Landscape and Visual Impact Appraisal and Green Belt Appraisal

Land adjoining Atlas Business Park, Manchester

September 2026

Turley

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Client
Aviva Investors

Our reference
02618

September 2026

1. Introduction

1.1 This Landscape and Visual Impact Appraisal (LVIA) has been prepared by a Chartered Member of the Landscape Institute from the Turley Landscape and VIA team for the land adjoining Atlas Business Park, Manchester (the 'Site' or 'Application Site'). It has been prepared on behalf of Aviva Investors (the client) and assesses the effect of the Proposed Scheme on the landscape and visual receptors of the Site and its surroundings. The description of development for planning purposes is:

"*Application for full planning permission for the demolition of one unit and the construction of seven units (light industrial (Use Class E(g)(iii), general industrial (Use Class B2) and/or storage or distribution (Use Class B8), together with ancillary offices (Use Class E(g)(i)); and associated service yards, parking, landscaping, amenity space and infrastructure, with vehicular access off Simonsway.*"

1.2 The LVIA should be read in conjunction with the Design and Access Statement (DAS) and drawing pack that supports this application produced by the project architects 'Hale Architecture'.

1.3 National and local planning policy provides further guidance with regard to the requirement for assessment of both landscape and visual impacts, in relation to new development and design. This underpins the purpose and structure of this report and is set out in **Appendix 1.**

Structure of the Report

1.4 The LVIA report is set out in five sections with supporting appendices. This introductory **Section 1** provides a summary of our approach and methodology for the assessment of landscape and visual impacts for development on Site. This is followed by **Sections 2 and 3** which assess the baseline situation of the Site in terms of landscape character and visual amenity, including the value of the character areas and the identification of key visual receptors and representative views likely to be affected by the Proposed Development.

1.5 **Section 4** provides an assessment of the effects of the Proposed Scheme on the baseline situation. A summary of the findings is set out at the end of the document within **Section 5**. The LVIA is supported by a series of figures that can be found within **Appendix 3**.

1.6 Fourteen representative viewpoints have been used to inform the assessment of potential landscape and visual effects. The location of these viewpoints and the supporting photographs can be found within **Appendix 3.**

1.7 The planning application is to be submitted by Turley on behalf of Aviva Investors. This assessment should be read in conjunction with the submitted application documents.

Site Location and Description

1.8 The Site comprises an irregularly shaped area of approximately 8 hectares, located to the south and east of the existing built form at Atlas Business Park and to the south and east of the residential areas of Peel Hall and Woodhouse Park, respectively. The Site consists of a mix of developed and previously developed land. Centrally located within the Site is a two-storey commercial building with associated hardstanding used for parking. To the west of this building, the Site comprises a mixture of hardstanding associated with former parking areas, land formerly occupied by an office block, and several areas of self-seeded vegetation. An asphalt access road enters the Site from the northern boundary and forms a crescent-shaped loop, broadly following the eastern boundary and separating the Site from adjacent Green Belt land. To the east of the commercial building, the Site comprises a largely grassed area containing scrub and self-seeded vegetation.



Figure 1.1: Site Location and 1km study area

1.9 The northern boundary is partially defined, to the east, by a mixture of mature Lombardy poplar trees (approximately 25m in height), a group of young beech and ash trees, semi-mature sycamore, willow and London plane trees, areas of self-seeded vegetation, a mature oak tree, iron railings and a low brick wall. Beyond this boundary lies the wide grass verge associated with Simonsway, which also contains a number of mature trees. The remainder of the northern boundary, to the west, is formed by a palisade fence and iron railings that separate the Site from the existing built form and

associated parking areas within Atlas Business Park. Clusters of dense self-seeded vegetation are present along this boundary. A gap within the railings allows the internal road network of Atlas Business Park to pass through the Site. Beyond Atlas Business Park lie the residential areas of Peel Hall and areas of open agricultural land within the Green Belt.

1.10 The eastern boundary follows the former loop road that extends into the Site from Simonsway. This boundary is not defined by a formal boundary treatment and generally follows the edge of the adjacent Green Belt. To the east of the Site boundary is an open, undeveloped area characterised by scattered early-mature trees, dense bramble and other vegetation. Further east are the grass verges and roadside vegetation associated with Styal Road.

1.11 The southern boundary is formed by a wire mesh fence supported by concrete posts, which separates the Site from the Manchester Airport JetParks Ringway car park. This boundary is well vegetated, comprising a mixture of young and early-mature trees, including willow, oak, ash and birch. Beyond the car park lies a strip of residential ribbon development, the A555 Manchester Airport Relief Road, and Manchester Airport, together with its associated infrastructure and extensive areas of parking.

1.12 The western boundary is formed by iron railings interspersed with a mixture of trees and self-seeded vegetation. Beyond this boundary are the Metrolink tram line and Shadowmoss Road, together with associated grass verges and a number of semi-mature and mature trees

Study Area

1.13 The principal study area for this appraisal includes both the Site and the surrounding wider context within a 1km radius. This is considered to be an appropriate area of study in terms of the enclosure of the Site and the scale of the potential development. The landscape character appraisal considers the Site at a regional and local level. The visual appraisal considers potential viewing opportunities within a 1km radius from the centre of the Site, with further more distant visual receptors being considered where identified and relevant. The Study Area is identified within **Figure 1** of ***Appendix 3*** and the ZTV is set out at **Figure 2** of ***Appendix 3***.

Surveys

1.14 A preliminary desk study was undertaken to establish the physical components of the Site and its surroundings. This involved the identification of local landscape character areas within the Study Area to help describe the context of the Site and understand how the development may affect the wider landscape. Potential visual receptors to the Site from the surrounding area were also identified, along with a number of supporting representative views from a selection of these key visual receptors. Ordnance Survey (OS) maps and aerial photography were utilised to identify these features.

1.15 A field study was undertaken by a chartered landscape architect from Turley Landscape and VIA in August 2026, during which visibility was good. During the August 2026 visit, access to the public right of way branching north from Pasture Field Road (PRoW FFP 254) was not available. However, this route was accessed during a previous visit in

August 2023, and the photography and judgements are based on observations made during that visit. The key landscape features of the Site were confirmed, and the representative viewpoints were explored and confirmed as appropriate. The field study also involved travelling throughout the Study Area and producing a working photographic record.

Methodology

1.16 The appraisal is carried out in accordance with the Guidelines for Landscape and Visual Impact Assessment[1]; and An Approach to Landscape Character Assessment[2].

1.17 The LVIA methodology is set out at ***Appendix 2*** to this report. In summary, the baseline conditions of the existing landscape character and visual amenity of the Site and the surrounding area were established. The Proposed Scheme was then considered, and from this the potential degree of 'effect' on the first day of operation was assessed.

Pre-application Engagement

1.18 This application submission has been informed by a process of pre-application engagement with planning officers. The design for the Proposed Scheme has undergone several iterations, in response to the advice received throughout the process. The evolution of the design in response to feedback in described in detail in the DAS.

1.19 The proposed representative viewpoints for this LVIA were issued to Manchester City Council (MCC) on 28 June 2026 for comment. On 16 July 2026, Manchester City Council confirmed that it had no comments on the proposed viewpoint locations and did not request the inclusion of any additional viewpoints within the assessment.

[1] Guidelines for Landscape and Visual Assessment, Third Edition (2013) Landscape Institute, Institute of Environmental Management and Assessment

[2] An Approach to Landscape Character Assessment (2014) Christine Tudor, Natural England

2. Baseline Landscape Appraisal

2.1 The baseline landscape appraisal comprises the following parts:

- review of relevant designations
- review of the relevant landscape character assessments (at national and County level) to understand the landscape character context of the Site.
- analysis of the local landscape elements and characteristics of the Site and its immediate context; and,
- identification of key landscape receptors against which the impact of the proposals should be assessed.

Designations

2.2 There are no landscape-related designations covering the Application Site. The Site is located within the urban area of Wythenshaw outside the Green Belt boundary. Within the study area, there is a small number of designations relating to ecological, landscape or heritage value, as illustrated on **Figure 1** of ***Appendix 3*** including:

- **Big Wood Site of Biological Interest (SBI)**, which is located c.275m from the Site and comprises 3.7 hectares of mature woodland, containing sycamore, oak, horse chestnut, and scots pine trees.

- **Chamber Hall** farmhouse and **Chamber Hall Barn** are two Grade II Listed Buildings located c.100m from the Site.

- **Bridge of Approach over Moat to Former Peel Hall**, Peel Hall Road is a Grade II Listed Building located c.730m from the Site.

- **Peel Hall moated Site** is a scheduled monument located c.730m from the Site.

- **Cheadle Royal Hospital** is a Grade II listed Park and Garden, located c.1km from the Site.

Published Characterisation Studies

National Level Character Assessment

2.3 At a national level, the NCA Profiles prepared by Natural England, provide a high level overview of landscape character in England. Within this, the Site is located towards the southern edge of NCA 55: Manchester Conurbation[3], c.1.2km from the boundary NCA 61: Shropshire, Cheshire and Staffordshire Plain.

2.4 The summary of NCA 55 describes the area as characterised by dense development of urban and industrial uses, retail and administrative centres, and commuter suburbs and housing, with green infrastructure networks in between. NCA 55 is situated on low hills with river valleys interspersing the built development[4].

2.5 The NCA profile provides a high level overview of the landscape characteristics. The Site and its immediate setting are urban fringe in nature and as such development would not be at odds with the adjacent land use and characteristics described within the NCA assessment. As such the effects of the Proposed Scheme on NCA 55 have been scoped out of the LVIA.

Greater Manchester Landscape Character and Sensitivity Assessment ('GMLCSA')[5]

2.6 Manchester City Council and other nine Greater Manchester local authorities, the Greater Manchester Combined Authority, commissioned the Greater Manchester Landscape Character and Sensitivity Assessment ('GMLCSA') to produce landscape evidence in support of the management and enhancement of Greater Manchester's natural assets, green infrastructure and the Green Belt. The assessment provides guidance on the suitability of sites or areas to accommodate development, particularly in edge-of-town or rural areas. 'Landscape Character Areas' (LCA) were delineated, which are different areas of land within Greater Manchester in which the landscape character and the constraints and suitability for development could be described. LCAs were then grouped into Landscape Character Types (LCT) on the basis of shared landscape, urban and geographical characteristics.

2.7 The Site does not lie within a defined LCA but is close to the defined area of LCA 40: Heald Green to Bramhall ('LCA 40'), which is categorised within the 'Urban Fringe Farmland' LCT. LCA 40 is comprised of land between the Bramhall, Kitt's Moss and Heald Green suburban areas, and the Stockport District boundary (predominantly designated as Green Belt land in the Greater Manchester Green Belt Assessment (2016)), as well as Green Belt land surrounding Gatley Brook. . LCA 40 crosses both the Manchester City Council and Stockport Metropolitan Borough Council areas. The Site is

[3] Natural England (n.d.) National Character Areas (Webpage): Accessed on 02/09/2022 at https://nationalcharacterareas.co.uk/

[4] Natural England (2013) NCA Profile: Manchester Conurbation (NE463) (Webpage): Accessed on 09/02/2022 at http://publications.naturalengland.org.uk/publication/5989113924681728?category=587130

[5] Greater Manchester Landscape Character and Sensitivity Assessment (2018)

located within the Manchester City Council area, and towards the east of the overall LCA.

2.8 An extract of the GMLCSA map, beside the extracted map key, are provided in **Figure 2.1** below. The map is annotated with an arrow (→) to mark the approximate location of the Site.

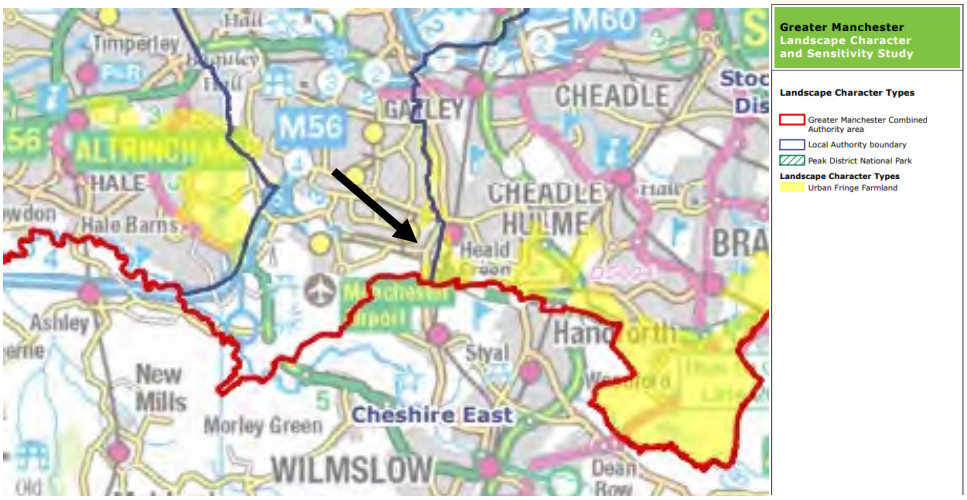


Figure 2.1: An extract of a map showing the Urban Fringe Farmland LCT in the southern part of Greater Manchester. This figure is an extract of an original map in the Greater Manchester Landscape Character and Sensitivity Assessment (general location of the Site indicated with a black arrow).



Figure 2.2: Extract from the Stockport Landscape Character Assessment and Landscape Sensitivity Study, Greater Manchester Landscape Character Types (general location of the Site indicated with a black arrow)

2.9 The Urban Fringe Farmland LCT ('the LCT') is characterised as a predominantly rolling, open landscape with a gentler landform towards the Mersey and Bollin river floodplains. At the edge of built-up areas, the LCT's lower grade agricultural land uses contrast with adjacent residential and industrial land uses. The settlement and road pattern were identified, this consists of scattered farmsteads, ribbon development along roads, and industrial or warehouse development near major roads. Major road and rail routes dominate the landscape where present, an effect that is emphasised by a general lack of tree cover across the open farmland.

2.10 The key Characteristics as described in the GMLCSA and relevant to this study area include:

- "*Flatter, more fertile floodplain areas give rise to a mix of pasture and arable cultivation. Fields tend to be larger with subtle boundary features, with occasional small pasture fields to the east of Altrincham.*

- *Field boundaries comprise often gappy, species-poor hedgerows with occasional established clumps of hedgerow trees. Post and wire fencing replaces hedges in many locations, whilst occasional stone walls provide definition at higher elevations, but many are in a degraded condition.*

- *Frequent recreational land uses with sports fields and golf courses located close to the urban edge. The manicured lush greens of the courses contrast sharply with areas of semi-improved grazing land.*

- *The open farmland contrasts strongly with adjoining residential and industrial urban areas, often forming a rural buffer to the Pennine and Dark Peak foothills.*

- *Established clumps of hawthorn and dog rose line some of the field boundaries and highways, with some incorporating mature broadleaved trees.*

- *In some areas settlement takes the form of 20th century ribbon development strung along roads. Some industrial development and distribution parks are also located close to major roads."*

2.11 In the GMLCSA, each LCT was assessed based on the sensitivity of the landscape to 2-3 storey residential housing developments, and commercial/industrial developments, each represented by a sensitivity score. Landscape sensitivity was defined in GMLCSA paragraph 3.11 as "*the relative extent to which the character and quality of an area (including its visual attributes) is likely to change*", in the case of this assessment as a result of development. The LCT's 'physical character (including topography and scale)'; 'natural character'; 'form, density and setting of existing settlement/development'; 'views and visual character including skylines; access and recreation'; and 'perceptual and experiential qualities' were assessed as criteria to determine its preceding character and quality on which to base the landscape sensitivity judgment. To account for variation in the landscape sensitivity between LCAs within an LCT, LCA-specific sensitivity scores were given where the landscape sensitivity of the LCA was different from the score given more generally to the LCT.

2.12 As provided in GMLCSA table 3.1, the sensitivity of landscapes to development were judged to be:

- 'high sensitivity' ('the key characteristics and qualities of the landscape are highly sensitive to change') ;
- 'moderate-high' ('the key characteristics and qualities of the landscape are sensitive to change';
- 'moderate': (some of the key characteristics and qualities of the landscape are sensitive to change);
- 'low-moderate': (few of the key characteristics and qualities of the landscape are sensitive to change'); or
- 'low': (the key characteristics and qualities of the landscape are robust and are unlikely to be subject to change).

