



Environmental Statement Addendum

MIX, Manchester

Airport City Limited Partnership

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SLR Project No.: 425.VT7978.00001

Client Reference No: 058700

September 2026

Revision: 1

Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
1	September 2026	B.Smith & M.Willcox	C.Ellis	C.Ellis

Basis of Report

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Acronyms and Abbreviations

Glossary

Term	Definition
Air Quality Objective	The name given to the maximum ambient pollutant concentration that is not to be exceeded either without exception or within a permitted number of exceedances over a specified timescale for a pollutant outlined in the national Air Quality Strategy.
Baseline Conditions	The existing environment against which potential changes caused by the Proposed Development are measured.
Cumulative Effect	The collective effects of the proposed development in combination with other committed developments (cumulative schemes) in the surrounding area.
Dust	Dust is a generic term covering particles of different compositions, shapes and sizes. These can have different impacts and effects: Those particles up to 10µm (micrometres) in diameter (known as PM₁₀) remain suspended in air for long periods and because they are fine enough to be breathed in and can, potentially, cause health effects. The particles that are larger (and maybe visible to the naked eye) are not thought to cause health effects to the same extent, but can cause disamenity through soiling and staining when they deposit onto window ledges, cars, laundry and plants etc.
Free-field Level	The sound level in an open area well away from any buildings or other sound reflecting surfaces other than the ground. Generally, the minimum distance from building facades required for free-field measurements is 3.5m.
Magnitude	A judgment about the size, scale, and extent of the identified change to the townscape or view.
Mitigation	Measures proposed to prevent, reduce, or offset any potential adverse effects of the Proposed Development.
Sensitivity	A term combining judgments about the value of a receptor and its susceptibility to change.
Significance	The measure of the overall importance or gravity of the environmental effect, determined by considering the sensitivity of the receptor and the magnitude of the effect.
Value	The relative importance or quality attached to a specific receptor, which can be informed by designations (e.g., Conservation Areas) or community interest.

Abbreviations

Abbreviation	Term
AADT	Annual Average Daily Traffic
AAWT	Annual Average Weekday Traffic
AQO	Air Quality Objective
CEnv	Chartered Environmentalist
CRTN	Calculation of Road Traffic Noise



Abbreviation	Term
DM	Do Minimum
DoS	Degree of Saturation
DS	Do Something
EIA	Environmental Impact Assessment
EIA Regulations 2017	The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended)
ES	Environmental Statement
GIA	Gross Internal Area
GMCA	Greater Manchester Combined Authority
HGV	Heavy Goods Vehicle
IAQM	Institute of Air Quality Management
IES	Institute of Environmental Sciences
IOA	Institute of Acoustics
LA	Local Authority
LOAEL	Lowest Observed Adverse Effect Level
MAG	Manchester Airports Group
MCC	Manchester City Council
MSCP	Multi-Storey Car Park
NB	Northbound
NO ₂	Nitrogen Dioxide
NPPF	National Planning Policy Framework
NTS	Non-Technical Summary
PISEP	Practitioner of the Institute of Sustainability and Environmental Professionals
PM ₁₀	Particulate Matter with an Aerodynamic Diameter of Less than 10µm
PM _{2.5}	Particulate Matter with an Aerodynamic Diameter of Less than 2.5µm
RFC	Ratio of Flow Capacity
SB	Southbound
SLR	SLR Consulting Limited
SOAEL	Significant Observed Adverse Effect Level
TA	Transport Assessment
TAA	Transport Assessment Addendum
TfGM	Transport for Greater Manchester



1.0 Introduction

SLR Consulting Limited (SLR) has been commissioned by Airport City Limited Partnership ('the Applicant') to prepare an Environmental Statement (ES) Addendum for submission to Manchester City Council (MCC) to support a part outline and part detailed (hybrid) planning application for a mainly employment and industrial development, on land to the north of the A56 spur, immediately south of Wythenshawe and to the north of Manchester Airport ('the Application Site').

It 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 affected 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.

Reference should be made to the March 2026 ES (available on the [MCC | Planning Portal](#) by searching planning reference number '145543/OO/2026') when reading this ES Addendum to provide additional contextual information.

This ES Addendum has been undertaken in accordance with the statutory procedures set out in the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 as amended ('the EIA Regulations').

1.1 Approach to the ES Addendum

The purpose of this ES Addendum is to report the new baseline traffic data and associated effects. The scheme updates have also been included, however, they have no bearing on the conclusions made in the March 2026 ES.

Only the Air Quality, Noise and Vibration, and Traffic and Movement technical assessments have been updated and supersede the relevant sections in the March 2026 ES. This is due to the new baseline traffic data impacting the aforementioned technical assessments exclusively. As a result, the updated ESA chapters should be read in conjunction with the corresponding March 2026 ES which can be found at: [Manchester City Council | Planning Portal](#) by searching planning reference number: 145543/OO/2026. Due to ease of access on the planning portal, these documents are not appended to this ES Addendum but are referred to as necessary throughout.

ES Addendum Volume I: Environmental Statement Addendum Main Report provides an overview of the Amended Proposed Development and includes technical ES Addendum chapters which assess the effects of the Amended Proposed Development and provides a comparison of the effects to the March 2026 ES.

Supporting Technical Appendices (ES Addendum Volume II) have also been reviewed in line with the Proposed Amendments and updated where applicable to support the assessments completed. Any revised technical appendices submitted to support the ES Addendum are listed below.



ES Addendum Volume III: The revised Non-Technical Summary (NTS) provides a concise summary of the ES written in non-technical language. This includes details of the Proposed Amendments and any changes to the conclusions from the March 2026 ES.

There is no change to the general EIA Methodology and Significance Criteria presented within the March 2026 ES.

1.1.1 Structure of the ES Addendum

The technical chapters within this ES Addendum follow the same structure and chapter order presented within the March 2026 ES. The introductory and concluding chapters have been condensed to a more concise format to meet the needs of this ES Addendum. The structure of the ES Addendum is as follows:

- ES Addendum Volume I: Environmental Statement Addendum Main Report
 - Chapter 1: Introduction;
 - Chapter 4: Alternatives and Design Evolution;
 - Chapter 5: The Proposed Development;
 - Chapter 7: Air Quality;
 - Chapter 10: Noise and Vibration;
 - Chapter 12: Traffic and Movement;
 - Chapter 13: Intra-Development Cumulative Effects; and
 - Chapter 14: Summary of Mitigation and Residual Effects.
- ES Addendum Volume II: Technical Appendices
 - Appendix 7.1: Operational Phase Road Vehicle Exhaust Emissions Assessment;
 - Appendix 10.1: Annual Average Weekday Traffic Flows; and
 - Appendix 12.1: Transport Assessment Addendum (TAA).
- ES Addendum Volume III: Revised Non-Technical Summary (NTS)

No changes have been made to the following chapters of the March 2026 ES and therefore these are not included within this ES Addendum:

- Chapter 2: EIA Methodology;
- Chapter 3: Site Description;
- Chapter 6: Construction Strategy and Management;
- Chapter 8: Daylight, Sunlight and Overshadowing;
- Chapter 9: Ecology and Biodiversity; and
- Chapter 11: Townscape and Visual.

