



**LOCAL DEVELOPMENT FRAMEWORK
ENVIRONMENTAL EVIDENCE STUDY**

PART 1

**ENVIRONMENTAL
BASELINE**

January 2011



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1.0 INTRODUCTION

- 1.1 This Environmental Evidence Study has been undertaken on behalf of the Manchester Airport Group (MAG) in support of their submissions to Manchester City Council (MCC) and Cheshire East Council (CEC) for the appropriate allocation of land and promotion of land use planning policies within the respective Local Development Frameworks (LDFs) to meet the Airport's future operational area needs.
- 1.2 The Manchester Airport Master Plan to 2030 (MAG, 2007) comprises a suite of documents that describe how MAG see their future development and land use requirements to meet national policy objectives as set out within the Air Transport White Paper (Department for Transport, 2003) and Air Transport White Paper Progress Report (Department for Transport, 2006).
- 1.3 The Land Use Plan (MAG, 2007), which forms part of the Master Plan, identified five extensions to the Airport's operational areas and additional land adjacent to the existing airport runway. Four of these extension sites had been previously identified for potential expansion by MAG in development strategies dating back to 1991. The selection of these sites followed the overall principles of sustainability appraisal to ensure the most efficient use of airport land. The information used to inform their selection and potential future use was drawn, in part, from an environmental assessment undertaken by Chris Blandford Associates in 2000 and later extended to include the Roundthorn Industrial Estate at Wythenshawe (AXIS, 2006).
- 1.4 The Environmental Evidence study updates the above studies to reflect changes to the extension site boundaries and to the environment. The purpose of the study is to understand, at a strategic level, the potential environmental consequences of the Airport's expansion and assist in the process of future decision making on the most appropriate use of developable land.
- 1.5 The study has been divided into two parts:

- Part 1 - Environmental Baseline (this report) – describes the existing environmental conditions present at each of the identified sites under a series of themed headings; and
- Part 2 - Environmental Appraisal – describes the findings from a strategic assessment of potential impacts for a range of development scenarios as appropriate to each of the extension sites.

1.6 This study has been undertaken by AXIS, supported by ecological consultants The Environment Partnership (TEP), in accordance with the Project Brief (MAG, 23 February 2009), the Proposal and Fee Estimate (AXIS, 6 March 2009) and subsequent discussions with MAG (30 October 2009).

2.0 STUDY METHODOLOGY

2.1 Introduction

2.1.1 This section describes the scope and methodology of the environmental baseline data collation.

2.1.2 In principle, the study updates the 'Specialist Environmental Studies Associated with Future Airport Development' (Chris Blandford Associates, September 2000) and the 'Addendum Report for Land to the South of Roundthorn Industrial Estate, Wythenshawe' (AXIS, April 2006).

2.1.3 The Land Use Plan (MAG, 2007) identified five proposed extensions to the Airport's Operational Area plus the addition of land identified adjacent to the existing airport runway (see Drawing 916-01/001). For the purposes of this study the sites are referred to as:

- A Land to East of A538 (Cloughbank Farm);
- B Land to North of Ringway Road;
- C Land within, and adjacent to, Junction 5 of the M56;
- D Land to South of Ringway Road, between Tedder Drive and Styal Road;
- E Land to West of A538 (Oak Farm); and
- F Parallel Taxi-way.

2.1.4 The range of environmental themes comprise:

- Landscape and Visual (including landscape character assessment);
- Ecology and Nature Conservation (including Phase 1 habitat survey);
- Historic Environment; and
- Land Use and Recreation (including agricultural land use and Public Rights of Way).

2.2 Collation of Environmental Baseline

2.2.1 The collation of the environmental baseline data was undertaken through a combination of desk-top research, review of relevant strategy and policy, informal consultation with key stakeholders/data providers supported by site visit(s).

- 2.2.2 The scope and method of data collation for each of the environmental themes is described more fully below.