2.13 LCA40, which is located directly to the east of the Site, was judged to have a 'low-moderate' sensitivity to both 2-3 storey residential housing developments, and commercial/industrial developments. The GMLCSA provides an explanation for these judgments:

*"This LCA is already strongly influenced by urban land uses, housing and industrial developments (including new developments on brownfield land), major transport infrastructure and the sounds/movements of air traffic associated with Manchester Airport. It is therefore of **low-moderate** sensitivity to both development scenarios, providing the guidance below is followed."*

2.14 The landscape qualities and key features/attributes that would be sensitive to change in the LCT, relevant to commercial/industrial development in LCA40, were judged to be:

- *"Pockets of relative remoteness and tranquillity, including in the lower-lying south where robust hedgerows and lines of trees provide enclosure…"*
- *"The LCT's role as an immediate rural backdrop to development and its important function in separating discrete urban areas, preventing coalescence"*

2.15 The guidance and opportunities for development and the management or enhancement of the landscape guidelines that are relevant to the Site include:

- *"Utilise dips in the landform, including valley slopes, and existing tree/woodland cover to integrate new development into the landscape"*
- *"Strengthen and restore the dry stone wall and hedgerow network in association with any new development, reflecting local characteristics (choice of stone and building style; hedgerow species and management regimes). Encourage the restoration of traditional boundaries where fencing is present"*
- *Design-in the introduction of SuDS to any new development, addressing any changes in hydrology (and subsequent knock-on effects such as increased diffuse*

pollution from agricultural run-off). This landscape is part of the wider catchment of a number of Greater Manchester's main river valleys"

- *"Protect the pockets of tranquillity and relative remoteness associated with the landscape, and the role the LCT plays as a rural backdrop and buffer between discrete urban areas"*

Manchester Green and Blue Strategy[6]

2.16 Green and blue infrastructure guidance for development in Manchester City Council area is provided by the Manchester Green and Blue Strategy (2015). Policy EN9 of the Manchester Core Strategy sets out the expectation for new development to maintain or enhance the quantity, quality and multiple function of existing green infrastructure, or demonstrate how any loss of green infrastructure as a result of development will be mitigated in terms of quality, quality, function and future management (see Appendix 1 – Relevant Policy Context).

2.17 Section 2.2 sets out the definition of Green Infrastructure, following guidance in the National Planning Policy Framework, and in line with the definition provided in the Manchester Core Strategy. The components of green and blue infrastructure, as in the definition provided in Section 2.2, that is relevant to the Site include *"networks of 'urban green' – the collective resource of private gardens, pocket parks, street trees, verges, green roofs and green walls".*

2.18 Objective 2 of the Manchester Green and Blue Infrastructure Strategy provides guidance for the provision of green infrastructure in new development. Of relevance to the Site, Action 3 states that green infrastructure should be embedded "*as part of major employment developments*".

Townscape/Landscape Elements

Land Use

2.19 The Site comprises of Atlas Business Park land holding. The existing business park located towards the northwest is characterised by four c.15m-high office buildings with associated car parking areas. These buildings are situated around a central internal cul-de-sac accessed from Simonsway. This existing part of the Atlas Business Park is not included within the Application Site boundary. The remainder of the Atlas Business Park land holding, the Site, comprises of existing and previously developed land with areas of hardstanding.

2.20 The shared footpath and cycle route running along the southern side of Simonsway and existing fences enclosing car parks belonging to the existing Atlas Business Park defines the northern boundary of the Site, the Site's eastern boundary is defined by a loop road but elsewhere not clearly defined on the ground. The southern boundary of the Site is marked by a fence separating the Site from the neighbouring Manchester Airport JetParks Ringway car park. To the west, the Site is bounded by iron railings and the green verges to the Metrolink Tramline and Shadowmoss Lane.

2.21 The land uses of the Site's immediate surroundings include the office development at the existing Atlas Business Park development to the west; the residential land uses and

[6] Manchester Green and Blue Infrastructure Strategy (2015) Manchester City Council

ribbon of publicly accessible Green Belt land (surrounding and generally following the course of Gatley Brook) to the north; the commercial and residential land uses to the east near Heald Green railway station; and the Manchester Airport JetParks Ringway car park to the south. The wider surroundings are characterised predominantly by the residential land uses of the Wythenshawe district, interspersed with commercial and office buildings. The land use to the south is dominated by Manchester Airport.

Urban Grain and Built Form

2.22 The Site itself is currently a mixture of developed and undeveloped land. The existing Atlas Business Park, located immediately to the northwest of the Site, consists of coarse-grain office development situated around an internal access road system and paved car parks. The buildings are predominantly of 3-4 storeys and have a height of c.15m. The buildings are rectilinear in footprint and their positioning around the car parks results in a low building density.

2.23 Northwest of the Site, there are finer-grain, detached and semi-detached, predominantly two-storey residential developments along residential through routes and around cul-de-sacs. The interrelationship between the Site and these residential developments is reduced by the screening that trees along the northern boundary of the Site provides. Northeast of the Site is a ribbon of open pasture fields along Gatley Brook that falls within the Green Belt and separates two residential areas. The eastern half of the Site, to the south of Simonsway also falls within Green Belt land which is severed to the south by the Manchester Airport JetParks Ringway car park.

2.24 East of the Site is further open land which is part of the Green Belt and areas of developed land which has a coarser urban grain (relative to the residential development to the northwest of the Site) resultant from the NCP Manchester Flightpath car park and predominantly 2-to-3-storey office and residential buildings situated around car parks and lawns.

Lighting

2.25 The Site is currently unlit. There is lighting immediately surrounding the boundaries of the Site. Simonsway and Styal Road, which run parallel with the Site's northern and eastern boundaries respectively, are lit by LED street lighting. To the south, LED security lighting illuminates the Manchester Airport JetParks Ringway car park. In the existing Atlas Business Park to the immediate west, there is internal lighting in the office buildings, as well as the street lighting illuminating the internal cul-de-sac road system and car parks.

Materiality

2.26 The majority of the Site is undeveloped and is characterised by a concrete paved surface and a grassed/scrubby area towards the east of the Site. An unused tarmac internal road divides these two halves of the Site. There is a 2 storey commercial unit located within the Site, the building comprises of light coloured metal/ composite cladding panels, with extensive glazed walling and metal windows with steel security fence gate enclosing the frontage.

2.27 The existing Atlas Business Park, immediately west of the Site, consists of office development. The three northernmost of the four office buildings are built with a consistent design: façades are clad with red brick, often with steel roofs and steel-clad

top-floor plant room space. Long, repeating horizontal, double-glazed windows extend along each floor of the office buildings and the external materiality of the stairwells is characterised by continuous vertical windows, extending from the ground to the top office floor. The fourth building to the south of the existing Atlas Business Park, currently occupied by Vodafone, is of a different design and materiality, consisting of steel cladding and window and glass panels that are continuous across the storeys. The existing Atlas Business Park's internal roads are asphalt and the car parks are a mixture of herringbone paving and asphalt. Strips of grass, hedgerows, trees and ornamental shrubs exist between the roads and car parks.



Figure 2.3: Built form within Atlas Business Park

Movement and Connectivity

2.28 The Site is well-connected to the road network. The Site is accessed by road from Simonsway, which provides connectivity to the major road network. Immediately northeast of the Site, Simonsway connects with the B5166 Styal Road, which runs parallel with the Site's eastern boundary and connects with the A555 Manchester Airport Relief Road/ Manchester Airport Eastern Link Road. The A555 Manchester Airport Relief Road/ Manchester Airport Eastern Link Road has onward connections with the M56 North Cheshire Motorway, located within 3km of the Site towards the west, and the A34 Wilmslow – Handforth Bypass, located within 3km of the Site towards the east.

2.29 Adjacent to the Site are Simonsway to the north and Shadowmoss Road to the west. Simonsway is a single-carriageway road with segregated pedestrian and cycle routes. A wide grass verge, planted with mature trees, separates the carriageway from these routes. This vegetation provides relief from the extent of hard surfacing and helps to reduce the visual prominence of the road infrastructure and associated vehicle movements within the Site's immediate setting.

2.30 Shadowmoss Road is also a single-carriageway road, with grass verges separating the carriageway from adjacent footpaths. The Metrolink tram line runs parallel to the road and is separated from the carriageway by additional grass verges. These verges contain

a number of semi-mature and mature trees which contribute to the verdant character of the corridor and assist in filtering views of the transport infrastructure.



Figure 2.4: View along Simonsway, looking towards the northern boundary of the Site

2.31 In the wider surroundings is the A555 Manchester Airport Relief Road/ Manchester Airport Eastern Link Road, a dual carriageway with two lanes in each direction. This road is built largely at grade or in shallow cuttings. The lack of screening by trees along the route and it's at-grade position, contributes to the visual dominance of road infrastructure and movement in the wider landscape setting of the Site.

2.32 The Site is situated close to the Styal Line on the London and North Western Railway network, which passes the Site parallel to its eastern boundary at a distance of c.320m. The Styal Line links stations in Cheshire to Manchester Piccadilly. The B5166 Styal Road, the NCP Manchester Flightpath car park and low-rise residential and office development separates the Site from the Styal Line. The closest station is Heald Green Railway Station, located within 400m of the Site.

2.33 An additional railway line close to the Site is the branch line of the Styal Line to Manchester Airport, which runs parallel with the A555 Manchester Airport Relief Road/ Manchester Airport Eastern Link Road, c.720m from the Site's southern boundary. The Styal Line is situated in a deep cutting, reducing the potential for rail infrastructure and movement to be prominent on the landscape surrounding the Site. Additionally, the main (north-south) branch of the Styal Line is particularly well-screened by mature trees on either side of the railway, further reducing the potential for the railway and train movement to be prominent on the landscape.

2.34 The Site is located within 300m to the east of tram infrastructure. The Manchester Victoria – Manchester Airport tram line approaches the Site from the west, running parallel with Simonsway until the junction with Shadowmoss Road, northwest of the

existing Atlas Park Business Park (the junction is c.300m from the edge of the Site). The tramway then runs parallel with Shadowmoss Road, along the western boundary of the existing Atlas Business Park.

2.35 Along both its Simonsway and Shadowmoss Road sections, the tramway is double-track and segregated from traffic, together contributing wide overall transport corridors within the landscape surrounding the Site. On Simonsway, a lack of vegetation along the tramway increases the prominence of tram infrastructure and movement on the landscape. However, on Shadowmoss Road, the tramway, vehicular carriageway and footpaths are each separated by a grass verge consistently lined with trees, reducing the dominating effect of tram infrastructure and movement on the landscape surrounding the Site.



Figure 2.5: View from Shadowmoss Road, looing north east towards the Site

Vegetation and Open Space

2.36 The majority of vegetation within the Site is located around its perimeter and comprises a combination of mature trees, woodland groups, hedgerows and extensive areas of self-seeded scrub. An Arboricultural Impact Assessment was undertaken by Cura Terrae. The existing vegetation resource includes:

- Along the northern boundary, a prominent belt of mature Lombardy poplar trees, together with a mature Category A oak tree, groups of semi-mature sycamore, willow and London plane trees, young beech and ash trees, and areas of self-seeded vegetation. These features provide a strong landscape framework and contribute to visual containment when viewed from Simonsway.

- Along the southern boundary, a mixture of woodland groups, self-seeded scrub and broadleaved trees, predominantly comprising willow, alder, birch and other pioneer species. This vegetation provides partial screening to views from the adjacent airport car parking areas and contributes to habitat connectivity across the Site.

- Along the eastern boundary, scattered trees, scrub vegetation and woodland groups associated with the former access road and adjoining open land.

- Along the western boundary, clusters of dense self-seeded woodland and scrub vegetation comprising willow, alder, birch and other pioneer species, which provide enclosure to the Site when viewed from Shadowmoss Road and the adjacent Metrolink corridor.

2.37 The western part of the Site comprises previously developed land associated with former commercial uses, including areas of hardstanding, access roads and unmanaged gravel surfaces. These areas contain scattered scrub, self-seeded trees and ruderal vegetation which have established following the cessation of previous uses.

2.38 The eastern part of the Site is largely undeveloped and comprises grassland, scrub and extensive areas of self-seeded woodland vegetation. This area contains a mixture of young and semi-mature trees, including willow, alder, birch, sycamore and oak. The vegetation contributes to the green infrastructure network within the Site and provides habitat connectivity with the surrounding landscape. There are no Tree Preservation Orders affecting trees within the Site and the Site is not located within a Conservation Area.

2.39 Beyond the Site boundaries, the surrounding landscape comprises a mixture of commercial development, transport infrastructure and areas of open land. To the north-east, Green Belt land associated with Gatley Brook comprises agricultural fields and tree-lined watercourses which provide a green corridor separating surrounding urban areas. Mature roadside trees and vegetation associated with Simonsway, Shadowmoss Road and Styal Road contribute to the verdant character of the local area and assist in filtering views towards the Site.

Landscape Receptors

2.40 Three landscape receptors have been identified in the Study Area as listed below. The receptors are described in the following paragraphs and an assessment of landscape value was undertaken for each. This included consideration against the 'range of factors that can be considered when identifying landscape value' which are identified in Table 1 of 'Technical Guidance Note 02/21: Assessing landscape value outside national designations' published by the Landscape Institute.

- LCA 40 Heald Green to Bramhall (LCT Urban Fringe Farmland)
- The Site and its immediate setting
- Vegetation within the Site

LCA 40 Heald Green to Bramhall Urban Fringe Farmland

2.41 LCA 40 encompasses the area to the east of the Site and extends north along the Gateley Brook and east towards the Heald Green as illustrated on **Figure 2.1 and 2.2**.

2.42 The key characteristics of this area have been identified as:

- Low lying land that contrasts strongly with adjoining residential and industrial urban areas.
- Irregular medium – small field parcels divided by gappy hedgerows and post and wire fences.
- Mature vegetation and built form provide enclosure.
- Views are typically restricted by hedgerows, hedgerow trees and development.

2.43 The following observations have been made regarding the landscape value of LCA 40 Heald Green to Bramhall (LCT Urban Fringe Farmland):

- **Designations** – There are no national or regional landscape designation within this part of the LCA. The character area does form part of the Green Belt - a planning designation which does not provide an indication of landscape value.

- **Natural heritage** – The LCA consists largely of pastoral / arable fields with pockets of ancient and riparian woodland. The Local Nature Reserves and Sites of biological interest provided some natural heritage value. Overall, the LCA has relatively poor levels of biodiversity

- **Cultural heritage** – The character area includes listed buildings and scheduled monuments which provide some cultural heritage value.

- **Landscape condition** - The LCA is strongly influenced by the adjacent urban areas. In the locality of the Site there is a green corridor comprising a series of fields, the field pattern is irregular and of medium scale, separated by gappy hedgerows with mature hedgerow trees. The vegetation associated with these field boundaries and Gatley brook provides some value.

- **Perceptual (scenic quality)** – Within the locality of the Site, views across the LCA are generally contained by intervening vegetation and built form and scenic quality is limited. Where there are long distance views these are generally experienced in the context of the Manchester conurbation.

- **Wilderness/ Tranquillity** – The LCA contains limited locations for tranquillity, particularly in the locality of the Site. The airport and surrounding transport corridors are a visual and audial distraction. The urban edge is almost always evident.

- **Distinctiveness -** The LCA does not include any uncommon characteristics or distinctive features which are identified as being characteristic. It does not include rare or unusual features which may present a strong sense of place or identity.

- **Associations** – There is no known associations with artists, writers, or historical events that contribute to the perception of this landscape.

- **Recreation** – There is a network of Public Rights of way and national cycle routes throughout the LCA providing recreational value. The LCA is interspersed with other amenity space such as recreational grounds which also offer recreational benefits.

- **Functionality** – The LCA functions predominately as agricultural land on the edge of existing urban areas, with limited ecological value. Existing transport links including rail, large roads and motorways dominate the area.

2.44 LCA40 has some recreational and conservation value but the LCA otherwise contains no features within the study area which are designated or recognised for their landscape importance. LCA40 is therefore considered to be of **Low (Ordinary) Value**.

The Site and its immediate setting

2.45 The key characteristics of this area have been identified as:

- Mix of brownfield land and built development with strongly defined boundaries formed by walls, fencing and mature vegetation.
- Mixed land uses, including residential development, commercial office blocks and warehouses, airport car parking and heavily trafficked primary routes.
- Primary routes and wide with grass verges segregated footpaths and cycleways.
- Views typically confined along road corridors, where breaks in vegetation allow views across open areas, these are influenced by development and floodlights in airport car park.

2.46 The following observations have been made regarding the landscape value of the Site and its immediate setting:

- **Designations** – There are no national or regional designations within the Site or its immediate setting. The eastern portion of the Site lies adjacent toan area of designated Green Belt.

- **Natural heritage** – There are no nationally designated wildlife sites within the Site or its immediate setting. There is a Site of Biological Interest (SBI), Big Wood located within the Site setting providing some natural heritage value.

- **Cultural heritage** – There are 3 listed buildings and a scheduled ancient monument within the study area providing some cultural heritage.

- **Landscape condition** – The landscape of the Site and its immediate setting is best described as urban or urban fringe. The Site is heavily influenced by the adjacent office/ commercial and residential uses. The wide grass verges with mature tree planting, Gatley Brook, and the open fields within the locality of the Site provides some landscape value. The western half of the Site is hard standing/ brownfield, somewhat derelict/ unkempt in its nature.

- **Perceptual (scenic quality)** – The surrounding built form and mature vegetation create a relatively well enclosed landscape. There are limited opportunities for long distance or scenic views. Where long distance views are present these are experienced in the context of the Manchester conurbation and associated infrastructure.

- **Wilderness/ Tranquillity** – The Site and its setting are not considered to be tranquil and there are no dark skies. The airport, tramways, highways network and adjacent land uses are urbanising and detracting features in the landscape.

