have been predicted as a result of sound from operational activities taking place at the Proposed Development. The design of the Proposed Development does not include additional mitigation; and is based on the illustrative masterplan, which is considered to provide a 'realistic worst-case' based on aspects including the orientation and external layout of the buildings in terms of the potential noise impacts.

Cumulative Effects

The cumulative effects from identified schemes have been considered during both the construction and operational phases. Noise impacts during both phases are predicted to be negligible due to the location and uses of the schemes, as well as the timelines for each scheme being considered to not overlap. Overall, significant cumulative noise effects on sensitive locations are considered unlikely.

Conclusion

In conclusion, the assessment of the likely impacts and effects from noise associated with both the construction and operation of the Proposed Development has identified only adverse effects at a small number of locations. Where practicable, measures have been identified to mitigate and minimise adverse impacts.

No changes to the conclusions were identified within the ES Addendum.

10 Townscape and Visual

Introduction

Chapter 11: Townscape and Visual (TVIA) presents an assessment of the potential significant effects of the Proposed Development upon sensitive townscape and visual receptors. The chapter has been written by Planit, a registered practice of the Landscape Institute.

Construction Stage

During construction, effects on the surrounding townscape and views are expected to be temporary and generally limited. There may be some short to medium-term changes to views and the character of the area due to construction activity, with View 7 - north from footbridge over M56 (adj. to TRIBE Hotel) recording the only significant adverse effect, due to the inevitable dominant change to the character of this elevated open view from the footbridge.

The Application Site's character itself as a townscape receptor will inevitably experience the most level of change, but not result in any overall significant adverse effects. In short, the assessment finds that construction impacts are predominantly not likely to be significant, apart from View 7.

Operation Stage

During operation, effects on the surrounding townscape and views will be permanent, but the extent of change experienced will still be generally limited, apart from shorter range views (Views 4 - south from Thorley Lane / Enterprise Way junction (setting of Grade II listed Etrop

Grange Hotel), 6 - north from Terminal 2 Roundabout (cycle lane over M56) & 11 - west from Enterprise Way) where a clearer appreciation of the Proposed Development can be experienced. These particular views experience medium to large beneficial magnitude of changes as a result of the Proposed Development, noticeably improving their respective visual characters, but not resulting in any significant effects. View 7 records the only significant adverse effect, due to the inevitable dominant change to the character of this elevated open view from the footbridge.

The Application Site's character itself as a townscape receptor will inevitably experience the most level of change, positively replacing the car park and brownfield land with new built development and landscaping, but not result in any overall significant beneficial effects. In short, the assessment finds that beneficial operational effects created by the Proposed Development are not likely to be significant, reflecting the relatively low sensitivities of townscape and visual receptors.

Cumulative Effects

The assessment has also considered whether the Proposed Development, together with other nearby planned (committed) developments, could combine to create noticeable effects during construction or once completed. This takes into account the expected effects of each scheme and the standard measures that would be in place to manage construction. Where the Proposed Development on its own would result in little or no noticeable change, it has been concluded that it would not combine with other schemes to create significant cumulative effects, and these situations have not been

considered further.

In summary, the assessment finds that the Proposed Development is unlikely to give rise to any significant cumulative effects across both townscape and visual receptors with other committed developments.

Conclusion

In conclusion, this chapter finds that the Proposed Development would only give rise to two significant effects in EIA terms, one during construction and one during operation. These are both related to View 7 – the close-range proximity and inevitable dominant changes to this view as a result of the construction and Proposed Development will change its current open elevated visual character. Construction effects would be temporary, localised and limited in extent, with appropriate site management and mitigation in place. Once complete, the development would introduce permanent change, including improvements to the Application Site itself through new buildings and landscaping, but effects on the wider townscape and surrounding views would generally be limited due to the area's existing commercial and airport-related character – apart from short-range views where clearer perceptions of the benefits created by the Proposed Development can be appreciated.

The identification of this particular Application Site in the endorsed SRF, and policies within the Manchester Core Strategy, highlight the area's deemed suitability for future development and regeneration. As such, the Proposed Development is considered to sit comfortably within the evolving Airport context.

11 Transport and Movement

Introduction

An assessment has been undertaken of the environmental effects of the Proposed Development with respect to traffic and movement. It considers these effects during both the construction and operational phases of the Proposed Development. This has been updated to reflect the revised conclusions within the ES Addendum.

Construction Stage

The construction of the Proposed Development will lead to additional construction vehicle movements on the highway network. Construction related traffic would comprise staff transport, deliveries and disposal of construction materials and excess excavated material.

The anticipated peak in terms of construction vehicle movements occurs in 2027.

With the implementation of the outline CMP, the assessment during the construction phase has shown that the effect on all road users on the local highway network would be negligible.

Operation Stage

During operation, the Proposed Development will lead to additional multi-modal person trips on the local transport network, including deliveries and servicing.