1.2 Legislation, Planning Policy and Guidance

This ES Addendum considers relevant legislation and relevant national, regional and local planning policy and industry guidance and considers any relevant updates since preparation the March 2026 ES. Of relevance are updates to the following:

- National Planning Policy Framework (NPPF) – Sets out the government’s policies for plan-making and decision making on development proposals in England, most recently updated in August 2026.



The updates to the above do not impact on the general assessment methodology used within this ES Addendum. Each individual technical chapter of this ES Addendum considers relevant policy and guidance updates since preparation of the March 2026 ES and provides commentary on these.

1.3 Cumulative Schemes

The March 2026 ES noted eleven cumulative schemes within 2km of the Application Site. These schemes have been reviewed in addition to any subsequent cumulative schemes that have been submitted in the intervening period.

Changes at two cumulative schemes have been identified:

- **Manchester Business Park Extension, Aviator Way (Planning Ref. 144691/FO/2025)** – this development was granted planning permission in May 2026 and should now be included in the assessment as a cumulative scheme for transport; and
- **THQ Development (The Hut Group) Enterprise Way** – Phases 2 and 3 of the THQ Development have lapsed but Phase 1 (Planning Ref. 129109/JO/2021) was implemented and is still a cumulative scheme and should be included in the assessment for transport.

These changes are accounted for as they only impact traffic related studies which are included in this ES Addendum.

1.4 ES Availability and Comments

The March 2026 ES and this ES Addendum are available for viewing by the public on MCC's website by searching planning reference number '145543/OO/2026':

<https://www.manchester.gov.uk/planning-and-regeneration/planning/planning-permission/see-or-comment-on-planning-applications>

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

Hard copies of the ES and the 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 reference 'MIX, Manchester ES'.

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).



4.0 Alternatives and Design Evolution

No changes have been made to alternatives and design evolution, with exception of the below.

4.1 Permeability & Connectivity

MCC have requested that the footpath from the A555 (to the east of the Application Site) is maintained and implemented across the masterplan.

Within the first phase of development, it is proposed that a 'hammerhead' is installed prior to the turning circle. Upon commencement of later phases of development (i.e., when B1 is developed), this will be upgraded to the turning circle.

4.2 Detailed Elements Design Evolution

The amendments have been made in response to comments received during the planning consultation period from planning officers at MCC, feedback from prospective tenants and ongoing engagement with statutory consultees.



5.0 The Proposed Development

5.1 Description of the Proposed Development

5.1.1 Overview

The design amendments do not require a change to the description of development presented within **Section 5.2** of the March 2026 ES which remains as follows:

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

Hybrid Planning Application seeking:

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

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), or any Order revoking and re-enacting that Order with or without modification, the total mezzanine floorspace provided within Units A1.1 to A1.5, A2.1 to A2.4 and A5.1 (as shown in plan ref: 7092-SRA-A1-01-DR-A-02101; 7092-SRA-A2-01-DR-A-02101; and 7092-SRA-A5-01-DR-A-02101) shall not exceed 1,320 sqm gross internal area.

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

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

5.1.2 Land Uses and Quantum of Development

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

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

Table 5.1: Proposed Floorspace

Land Use	Floorspace Area (m ²) Gross Internal Area (GIA)
Unit A1	2,265
Unit A2	2,225
Unit A5	760
Unit A7	180



Land Use	Floorspace Area (m ²) Gross Internal Area (GIA)
Multi-Storey Car Park (E1)	41,260 (inclusive of 475m ² commercial unit)
Parcel A (Units F1 – F5)	49,500
Parcel B (Units A3 and Unit A6)	23,100
Parcel C (Units B3 and E2)	17,820
Parcel D (Unit B1)	16,060

5.1.3 Pedestrian, Cycle and Vehicular Access and Circulation

MCC have requested that the footpath from the A555 (to the east of the Application Site) is maintained and implemented across the masterplan.

Within the first phase of development, it is proposed that a 'hammerhead' is installed prior to the turning circle. Upon commencement of later phases of development (i.e., when B1 is developed), this will be upgraded to the turning circle.

5.1.4 Landscaping and Ecological Enhancement

A small section of the gabion seating will be replaced with landscaping and an embankment, while the existing planting will be retained.

5.1.5 Lighting Strategy

Feedback from occupiers and tenants has indicated that achieving 15% rooflights is a desirable feature for the Mid-Tech units.



7.0 Air Quality

7.1 Introduction

This ES Addendum chapter assesses the potential for air quality impacts as a result of revised traffic flows associated with the Proposed Development following the completion of additional traffic surveys.

This Addendum chapter is supported by the following technical appendix, which is presented in **ESA Volume II**:

- **Appendix 7.1** – Operational Phase Road Vehicle Exhaust Emissions Assessment.

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

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

This chapter should be read in conjunction with Chapter 7 of the March 2026 ES and its associated appendices.

7.2 Updates to Legislation, Policy and Guidance

Since preparation of the March 2026 ES, the National Planning Policy Framework (NPPF)¹ has been updated. The latest version of the document was considered as part of this Addendum, albeit has no bearing on the conclusions made in the March 2026 ES.

7.3 Assessment Methodology Updates

No changes to the assessment methodology have taken place since preparation of the March 2026 ES.

7.4 Changes to Baseline Conditions

7.4.1 Air Quality Monitoring

Since the March 2026 ES, Manchester City Council (MCC) and the Greater Manchester Combined Authority (GMCA) have released air quality monitoring data for 2025. The relevant nitrogen dioxide (NO₂) values are shown in **Table 7.1**, alongside the concentrations shown in the March 2026 ES. Exceedances of the relevant Air Quality Objective (AQO) of 40µg/m³ are shown in **bold**.