- **Distinctiveness** – The Site and its setting do not include any uncommon or distinctive landscape characteristics.

- **Associations** – There are no known associations with artists, writers, or historical events that contribute to the perception of this landscape.

- **Recreation** – There are a number of public rights of way in the area. These routes connect to the wider Site setting providing links to local recreation grounds and open land. Some of the surrounding highways network is also identified as national cycleways, in places these routes benefit from segregated cycle lanes. The setting of the Site has some recreational value. The Site is not publicly accessible and does not provide any recreational value.

- **Functionality** – The open/ rural land within the study area functions as agricultural land, with some evidence of horsiculture. The landscape includes mature trees and vegetation along the green corridor associate with the Gatley Brook. The character area in the vicinity of the Site does not contain any important eco systems or designations.

2.47 The Site setting demonstrates some recreational and conversation value but otherwise contains no features which are designated or recognised for their landscape importance. The Site and its immediate setting are heavily influenced by surrounding urban features and predominantly urban in its nature. The Site is unkempt and somewhat derelict in its appearance. The value of the Site and its immediate setting is considered to be of **Low (Ordinary) Value**.

Vegetation within the Site

2.48 The landscape features of the Site are defined by the green infrastructure present within and around the Site boundary. The following observations have been made regarding the existing vegetation and landscape resource of the Site:

- The majority of vegetation is located along the Site boundaries and comprises a mixture of mature trees, woodland belts, hedgerows and extensive areas of self-seeded willow, birch and alder scrub. The Site contains a number of Category A trees and vegetation groups, including mature oak specimens and the established belt of Lombardy poplar along the southern boundary, which contribute positively to local landscape character and visual amenity. There is no blue infrastructure within the Site.

- The Site comprises a combination of hardstanding, buildings, grassland, scrub and woodland vegetation. Whilst many of the individual trees within the Site are self-seeded and of relatively limited individual value, several mature trees and woodland groups are of moderate to high arboricultural value. There are no Tree Preservation Orders (TPOs) affecting trees within the Site and the Site is not located within a Conservation Area.

- The Site is generally well enclosed by existing vegetation, particularly along the southern, eastern and western boundaries. Whilst parts of the Site have an unkempt and previously developed appearance, resulting from vacant land and former commercial uses, mature boundary vegetation provides effective screening and contributes positively to the visual containment of the Site. The northern poplar belt and mature perimeter trees are particularly prominent features within the local townscape.

- Boundary vegetation and areas of self-seeded woodland provide habitat connectivity and function as wildlife corridors through the Site. Whilst the Site does not contain any statutory landscape designations, protected trees or conservation areas, the larger areas of woodland and scrub vegetation have ecological and landscape value, particularly where they form continuous boundary features.

2.49 The trees and vegetation within the Site make an important contribution to local character, visual containment and ecological connectivity. Whilst extensive areas of self-seeded vegetation are of relatively limited individual arboricultural value, the mature boundary trees, woodland groups and areas of established vegetation provide a notable landscape function. Overall, the vegetation resource within the Site is considered to be of **Medium Value**.

Summary of Landscape Value

Table 2.1: Summary of Landscape Value

Landscape Receptor	Value
LCA 40 Urban Fringe Farmland	Low (Ordinary)
The Site and its immediate setting	Low (Ordinary)
Vegetation within the Site	Medium

3. Visual Baseline Appraisal

3.1 A baseline appraisal of the local visual context and visual amenity was undertaken to understand the existing extent of visibility of the Site, key views in the vicinity of the Site and key visual receptors likely to be affected by the Proposed Scheme.

Extent of Visibility

3.2 The existing visibility of the Site was established through desktop analysis followed by on-site confirmation of the localised screening effect of built form and vegetation.

3.3 The key factors that provide containment to the Site include; the existing built form to the north and west of the Site, the existing mature roadside vegetation to the northern and western Site boundaries and the existing vegetation along the southern boundary of the Site

Key Views

3.4 The Site does not fall within the viewing corridor of any viewpoints that are identified for protection in national or local policy.

Local Visual Amenity

3.5 The Site is well-contained by surrounding vegetation so does not form a prominent feature within many views beyond the public rights of way within the immediate vicinity. The Site also demonstrates an unremarkable and generally degraded character which does not positively contribute to the visual amenity of the local area. The exception to this is the mature trees along the boundaries which make more positive contributions to the visual amenity of the Site and local area.

Visual receptors

3.6 Visual receptors are the people who may be affected by changes in views and visual amenity. They include people passing through an area (e.g. by foot, car, bicycle or public transport), people living or working in an area and people visiting or engaged in recreational activities. The key visual receptors which have been identified within the study area with potential to be affected by the Proposed Scheme are set out in **Table 3.1** below.

Table 3.1: Key Visual Receptors

Receptor	Commentary
1. Road users, cyclists, and pedestrians on Simonsway and Finney Lane	Users of main road connecting Heald Green and Wythenshawe. Views into the Site are filtered by mature trees within the grass verge along Simonsway and also within the Site itself including distinctive lines of Poplar trees. Views encompass a mix of residential development, employment buildings, surfaced car parks and open areas enclosed by clipped hedgerows.

2. Road users, cyclists, and pedestrians on Styal Road	Users of the B road providing a connection between Wilmslow and the airport, north towards Gatley and central Manchester. The road runs parallel to the eastern boundary of the Site. Views often framed by mature trees within grass verges and bunding which prevents views of the airport car park. Views into the Site are filtered by mature trees on the eastern boundary.
3. Residents and local community on Patch Croft Road and Pasture Field Road	Residents of properties which back onto the Site from the north and the residential road with channelled views towards the Site. Hedgerows enclose the rear garden boundaries and prevents views from ground floor windows. Views of the Site from second storey windows are likely to be possible but would be heavily filtered by mature trees. Existing built form within the Atlas Business Park would influence views from properties to the western side of the road. Channelled views from Pasture Field Road looking south towards the northern boundary of the Site.
4. Workers and visitors to Atlas Business Park	Users of the roads within the existing Atlas Business Park. Open views east towards the Site, the existing Site boundary treatment, and vegetation.
5. Road users and pedestrians on Shadowmoss Road and Ringway Road	Users of the main access road to the residential area to the west of the Site. Views are partially enclosed by existing built form for the majority of the route. The rooftops and upper storeys of the existing built form at Atlas Business Park are visible. As the route passes directly adjacent to the western boundary of the Site there are clear views of the vegetation growing along this boundary. Albeit the Site is experienced in the context of the existing commercial units that flank the eastern side of this route. Users of the residential streets to the south and west of the Manchester Airport carpark. Views are partially enclosed by bunding and vegetation to the edge of the car park. From the southern end of Shadowmoss Road, views extend to distant elevated land within the Peak District.
6. Road users and pedestrians on Lomond Road	Users of secondary road that connects residential areas within Wythenshawe and Heald Green. Views encompass the open break between these residential areas with pastures and mature trees. View into the Site are prevented by mature trees to the northern boundary and within the intervening landscape.
7. Users of public right of way to the north branching from Pasture Field Road (PRoW FFP 254)	Users of public right of way that connects Styal Road/B5166 and Heald Green to the residential area of Wythenshawe at Woodhouse. Views are partially enclosed by existing vegetation. Due to the intervening vegetation and built form there are no direct views into the Site. Public right of way is blocked off and does not provide a through route.
8. Road users and pedestrians on the residential streets to the	Views are generally enclosed by existing housing, mature trees and other vegetation within the public realm. Where available, views are

west of the Site including Badgers Walk, Gren Meadows Walk and Dufton Walk	directed eastwards across the Metrolink corridor and Shadowmoss Road towards Atlas Business Park and the Site. The Site itself is largely screened by existing commercial buildings, boundary vegetation and mature trees, although are some location such as the channelled views along Green Meadow Walk that offer direct views towards the western boundary of the Site. As a result, direct views into the Site are limited and typically filtered, with views generally comprising a mixture of residential development, transport infrastructure, employment uses and vegetation .
9. Road users on Manchester Airport Relief Road	Users of busy A road enclosing the southern edge of the Manchester area. Distant oblique views towards the Site, intervening vegetation prevents views into the Site itself. Views from this route are generally experienced by road users and often experienced at speed and are fleeting.

Representative Views

3.7 Fourteen representative views have been identified which reflect the character and quality of typical views experienced by the key visual receptors and to form the baseline against which the visual effect of Proposed Scheme can be assessed.

3.8 A plan showing the location of the proposed viewpoints to be considered is provided in **Figure 3 of Appendix 3,** and **Table 3.2** below sets out further supporting information, including the type of visualisation.

3.9 In order to recognise and assess the likely effects of Proposed Scheme on the identified visual receptors, visualisations have been prepared using different visualisation types. The type of visual representation has been guided by the Landscape Institute's Technical Information *Note 06/19: Visual Representation of Development Proposals* and *GLVIA3* which recommends a proportionate approach to assessment in relation to the scale of development proposed and the sensitivity of the visual receptors.

3.10 Type 1 annotated photographs have been used within this assessment. The photographs are a visual aid to demonstrate the views currently experienced by the visual receptors and to envisage the likely change in view as a result of the proposals. This level of visualisation has been judged as appropriate for this type of development within this particular Site. The development is typical of the area and adjacent land uses; the scale of development would not result in the substantial change or loss of skyline, and there are no highly sensitive visual receptors for which the Proposed Scheme would be visible. The viewpoint location photography is provided in **Figure 4 of Appendix 3.**

Table 3.2: Representative Viewpoint Locations

No.	Location	Visualisation Type	Commentary
RV1	1.1 Simonsway at the junction with Shadowmoss Road, east bound 1.2 Finney Lane at the junction with Simonsway and Styal Road, west bound 1.3 Finney at the junction with Daisy Bank Lane, west bound	Type 1 Annotated Photograph	To demonstrate views experienced by pedestrians, cyclists and road users when travelling along Simonsway and Finney Lane.
RV2	2.0 Styal Road south bound	Type 1 Annotated Photograph	To demonstrate views experienced by pedestrians, cyclists and road users when travelling along Styal Road.
RV3	3.0 Patch Croft Road/ Pasture Field Road	Type 1 Annotated Photograph	To demonstrate views experienced by pedestrians and road users at Patch Croft Road /Pasture Field Road and the residents backing onto Simonsway, to the north of the Site.
RV4	4.0 Atlas Business Park	Type 1 Annotated Photograph	To demonstrate views experienced by pedestrians and road users within the existing business park.
RV5	5.1 Shadowmoss Road 5.2 Shadowmoss Road 5.3 Ringway Road	Type 1 Annotated Photograph	To demonstrate views experienced by pedestrians and road users at Shadowmoss Road to the west of the Site.
RV6	6.1 Lomond Road at the Gatley Brook 6.2 Lomond Road at Peel Hall SAM	Type 1 Annotated Photograph	To demonstrate views experienced by users of Lomond Road, and the views experienced in the setting of Peel Hall SAM
RV7	7.0 PRoW FFP 254	Type 1 Annotated Photograph	To demonstrate views experienced by the pedestrians using the public right of way FFP 254 to the north of the Site, and the views experienced in the setting of the Listed Building, Chamber Hall
RV8	8.0 Gren Meadows Walk	Type 1 Annotated Photograph	To demonstrate views experienced by road users and pedestrians on the residential streets to the west of the Site.
RV9	9.0 Manchester Airport Relief Road	Type 1 Annotated Photograph	To demonstrate views experienced by the pedestrians, cyclist and road users on the Manchester Airport Relief Road to the south of the Site, beyond the airport car parking areas.

4. Assessment of Effects

Approach to Assessment

4.1 The assessment of potential effects of the Proposed Scheme on landscape and visual receptors was undertaken in August – September 2026 following design freeze of the scheme for this planning application. The assessment is based on the scheme as set out in the layout plans, illustrative drawings and the Design and Access Statement produced by Hale Architecture; as well as the Landscape Strategy Plan prepared by BEA Landscape. The assessment is also informed by the Tree Survey, Arboricultural Impact Assessment and Tree Protection Plan prepared by Cura Terrae.

Effects during construction

4.2 The key aspects of the demolition and construction phase which have potential to affect the landscape and visual receptors have been identified as: groundworks and demolition activities associated with removal of existing development; construction machinery, material stockpiles, scaffolding, vehicle movements, contractor site offices and compounds, and the incremental appearance of the buildings during the construction process.

4.3 Any effects arising during the demolition and construction phase are regarded as short term and temporary effects and have, therefore, not been separately described.

4.4 In general terms, the construction effects of the Proposed Development would be no greater in magnitude than those described below for the completed development but would generally be considered to be either Neutral or Adverse effects.

Overview of Proposed Scheme

4.5 The Proposed Scheme of the Site would include:

- Built form comprising of 7 units laid out across 6 individual buildings ranging from 9.3m to 18.80m in height.
- Associated areas of hard standing, including parking areas, access roads and service yards.
- Where possible, existing vegetation along the Site boundaries would be retained and protected. The Proposed Development would, however, result in the removal of a number of existing tree groups, trees, hedges and areas of self-seeded woodland/scrub. Based on the Arboricultural Impact Assessment prepared by Cura Terrae, this would comprise:
  - Removal of Groups G007, G017, G023, G024, G078, G079, G080, G082, G083, G084, G085, G090 and G091, together with numerous individual trees within the development footprint;

- Removal of Hedges H027 and H040 and associated landscape planting; – Partial removal of Groups G032 and G036 along the western boundary, with residual sections retained and protected;

- Partial removal of Groups G077, G092 and G098 and Areas A159 and A160, comprising extensive areas of self-seeded willow, birch and alder scrub, with retained sections protected in accordance with the Arboricultural Method Statement;

- Removal of Tree T154 to facilitate the northern access arrangement; and

- Retention and protection of key boundary and off-site trees, including T035, the Lombardy poplar avenue (T047-T076), T155 and T156, together with other retained trees and vegetation in accordance with BS5837:2012.

- Existing areas of grassland, scrub and extensive self-seeded woodland vegetation throughout the Site would also be removed as a result of the Proposed Development, particularly within Areas A159 and A160 and Group G024.

- Proposed vegetation, as identified on the Landscape Strategy Plan, would comprise:

  - Native woodland and shrub planting along the Site boundaries to reinforce screening and habitat connectivity;

  - Approximately 93 new standard trees comprising Acer campestre, Betula pendula, Carpinus betulus 'Frans Fontaine', Alnus glutinosa, Acer platanoides 'Emerald Queen' and Acer campestre 'Streetwise';

  - Native mixed hedgerow planting comprising Acer campestre, Carpinus betulus, Corylus avellana and Rosa canina;

  - Native shrub planting using species including hazel, broom, goat willow, grey willow and gorse to provide habitat enhancement;

  - Ornamental shrub and herbaceous planting within entrance, frontage and focal areas;

  - Flowering lawn and species-rich wildflower grassland throughout the Site and SuDS features; and

  - Enhancement and reinforcement of retained vegetation to provide long-term landscape structure, biodiversity benefits and visual screening.

Mitigation Measures

4.6 The proposed mitigation measures include:

- Retention and protection of existing vegetation where possible, particularly along the southern, eastern and western boundaries, to maintain enclosure and visual containment.

- Building layout informed by existing vegetation and site constraints, with development concentrated within previously developed areas where possible.
- Use of existing and widened site access off Simonsway, reducing the need for additional infrastructure and to reduce loss of exiting vegetation.
- Orientation of service yards away from the most sensitive neighbouring receptors where practicable.
- Stepping down of building heights, particularly towards the western edge of the Site adjacent to Shadowmoss Road and residential areas.
- Use of a material palette with graduated grey cladding tones and feature panels to reduce the perceived scale and visual massing of the buildings.
- Retention and refurbishment of existing perimeter fencing where possible, limiting additional visual clutter.
- Planting of approximately 93 new standard trees throughout the Site, including streets, frontage areas, parking areas and key visual locations.
- Native woodland enhancement planting along Site boundaries to reinforce existing vegetation belts and improve long-term screening.
- Native hedge planting using Acer campestre, Carpinus betulus, Corylus avellana and Rosa canina to strengthen landscape structure and soften development edges.
- Native shrub planting to create a layered vegetation structure and strengthen habitat connectivity.
- Ornamental planting around entrances, focal spaces and office frontages to improve visual quality and create a higher quality business park environment.
- Species-rich wildflower grassland and flowering lawn planting throughout the Site, including SuDS areas.
- Integration of swales and SuDS features as landscaped elements to break up hardstanding, increase biodiversity and improve visual amenity.
- Retained and enhanced vegetation along the eastern edge of the Site in accordance with ecological recommendations.
- Provision of amenity planting and external landscaped spaces for building occupiers.
- BS5837 compliant tree protection fencing and arboricultural supervision during construction.
- Use of no-dig construction and permeable surfacing within retained tree root protection areas where required.

- Long-term management and enhancement of retained trees through a landscape management plan.

Sensitivity of Landscape Receptors

4.7 The sensitivity of landscape receptors relates to the value attached to that receptor (which was established as part of the baseline assessment) and the susceptibility of the receptor to the type of change or development proposed. An assessment of the sensitivity of each of the landscape receptors is provided in **Table 5.1**.