No significant adverse effects were identified resulting from the Proposed Development in relation to non-

motorised users in terms of severance, pedestrian / cycle delay, pedestrian / cycle amenity and highway safety.

There is a minor adverse effect in relation to driver delay and the TAA has identified possible highway improvements for consideration at the A555 / Outwood Lane, A555 / Enterprise Way and Enterprise Way/Thorley Lane signal junctions, and T2 roundabout carriageway widening which will be considered further during determination in discussion with MCC/ TfGM. Improvements to these junctions/roundabouts are proposed, with further details provided in the TAA.

Implementation of a Framework Travel Plan will seek to mitigate some of this impact by reducing the volume of car traffic generated by the Proposed Development.

The increase in walking and cycling trips will be mitigated through the proposed public realm improvements on-site, which will significantly enhance east-west and north-south connections for pedestrians and cyclists through the Application Site as well as improved connections to/ from the south via the existing pedestrian and cycle bridge over the M56 Spur.

It is also acknowledged that there will be wider improvements implemented as part of the Metrolink's Western Leg extension, which include a new station for Terminal 2 and footbridge connection northbound over the M56 Spur, which will enhance public transport accessibility and pedestrian and cycle to travel at the Application Site.

Cumulative Effects

An assessment has been undertaken of the transport implications associated with the cumulative schemes, which shows that where information is publicly available, the level of vehicle trip generation is small and/or would already be included in the local growth rates that have been applied to the baseline traffic flows.

Cumulative effects are considered inherently as part the operational phase.

Subject to the implementation of best practice construction traffic management measures for these cumulative schemes (secured through planning condition or planning obligations), the temporary residual short-term cumulative effects to road users is not expected to be significant.

Conclusion

In conclusion, the results of this assessment have indicated that the potential environmental effects resulting from the increase in traffic generated by the Proposed Development are predicted to be minor or not significant, providing that the mitigation measures are implemented as part of the Proposed Development.

While no quantitative analysis can be undertaken to determine the overall effect of a Travel Plan, it is widely acknowledged that a successful Travel Plan will have a beneficial effect on influencing sustainable travel modes particularly as it seeks to encourage a modal shift from car use to public transport use and/or healthy modes of travel such as walking and cycling.



12 Intra-Development Summary

ISEP Guidance identifies two types of cumulative effects:

- **Inter-project (or 'inter-development') effects:** incremental changes caused by other existing and/or approved development schemes occurring together with the Proposed Development and the cumulative effects combining to worsen the effect of a particular impact; and
- **Intra-project (or 'intra-development') effects:** those effects that occur as a result of interactions between different environmental topics on a single receptor or receptor group as a result of the Proposed Development. For example, a project might affect a particular residential receptor through noise impacts and also through a worsening of air quality. Each of these when considered in isolation may have a limited effect but taken together the sum is greater than the parts.

During the construction stage, no intra-development cumulative effects are anticipated.

During the completed development stage, no intra-development cumulative effects are anticipated.



13 Residual Effects Summary

The residual effects of the Proposed Development are summarised in **Table 14.2** of **Chapter 14** of **ES Volume I**.

The residual effects have also been summarised in each of the relevant technical topic ES chapters. The likely significant residual effects of the Proposed Development are set out in the section below.

Likely Significant Effects

Construction Stage

Following implementation of mitigation measures, the Proposed Development would produce the following likely significant environmental effect during the construction phase:

- Ecology and Biodiversity — Open Mosaic Habitat on Previously Developed Land loss; and
- Visual — Changes to the character and amenity of View 7 as a result of increased construction activity.

Completed Development Stage

Following implementation of mitigation measures, the Proposed Development would produce the following likely significant environmental effects during the completed development stage:

- Daylight, Sunlight and Overshadowing —
 - Reduction in received skylight to Grange Hotel (Moderate Adverse);
 - Reduction in received skylight to dwellings (Moderate Adverse);
 - Reduction in received skylight to Little Faces Nursery (Moderate Adverse); and
- Visual — Changes to the character and amenity of View 7 as a result of the operational development (Moderate Adverse).

No new significant residual effects were identified within the ES Addendum.



14 What Next?

Determination Period

MCC shall not determine the EIA application until the expiry of 30 days from the last date on which consultation letters were issued by the Council and the ES made available to consultees. The determination must also be made after the expiry of 30 days from the display of the site notice, from the date of publication in the local newspaper and from the date of advertisement on the Council's website (whichever is later).

Those applications accompanied with an ES are to be decided within 16 weeks of submission

How To Comment

The ES and ES Addendum are available for viewing by the public on MCC's website.

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

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

SLR Consulting

3rd Floor Summit House

12 Red Lion Square

London

WC1 4HQ

Tel: 0330 088 6631

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

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

Further information on the determination of the planning application is contained in **Chapter 14: Summary of Mitigation, Residual Effects & Next Steps** of the march 2026 ES



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