¹ Ministry of Housing, Communities and Local Government (2026), National Planning Policy Framework.



Table 7.1: Monitoring Results

Monitoring Site		Monitored NO ₂ Concentration (µg/m ³)			
		2022	2023	2024	2025
CAP_MANC_023	A555 (Ringway Road West)	35.2	34.1	32.9	30.0
CAP_MANC_024	A555 (Manchester Airport Relief Road)	37.9	35.0	34.8	33.9
CAP_MANC_025	Ringway Road	19.1	-	-	-
CAP_MANC_174	Ringway Rd	37.5	36.4	33.3	30.5
CAP_MANC_175	Ringway Rd	41.4	40.3	36.5	33.8

As shown in **Table 7.1**, annual mean NO₂ concentrations during 2025 were below the AQO at all monitoring locations.

7.4.2 Sensitive Receptors

There are no new sensitive receptors in the vicinity of the site. Further, the sensitivity of the identified receptors has remained the same. As such, the sensitive locations assessed within this Addendum remain the same as those considered in the March 2026 ES.

7.5 Assessment of Likely Significant Effects

7.5.1 Construction Effects

The likely impacts arising from the construction of the Proposed Development are the same as those outlined within the March 2026 ES. For ease of reference, dust effects during construction are considered **Negligible** and therefore **not significant**.

Effects are considered to be **direct, short term, temporary** and **adverse**.

7.5.2 Operational Effects

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

7.5.2.1 Embedded Mitigation

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

7.5.2.1 Operational Phase Road Vehicle Exhaust Emissions Additional Mitigation & Monitoring

Vehicle movements associated with the operation of the Amended Proposed Development will generate exhaust emissions on the local and regional road networks. An updated assessment was therefore undertaken using dispersion modelling in order to quantify potential changes in pollutant concentrations at sensitive locations in the vicinity of the Application Site. This is provided in **ESA Volume II, Appendix 7.1**.

The traffic flows used within the dispersion modelling assessment have generally increased when compared to the data used in the March 2026 ES. Predicted concentrations at sensitive receptor locations have therefore also increased slightly. However, as outlined in Section 3.0 of Appendix 7.1, effects on annual mean NO₂, particulate matter with an aerodynamic diameter of less than 10µm (PM₁₀) and particulate matter with an aerodynamic diameter of less than 2.5µm (PM_{2.5}) concentrations as a result of operational phase road vehicle exhaust emissions



are comparable to those reported in the March 2026 ES and were predicted to be **Negligible Adverse** at all receptors. This is considered to be **not significant**.

Effects are considered to be **direct, long term** and **permanent**.

7.5.3 Construction Mitigation

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

7.5.4 Operational Mitigation

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

7.6 Likely Additional Residual Effects

No additional or different effects have been predicted as a result of the Amended Proposed Development. Effects outlined within the March 2026 ES therefore remain valid.

7.7 Inter-Development Cumulative Effects

No additional cumulative schemes have been identified requiring assessment and no changes to the cumulative effects concluded in the March 2026 ES are considered likely.



10.0 Noise and Vibration

10.1 Introduction

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

The trip generation associated with the Proposed Development remains unchanged from that set out in the March 2026 ES.

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

- **Appendix 10.1** – Annual Average Weekday Traffic Flows.

This Addendum chapter has been prepared by Joe Nott, a suitably qualified acoustician, with nine years of experience and an associate member of the Institute of Acoustics (IoA), the professional body for acousticians and noise consultants in the UK, following the guidance set out in Government policy and relevant British Standards.

This Addendum chapter has been reviewed by James Stokes, who has over 12 years experience in acoustic consultancy is a full member of both the IoA (MIOA) and holds an MPhys in Physics with study in Europe.

This chapter should be read in conjunction with Chapter 10 of the March 2026 ES and its associated appendices.

10.2 Updates to Legislation, Policy and Guidance

Since the preparation of the March 2026 ES, the National Planning Policy Framework (NPPF) has been updated (August 2026)².

The NPPF sets out the Government's Planning Policy for England. The potential impacts of noise are addressed in the following paragraphs of the document, albeit has no bearing on the conclusions made in the March 2026 ES:

Policy P3 requires development proposals to be appropriate for their location, having regard to the likely effects of pollution on health, living conditions and the natural environment. This includes consideration of both on-site and off-site effects, cumulative impacts, and whether impacts arise from the proposed development itself or from existing conditions in the surrounding area.

In relation to noise, the policy requires development to provide healthy living conditions for occupiers and users by avoiding exposure to noise levels that could have an unacceptable adverse effect on health or quality of life. Where necessary, suitable mitigation measures should be incorporated to secure acceptable living conditions.

The policy also requires development not to give rise to, or contribute to, unacceptable levels of noise on or beyond the site. Adverse impacts should be avoided where possible or otherwise mitigated to an acceptable degree. Development should mitigate and reduce potential adverse noise impacts to a minimum, avoid noise exposure that would result in a significant observed adverse effect, and maintain the character of tranquil areas where relevant.

In applying the policy, it is assumed that separate regulatory regimes for the control of pollution will operate effectively, unless there is clear evidence to the contrary. Relevant emissions limits established through those regimes may therefore be taken into account.

² Ministry of Housing, Communities and Local Government (2026), National Planning Policy Framework.



Policy P4 sets out the principle that existing businesses, community facilities, public services and other established activities should not have unreasonable restrictions placed on their current or permitted operation as a result of development being approved after those activities were established.

In this context, new development should be capable of being integrated effectively with existing activities and infrastructure in the surrounding area. This includes, where relevant, uses such as pubs, music venues, places of worship, sports clubs, emergency services, industrial premises, waste sites and other established operations that may generate noise or other impacts.

Where an existing activity could have a significant adverse effect on a proposed development nearby, the policy requires the applicant, as the agent of change, to identify the nature of the potential impacts. This should be informed, where necessary, by early engagement with the operators of existing uses that could be affected by the proposal, so that appropriate mitigation can be considered.

The policy also requires development proposals to demonstrate that suitable mitigation can be provided before first occupation, where this is necessary for the development to be acceptable. Such mitigation may be secured through Planning Conditions or obligations. Both the lawful current operation and any permitted level of operation of existing activities should be taken into account when applying the policy.

No other changes to policy, legislation or guidance have taken place since preparation of the March 2026 ES.

10.3 Assessment Methodology Updates

No changes to the assessment methodology have taken place since preparation of the March 2026 ES.