Table 4.1: Sensitivity of Landscape Receptors

Landscape Receptor	Value	Susceptibility to change	Sensitivity
LCA 40 Urban Fringe Farmland	Ordinary	**Medium-Low –** The Site is not located within this landscape character area, and the proposals of commercial uses adjacent to highways network is typical of existing uses. The character area is recognised as urban fringe and therefore has a relationship to the type of development proposed. Pockets of land used for recreation have an increased susceptibility to change. However, the overall character area would not be significantly altered by the type of development proposed	Medium - Low (assessment aligns with the sensitivity identified in the GMLCS)
The Site and its immediate setting	Ordinary	**Low –** The Site and its setting would be likely to accommodate the type of development proposed without undue negative consequences for the maintenance of the baseline. The Site is located adjacent to an existing area of commercial uses and was previously developed with an office block. The Site has a close relationship to the type of development proposed.	Low
Vegetation within the Site	Medium	**Medium-Low –** Vegetation within the Site comprises of the existing mature vegetation, particularly those to the Site boundaries. The vegetation within the Site is moderately sensitive and would be altered or removed as part of the Proposed Scheme.	Medium - Low

Sensitivity of Visual Receptors

4.8 **Table 5.2** establishes the sensitivity of the visual receptors. This is based on the identification of the value of the visual receptor's view and the receptor's susceptibility to change. The latter is established by considering the occupation or activity of people; and extent of attention or interest that may therefore be focused on the views and visual amenity.

4.9 Guidance in GLVIA3 notes that the visual receptors most susceptible to change are likely to include: people who are engaged in outdoor recreation whose attention is likely to be focused on the landscape/townscape and on particular views; residents at home; visitors to heritage assets; and communities where views contribute to the landscape setting enjoyed by residents in the area. Visual receptors with moderate susceptibility to change include travellers on road, rail or other transport routes and visual receptors likely to be less sensitive to change include: people engaged in outdoor sport or recreation; and, people at their place of work whose attention may be focused on their work or activity.

Table 4.2: Sensitivity of Key Visual Receptors

Visual Receptor	Value	Susceptibility to change	Sensitivity
1. Road users, cyclists, and pedestrians on Simonsway and Finney Lane	**Low (Ordinary)** – Views are not protected or identified in planning policy and are not of particular scenic quality	**Medium –** Views and visual amenity likely to be of moderate importance to road users and pedestrians	**Low - Medium**
2. Road users, cyclists, and pedestrians on Styal Road	**Low (Ordinary)** – Views are not protected or identified in planning policy and are not of particular scenic quality	**Medium –** Views and visual amenity likely to be of moderate importance to road users and pedestrians	**Low - Medium**
3. Residents and local community on Patch Croft Road/ Pasture Fields Road	**Low (Ordinary -** Views are not protected or identified in planning policy and are not of particular scenic quality	**Medium –** Views and visual amenity likely to be of moderate importance to road users and pedestrians	**Low - Medium**
4. Workers and visitors Atlas Business Park	**Very Low** – Views are not protected or identified in planning policy and contains detracting features in the foreground associated with the airport and tramlines	**Medium –** Views and visual amenity likely to be of moderate importance to people at their place of work	**Low - Medium**
5. Road users and pedestrians on Shadowmoss Road and Ringway Road	**Very Low** – Views are not protected or identified in planning policy and contains detracting features in the foreground associated with the airport and tramlines	**Medium –** Views and visual amenity likely to be of moderate importance to road users and pedestrians	**Low - Medium**

6. Road users and pedestrians on Lomond Road	**Low (Ordinary)** – Views are not protected or identified in planning policy and are not of particular scenic quality	**Medium –** Views and visual amenity likely to be of moderate importance to road users and pedestrians.	**Low - Medium**
7. Users of public right of way to the north branching from Pasture Field Road (PRoW FFP 254)	**Low (Ordinary)** – Views are not protected or identified in planning policy and are not of particular scenic quality	**High** – Views and visual amenity likely to be of high importance to users of the public right of way	**Medium**
8. Road users and pedestrians on the residential streets to the west of the Site including Badgers Walk, Gren Meadows Walk and Dufton Walk	**Very Low** – Views are not protected or identified in planning policy and contains detracting features in the foreground associated with the airport and tramlines	**Medium –** Views and visual amenity likely to be of moderate importance to road users and pedestrians.	**Low - Medium**
9. Road users on Manchester Airport Relief Road	**Low (Ordinary)** – Views are not protected or identified in planning policy and are not of particular scenic quality	**Medium –** Views and visual amenity likely to be of moderate importance to road users and pedestrians	**Low - Medium**

Landscape Impacts

4.10 The assessment of landscape impacts likely to arise from the Proposed Scheme comprised initially, an assessment of the impact of these changes on landscape character and then an assessment of the likely changes to the key landscape features within the Site.

Effects on Landscape Receptors

LCA 40: Heald Green to Bramhall Urban Fringe Farmland

4.11 The existing character LCA 40 is urban fringe and influenced by the current mix of commercial uses and agricultural land within the area. The proposed commercial development on the Site is considered appropriate in terms of the character, uses and the scale of development in the surrounding context and parts of the existing character of the area. The parts of the character area to the north and southeast of the Site that provide recreational resource and provide an open backdrop to residential areas would remain unchanged and unaffected by the proposals due to the lack of visibility of the proposals in these areas.

4.12 The Site lies outside of, but directly adjacent to this character area and the Proposed Scheme would involve the introduction of new buildings, with an access road and extensive areas of parking and service yards in the setting of the character area. Whilst the development would include for the implementation of a landscape strategy, overall the development of the Site would result in a further urbanising effect on a localised

part of the landscape character area. Away from the immediate context of the Site there would be little awareness of this change and the character of the wider landscape in the LCA would be maintained.

4.13 Overall, the change to LCA 40 Heald Green to Bramhall Urban Fringe Farmland arising from the Proposed Scheme would give rise to a **Low Magnitude of Change** due to the addition of built form dierectly adjacent to the character area. There would likely be a direct, permanent, long-term effect comprising adverse changes which overall is considered to be an **Adverse Effect**. Taking into account the Medium – Low sensitivity of LCA 40 Heald Green to Bramhall Urban Fringe Farmland this would result in Minor Adverse effects.

The Site and its immediate setting

4.14 There would be an obvious change within the Site, from that of partial open land and part previously developed land to a developed area with new built form with extentice areas of hardstanding and some proposed landscaping. However, the Proposed Scheme would reflect existing surrounding uses and would be of a similar scale and height to built form within the local context.

4.15 The Site is currently unkempt, and is somewhat derelict in its nature, with areas of hardstanding and unmanaged grassland scattered with self-seeded vegetation. When experienced in the immediate setting the Site has an appearance of derelict/ unused area of land.

4.16 The vegetation within the Site and on the Site boundaries provides some visual amenity within the wider setting and a degree of containment. Some areas of this established mature vegetation would be removed to make way for the proposed scheme; new planting would be introduced within and around the development area to compensate for this loss. Overall, the Proposed Scheme would improve the condition and appearance of the Site due to the redevelopment of an existing derelict area of weak character with new buildings set within a framework of retained mature planting and new tree and shrub planting.

4.17 Overall, the change to the Site and the immediate setting arising from the Proposed Scheme would give rise to a **Medium - High Magnitude of Change** due to the addition of large scale built form and associated parking and service yards. There would likely be a direct, permanent, long-term effect comprising of both adverse changes such as the loss of open land and beneficial changes from the redevelopment of a derelict site to a completed development. Overall,the resultant effect would be **Neutral** (ie no overall improvement or deterioration). Taking into account the Low sensitivity of the Application Site this would result in Moderate - Minor Neutral effects.

Vegetation within the Site

4.18 Where possible, existing vegetation along the Site boundaries would be retained and protected. The Proposed Scheme would, however, result in the removal of a number of existing trees, groups, hedgerows and areas of self-seeded woodland and scrub vegetation. This includes the loss of several lower value self-seeded trees and vegetation groups within the development footprint, together with partial removal of areas of boundary vegetation. Notwithstanding this, key landscape features would be retained, including the mature southern boundary poplar belt (T047-T076), mature

perimeter trees and retained sections of boundary woodland and scrub. There are no Tree Preservation Orders (TPOs) affecting the Site.

4.19 The Proposed Scheme includes new landscape planting comprising native woodland and shrub planting, native hedgerows, ornamental planting, species-rich grassland and flowering lawn areas. The proposals include approximately 93 new standard trees throughout the Site, focused on roadsides, parking areas and key frontage locations. Native shrub planting and woodland enhancement would strengthen boundary vegetation and improve habitat connectivity, whilst species-rich wildflower grasslands would be established around the buildings and within SuDS features. Existing retained vegetation along the Site boundaries, particularly to the south and east, would be protected and enhanced in accordance with ecological and arboricultural recommendations.

4.20 Overall, the Proposed Scheme would result in a **Medium Magnitude of Change reducing to Low** in the long term (Year 15 and beyond) as proposed planting matures. Whilst the development would result in the permanent loss of some existing vegetation, this would be offset in part by the retention of key landscape features and the substantial new planting proposed across the Site. There would be a direct, permanent and long-term effect on the landscape resource which, on balance, is considered to constitute a **Adverse Effect**. Taking into account the Medium – Low sensitivity of the vegetation within the Site, the overall effects would be Moderate to Minor Adverse at Year 1 reducing to Minor Adverse at Year 15.

Table 4.3: Summary of assessment of effects on Landscape Character Receptor

Landscape Receptor	Sensitivity	Magnitude of Change	Type and Level of effect
LCA 40 Urban Fringe Farmland	Medium - Low	Low	Minor Adverse
The Site and its immediate setting	Low	Medium - High	Moderate – Minor Neutral
Vegetation within the Site	Medium - Low	Year 1 - Medium - Low By Year 15 - Low	Year 1 - Moderate – Minor Adverse Year 15 - Minor Adverse

Visual Effects

4.21 The assessment of visual impacts likely to arise from the Proposed Scheme comprised an assessment of the likely extent of visibility of the Proposed Scheme and the impacts on each of the receptors likely to be affected. This assessment should be read in conjunction with the illustrative material contained within the DAS.

Extent of Visibility of the Proposed Scheme

4.22 The visibility of the Site would increase with the implementation of the Proposed Scheme. This is due to the introduction of large-scale built form within the Site and the

need to remove some of the perimeter vegetation. The potential extent of visibility is demonstrated by the computer generated ZTV provided in **Figure 2** of ***Appendix 3***.

4.23 The ZTV demonstrates that the Proposed Scheme would be most noticeable from the roads within the immediate setting off the Site. However, these views would be experienced in the context of the existing adjacent commercial uses. Beyond this the Proposed Scheme would be less visible, there would be some glimpsed views of the rooftops of the proposed built form; generally these views would be experienced in the context of the surrounding commercial buildings and would not appear incongruent are out of keeping with the general character and appearance of the views.

Assessment of Effects on Visual Receptors

4.24 **Table 5.4** below provides a summary assessment of the likely key effects of the Proposed Scheme on the visual receptors identified during the baseline appraisal.

Table 4.4: Appraisal of Key visual receptors

Receptor	Sensitivity	Commentary
1. Road users, cyclists, and pedestrians on Simonsway and Finney Lane	**Low - Medium**	Pedestrians, cyclist, and road users would experience varying views of the Proposed Scheme. In the wider setting when traveling west or east bound the majority of the proposals would be screened by existing vegetation or built form adjacent to the Site boundaries. Rooftops and upper floors of the proposals would be visible. These views would be experienced in the context of a main route through an urban setting comprising office block buildings, tramways and the adjacent residential areas. Directly adjacent to the Site, the removal of some of the existing vegetation along the northern boundary and the creation of a new Site access would mean that the proposed new buildings would be clearly visible. The built form would represent an increase in massing in these views, however this would be in keeping with the adjacent land uses. It is considered that the quality of views would generally improve with the replacement of an unkempt Site including overgrown boundary vegetation with new modern built form, together with appropriate landscape treatments which would help to visually integrate the Proposed Scheme. The proposals would include both adverse and beneficial visual effects, as a result of the lost vegetation and the increased urbanising effect of new built form which would be somewhat offset by the fact that the Site would change from that of derelict land to a completed Site; resulting in an overall neutral effect on the users of this road. As the proposed vegetation as set out in the landscape strategy begins to establish, the development would integrate into the landscape and the effects of the proposals would reduce and become more beneficial to the visual receptor. **Magnitude of change:** Varies from Low - Medium (majority of the route) Medium - High (along the northern Site boundary) **Overall Level and Type of Effect:** Moderate – Minor Neutral (majority of the route) and Moderate Neutral (along the Site boundary) **Representative Views**: 1.1, 1.2, and 1.3

2. Road users, cyclists, and pedestrians on Styal Road	**Low - Medium**	Due to the topography of the area and the intervening vegetation and built form there are currently no clear views into the Site from this road. Existing vegetation along the roadside, and adjacent the Site boundaries would filter and screen views towards the Proposed Scheme. When travelling north along the road the rooftops and upper floors of the Proposed Scheme would be visible. Whilst the proposals would be seen, these views would be experienced in the context of a main route through an urban setting often framed office block buildings, commercial units and a public house. The upper floors and rooftops of the proposed new built form would be visible from this route, with more filtered views of the development during the winter months; the overall effects on the users are considered to be adverse. **Magnitude of change:** Medium - Low **Overall Level and Type of Effect:** Minor Adverse **Representative Views**: 2.0

3. Residents and local community on Patch Croft Road and Pasture Field Road	**Low – Medium**	For the majority of these residential routes the road is framed by existing housing and the Site is not clearly visible. For the residents of Patch Croft Road, hedgerows enclose the rear garden boundaries and prevents views from ground floor windows. Views of the Site from second storey windows are likely to be possible but would be heavily filtered by mature trees. Existing built form within the Atlas Business Park would influence views from properties to the western side of the road. The existing views experienced into the Site would be that of an unkempt site and not particular pleasant/ attractive. At the southern end of the Pasture Field Road, users of this residential road travelling south would experience channelled views towards the northern boundary of the Site. The built form would present an increase in massing in these views; in this location this would be in keeping with the adjacent land uses and would not appear visually intrusive or overbearing due to the proposed buildings being at least 55m from the residential properties and the presence of exiting mature vegetation in the intervening area. It is considered that the quality of views would generally improve with the replacement of an unkempt Site including overgrown boundary vegetation with new modern built form, together with appropriate landscape treatments which would help to visually integrate the Proposed Scheme. The proposals would include both adverse and beneficial visual effects, resulting in an overall neutral effect on the users of this road. As the proposed vegetation as set out in the landscape strategy begins to establish, the development would integrate into the landscape and the effects of the proposals would reduce and become more beneficial to the visual receptor. **Magnitude of change:** Medium – Negligible **Overall Level and Type of Effect:** Moderate – Minor Neutral – Negligible **Representative Views**: 3.0

4. Workers and visitors to Atlas Business Park	**Low - Medium**	The majority of roads through the business park are framed by existing office / commercial units and the Site is not clearly visible. However, in the eastern portion of the park, users of this road would experience channelled views towards the southern and western boundary of the Site which currently comprises iron railing and a derelict area of hardstanding/ former car park and over grown areas of self-seeded vegetation. The removal of the existing 2 storey commercial building and existing vegetation within the Site would mean that the proposed new buildings would be clearly visible. The built form would present an increase in massing in these views; in this location this would be in keeping with the adjacent land uses. It is considered that the quality of views would generally improve with the replacement of an unkempt Site including overgrown boundary vegetation with new modern built form, together with appropriate landscape treatments which would help to visually integrate the Proposed Scheme. The proposals would include both adverse and beneficial visual effects, resulting in an overall neutral effect on the users of this road. As the proposed vegetation as set out in the landscape strategy begins to establish, the development would integrate into the landscape and the effects of the proposals would reduce and become more beneficial to the visual receptor. **Magnitude of change:** Medium **Overall Level and Type of Effect:** Moderate – Minor Neutral **Representative Views**: 4.0

5. Road users and pedestrians on Shadowmoss Road and Ringway Road	**Low - Medium**	To the north of Shadowmoss Road the Site flanks the eastern side of this route, beyond the metrolink tramlines. In this location the Site is perceived as open land between an existing trading estate (south) and the existing built form at Atlas Business Park (north). From this section of the route the Proposed Scheme would be clearly visible but views would be somewhat softened by the existing roadside vegetation and the retained and enhanced vegetation within the Site. The tramlines and associated overhead cables are detracting features in these views. Whilst the built form would introduce additional massing into the background of the view, this change would be experienced in the context of the existing glimpsed and visually unattractive outlook. The proposed building heights would step down towards Shadowmoss Road. A separation distance of approximately 50m between the existing residential development to the west of the Site and the elevation of Unit 7 would be sufficient to avoid an overbearing effect on these properties. To the south west, Shawdowmoss Road and Ringway Road lie beyond an area of existing airport carparking. From these distant views the Site itself is not clearly visible; however, the rooftops and upper storeys of the Proposed Scheme would be visible in the distance above the existing vegetation. The tramlines and associated overhead cables, the security lighting within the car parking areas, and lighting columns associated with the airport runway are detracting features in these views. Whilst the built form would introduce massing into the view in the distance, this change would form a small portion of an overall wider panoramic across a generally unattractive view. As the proposed vegetation as set out in the landscape strategy begins to establish, the development would integrate into the landscape and the effects of the proposals would reduce. **Magnitude of change:** High – Medium (north of the route, adjacent to the Site) Medium – Low (to the south in longer distance views looking north) **Overall Level and Type of Effect:** Moderate Adverse (north of the route, adjacent to the Site) and Minor Adverse (to the south in longer distance views looking north) **Representative Views**: 5.1, 5.2, 5.3, 5.4