Landscape and Visual

- 2.2.3 Some highly valued landscapes are subject to designations at a national scale through the use of statutory designations such as National Parks and Areas of Outstanding Natural Beauty. In the past, this approach has been further supplemented by local authorities who have adopted a wide range of non-statutory designations. However, in recent years there has been a shift away from use of non-statutory designations towards a criteria-based approach based upon tools such as landscape character assessment, which allow for a fuller and more holistic appreciation of all landscapes. The desirability of this approach is outlined in *PPS 7: Sustainable Development in Rural Areas* (published 2004). A review of the relevant landscape character assessments was undertaken at national, county and district level.

National

- 2.2.4 At an England-wide level, 159 National Character Areas (NCA) have been identified by the former Countryside Commission (now Natural England). These are detailed in *The Character of England* (Countryside Commission 1996), which is published in eight parts, each covering one region of England. The NCAs provide background and context to more detailed landscape character assessments produced at county and district levels. Their broad geographic reach means that the key characteristics identified as typical of a particular character area may not necessarily apply to a specific location within that character area. The airport and surrounding areas lie within the north-west region.
- 2.2.5 Manchester Airport lies at the boundary between two National Character Areas (NCAs), namely: NCA 55 Manchester Conurbation; and NCA 61 Shropshire, Cheshire and Staffordshire Plain. As stated, the broad-based extent of these NCAs means that they do not always have real applicability to more detailed site-specific assessments. This is the case in respect of this study and as such, no further consideration is given to the effects of the proposed development scenarios upon the two NCAs.

County

- 2.2.6 The *Landscape Assessment of Cheshire* (Cheshire County Council, 1994) identifies distinct character areas within the county and is intended to provide a strategic base study both for district-level landscape assessment and for the evaluation of the landscape aspect of Environmental Impact Assessments.
- 2.2.7 The extant Local Character Area document is to be superseded by the replacement *Cheshire Landscape Character Assessment* (consultation draft 2007 – Cheshire County Council) which is likely to be published in final version at some point in 2009.

District

- 2.2.8 Only Trafford Council have also published a landscape character assessment (*Supplementary Planning Guidance: Landscape Strategy* 2004).
- 2.2.9 There are no landscape character assessments for either the Manchester or Stockport Districts published to date.
- 2.2.10 The sensitivity of the landscape to change is dependent upon the type of development causing such change, and as such varies from one type of development to another. Sensitivity is expressed on a three-point scale of high, medium and low.
- 2.2.11 Each visual receptor can be ascribed a sensitivity, which is dependent upon receptor type, orientation in relation to the proposed development or number of viewers potentially affected. Sensitivity is expressed on a three-point scale of high, medium and low, guided by Table 2.1 below:

Table 2.1 – Visual Sensitivity Criteria

Value	Criteria
High	<ul style="list-style-type: none">• Principal views from residential properties;• Strategic recreational footpaths/ other routes;• Passive recreational areas – e.g. beauty spots.
Medium	<ul style="list-style-type: none">• Other views from residential properties;• Other public rights of way/ other routes;• Views from minor roads in attractive settings.

Value	Criteria
Low	<ul style="list-style-type: none">• Views from industrial/ commercial areas;• Views from primarily functional roads;• Views from trains• All commercial property.
None	<ul style="list-style-type: none">• All receptors with no material view of the development area.

Ecology and Nature Conservation

2.2.12 A preliminary search was undertaken using the Multi-Agency Government Information (MAGIC)¹ website to ascertain the presence of statutory ecological and nature conservation designations, comprising:

- Ramsar sites;
- Special Protection Areas (SPA);
- Special Areas of Conservation (SAC);
- Sites of Special Scientific Interest (SSSI);
- National Nature Reserves (NNR); and
- Local Nature Reserves (LNR).

2.2.13 In addition, the above search sought to identify any areas designated as Ancient Woodland (non-statutory designation).

2.2.14 Phase 1 habitat surveys were undertaken by Peter Gateley MIEEM of specialist ecologists, TEP (The Environment Partnership), during May/June 2009 (see Appendix A).

2.2.15 Informal consultation was undertaken with Greater Manchester Ecological Unit (GMEU) and Cheshire RecoRD, to ascertain the location and grading of Sites of Biological Interest (SBI) and other features of ecological interest within each site and its surroundings.

2.2.16 The findings of the Phase 1 habitat surveys have been supported by a review of existing studies, including:

¹ The Multi-Agency Government Information website (MAGIC website) provides free access to a wide range of environmental datasets from various sources (www.magic.gov.uk).