10.4 Changes to Baseline Conditions

The baseline conditions described in the March 2026 ES remain valid. However, there have been recent traffic restrictions implemented at the World Way / Chicago Avenue roundabout.

It is understood that this traffic restriction is intended to be a permanent alteration, therefore the traffic data sources used to establish existing baseline conditions for 2026 have been updated. As outlined in **ES Addendum Chapter 12: Traffic and Movement**.

This survey data has been used to establish the updated baseline Annual Average Weekday Traffic flows (AAWT) used in the assessment of traffic noise.

10.4.1 Sensitive Receptors

Sensitive receptors remain the same as assessed in March 2026 ES.

10.5 Assessment of Likely Significant Effects

10.5.1 Construction Effects

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

10.5.1.1 Embedded Mitigation

No embedded mitigation has been identified at the development; however, careful management of site operations should continue as best practice.



10.5.1.2 Construction Traffic Noise

The traffic flows provided by the transport consultant have been reviewed to understand the potential impacts from construction traffic noise on surrounding receptors.

The predicted increase in HGVs accessing the site along the Enterprise Way is insignificant (approximately 1.4%) compared to the 2027 baseline AAWT flows of 18,076, which equates to no change in the noise level, which is well under the adverse effect level, therefore the effect is determined to be between **No Change** and **Negligible** (not significant) at all receptors. **Table 10.1** shows the change in road traffic noise as a result of the Proposed Development Construction for the daytime during 2027.

Table 10.1: Construction Road Traffic Noise Calculation Results 2027 – Daytime

Receptor	Noise change dB(A)	Impact Magnitude	Significant Adverse Effect?
R01	+0.0	No Change	No
R02	+0.0	No Change	No
R03	+0.1	Negligible	No
R04	+0.1	Negligible	No
R05	+0.0	No Change	No
R06	+0.0	No Change	No
R07	+0.0	No Change	No
R08	+0.0	No Change	No
R09	+0.0	No Change	No
R10	+0.1	Negligible	No
R11	+0.0	No Change	No
R12	+0.1	Negligible	No

The results in **Table 10.1** show that construction road traffic noise will have a **Negligible (not significant)** effect at the worst-affected locations. This is as concluded within the March 2026 ES.

10.5.2 Operational Effects

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

10.5.2.1 Embedded Mitigation

As outlined in the March 2026 ES, no embedded mitigation has been identified as part of the Proposed Development; however, careful management of site operations should continue as best practice.

10.5.2.2 Operational Road Traffic Noise

Due to the updated traffic flow survey, an assessment of the updated traffic flows has been undertaken. The potential change in road traffic noise has been predicted using the environmental noise modelling software CadnaA which incorporates the methodology for CRTN. This methodology assumes that the receptor location is downwind of the source.



The changes in noise level have been determined for the following:

- Difference between “Do Something” (DS) and “Do Minimum” (DM) scenarios.

The change in road traffic noise as a result of the Proposed Development for the daytime is shown in **Table 10.2** and the change in night-time traffic noise is shown in **Table 10.3**.



Table 10.2: Road Traffic Noise Calculation Results and Assessment 2035 – Daytime

Receptor	Predicted Road Traffic Noise ($L_{Aeq,16h}$ dB) Free-field Level				2035 DS – 2035 DM		
	2026 Baseline	2035 DM	2035 DS	2035 DS Exposure Level	Noise change dB(A)	Impact Magnitude	Significant Adverse Effect?
R01	63.3	64.4	64.5	Between SOAEL and LOAEL	+0.1	Negligible	No
R02	54.9	56.2	55.3	Between SOAEL and LOAEL	-1.0	Negligible	No
R03	65.6	66.5	67.2	Above SOAEL	+0.7	Negligible	No
R04	65.9	66.5	67.3	Above SOAEL	+0.8	Negligible	No
R05	58.9	59.6	59.4	Between SOAEL and LOAEL	-0.2	Negligible	No
R06	59.0	59.6	59.6	Between SOAEL and LOAEL	+0.0	No Change	No
R07	56.4	56.8	56.5	Between SOAEL and LOAEL	-0.3	Negligible	No
R08	66.5	66.6	66.8	Above SOAEL	+0.2	Negligible	No
R09	70.0	70.6	70.8	Above SOAEL	+0.2	Negligible	No
R10	64.9	66.5	66.8	Above SOAEL	+0.3	Negligible	No
R11	63.1	64.4	65.1	Above SOAEL	+0.7	Negligible	No
R12	64.2	65.5	65.7	Above SOAEL	+0.2	Negligible	No



Table 10.3: Road Traffic Noise Calculation Results and Assessment 2035 – Night-time

Receptor	Predicted Road Traffic Noise ($L_{Aeq,8h}$ dB) Free-field Level				2035 DS – 2035 DM		
	2026 Baseline	2035 DM	2035 DS	2035 DS Exposure Level	Noise change dB(A)	Impact Magnitude	Significant Adverse Effect?
R01	55.4	56.4	56.5	Above SOAEL	+0.1	Negligible	No
R02	47.4	48.7	47.8	Between SOAEL and LOAEL	-0.9	Negligible	No
R03	57.5	58.4	59.1	Above SOAEL	+0.6	Negligible	No
R04	57.9	58.4	59.1	Above SOAEL	+0.7	Negligible	No
R05	51.2	51.9	51.7	Between SOAEL and LOAEL	-0.2	Negligible	No
R06	51.3	51.9	51.9	Between SOAEL and LOAEL	+0.0	No Change	No
R07	48.9	49.2	49.0	Between SOAEL and LOAEL	-0.3	Negligible	No
R08	58.4	58.5	58.7	Above SOAEL	+0.2	Negligible	No
R09	61.8	62.3	62.5	Above SOAEL	+0.2	Negligible	No
R10	56.9	58.4	58.7	Above SOAEL	+0.3	Negligible	No
R11	55.2	56.4	57.1	Above SOAEL	+0.6	Negligible	No
R12	56.3	57.4	57.6	Above SOAEL	+0.2	Negligible	No



The differences between the predicted '2035 DS' and '2035 DM' scenarios provide the magnitude of impact of the Proposed Development being fully completed and operational, in addition to the background growth in traffic and the traffic associated with cumulative schemes.

The predicted daytime and night-time impacts show that, at the noise sensitive receptors, the change in road traffic noise associated with the Proposed Development range from **No Change** to a **Negligible (not significant)** effect. This is as concluded within the March 2026 ES.