6. Road users and pedestrians on Lomond Road	**Low - Medium**	In the most part, this road is enclosed by existing vegetation and built form, and for a majority of the journey along this road the Site cannot be perceived. In a break in the roadside vegetation, there is an oblique view south across open land towards the Site. Although the Site itself cannot be seen, the roof tops and upper storeys would be visible in this oblique glimpse view, for a small portion of an overall journey. **Magnitude of change:** Low - Negligible **Overall Level and Type of Effect:** Minor Adverse – Negligible **Representative Views**: 6.1 and 6.2
7. Users of public right of way to the north branching from Pasture Field Road (PRoW FFP 254)	**Medium**	The majority of this footpath is enclosed by existing vegetation and built form, and therefore the Site cannot be perceived. As the route opens out within the grounds of a farmstead there are oblique views south towards the Site. Intervening vegetation and built form screen the Site; the proposed building would not be visible from this route as demonstrated in the ZTV. **Magnitude of change:** Negligible **Overall Level and Type of Effect:** Negligible **Representative Views**: 7.0

8. Road users and pedestrians on the residential streets to the west of the Site including Badgers Walk, Green Meadows Walk and Dufton Walk	**Low - Medium**	Views from these residential streets are generally well contained by existing housing, mature street trees, boundary vegetation and the intervening transport corridor associated with Shadowmoss Road and the Metrolink line. For much of the route, views towards the Site are either screened or heavily filtered by existing vegetation and built form. At locations where views are available, particularly from Green Meadows Walk, users experience channelled views eastwards towards the Site across Shadowmoss Road and the tram corridor. Existing commercial development within Atlas Business Park already forms a noticeable component of these views and influences the visual baseline. The Site is currently perceived as a combination of unmanaged vegetation, former hardstanding and previously developed land, which contributes little to local visual amenity. The Proposed Scheme would introduce large-scale commercial buildings into these views and would increase the amount of visible built form. Where possible the existing vegetation along the western boundary has been retained and the height of the development has been restricted to 13m within this portion of the Site. However the removal of some existing vegetation would initially open up views towards parts of the development. However, the proposed landscape strategy includes substantial areas of native shrub and tree planting, together with the retention of key boundary vegetation which would soften and filter views of the development over time. The proposed buildings would be viewed in the context of existing employment development, transport infrastructure and urban land uses and would not appear incongruous within the wider townscape. Whilst the introduction of substantial built form would result in a more urbanised outlook and a loss of some vegetation, the redevelopment of a vacant and somewhat derelict site, together with the proposed landscape enhancements, would provide some beneficial change. As the proposed planting matures, the development would become increasingly integrated within the landscape framework and the prominence of the built form would reduce. **Magnitude of change:** Medium – High **Overall Level and Type of Effect:** Moderate Adverse **Representative Views**: 8.0

9. Road users on Manchester Airport Relief Road	**Low - Medium**	This route traverses the southern portion of the study area beyond the existing airport carparking. From these distant views the Site itself is not clearly visible; however, the rooftops and upper storeys of the Proposed Scheme would be visible in the distance above the existing vegetation. Whilst the built form would introduce massing into the view, from this distance this change would form a small portion of an overall wider panoramic across a generally unattractive view. Views from this route are generally experienced by road users and often experienced at speed and are fleeting. **Magnitude of change:** Low **Overall Level and Type of Effect:** Minor Adverse **Representative Views**: 9.0

5. Summary and Conclusions

5.1 This LVIA report has been founded on a thorough study of the Site and its landscape and visual context; through understanding and appreciating these features and resources, a robust impact appraisal of the Proposed Scheme has been undertaken. The assessment included:

- A review of relevant policy and guidance;
- Identification of the baseline quality and characteristics of the local landscape character and local views and identification of key visual receptors and representative viewpoints; and
- Assessment of the impact of the Proposed Scheme on landscape and , visual receptors .

5.2 In accordance with best practice, the assessment process commenced at the start of the project and was used to inform the development of proposals for the Site. This allowed the early identification of landscape opportunities and mitigation measures which were then embedded in the design proposals.

5.3 The Site is located adjacent to LCA 40: Heald Green to Bramhall ('LCA 40'), which is categorised within the 'Urban Fringe Farmland' LCT. LCA40 was judged to have a 'low-moderate' sensitivity commercial/industrial development.

5.4 A Zone of Theoretical Visibility (ZTV) was produced to understand where in the surrounding landscape the Proposed Scheme and Site were likely to be visible. This consideration of visibility was used to identify key visual receptors and key views with potential to be affected by the Proposed Scheme and to inform the selection of representative views.

5.5 Key visual receptors includes users of :

- Simonsway and Finney Lane
- Styal Road
- Patch Croft Road/ Pasture Field Road
- Atlas Business Park
- Shadowmoss Road
- Ringway Road
- Lomond Road
- PRoW FFP 254

- Residential streets to the west of the Site including Badgers Walk, Gren Meadows Walk and Dufton Walk
- Manchester Airport Relief Road

5.6 Fourteen representative viewpoints were identified and agreed with Manchester City Council to reflect these receptors.

5.7 The Proposed Scheme incorporates a series of embedded mitigation measures, including the retention and protection of existing vegetation, a layout informed by existing landscape features and site constraints, and the use of existing access infrastructure to minimise landscape disturbance. Building design measures include the orientation of service areas away from sensitive receptors, stepped building heights towards the western site boundary, and a carefully considered material palette to reduce perceived scale and visual massing. Landscape enhancements comprise the planting of approximately 93 new trees, native woodland, hedgerow and shrub planting, ornamental planting at key frontages and entrances, and species-rich grassland throughout the Site. SuDS features are integrated as landscape elements to enhance visual amenity and biodiversity, whilst retained vegetation is strengthened in accordance with ecological recommendations. These measures are supported by robust construction and management practices, including BS5837-compliant tree protection, no-dig construction techniques where required, and the long-term management of landscape features to ensure the successful establishment of planting and enhancement of the Site's landscape framework.

5.8 The identified effects on the Landscape Receptors are summarised in **Table 5.1** below:

Table 5.1: Summary of assessment of effects on Landscape Character Receptors

Landscape receptor	Sensitivity	Magnitude of Change	Type and Level of Effect
LCA 40 Urban Fringe Farmland	Medium - Low	Low	Minor Adverse
The Site and its immediate setting	Low	Medium - High	Moderate – Minor Neutral
Vegetation within the Site	Medium - Low	Medium – Low (year 1) Low (year 15)	Year 1 - Moderate – Minor Adverse Year 15 - Minor Adverse

5.9 The effects on the landscape receptors as a result of the Proposed Scheme would generally be adverse; however, due to the locations and setting of the Site the receptors are not particular sensitive to change of this nature. The Greater Manchester Landscape Character and Sensitivity Assessment ('GMLCSA') identifies LCA 40 Urban Fringe Farmland as having a low-moderate sensitivity to commercial/industrial developments.

5.10 The identified effects on the Visual Receptors are summarised in **Table 5.2** below.

Table 5.2: Summary of assessment of effects on Visual Receptors

Location	Sensitivity	Magnitude of change / Type and level of effect
1. Road users, cyclists, and pedestrians on Simonsway and Finney Lane	**Low - Medium**	**Magnitude of change:** Varies from Low - Medium (majority of the route) Medium - High (along the northern Site boundary) **Type of Effect:** Moderate – Minor Neutral (majority of the route) and Moderate Neutral (along the Site boundary) **Representative Views:** 1.1, 1.2, and 1.3
2. Road users, cyclists, and pedestrians on Styal Road	**Low - Medium**	**Magnitude of change:** Medium - Low **Type of Effect:** Minor Adverse **Representative Views:** 2.0
3. Residents and local community on Patch Croft Road and Pasture Field Road	**Low - Medium**	**Magnitude of change:** Medium – Negligible **Type of Effect:** Moderate – Minor Neutral – Negligible **Representative Views:** 3.0
4. Workers and visitors to Atlas Business Park	**Low - Medium**	**Magnitude of change:** Medium **Type of Effect:** Moderate – Minor Neutral **Representative Views:** 4.0
5. Road users and pedestrians on Shadowmoss Road and Ringway Road	**Low - Medium**	**Magnitude of change:** High – Medium (north of the route, adjacent to the Site) Medium – Low (to the south in longer distance views looking north) **Type of Effect:** Moderate Adverse (north of the route, adjacent to the Site) and Minor Adverse (to the south in longer distance views looking north) **Representative Views:** 5.1, 5.2, 5.3, 5.4
6. Road users and pedestrians on Lomond Road	**Medium**	**Magnitude of change:** Low - Negligible **Type of Effect:** Adverse **Representative Views:** 6.1 and 6.2
7. Users of public right of way to the north branching from Pasture Field Road (PRoW FFP 254)	**Low - Medium**	**Magnitude of change:** Negligible **Type of Effect:** Minor Adverse – Negligible **Representative Views:** 7.0
8. Road users and pedestrians on the residential streets to the west of the Site including	**Low - Medium**	**Magnitude of change:** Medium – High **Type of Effect:** Moderate Adverse **Representative Views:** 8.0

Location	Sensitivity	Magnitude of change / Type and level of effect
Badgers Walk, Gren Meadows Walk and Dufton Walk		
9. Road users on Manchester Airport Relief Road	**Low - Medium**	**Magnitude of change:** Low **Type of Effect:** Minor Adverse **Representative Views:** 9.0

5.11 The effects on the visual receptors as a result of the Proposed Scheme would generally be limited due to the urban fringe context of the Site, the influence of existing commercial development, transport infrastructure and vegetation within the surrounding landscape. The majority of visual receptors would experience either minor adverse, moderate-minor neutral or moderate neutral effects. The greatest effects would be experienced by receptors immediately adjacent to the Site, including road users and pedestrians on Shadowmoss Road and Ringway Road and residents on residential streets to the west of the Site, where moderate adverse effects are identified. Elsewhere, effects reduce with distance and the influence of intervening development and vegetation, resulting in predominantly minor adverse to negligible effects. Overall, while the Proposed Scheme would introduce noticeable change in close proximity to the Site, visual effects are generally localised and reflective of the existing urban fringe and airport-related character of the area.

5.12 Overall, the LVIA concludes that the Proposed Scheme would result in generally limited and localised landscape and visual effects. Whilst some adverse effects would arise, particularly in relation to the Site itself and views experienced by receptors in close proximity to the Site boundaries, these are moderated by the urban fringe context, the presence of existing commercial and airport-related development, and retained and proposed landscape planting. Effects on landscape character are limited, with no significant effects identified, and visual effects are largely confined to receptors with direct or near-direct views of the Site. The Proposed Scheme would represent a logical extension of the established built form within this part of Manchester's urban edge and, as landscape mitigation matures, effects would become increasingly integrated within the surrounding landscape and visual baseline.

Appendix 1: Relevant Planning Policy Context

National Planning Policy Framework 2026

The National Planning Policy Framework (NPPF) was introduced in March 2012 and provided a full statement of the Government's planning policies. A revision to the NPPF was adopted by MHCLG in July 2018, with further revisions in February 2019 and December 2024. The most recent update was published in August 2026, which sets out a policy framework within which the protection and enhancement of landscape/townscape is considered whilst accommodating the need for development and the efficient use of land.

NPPF Policy DP3: Key principles for well-designed places requires development proposals to 'respond to their context (the history, character and features of their site and its setting), so that they integrate with and enhance their surroundings'.

DP3: Key principles for well-designed places

1. Development proposals should respond to their context (the history, character and features of their site and its setting), so that they integrate with and enhance their surroundings; such as through the arrangement of development plots and buildings, the use of materials and architectural features, and the restoration, reuse and integration of heritage assets. This should not preclude innovation or change where appropriate, especially where an increased scale or density of development is justified in accordance with policies L2 and L3.

NPPF Policy N2: Improving the Natural Environment seeks to ensure that development proposals consider: (a) the environmental qualities of a site, including the 'landscape character and natural beauty of the countryside'; and (d) 'conserve and enhance existing natural features of visual, historic or nature conservation value'.

N2: Improving the natural environment

1. To contribute positively to the natural environment, and support nature's recovery, development proposals should:

a) Consider the environmental qualities of land proposed for development, including habitats, landscape character and the natural beauty of the countryside, and identify opportunities for those qualities to be conserved or enhanced (including through requirements for biodiversity net gain where these apply)

d) Conserve and enhance existing natural features of visual, historic or nature conservation value (such as established trees and hedgerows) where possible; and use appropriate landscaping to help create a well-designed place and integrate the development into its surroundings.

National Planning Practice Guidance

National Planning Practice Guidance (NPPG) has been issued by the Government as a web resource. This is intended to provide more detailed guidance and information with regard to the implementation of national policy set out in the NPPF.

In the Design guidance category of the PPG, (Paragraph 001 Reference ID: 26-001-20191001) the guidance supports paragraph 130 of the NPPF which states that *'permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents'*. It also refers to the accompanying National Design Guide[7] which sets out ten characteristics for a well-designed place:

- Context – enhances the surroundings.
- Identity – attractive and distinctive.
- Built form – a coherent pattern of development.
- Movement – accessible and easy to move around.
- Nature – enhanced and optimised.
- Public spaces – safe, social and inclusive.
- Uses – mixed and integrated.
- Homes and buildings – functional, healthy and sustainable.
- Resources – efficient and resilient.
- Lifespan – made to last.

In the Natural Environment guidance category of the NPPG, Paragraph 006 (Reference ID: 8-006-20190721) refers to green infrastructure and states:

'The built environment can be enhanced by features such as green roofs, street trees, proximity to woodland, public gardens and recreational and open spaces. More broadly, green infrastructure exists within a wider landscape context and can reinforce and enhance local landscape character, contributing to a sense of place and natural beauty'.

Paragraph 029 (ID: 8-029-20190721) provides guidance in relation to trees within settlements and states that the interaction of trees and tree roots with built infrastructure requires expert arboricultural or forestry advice. In order to deal with the pressures of climate change it also guides that trees should be well-placed and well-chose.

Paragraph 037 (ID: 8-037-20190721) supports the use of Landscape Character Assessment as a tool to help understand the character and local distinctiveness of the landscape and identify the features that give it a sense of place. It also supports the use of LVIAs to demonstrate the likely effects of the Proposed Scheme on the landscape.

Local Development Framework

The Site is situated within the Manchester City Council ('Council') area, which adopted the Manchester Core Strategy[8] as the key Local Development Framework document against which new development proposals should be judged. The Manchester Core Strategy was adopted on 11th July 2012 and covers the period of 2012-27.

Policy DM 1 – Development Management outlines the considerations of which decisions on development proposals will take account. Of particular relevance to the landscape, townscape

[7] Ministry for Homes, Communities & Local Government (2019) *National Design Guide: Planning practice guidance for beautiful, enduring and successful places*
[8] Manchester City Council (2012) Manchester Core Strategy

and visual impacts of the development proposal for the Site are the requirements for development applications to regard to their impact on surrounding areas in terms of their design, scale and appearance; effects on biodiversity, landscape, archaeological or built heritage; and the potential impacts on open space reserves.

"All development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:-

- *Appropriate siting, layout, scale, form, massing, materials and detail.*
- *Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.*
- *Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.*
- *Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes. Community safety and crime prevention. Design for health. Adequacy of internal accommodation and external amenity space. Refuse storage and collection.*
- *Vehicular access and car parking.*
- *Effects relating to biodiversity, landscape, archaeological or built heritage.*
- *Green Infrastructure including open space, both public and private. The use of alternatives to peat-based products in landscaping/gardens within development schemes.*
- *Flood risk and drainage.*
- *Existing or proposed hazardous installations.*

Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques as follows (In terms of energy targets this policy should be read alongside policy EN6 and the higher target will apply):-

a) For new residential development meet as a minimum the following Code for Sustainable Homes standards. This will apply until a higher national standard is required: Year 2010 – Code Level 3; Year 2013 - Code Level 4; Year 2016 - Code Level 6; and

(b) For new commercial developments to demonstrate best practice which will include the application of the BREEAM (Building Research Establishment Environmental Assessment Method) standards. By 2019 provisions similar to the Code for Sustainable Homes will also apply to all new non-domestic buildings."

Policy EN 1 – Design Principles and Strategic Character Areas sets out the considerations that development is expected to follow in each of the Council area's designated character areas. In general, good design is encouraged, particularly on major radial and orbital and rail routes. The

Site straddles the Character Areas of Wider Wythenshawe and the Airport and Urban Fringe. The Wider Wythenshawe Character Area seeks to protect the low-rise suburban character and soft landscape of the Wythenshawe garden-city-influenced residential areas, while the Airport and Urban Fringe Character Area is principally concerned with the accommodation of the Airport's future operational needs alongside effort to minimise compromise to the area's open character.