10.6 Additional Mitigation & Monitoring

10.6.1 Construction Mitigation

The construction mitigation set out in the March 2026 ES is unchanged and remains valid.

10.6.2 Construction Monitoring

The construction monitoring set out in the March 2026 ES is unchanged and remains valid.

10.6.3 Operational Mitigation

The operational mitigation set out in the March 2026 ES is unchanged and remains valid.

10.6.4 Operational Monitoring

The construction monitoring set out in the March 2026 ES is unchanged and remains valid.

10.7 Likely Additional Residual Effects

The residual effects set out in the March 2026 ES for the construction and operational phase are unchanged and remains valid.

10.8 Inter-Development Cumulative Effects

No additional cumulative schemes have been identified requiring assessment for noise and vibration and therefore no changes to the cumulative effects concluded in the March 2026 ES are considered likely.



12.0 Traffic and Movement

12.1 Introduction

This ES Addendum chapter assesses the potential for traffic impacts as a result of revised traffic flows associated with the Proposed Development following the completion of additional traffic surveys.

The Traffic and Movement chapter (Chapter 12) of the March 2026 ES assessed the likely environmental effects of the Proposed Development based on the results of traffic modelling and assessments carried out using baseline traffic data from surveys undertaken in October 2025 and reported on in the Transport Assessment (TA) appended to the ES (March 2026 TA).

Following a change to internal flight management at Manchester Airport, 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 affected traffic flows in the study area.

In addition, comments provided by Manchester City Council (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. These junctions have not been included in the ES study area given their remote location (approximately 2km east of the site) and given that the traffic flow increases at these junctions are below 10% and therefore no likely significant environmental effects are anticipated at these junctions.

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.

This ES Addendum chapter assesses the revised traffic flows associated with the Proposed Development using the new baseline traffic data from the June 2026 surveys, referencing the TAA.

It is noted that the trip generation associated with the Proposed Development remains unchanged from that set out in the March 2026 TA and ES.

This Addendum chapter is supported by the following figure, which is presented in **ESA Volume II**:

- **Figure 12.1** – Traffic Restrictions at World Way.

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

- **Appendix 12.1** – Transport Assessment Addendum (TAA).

This Addendum chapter has been prepared by Natalie Maynard of Buro Happold, who has over 20 years' experience providing transport planning consultancy advice for projects in the UK, including the authoring, co-ordination and peer review of Transport Assessments and ES Transport Chapters.

This chapter should be read in conjunction with Chapter 12 of the March 2026 ES and its associated appendices.



12.2 Updates to Legislation, Policy and Guidance

Since the preparation of the March 2026 ES, the National Planning Policy Framework (NPPF)³ was updated in August 2026 with transport matters now contained in the '*Promoting Sustainable Transport*' chapter (Policies TR1 to TR8).

The new NPPF places greater emphasis on a vision-led approach to transport planning, seeking to shape the development vision from the outset to demonstrate how a scheme contributes to a sustainable, well-connected place, rather than simply mitigating traffic impacts after a scheme has been designed.

Policies TR1 'Vision-led approach to planning for transport' and TR2 'local parking standards' are plan-making policies that apply to the preparation of local authority development plans, which promote a vision-led approach to identifying development locations, ensuring that land use and transport are planned together to improve accessibility, support sustainable travel choices, reduce the need to travel where possible, and create well-connected places.

Policies TR3 to TR8 are decision making policies, which are used when determining planning applications. These policies seek to ensure development is located in an accessible setting, where sustainable travel is promoted. Safe and suitable access must be provided with appropriate parking and servicing arrangements. Transport impacts must be appropriately assessed and mitigated.

12.3 Assessment Methodology Updates

No changes to the assessment methodology have been made since preparation of the March 2026 ES.

12.4 Changes to Baseline Conditions

The baseline conditions described in the March 2026 ES remain valid; however, there have been recent traffic restrictions implemented at the World Way / Chicago Avenue roundabout. Traffic cones have been placed on the circulatory carriageway, as shown on **Figure 5.1 in ES Volume II**, to only allow traffic to turn into Chicago Avenue from World Way, not from Palma Avenue. Any vehicles attempting to turn into Chicago Avenue from Palma Avenue would need to make a u-turn at the T2 Roundabout (as indicated in blue on **Figure 5.1**) and approach Chicago Avenue from World Way.

The World Way / Chicago Avenue roundabout is part of the airport's private road network owned by MAG (i.e. not public highway) and it is understood that this traffic restriction is intended to be a permanent alteration.

The traffic data sources used to establish existing baseline conditions for 2026 have been updated as follows:

- Further traffic surveys were undertaken in June 2026 as described earlier. These surveys included the following:
 - Automatic Traffic Counts for seven consecutive days commencing 23 June 2026 at the highway links identified in the March 2026 ES.
 - Junction Turning Counts undertaken on 23 June 2026 at the junctions identified in the March 2026 ES.

³ Ministry of Housing, Communities and Local Government (2026), National Planning Policy Framework.



This survey data has been used to establish the updated baseline Annual Average Daily/Weekday Traffic flows (AADT/AAWT) used in the assessment of Traffic and Movement, Air Quality and Noise and Vibration.

12.4.1 Sensitive Receptors

The highway links identified in the March 2026 ES and their assigned environmental value (sensitivity) remain valid.

12.5 Assessment of Likely Significant Effects

12.5.1 Construction Effects

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

12.5.1.1 Embedded Mitigation

The embedded mitigation identified in the March 2026 ES in assessing the construction impacts remains valid.

12.5.1.2 Potential Effects arising from Construction Traffic

As described in **Section 12.4**, the traffic surveys undertaken in June 2026 have shown some increase in traffic flows within the study area since the October 2025 traffic surveys that were used for assessment in the March 2026 TA and ES. A comparison of the AADT flows is shown in **Table 12.1**.

The traffic flows on World Way have particularly increased due to the increase in u-turners at the Terminal 2 roundabout (as described in **Section 12.4**).

Given that the 2027 baseline traffic flows have increased across all highway links, and the construction vehicle numbers are unchanged, this would result in a lower percentage change in traffic to that set out in the March 2026 ES (**Table 12.8**). Therefore, the impacts arising from the construction of the Proposed Development set out in the March 2026 ES are robust and the conclusions remain valid i.e. the short-term temporary construction effects in relation to traffic and movement remain **Negligible** (not significant).

Table 12.1: Comparison of 2027 Baseline Flows (AADT)

Highway Link Ref	Highway Link Name	2027 Baseline (March 2026 ES)		2027 Baseline (Updated for TAA)	
		Total Vehicles	HGVs	Total Vehicles	HGVs
1	Thorley Lane - East of Site Access	15,861	1127	19,429	817
2	Enterprise Way - North of T2 Roundabout	16,549	938	22,389	534
3	M56 Airport Spur - EB Off-Slip	15,023	179	21,653	195
4	M56 Airport Spur - WB On-Slip	12,237	447	17,599	398
5	World Way - South of T2 Roundabout	27,981	991	48,371	1,397
6	Outwood Lane - South of A555	21,006	1159	23,959	840



Highway Link Ref	Highway Link Name	2027 Baseline (March 2026 ES)		2027 Baseline (Updated for TAA)	
		Total Vehicles	HGVs	Total Vehicles	HGVs
7	A555 - West of Outwood Lane	41,762	2139	40,870	1,537
8	Enterprise Way - North of A555	12,497	799	13,912	680
9	Bailey Lane	8,762	420	9,955	287

12.5.2 Operational Effects

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

12.5.2.1 Embedded Mitigation

The embedded mitigation identified in the March 2026 ES in assessing the operational impacts remains valid. Additionally, since the application was submitted, the following sustainable transport improvements have been discussed and agreed in principle with MCC and TfGM to support the vision-led transport strategy for the Proposed Development to promote a transition to more sustainable travel patterns during operation. In all cases the overall level of contribution is subject to ongoing discussion with MCC / TfGM and will have to meet the statutory tests for planning obligations set out in the NPPF.

This designed-in (embedded) mitigation seeks to shape the Proposed Development vision from the outset to be a sustainable, well-connected place:

- Provision of new bus stops on Enterprise Way to improve bus accessibility, particularly for those site users with reduced mobility;
- Upgrading the existing pedestrian crossings at the Enterprise Way / Thorley Lane signal junction to provide toucan crossings, which will improve cycle connections;
- Extend the existing shared route along the southern side of Thorley Lane to the Application Site access, which will improve pedestrian / cycle connectivity;
- Provision of a new central refuge island at the Thorley Lane / Site Access junction to enable pedestrians and cyclists to cross in stages;
- Provide wayfinding signs within the Application Site to help pedestrians and cyclists navigate and find their way safely and efficiently and provide directions to nearby destinations, and
- Provision of an active travel connection from the southern boundary of Parcel A and the future Terminal 2 Metrolink stop (as part of the Western Leg Tram Extension) which will benefit Application Site users.

These sustainable transport improvements seek to reduce the overall vehicular traffic generated by the Proposed Development, which would lessen the environmental effects of the Proposed Development resulting from the increases in traffic volumes. While no quantitative analysis can be undertaken to determine the overall effect of transitioning to more sustainable travel patterns during operation, it is widely acknowledged that a successful Travel Plan would have a beneficial effect on influencing sustainable travel modes.

As set out in the March 2026 ES, there is a commitment to implement the Framework Travel Plan upon first occupation at the Site and includes a target to reduce car driver trips by 10%



over the 5-year timeframe of the Travel Plan with an equivalent increase in active travel and/or public transport trips.

12.5.2.2 Potential Effects arising from Operational Traffic

As described in **Section 12.4**, due to the airline / flight moves from Terminal 1 to Terminal 2, the traffic surveys undertaken in June 2026 have shown an increase in traffic flows within the study area since the October 2025 traffic surveys were undertaken for the March 2026 TA and ES.

Given that the baseline traffic flows have increased across all highway links, and the operational trip generation is unchanged, this means the percentage change in traffic on all highway links would be less than that set out in the March 2026 ES (**Table 12.9**). Therefore, the impacts arising from the operational phase of the Proposed Development set out in the March 2026 ES in relation to severance, pedestrian/cycle delay, pedestrian/cycle amenity (which for the purpose of this assessment includes fear and intimidation), highway safety and public transport are robust and the conclusions remain valid, and would be a worst-case due to the increase in baseline flows. That is, the long-term effects on severance, pedestrian/cycle delay and amenity, and public transport are **Negligible** or **Minor Adverse** in terms of highway safety (**not significant**).

In terms of driver delay, the increase in traffic flows has resulted in some changes to the highway network capacity in peak periods. The effects in terms of Driver Delay are therefore updated as follows, which reference the updated Ratio of Flow Capacity (RFC) or Degree of Saturation (DoS) values contained in the TAA:

Driver Delay

For the assessment of driver delay, the percentage change in traffic shown in the March 2026 ES (**Table 12.9**), which as described earlier represents a worst-case due to the increase in baseline flows, has been considered in relation to the highway link / junction capacity determined from the updated junction modelling results contained in the TAA and is discussed below for each highway link:

- Link 1 Thorley Lane (medium sensitivity) – the DoS on Thorley Lane (eastbound) at its junction with Enterprise Way is 106.7%/95.4% (AM/PM) in 2035 with the Proposed Development, which indicates that this highway link is operating over capacity. With an increase in total vehicles of 7% as shown in **Table 12.9** in the March 2026 ES (equating to medium change), this results in a **Moderate Adverse (significant)** effect on driver delay on Link 1. This effect has worsened since the March 2026 ES, which showed a **minor adverse** effect on driver delay, due to increased congestion at the Enterprise Way / Thorley Lane signal junction as a result of the increase in baseline traffic flows during highway network peak periods. It is acknowledged in the TAA that this junction is operating at capacity and potential options for highway mitigation are described further in **Section 12.6**.
- Link 2 Enterprise Way north at the T2 Roundabout (low sensitivity) – the increase in total vehicles shown in **Table 12.9** in the March 2026 ES is 20% on this link, which equates to a large / significant change. Whilst the DoS is well below 85% during the AM peak hour in all assessment scenarios, it is shown to be 90% in 2035 without the Proposed Development during the PM peak hour and 170% in 2035 with the Proposed Development, which indicates that this highway link is operating over capacity. This results in a **Moderate Adverse (significant)** effect on driver delay on Link 2. This effect has worsened since the March 2026 ES, which showed a **minor adverse** effect on driver delay, due to increased congestion at the T2 Roundabout as a result of the increase in baseline traffic flows during highway network peak periods. It is acknowledged in the TAA that the T2 Roundabout is operating at capacity in future years and potential options for highway mitigation are described in **Section 12.6**.