"All development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and listed above and have regard to the strategic character area in which the development is located. Opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial and orbital road and rail routes. Design and Access Statements submitted with proposals for new development must clearly detail how the proposed development addresses the design principles, reinforces and enhances the local character of that part of the City and supports the achievement of the Core Strategy Strategic Objectives."

"10. Wider Wythenshawe Character Area Wythenshawe was developed along the principles of the 'garden city' movement. The wider area represents a phased series of predominantly social housing dating from the 1920s to the 1960s, with some later infill developments and industrial zones. There is a predominance of low rise, low density semi-detached houses, short terraces and low rise blocks of flats and maisonettes, all set within private gardens, incidental open space, public amenity spaces and pockets of semi-natural and woodland areas. The key focal points for activity are the transport corridors, hospital and District Centres.

- *The principal features to be retained in any new development is the sense of the existing low rise suburban character set within soft landscape.*

11. Airport & urban fringe Character Area Much of this area is open in character including a significant area of agricultural land. Built development is mainly associated with the Airport and associated uses, often large scale but height limited by flight path requirements. Other built development is small scale and takes the form of individual or small clusters of houses.

- *Development in this area needs to accommodate the future operational needs of the Airport, whilst retaining the area's open character as far as is possible."*

Policy EN 9 – Green Infrastructure sets out the requirements of new development to maintain or enhance green infrastructure, or mitigate its loss as a result of the development. This policy is supported by the Manchester Green and Blue Strategy, which provides a definition of Green Infrastructure, a rationale for its maintenance, enhancement and the mitigation of its loss, and actions for developers to take in order to maintain or enhance Manchester's Green Infrastructure. Policy EN9 states:

"New development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. Where the opportunity arises and in accordance with current Green Infrastructure Strategies the Council will encourage developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure. Where the benefits of a proposed development are considered to outweigh the loss of an existing element of green infrastructure, the developer will be required to demonstrate how this loss will be mitigated in terms of quantity, quality, function and future management.

Key features of Manchester's green infrastructure will include:

- *The continued development of a network of green spaces, water bodies, canals, paths and cycleways, with priority given to those parts of the City where there is an identified existing lack of open space. The Council will seek to protect existing street trees and promote new planting, particularly where this can enhance green links in the urban area.*
- *The continued maintenance and management of the Rivers Mersey and Irwell and their tributaries, for example the River Irk, River Medlock, Chorlton Platt Gore, Gatley Brook, Moston Brook and adjoining land, with regard to their multiple functions including recreation, flood management, and biodiversity.*
- *The provision of new, and improvements to the quality and accessibility of existing green infrastructure assets, to mitigate for any loss of green infrastructure as a result of development such as the Metrolink extension programme.*

The encouragement of green roofs, green walls, tree planting and other forms of green infrastructure to allow for the adaption to climate change in heavily urbanised areas. New green infrastructure provision should be an exemplar of best practice and innovation in terms of both its design and management."

Policy EN 13 – Green Belt outlines the provision of the Green Belt in the Council area, stating that no amendments to the Green Belt are to be made except those in the vicinity of Manchester Airport.

"The extent of Green Belt in Manchester will be amended in the vicinity of Manchester Airport, in accordance with policy MA1. Otherwise, there are no amendments to the Green Belt boundary to be effected through the Core Strategy. This does not preclude further consideration of sites currently within the Green Belt through subsequent Development Plan Documents."

Appendix 2: The LVIA Methodology

Turley

Assessment methodology

The methodology for landscape and visual assessment is based on current best practice as set out in:

- *Guidelines for Landscape and Visual Impact Assessment, 3rd edition, 2013 (Landscape Institute and Institute for Environmental Management and Assessment) (GLVIA3) and supporting Notes and Clarifications LITGN-2024-01;*
- *Landscape Character Assessment, 2016 (Landscape Institute Technical Information Note 08/2015); and*
- *Visual Representation of Development Proposals, 2019 (Landscape Institute Technical Information Note 06/19).*
- *Assessing Landscape Value Outside National Designations' Landscape Institute, Technical Guidance Note (TGN) 02/21, 2021*

The Guidelines for Landscape and Visual Impact Assessment (GLVIA) states that this type of appraisal provides a tool for identifying and assessing the *"the effects of change resulting from development on both the landscape as an environmental resource in its own right and on people's views and visual amenity*" (Para. 1.1). It goes on to emphasise that the appraisal has two interlinked elements of: landscape, as a resource; and visual amenity, including views. The effects of both must be addressed in the assessment.

Baseline landscape appraisal methodology

The baseline landscape appraisal included a mixture of desk study and field work to identify and record the key landscape features and character of the landscape within the study area. A preliminary desk study of Ordnance Survey (OS) maps and aerial photography was undertaken to establish the physical components of the Site and its surroundings. A review of the landscape character context of the Site was undertaken which referenced the current published landscape character studies relating to the study area at national, regional and local level. This was followed by fieldwork to assess the key characteristics of the local landscape character and identify local landscape character areas within the study area. The key landscape receptors (landscape character areas, landscape features or landscape characteristics) with potential to be affected by the proposed development were then identified and a judgement was made on the Value of each of these. This judgement is made based on the approach set out in GLVIA3 and as described below.

The Value of each of the identified landscape receptor was assessed with reference to the following criteria and the definitions of level of value set out in **Table 1.1**:

- *Any designations or policies (both national and local) which may be present; and,*
- *The presence or absence of other attributes which contribute to landscape value such as landscape condition, scenic quality, rarity, representativeness, conservation interests, recreation value, perceptual aspects or associations e.g. with writers, artists or historic events*

Table 1.1: Value of Landscape Receptors

Value	Typical Level of Designation/ Rarity	Typical Examples
Very High	International, National	World Heritage Sites, and/or key features of World Heritage Sites. No potential for substitution.
High	National, Regional	National Parks or National Landscapes and/or key features of these, Scheduled Monuments, some Conservation Areas, and landscape areas with typically a significant number of Grade I/II* listed buildings, and/or Registered Historic Park and Gardens. No or limited potential for substitution.
Medium	Regional, Local	Landscape areas designated at local level e.g. Special Landscape Areas and other undesignated areas which contain features of notable scenic quality or recreational value with value perhaps expressed through non-official publications or demonstrable use. Limited potential for substitution.
Low	Local	Landscape features or character areas which are not related to designated, or non-designated heritage assets, or a planning designation; and/or mentioned in guidebooks or on tourist maps; and/or referenced in art and literature; and/or is of little scenic or landscape importance. Considerable potential for substitution.
Very Low	Local	Landscape features or local character areas in poor condition or quality and/or identified for recovery.

Baseline visual appraisal methodology

The baseline visual appraisal established the area in which the Site, and emerging scheme proposals, may be visible; the different groups of people who may experience the views of the development (defined as visual receptors); and, the nature of these views. These factors interrelate, but for the purpose of the assessment are dealt with in that order.

The visibility of the Site was assessed by a walkover survey which established the area within the study area from which the Site is currently visible. The key visual receptors within this area were then identified (i.e. groups of people within this area who experience (or may experience) views of the Site).

In most assessments, unless specifically requested by the LPA, visual receptors are restricted to groups of people in publicly accessible places. Normally, views from private residential properties are not included as changes to private views are not a planning consideration[9] unless the development is likely to be so overbearing or dominating that they could result in unacceptable living conditions. Where this is possible, a separate residential visual amenity assessment is undertaken.

[9] Aldred's Case in 1610 established in English law that views from private property cannot be protected.

Following identification of the key visual receptors, representative viewpoints were identified to reflect typical views from the key visual receptors. The number and location of representative viewpoints were shared with the local authority during the pre-application phase. A description and evaluation of the identified views was then undertaken which took into account the following:

- *type and relative numbers of people, and their occupation or activity*
- *location, nature and characteristics*
- *nature, composition and characteristics of the views (including directions)*
- *elements which may interrupt, filter or otherwise influence the views*
- *seasonal changes in the view*

Assessment of Landscape Effects
Landscape effects include:

- *Changes to, and/or complete or partial loss of features, elements, characteristics or perceptual aspects that contribute to the character and distinctiveness of the Landscape/local Landscape area; and/or,*
- *Introduction of new elements or features that influence the character and distinctiveness of the Landscape/local Landscape area;*

The assessment of landscape effects considered the sensitivity of the landscape receptor and the magnitude of the predicted effect.

The sensitivity of landscape receptors relates to the value attached to that receptor (which was established as part of the baseline assessment) and the susceptibility of the receptor to the type of change or development proposed. GLVIA3 defines landscape susceptibility as "*the ability of the landscape receptor (whether it be the overall character or quality/condition of a particular landscape type or area, or an individual element and/or feature, or a particular aesthetic and perceptual aspect) to accommodate the Proposed Development without undue consequences for the maintenance of the baseline situation and/or the achievement of landscape planning policies and strategies*" (Para. 5.40).

Judgements on the susceptibility to change of each of the identified landscape receptors were made based on the scale set out in **Table 1.2.**

Table 1.2: Susceptibility to change of landscape receptors

Susceptibility to change	Description
High	Landscape receptor[10] would be unlikely to accommodate the type of development proposed without undue negative consequences for the maintenance of the baseline situation and/or the achievement of landscape planning policies and strategies. Landscape receptor has little or no relationship to the type of development proposed and/or would be difficult to replace or substitute if lost e.g. ancient woodland, veteran trees and historic parkland. Landscape receptor is highly sensitive and would be fundamentally altered by the type of development proposed.
Medium	Landscape receptor would be compromised by the type of development proposed and/or the achievement of landscape planning policies and strategies would be compromised. Landscape receptor has some relationship to the type of development proposed and/or could be partially replaced or substituted if lost. Landscape receptor is moderately sensitive and characteristics of the receptor would be altered by the type of development proposed. The general features or character of the receptor would remain but would be weakened by the type of development proposed.
Low	Landscape receptor would be likely to accommodate the type of development proposed without undue negative consequences for the maintenance of the baseline landscape character and/or the achievement of landscape planning policies and strategies. Landscape receptor has a close relationship to the type of development proposed and could be easily replaced or substituted if lost. Landscape receptor is of low sensitivity and characteristics of the receptor would not be significantly altered by the type of development proposed. The general landscape character is resilient to change.

A judgement on the overall sensitivity of each landscape receptor (ranging from High to Very Low) was made based on the combined evaluation of susceptibility and value attached to the receptor together with informed professional judgement and guidance provided in GLVIA3.

The magnitude of landscape effect considered the size or scale of the effect, the geographical extent of the effect and the duration and reversibility of the effect.

Judgements on the magnitude of Landscape effect were broadly based on the descriptions of magnitude set out in **Table 1.3** below.

[10] Includes landscape character areas, landscape elements or features and particular aesthetic or perceptual aspects of the landscape.

Table 1.3: Magnitude of Landscape Effects

Magnitude of Effect	Definition
High	Permanent loss of all or most of the key characteristics of a landscape receptor and/or addition of major new elements which would be dominant features with little or no relationship to the landscape receptor. Changes would substantially alter the character of a large area.
Medium	Permanent partial loss or change to some of the key characteristics of a landscape receptor and/or addition of new elements which would be prominent features. Changes would result in a large change to the character of a small area or a noticeable change to a larger area.
Low	Permanent limited/localised loss or change to common characteristics of a landscape receptor and/or addition of new elements which would be noticeable features but largely in keeping with the existing character. Changes would result in a small change to the character of a large area or a noticeable change to a small area. Also includes temporary and/or reversible changes of larger scale or extent.
Very Low	Small scale changes to common characteristics of a landscape receptor and/or small scale additions of new elements which are in keeping with the existing character. Changes would not noticeably alter the character of the area. Also includes temporary and/or reversible changes of small or medium scale and extent.
Negligible / None	No, or barely discernible, change to landscape receptor

Consideration was also given to the Type of Effect in terms of whether it is Adverse, Beneficial or Neutral. Often, effects will include a combination of both beneficial and adverse effects. However, a judgement is made on the nature of the overall effect which is based on the following terms:

- *Adverse: overall harm to Landscape character/feature*
- *Beneficial: overall improvement to Landscape character/feature*
- *Neutral: a combination of both adverse and beneficial effects with no overall harm or improvement to Landscape character/feature*

Assessment of Visual Effects

Visual effects include:

- *Changes to, and/or complete or partial loss of features, elements, characteristics or perceptual aspects that contribute to the character and distinctiveness of the view; and/or,*
- *Introduction of new elements or features that influence the character and distinctiveness of the view;*

The assessment of visual effects considered the sensitivity of the visual receptor and the magnitude of the predicted effect.

The sensitivity of the visual receptor comprised a judgement on the value attached to the views and an assessment of the susceptibility of each receptor to the type of change proposed.

A judgement on the value attached to the views was made with reference to the following criteria and the definitions of value set out in **Table 1.4**.

- *Planning designations e.g. Designated Views or Protected Vistas identified in local or regional planning policy'*
- *Other designations relating to landscape features or heritage assets e.g. key views identified in conservation area appraisals or recorded in citations for listed buildings or registered parks and gardens; and,*
- *Indicators of the value attached to views by visitors e.g. views identified in guidebooks or on tourist maps, official viewpoints (often with sign boards and interpretive material) or views referenced in literature or art*

Table 1.4: Value attached to views

Value	Typical level of designation / Rarity	Typical Examples
Very High	International, National	Views associated with sites of international importance e.g. World Heritage sites
High	National, Regional,	Designated views of national or regional importance e.g. views of noted importance to sites of national importance e.g. Scheduled Monuments, AONBs, Grade I/Grade II* listed buildings, and/or Registered Historic Park and Gardens
Medium	Regional, Local	Views identified or protected at local level e.g. identified in local planning policy or guidance and views associated with heritage or landscape features of regional or local importance e.g. some Conservation Areas and Grade II/II* listed buildings. May also include views which are undesignated but value perhaps expressed through non-official publications or its contribution to enjoyment of a designated or non-designated heritage asset.
Low	Local	The view from the identified visual receptor is not related to designated, or non-designated, heritage assets, or a planning designation; and/or mentioned in guidebooks or on tourist maps; and/or referenced in art and literature; but contributes positively to the visual amenity experienced by the receptor.
Very Low	Local	The view from the identified visual receptor does not make a positive contribution to local visual amenity.

The assessment of susceptibility of visual receptors was based on the approach set out in para 6.32 of GLVIA3 which notes that:

- *'the susceptibility of different visual receptors to changes in views and visual amenity is mainly a function of:*
- *The occupation or activity of people experiencing the view at particular locations: and,*
- *The extent to which their attention or interest may therefore be focussed on the views and the visual amenity they experience at particular locations'.*

Judgements on the susceptibility of a visual receptor to change are broadly based on the descriptions of susceptibility set out in **Table 1.5** below.

Table 1.5: Susceptibility to change of visual receptors

Susceptibility	Description
High	Receptors for whom the view and visual amenity is of high importance to the experience or activity including: people engaged in outdoor recreation whose attention or interest is likely to be focused on the landscape and on particular views e.g. waymarked walks through the landscape; and visitors to heritage assets or other attractions where views of the surroundings are an important contributor to the experience.
Medium	Receptors for whom the view and visual amenity is of moderate importance to the experience or activity including: Travellers on most road or rail routes
Low	Receptors for whom the view and visual amenity is of low importance to the experience or activity including: people engaged in outdoor sport or recreation which does not involve or depend upon appreciation of views of the landscape; and, people at their place of work whose attention may be focussed on their work, not on their surroundings, and where the setting is not important to the quality of working life.

A judgement on the overall sensitivity of each visual receptor (ranging from High to Very Low) was made based on the combined evaluation of susceptibility and value attached to the receptor together with informed professional judgement and guidance provided in GLVIA3.

The magnitude of visual effect considered the size or scale of the effect, the geographical extent of the effect, and the duration and reversibility of the effect.

Judgements on the magnitude of visual effect were broadly based on the descriptions of magnitude set out in **Table 1.6** below.

Table 1.6: Magnitude of Visual Effects

Magnitude of Effect	Definition
High	Permanent loss of all or most of the key characteristics of a view and/or addition of major new elements which would be dominant features. Changes would substantially alter the character of the view.
Medium	Permanent partial loss or change to some of the key characteristics of the view and/or addition of new elements which would be prominent features. Changes would result in a large change to the character of a small part of the view or a noticeable change to a larger part of the view.
Low	Permanent limited/localised loss or change to a view and/or addition of new elements which would be noticeable features but largely in keeping with the existing character of the view. Changes would result in a small change to the character of a large part of the view or a noticeable change to a small part of the view. Also includes temporary and/or reversible changes of larger scale or extent within the view.
Very Low	Small scale changes to common characteristics and/or small scale additions of new elements to the view. Changes would not noticeably alter the character of the view. Also includes temporary and/or reversible changes of small or medium scale and extent.
Negligible / None	No, or barely discernible, change to the view.

Consideration is also given to the Type of Effect in terms of whether it is Adverse, Beneficial or Neutral. Often, effects will include a combination of both beneficial and adverse effects. However, a judgement is made on the nature of the overall effect which is based on the following terms:

- ***Adverse****: overall harm to the character/quality of the view and loss of visual amenity*
- ***Beneficial:*** *overall improvement to the character/quality of the view and improvement of visual amenity*
- ***Neutral:*** *no overall harm or improvement to the view or visual amenity (likely to be the result of a combination of both adverse and beneficial effects or very small changes)*

Methodology for assessment of level of effect

The level of effect attributed to each effect has been assessed based on professional judgement and considers both the magnitude of change due to the Proposed Scheme and the sensitivity of the affected receptor. **Table 1.7** has been a tool which has assisted with this process.

Table 1.7: Overall Level of Effect

		Sensitivity			
Magnitude of Change		High	Medium	Low	Very Low
	High	Major	Moderate to Major	Moderate	Minor
	Medium	Moderate to Major	Moderate	Minor	Minor to Negligible
	Low	Moderate	Minor	Minor to Negligible	Negligible
	Very Low	Minor	Minor to Negligible	Negligible	Negligible
	Negligible/None	Negligible	Negligible	Negligible	Negligible

The following terms have been used to define the identified level of effect.

- **Major effect:** where the Proposed Development is likely to cause a considerable change from the baseline conditions and the receptor has limited adaptability, tolerance or recoverability or is of the highest sensitivity.

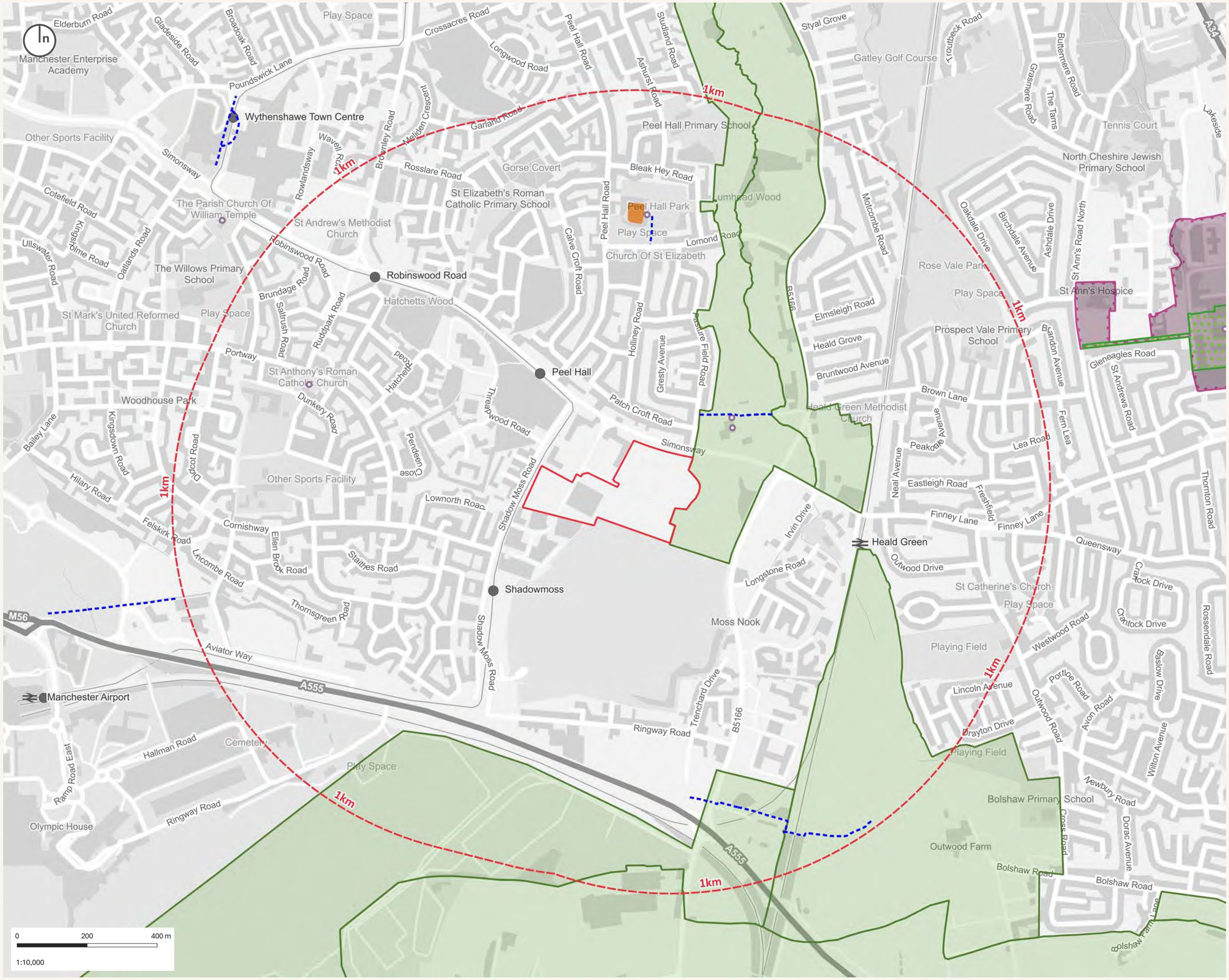
- **Moderate effect:** where the Proposed Development is likely to cause either a considerable change from the baseline conditions at a receptor which has a degree of adaptability, tolerance or recoverability or a less than considerable change at a receptor that has limited adaptability, tolerance or recoverability.

- **Minor effect:** where the Proposed Development is likely to cause a small, but noticeable change from the baseline conditions on a receptor which has limited adaptability, tolerance or recoverability or is of the highest sensitivity; or where the Proposed Scheme is likely to cause a considerable change from the baseline conditions at a receptor which can adapt, is tolerant of the change or/and can recover from the change.

- **Negligible effect:** where the Proposed Development is unlikely to cause a noticeable change at a receptor, despite its level of sensitivity or there is a considerable change at a receptor which is not considered sensitive to a change.

Appendix 3: Supporting Figures

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Client
Bell Hammer

Project
Atlas Business Park

Drawing
Figure 1 Designations Plan

Project Number
02618

Drawing Number
GIS_107

Date
September 2026

Revision
1.0

Checked By
CW

Scale
1:10,000 @ A3

Status
Draft

- Site Boundary
- Study Area
- PRoW

Listed Buildings

- II
- Scheduled monument
- Registered parks and gardens
- Green belt
- Conservation area

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Client
Bell Hammer

Project
Atlas Business Park

Drawing
Figure 2 Zone of Theoretical Visibility

Project Number
02618

Drawing Number	**Date**
GIS_000	June 2026
Revision	**Checked By**
1.0	CW
Scale	**Status**
1:10,000 @ A3	Draft

Study Site

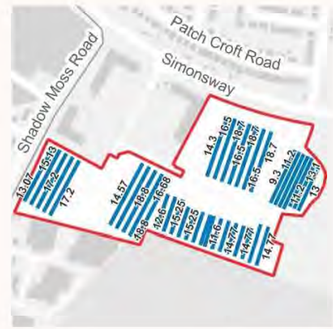
Study Area

Zone of Theoretical Visibility

High Potential Visibility

No Visibility

Notes:-
This viewshed was created using Lidar data from Defra Data Services Platform. The most recent data to cover this area is from 2022. The inset map shows the building heights (in metres from ground level) used for the viewshed.



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Client
Bell Hammer

Project
Atlas Business Park

Drawing
Figure 3 Representative Viewpoint Location

Project Number
02618

Drawing Number	Date
GIS_107	August 2026

Revision	Checked By
1.0	CW

Scale		Status
1:10,000	@ A3	Draft

Site Boundary

Study Area

Views

Ref	Visual Receptors
1.1	Road users and pedestrians on Simonsway and Finney Lane
1.2	Road users and pedestrians on Simonsway and Finney Lane
1.3	Road users and pedestrians on Simonsway and Finney Lane
2	Road users and pedestrians on Styal Road
3	Residents and local community on Patch Croft Road
4	Workers and Visitors to Atlas Business Park
5.1	Road users and pedestrians on Shadowmoss Road and Ringway Road
5.2	Road users and pedestrians on Shadowmoss Road and Ringway Road
5.3	Road users and pedestrians on Shadowmoss Road and Ringway Road
5.4	Road users and pedestrians on Shadowmoss Road and Ringway Road
6	Road users and pedestrians on Lomond Road
7	Users of public right of way to the north branching from Pasture Field Road (PRoW FFP 254)
8	Road users and pedestrians on Green Meadows Walk
9	Road users on Manchester Airport Relief Road

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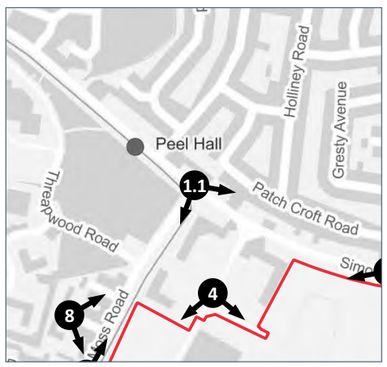
Turley

Approximate horizontal extent of Site



REPRESENTATIVE VIEWPOINT 1.1: PANORAMA - FOR WIDER CONTEXT ONLY

VIEWPOINT LOCATION



VIEWPOINT INFORMATION (SINGLE SHOT IMAGE)

VISUALISATION TYPE: Annotated viewpoint photograph (Type 1)
PROJECTION: Planar
ENLARGEMENT FACTOR: 100% @ A3
DATE/TIME OF CAPTURED PHOTOGRAPHY: 11/08/2026 13:11pm
CAMERA MAKE & MODEL: Canon EOS 200D DSLR
CAMERA LENS: Canon APS-C standard - Cropped frame + 35 lens (50mm equivalent)
HORIZONTAL FIELD OF VIEW: 39.6°
DIRECTION OF VIEW: South-East

Client
Bell Hammer

Project
Atlas Business Park

Drawing
Figure 4 Representative Viewpoint Photography

Project Number
02618

Drawing Number
1.1

Date
August 2026

Revision
-

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Scale
NTS@ A3

Status
Final

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REPRESENTATIVE VIEWPOINT 1.1: **View from Simonsway at the junction with Shadowmoss Road, looking south-east toward the site**

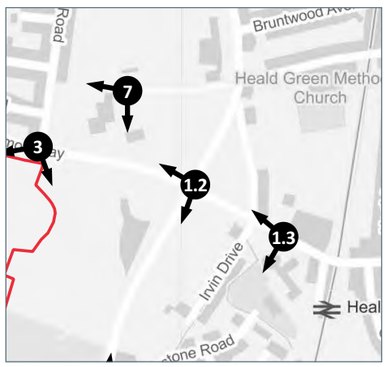
Turley

Approximate horizontal extent of Site



REPRESENTATIVE VIEWPOINT 1.2: PANORAMA - FOR WIDER CONTEXT ONLY

VIEWPOINT LOCATION



VIEWPOINT INFORMATION (SINGLE SHOT IMAGE)

VISUALISATION TYPE: Annotated viewpoint photograph (Type 1)
PROJECTION: Planar
ENLARGEMENT FACTOR: 100% @ A3
DATE/TIME OF CAPTURED PHOTOGRAPHY: 11/08/2026 14:16pm
CAMERA MAKE & MODEL: Canon EOS 200D DSLR
CAMERA LENS: Canon APS-C standard - Cropped frame + 35 lens (50mm equivalent)
HORIZONTAL FIELD OF VIEW: 39.6°
DIRECTION OF VIEW: West

Client
Bell Hammer

Project
Atlas Business Park

Drawing
Figure 4 Representative Viewpoint Photography

Project Number
02618

Drawing Number
1.2

Date
August 2026

Revision
-

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Scale
NTS@ A3

Status
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REPRESENTATIVE VIEWPOINT 1.2: **View from Finney Lane at the junction with Simonways Way and Styal Road, looking west toward the site**

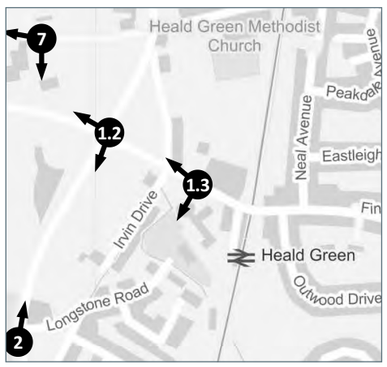
Turley

Approximate horizontal extent of Site



REPRESENTATIVE VIEWPOINT 1.3: PANORAMA - FOR WIDER CONTEXT ONLY

VIEWPOINT LOCATION



VIEWPOINT INFORMATION (SINGLE SHOT IMAGE)

VISUALISATION TYPE: Annotated viewpoint photograph (Type 1)
PROJECTION: Planar
ENLARGEMENT FACTOR: 100% @ A3
DATE/TIME OF CAPTURED PHOTOGRAPHY: 11/08/2026 14:12pm
CAMERA MAKE & MODEL: Canon EOS 200D DSLR
CAMERA LENS: Canon APS-C standard - Cropped frame + 35 lens (50mm equivalent)
HORIZONTAL FIELD OF VIEW: 39.6°
DIRECTION OF VIEW: West

Client
Bell Hammer

Project
Atlas Business Park

Drawing
Figure 4 Representative Viewpoint Photography

Project Number
02618

Drawing Number
1.3

Date
August 2026

Revision
-

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REPRESENTATIVE VIEWPOINT 1.3: **View from Finney Lane at the junction with Daisy Bank Lane and Irvin Drive, looking west toward the site**

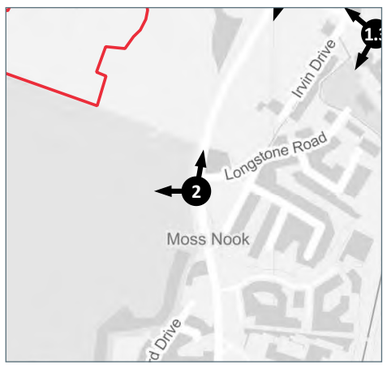
Turley

Approximate horizontal extent of Site



REPRESENTATIVE VIEWPOINT 2: PANORAMA - FOR WIDER CONTEXT ONLY

VIEWPOINT LOCATION



VIEWPOINT INFORMATION (SINGLE SHOT IMAGE)

VISUALISATION TYPE: Annotated viewpoint photograph (Type 1)
PROJECTION: Planar
ENLARGEMENT FACTOR: 100% @ A3
DATE/TIME OF CAPTURED PHOTOGRAPHY: 11/08/2026 14:25pm
CAMERA MAKE & MODEL: Canon EOS 200D DSLR
CAMERA LENS: Canon APS-C standard - Cropped frame + 35 lens (50mm equivalent)
HORIZONTAL FIELD OF VIEW: 39.6°
DIRECTION OF VIEW: North-West

Client
Bell Hammer

Project
Atlas Business Park

Drawing
Figure 4 Representative Viewpoint Photography

Project Number
02618

Drawing Number
2

Date
August 2026

Revision
-

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Scale
NTS@ A3

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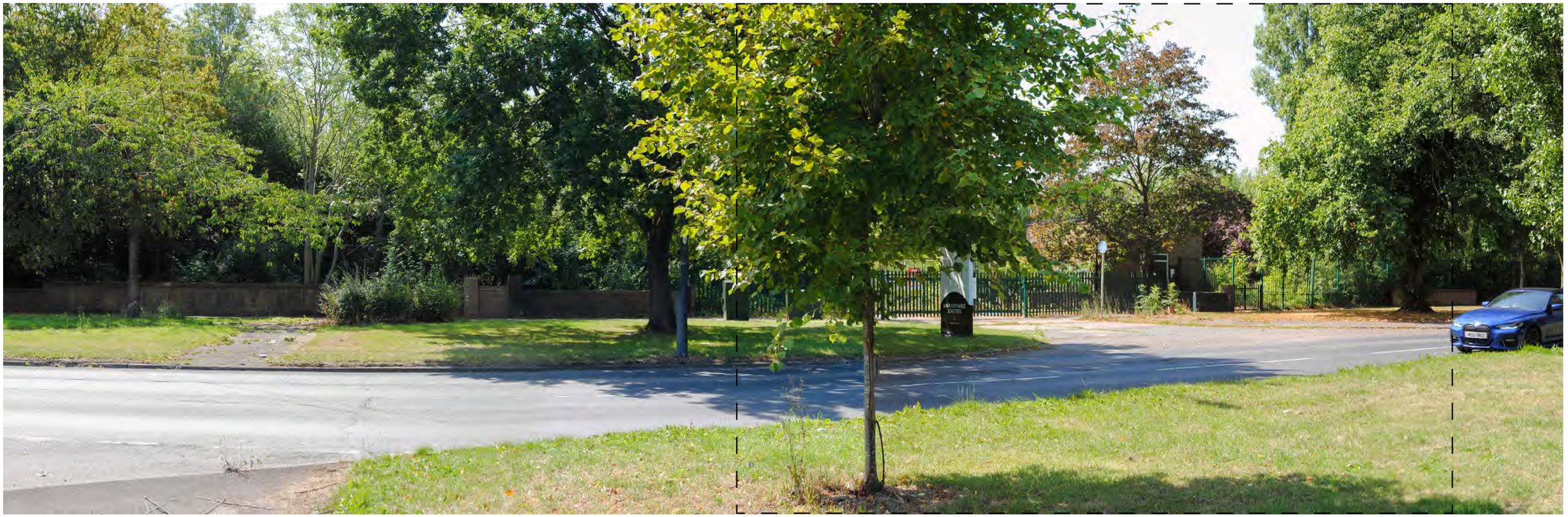
Turley