- Links 3 and 4 M56 Eastbound off-slip and M56 Westbound on-slip at T2 Roundabout (low sensitivity) – whilst the increase in total vehicles shown in **Table 12.9** in the March 2026 ES is 11% and 13% respectively, which equates to a significant change, the DoS on these links are shown to be well below 85% during both peak hours in 2035 with the Proposed Development, which indicates that these links operate with spare capacity in the future situation. It is therefore considered that in the context of the level of service of this link this would result in a **Minor Adverse (not significant)** effect on driver delay on Links 3 and 4, which is consistent with the effect concluded in the March 2026 ES.
- Links 5, 6 and 7 World Way, Outwood Lane and A555 West of Outwood Lane (low sensitivity) – there are no traffic increases anticipated on these low sensitivity links as a result of the Proposed Development given that vehicles to/from the Site are expected to use alternative more direct routes. This results in a **Negligible (not significant)** effect on driver delay on Links 5 and 6, which is consistent with the effect concluded in the March 2026 ES.
- Link 8 Enterprise Way north of the A555 (low sensitivity) – the increase in total vehicles shown in **Table 12.9** in the March 2026 ES for this link is 12%, which equates to a significant change. The DoS on this highway link at its junction with the A555 is shown to be 90.6%/95.9% (AM/PM) in 2035 without the Proposed Development and 90.6%/100.8% (AM/PM) with the Proposed Development. The remaining highway links at this junction (on the A555) are shown to be already operating with a DoS above 100% in the existing situation. In the context of the level of service on Link 8, the effect on driver delay is **Moderate Adverse (significant)**. This effect has worsened since the March 2026 ES, which showed a **minor adverse** effect on driver delay, due to increased congestion at the A555 / Enterprise Way signal junction as a result of the increase in baseline traffic flows during highway network peak periods. It is acknowledged in the TAA that this junction is currently operating at capacity during highway peak hours, which deteriorates further in future years with and without the Proposed Development. Potential options for highway mitigation are described in **Section 12.6**.
- Link 9 Bailey Lane (medium sensitivity) – the increase in total vehicles shown in **Table 12.9** in the March 2026 ES for Bailey Lane is 3% (representing a small change) with the DoS during the highway peak hours below 85% in 2035 (with development) which results in a **negligible** effect on driver delay on Link 9, which is consistent with the effect concluded in the March 2026 ES.

12.6 Additional Mitigation & Monitoring

12.6.1 Construction Mitigation

As set out in the Assessment of Likely Significant Effects section above, the short-term temporary construction effects in relation to traffic and movement are **Negligible** (not significant). Therefore, the residual effects remain **Negligible**, and no further mitigation is required.

12.6.2 Construction Monitoring

No significant adverse effects have been identified from construction activities and no additional mitigation or monitoring is considered necessary. Residual effects remain as identified above.



12.6.3 Operational Mitigation

As set out in the Assessment of Likely Significant Effects section, the long-term effects arising from the operational phase of the Proposed Development in terms of severance, pedestrian/cycle delay, pedestrian/cycle amenity and public transport are **Negligible**, or **Minor Adverse (not significant)** in terms of highway safety.

Similarly, the long-term effects on all highway links excluding Links 1, 2 and 8 (Thorley Lane, Enterprise Way north at the T2 Roundabout and Enterprise Way north of the A555) in terms of driver delay are **Negligible** or **Minor Adverse (not significant)**.

The Moderate Adverse effects that have been identified in relation to driver delay on Links 1, 2 and 8 primarily relate to junction capacity issues that have been identified in the TAA at the following junctions during network peak periods:

- Enterprise Way / Thorley Lane signal junction;
- T2 Roundabout; and
- A555 Ringway Road West / Enterprise Way signal junction.

The junction impact analysis described in detail in the TAA includes potential options for highway mitigation at these junctions as follows, subject to further discussion with MCC and TfGM:

- **Enterprise Way / Thorley Lane signal junction:** Potential for carriageway widening on Thorley Lane to provide additional lane capacity at the junction with Enterprise Way, and signalisation of the adjacent Bailey Lane junction with Enterprise Way to provide two full lanes eastbound between Thorley Lane and the site access roundabout.
- **T2 Roundabout:** Potential carriageway widening on Enterprise Way to provide two lanes northbound from the T2 Roundabout to the junction with Thorley Lane, and additional lane storage capacity at the Enterprise Way (southbound) approach to the T2 roundabout. Plus, white lining improvements on World Way and adjoining circulatory carriageway on the southern side of the T2 Roundabout to enable better lane usage at the junction.
- **A555 Ringway Road West / Enterprise Way signal junction:** Potential carriageway widening on Enterprise Way to provide additional lane capacity at the junction with the A555 Ringway Road West.

These potential highway improvements have been assessed in detail in the TAA as part of the junction capacity modelling. It confirms that there are options available for highway mitigation that would reduce the impact on junction capacity and adjoining highway links. The effects on driver delay with the highway mitigation outlined above are summarised below for Links 1, 2 and 8:

- Link 1 Thorley Lane (medium sensitivity) – the DoS on Thorley Lane at its junction with Enterprise Way is 87%/87.5% (AM/PM) in 2035 with the Proposed Development and potential highway mitigation options. The junction is therefore operating within acceptable limits with some spare capacity in future years. Whilst the increase in total vehicles on this link is marginally above 7% (representing a medium change) in real terms, the additional traffic generated by the Proposed Development on Link 1 combined with the baseline traffic flow is well within the theoretical highway link capacity. Therefore, in the context of the level of service on Link 1 the effect on driver delay is considered to be **Minor Adverse (not significant)**.
- Link 2 Enterprise Way north at the T2 Roundabout (low sensitivity) – with potential highway mitigation options applied, the DoS is below 85% in 2035 with the Proposed Development during both the AM and PM peak hours. Whilst the increase in total



vehicles on this link is 20% (representing a significant change) in real terms, the additional traffic generated by the Proposed Development on Link 2 combined with the baseline traffic flow is well within the theoretical highway link capacity. Therefore, in the context of the level of service on Link 2 the effect on driver delay is considered to be **Minor Adverse (not significant)**.

- Link 8 Enterprise Way north of the A555 (low sensitivity) – with potential highway mitigation options applied the DoS on this highway link is 86.2%/90.9% (AM/PM) in 2035 with the Proposed Development. Whilst the increase in total vehicles shown in **Table 12.9** in the March 2026 ES for this link is 12% (representing a significant change) in real terms, the additional traffic generated by the Proposed Development on Link 8 combined with the baseline traffic flow is within the theoretical highway link capacity. Therefore, in the context of the level of service on Link 8 the effect on driver delay is considered to be **Minor Adverse (not significant)**.