REPRESENTATIVE VIEWPOINT 2: View from Styal Road at the junction with Longstone Road, looking north-west toward the site

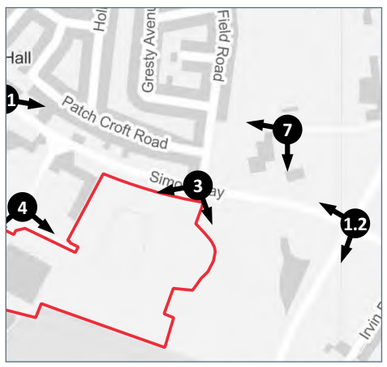
Turley

Approximate horizontal extent of Site



REPRESENTATIVE VIEWPOINT 3: PANORAMA - FOR WIDER CONTEXT ONLY

VIEWPOINT LOCATION



VIEWPOINT INFORMATION (SINGLE SHOT IMAGE)

VISUALISATION TYPE: Annotated viewpoint photograph (Type 1)
PROJECTION: Planar
ENLARGEMENT FACTOR: 100% @ A3
DATE/TIME OF CAPTURED PHOTOGRAPHY: 11/08/2026 13:06pm
CAMERA MAKE & MODEL: Canon EOS 200D DSLR
CAMERA LENS: Canon APS-C standard - Cropped frame + 35 lens (50mm equivalent)
HORIZONTAL FIELD OF VIEW: 39.6°
DIRECTION OF VIEW: South

Client
Bell Hammer

Project
Atlas Business Park

Drawing
Figure 4 Representative Viewpoint Photography

Project Number
02618

Drawing Number
3

Date
August 2026

Revision
-

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Status
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REPRESENTATIVE VIEWPOINT 3: **View from Pasture Field Road at the junction with Simonsway, looking south toward the site**

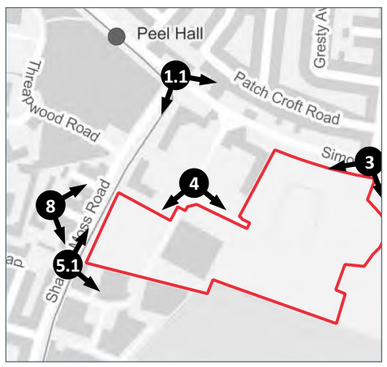
Turley

Approximate horizontal extent of Site



REPRESENTATIVE VIEWPOINT 4: PANORAMA - FOR WIDER CONTEXT ONLY

VIEWPOINT LOCATION



VIEWPOINT INFORMATION (SINGLE SHOT IMAGE)

VISUALISATION TYPE: Annotated viewpoint photograph (Type 1)
PROJECTION: Planar
ENLARGEMENT FACTOR: 100% @ A3
DATE/TIME OF CAPTURED PHOTOGRAPHY: 11/08/2026 13:14pm
CAMERA MAKE & MODEL: Canon EOS 200D DSLR
CAMERA LENS: Canon APS-C standard - Cropped frame + 35 lens (50mm equivalent)
HORIZONTAL FIELD OF VIEW: 39.6°
DIRECTION OF VIEW: South

Client
Bell Hammer

Project
Atlas Business Park

Drawing
Figure 4 Representative Viewpoint Photography

Project Number
02618

Drawing Number
4

Date
August 2026

Revision
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REPRESENTATIVE VIEWPOINT 4: **View from Atlas Business Park, looking south toward the site**

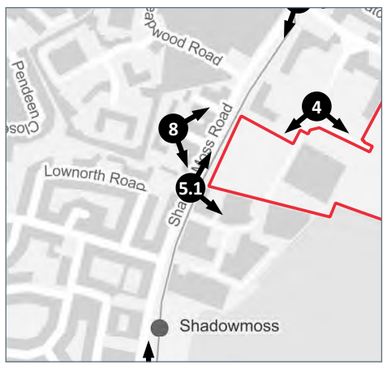
Turley

Approximate horizontal extent of Site



REPRESENTATIVE VIEWPOINT 5.1: PANORAMA - FOR WIDER CONTEXT ONLY

VIEWPOINT LOCATION



VIEWPOINT INFORMATION (SINGLE SHOT IMAGE)

VISUALISATION TYPE: Annotated viewpoint photograph (Type 1)
PROJECTION: Planar
ENLARGEMENT FACTOR: 100% @ A3
DATE/TIME OF CAPTURED PHOTOGRAPHY: 11/08/2026 13:48pm
CAMERA MAKE & MODEL: Canon EOS 200D DSLR
CAMERA LENS: Canon APS-C standard - Cropped frame + 35 lens (50mm equivalent)
HORIZONTAL FIELD OF VIEW: 39.6°
DIRECTION OF VIEW: East

Client
Bell Hammer

Project
Atlas Business Park

Drawing
Figure 4 Representative Viewpoint Photography

Project Number
02618

Drawing Number
5.1

Date
August 2026

Revision
-

Checked By
CW

Scale
NTS@ A3

Status
Final

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REPRESENTATIVE VIEWPOINT 5.1: View from Shadowmoss Road, looking north east toward the site

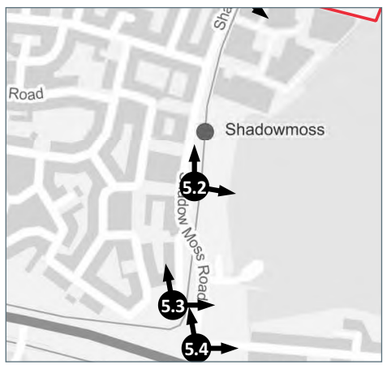
Turley

Approximate horizontal extent of Site



REPRESENTATIVE VIEWPOINT 5.2: PANORAMA - FOR WIDER CONTEXT ONLY

VIEWPOINT LOCATION



VIEWPOINT INFORMATION (SINGLE SHOT IMAGE)

VISUALISATION TYPE: Annotated viewpoint photograph (Type 1)
PROJECTION: Planar
ENLARGEMENT FACTOR: 100% @ A3
DATE/TIME OF CAPTURED PHOTOGRAPHY: 11/08/2026 13:32pm
CAMERA MAKE & MODEL: Canon EOS 200D DSLR
CAMERA LENS: Canon APS-C standard - Cropped frame + 35 lens (50mm equivalent)
HORIZONTAL FIELD OF VIEW: 39.6°
DIRECTION OF VIEW: North-East

Client
Bell Hammer

Project
Atlas Business Park

Drawing
Figure 4 Representative Viewpoint Photography

Project Number
02618

Drawing Number
5.2

Date
August 2026

Revision
-

Checked By
CW

Scale
NTS@ A3

Status
Final

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REPRESENTATIVE VIEWPOINT 5.2: View from Shadowmoss Road, looking north-east toward the site

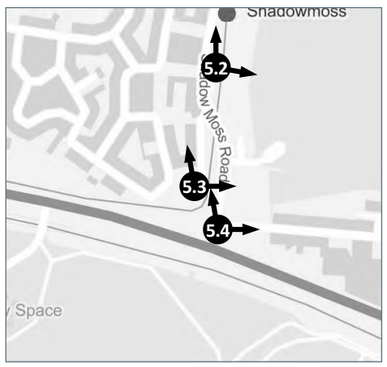
Turley

Approximate horizontal extent of Site



REPRESENTATIVE VIEWPOINT 5.3: PANORAMA - FOR WIDER CONTEXT ONLY

VIEWPOINT LOCATION



VIEWPOINT INFORMATION (SINGLE SHOT IMAGE)

VISUALISATION TYPE: Annotated viewpoint photograph (Type 1)
PROJECTION: Planar
ENLARGEMENT FACTOR: 100% @ A3
DATE/TIME OF CAPTURED PHOTOGRAPHY: 11/08/2026 13:35pm
CAMERA MAKE & MODEL: Canon EOS 200D DSLR
CAMERA LENS: Canon APS-C standard - Cropped frame + 35 lens (50mm equivalent)
HORIZONTAL FIELD OF VIEW: 39.6°
DIRECTION OF VIEW: North-East

Client
Bell Hammer

Project
Atlas Business Park

Drawing
Figure 4 Representative Viewpoint Photography

Project Number
02618

Drawing Number
5.3

Date
August 2026

Revision
-

Checked By
CW

Scale
NTS@ A3

Status
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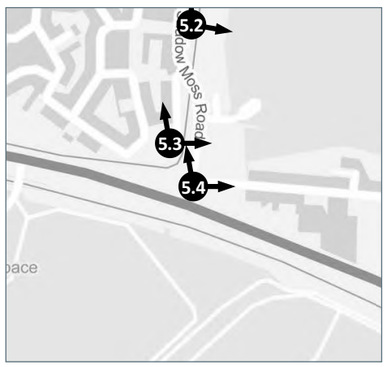
REPRESENTATIVE VIEWPOINT 5.3: View from Shadowmoss Road, looking north-east toward the site

Turley



REPRESENTATIVE VIEWPOINT 5.4: PANORAMA - FOR WIDER CONTEXT ONLY

VIEWPOINT LOCATION



VIEWPOINT INFORMATION (SINGLE SHOT IMAGE)

VISUALISATION TYPE: Annotated viewpoint photograph (Type 1)
PROJECTION: Planar
ENLARGEMENT FACTOR: 100% @ A3
DATE/TIME OF CAPTURED PHOTOGRAPHY: 11/08/2026 13:39pm
CAMERA MAKE & MODEL: Canon EOS 200D DSLR
CAMERA LENS: Canon APS-C standard - Cropped frame + 35 lens (50mm equivalent)
HORIZONTAL FIELD OF VIEW: 39.6°
DIRECTION OF VIEW: North-East

Client
Bell Hammer

Project
Atlas Business Park

Drawing
Figure 4 Representative Viewpoint Photography

Project Number
02618

Drawing Number
5.4

Date
August 2026

Revision
-

Checked By
CW

Scale
NTS@ A3

Status
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REPRESENTATIVE VIEWPOINT 5.4: View from Ringway Road at the junction with Shadowmoss Road, looking north-east toward the site

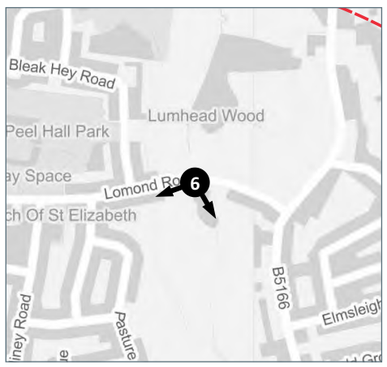
Turley

Approximate horizontal extent of Site



REPRESENTATIVE VIEWPOINT 6: PANORAMA - FOR WIDER CONTEXT ONLY

VIEWPOINT LOCATION



VIEWPOINT INFORMATION (SINGLE SHOT IMAGE)

VISUALISATION TYPE: Annotated viewpoint photograph (Type 1)
PROJECTION: Planar
ENLARGEMENT FACTOR: 100% @ A3
DATE/TIME OF CAPTURED PHOTOGRAPHY: 11/08/2026 14:04pm
CAMERA MAKE & MODEL: Canon EOS 200D DSLR
CAMERA LENS: Canon APS-C standard - Cropped frame + 35 lens (50mm equivalent)
HORIZONTAL FIELD OF VIEW: 39.6°
DIRECTION OF VIEW: South-West

Client
Bell Hammer

Project
Atlas Business Park

Drawing
Figure 4 Representative Viewpoint Photography

Project Number
02618

Drawing Number
6

Date
August 2026

Revision
-

Checked By
CW

Scale
NTS@ A3

Status
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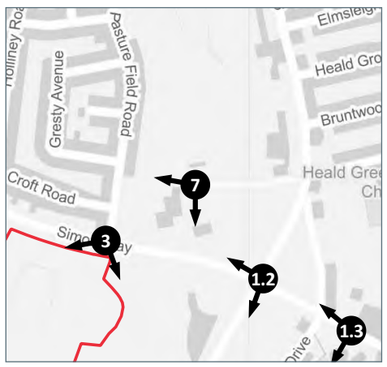
REPRESENTATIVE VIEWPOINT 6: View from Lomond Road, looking south-west toward the site

Turley



REPRESENTATIVE VIEWPOINT 7: PANORAMA - FOR WIDER CONTEXT ONLY

VIEWPOINT LOCATION



VIEWPOINT INFORMATION (SINGLE SHOT IMAGE)

VISUALISATION TYPE: Annotated viewpoint photograph (Type 1)
PROJECTION: Planar
ENLARGEMENT FACTOR: 100% @ A3
DATE/TIME OF CAPTURED PHOTOGRAPHY: 09/10/2022 11:55am
CAMERA MAKE & MODEL: Canon EOS 200D DSLR
CAMERA LENS: Canon APS-C standard - Cropped frame + 35 lens (50mm equivalent)
HORIZONTAL FIELD OF VIEW: 39.6°
DIRECTION OF VIEW: South-West

Client
Bell Hammer

Project
Atlas Business Park

Drawing
Figure 4 Representative Viewpoint Photography

Project Number
02618

Drawing Number
7

Date
August 2026

Revision
-

Checked By
CW

Scale
NTS@ A3

Status
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REPRESENTATIVE VIEWPOINT 7: View from the public right of way branching from Pasture Field Road (PRoW FFP 254) , looking south-west toward the site

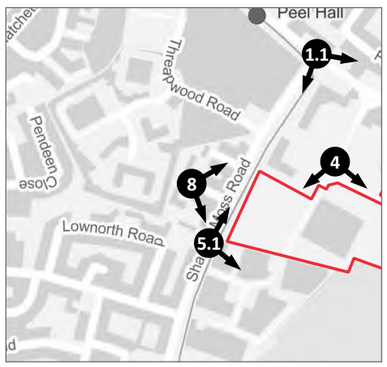
Turley

Approximate horizontal extent of Site



REPRESENTATIVE VIEWPOINT 8: PANORAMA - FOR WIDER CONTEXT ONLY

VIEWPOINT LOCATION



VIEWPOINT INFORMATION (SINGLE SHOT IMAGE)

VISUALISATION TYPE: Annotated viewpoint photograph (Type 1)
PROJECTION: Planar
ENLARGEMENT FACTOR: 100% @ A3
DATE/TIME OF CAPTURED PHOTOGRAPHY: 11/08/2026 13:23pm
CAMERA MAKE & MODEL: Canon EOS 200D DSLR
CAMERA LENS: Canon APS-C standard - Cropped frame + 35 lens (50mm equivalent)
HORIZONTAL FIELD OF VIEW: 39.6°
DIRECTION OF VIEW: East

Client
Bell Hammer

Project
Atlas Business Park

Drawing
Figure 4 Representative Viewpoint Photography

Project Number
02618

Drawing Number
8

Date
August 2026

Revision
-

Checked By
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REPRESENTATIVE VIEWPOINT 8: View from Green Meadows Walk, looking east toward the site

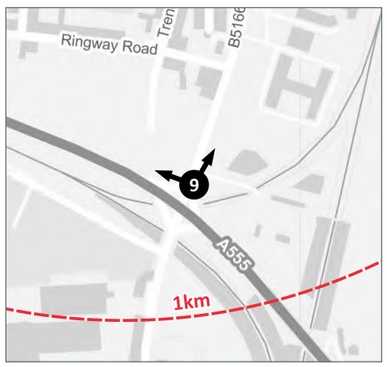
Turley

Approximate horizontal extent of Site



REPRESENTATIVE VIEWPOINT 9: PANORAMA - FOR WIDER CONTEXT ONLY

VIEWPOINT LOCATION



VIEWPOINT INFORMATION (SINGLE SHOT IMAGE)

VISUALISATION TYPE: Annotated viewpoint photograph (Type 1)
PROJECTION: Planar
ENLARGEMENT FACTOR: 100% @ A3
DATE/TIME OF CAPTURED PHOTOGRAPHY: 11/08/2026 14:36pm
CAMERA MAKE & MODEL: Canon EOS 200D DSLR
CAMERA LENS: Canon APS-C standard - Cropped frame + 35 lens (50mm equivalent)
HORIZONTAL FIELD OF VIEW: 39.6°
DIRECTION OF VIEW: North-West

Client
Bell Hammer

Project
Atlas Business Park

Drawing
Figure 4 Representative Viewpoint Photography

Project Number
02618

Drawing Number
9

Date
August 2026

Revision
-

Checked By
CW

Scale
NTS@ A3

Status
Final

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REPRESENTATIVE VIEWPOINT 9: View from Manchester Airport Relief Road at the junction with Styal Road, looking north-west toward the site

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