In summary, should the highway mitigation summarised above be implemented, the residual effect on driver delay is no longer significant. This mitigation and assessment thereof will be discussed fully with MCC and TfGM during determination of the planning application.

The embedded mitigation measures outlined in this Addendum chapter also seek to reduce car driver trips generated by the Proposed Development during operation, which would lessen the residual adverse environmental effects of the Proposed Development. While no quantitative analysis can be undertaken to determine the overall effect of transitioning to more sustainable travel patterns during operation, it is widely acknowledged that a successful Travel Plan would have a beneficial effect on influencing sustainable travel modes.

The Framework Travel Plan includes a target to reduce car driver trips by 10% over the 5-year timeframe of the Travel Plan. The associated impacts of this 10% reduction have been assessed as part of the junction capacity modelling described in detail in the TAA, which confirms that it would lessen the residual adverse environmental effects of the Proposed Development.

12.6.4 Operational Monitoring

The operational monitoring identified in the March 2026 ES remains valid.

12.7 Likely Additional Residual Effects

The residual effects set out in **Table 12.12** in the March 2026 ES for the construction phase are unchanged and remain valid.

The likely different residual effects of the Proposed Development during operation are set out in **Table 12.2**.



Table 12.12.2: Summary of Additional Residual Effects during Operation

Receptor / Road User	Sensitivity (Neg / Low / Medium / High / Very High)	Magnitude of Impact	Additional Proposed?	Mitigation	Likely Effect	Nature of Effect (Direct / Indirect)	Temporal Scale (Short / Medium / Long)	Permanence of Effect (Temporary / Permanent)	Type of Effect (Adverse / Beneficial)	Residual Effect (Neg / Minor / Moderate / Major)	Significant/ Not Significant
Operation											
Motorised Users on Link 1 (Thorley Lane)	Medium	Moderate Adverse	Yes – improvements are proposed on Thorley Lane at the junction with Enterprise Way to provide additional lane capacity (refer to Section 5.6.3 for details)		Driver Delay	Direct	Long-term	Permanent	Adverse	Minor	Not Significant
Motorised Users on Link 2 (Enterprise Way north at T2 Rbt)	Low	Moderate Adverse	Yes – improvements are proposed on Enterprise Way at the T2 Roundabout to provide additional lane capacity (refer to Section 5.6.3 for details)		Driver Delay	Direct	Long-term	Permanent	Adverse	Minor	Not Significant
Motorised Users on Link 8 (Enterprise Way at junction with A555)	Low	Moderate Adverse	Yes – improvements are proposed on Enterprise Way at the junction with the A555 to provide additional lane capacity (refer to Section 5.6.3 for details)		Driver Delay	Direct	Long-term	Permanent	Adverse	Minor	Not Significant



12.8 Inter-Development Cumulative Effects

The full list of cumulative schemes contained in **Table 2.3, Chapter 2: EIA Methodology, ES Volume I** of the March 2026 ES including neighbouring authorities Cheshire East, Trafford and Stockport remains valid.

The transport implications for these cumulative schemes were assessed in detail as part of the March 2026 TA, but the following changes have occurred as set out below:

- **Manchester Business Park Extension, Aviator Way (Planning Ref. 144691/FO/2025)** – this development was granted planning permission in May 2026 and should now be included in the assessment as a cumulative scheme for transport.
- **THQ Development (The Hut Group) Enterprise Way** – Phases 2 and 3 of the THQ Development have lapsed but Phase 1 (Planning Ref. 129109/JO/2021) is still a cumulative scheme and should be included in the assessment for transport.

Operational cumulative effects are considered inherently as part the operational assessment, which is based on future baseline traffic flows including for traffic growth / cumulative schemes.

The construction cumulative effects described in the March 2026 ES remain valid.



13.0 Intra-Development Cumulative Effects

13.1 Intra-Development Cumulative Effects

Based on the approach outlined above, none of the technical topics and their sensitive receptors were considered further as the receptors impacted were either specific to that topic, or the significance of effects identified are no greater than Negligible.

During both the construction and completed development stages, no intra-development cumulative effects are therefore anticipated.

13.2 References

No change required.



14.0 Summary of Mitigation, Residual Effects & Next Steps

14.1 Additional Mitigation Measures

The mitigation measures detailed within the March 2026 ES remain valid and also apply to the Amended Proposed Development. Additional mitigation measures relating to Traffic and Movement is discussed below.

Potential carriageway widening on Enterprise Way to provide two lanes northbound from the T2 Roundabout to the junction with Thorley Lane, and additional lane storage capacity at the Enterprise Way (southbound) approach to the T2 roundabout. Plus, white lining improvements on World Way and adjoining circulatory carriageway on the southern side of the T2 Roundabout to enable better lane usage at the junction.

14.2 Residual Effects

Table 14.1 summarises any new residual effects of the Proposed Development. No new significant effects have been identified.



Table 14.1: Summary of Residual Effects

Receptor / Road User	Sensitivity (Neg / Low / Medium / High / Very High)	Magnitude of Impact	Additional Proposed?	Mitigation	Likely Effect	Nature of Effect (Direct / Indirect)	Temporal Scale (Short / Medium / Long)	Permanence of Effect (Temporary / Permanent)	Type of Effect (Adverse / Beneficial)	Residual Effect (Neg / Minor / Moderate / Major)	Significant/ Not Significant
Operation											
Motorised Users on Link 1 (Thorley Lane)	Medium	Moderate Adverse	Yes – improvements are proposed on Thorley Lane at the junction with Enterprise Way to provide additional lane capacity (refer to Section 5.6.3 for details)		Driver Delay	Direct	Long-term	Permanent	Adverse	Minor	Not Significant
Motorised Users on Link 2 (Enterprise Way north at T2 Rbt)	Low	Moderate Adverse	Yes – improvements are proposed on Enterprise Way at the T2 Roundabout to provide additional lane capacity (refer to Section 5.6.3 for details)		Driver Delay	Direct	Long-term	Permanent	Adverse	Minor	Not Significant
Motorised Users on Link 8 (Enterprise Way at junction with A555)	Low	Moderate Adverse	Yes – improvements are proposed on Enterprise Way at the junction with the A555 to provide additional lane capacity (refer to Section 5.6.3 for details)		Driver Delay	Direct	Long-term	Permanent	Adverse	Minor	Not Significant





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