- Manchester Airport Developments Oak and Cloughbank Farms Desk Study Report (Penny Anderson Associates Limited, May 2007) – Ecological study relevant to sites A & E only;
- Oak and Cloughbank Farms Environmental Mitigation Study (AXIS, November 2007) – relevant to sites A & E only;
- Manchester Airport Bat Monitoring 2008 (Ecotrack, March 2009) – mainly relevant to site F; and
- Manchester Airport Oak and Cloughbank Farm Ponds Survey 2009 (Rachel Hacking Ecology (May 2009) – relevant to sites A and E.

2.2.17 Detailed botanical and protected species studies have not been carried out for all sites.

Historic Environment

2.2.18 A preliminary search was undertaken of the MAGIC website to ascertain the presence of:

- World Heritage Sites (WHS);
- Scheduled Ancient Monuments (SAMs);
- Registered Parks and Gardens;
- Registered Battlefields; or
- Protected Wrecks.

2.2.19 Reference was also made to relevant local authority Local Plans and websites to confirm the presence or otherwise of Conservation Areas.

2.2.20 Historic Environment Record (HER) data was obtained from both Greater Manchester Archaeological Unit (GMAU), for sites A to E, and the Archaeology Planning Advisory Service (Cheshire Shared Services), for site F (see Appendix B). Informal discussions were undertaken with GMAU for clarification on status and interest for specific sites.

2.2.21 Information was also drawn from previous studies undertaken on behalf of MAG, comprising:

- Ringway Church Area, Ringway, Manchester: Heritage Study (Patrick Ottaway, June 2007); and

- Ringway Church Area, Heritage Study (Woodall Planning and Conservation, July 2007).

Both the above studies relate to sites A and E only, and extend outside these study areas as far as the River Bollin to the south-west.

Land Use and Recreation

- 2.2.22 Existing land use for operational area extension sites and their immediate surroundings were identified by reference to Ordnance Survey (OS) mapping, aerial photography and site visits. Identification of potential future land use was undertaken by reference to the relevant extant Local Plan Proposals Maps and land use allocations contained therein. It is noted that translation of identified site-specific designations to policies within the accompanying extant development plan was not always immediately apparent. Consequently, assumptions have been made as to the relevant planning policy identified within both within the land use and recreation baseline and taken forward to the planning policy baseline.
- 2.2.23 For extension areas A to E, and part of site F, situated within the administrative boundaries of Manchester City Council, the extant development plan comprises saved policies from The Unitary Development Plan for the City of Manchester (Manchester City Council) adopted July 1995. For the majority of extension area F, situated within the administrative boundary of the newly formed Cheshire East Council, the extant development plan comprises saved policies from the 2016 Structure Plan Alteration (Cheshire County Council), adopted March 2006 and Macclesfield Borough Local Plan (Macclesfield Borough Council) adopted January 2004.
- 2.2.24 Agricultural land was classified according to the former Ministry of Agriculture, Fisheries and Food (MAFF)² Agricultural Land Classification (ALC). The ALC provides a method for assessing the quality of agricultural land according to a 5-grade scale, ranging from Grade 1 – excellent quality to Grade 5 – poor quality. Grade 3 is further sub-divided into Grade 3a –

² The Ministry of Agriculture, Fisheries and Food (MAFF) ceased to exist in 2001 when many of its responsibilities were transferred to the newly created Department of the Environment, Food and Rural Affairs (DEFRA).

good quality and Grade 3b – moderate quality. Whilst the Government seeks to minimise the loss of farmland, particularly the ‘best and most versatile land’ (represented by Grades 1, 2 and 3a), it also recognises the need for a positive approach towards a more diverse rural economy.

2.2.25 Data for the ALC was primarily based on information contained within the original study (CBA, 2000), which was gathered as evidence from the second runway Public Inquiry prepared by Reading Agricultural Consultants, soils mapping, land ownership information provided by Manchester Airport Group and the ALC, with any gaps filled by information freely available through the MAGIC website supported by a review of Soilsclapes Data (National Soils Resources Institute, a centre within Cranfield University, on-line <http://www.landis.org.uk/services/soilsclapes.cfm>)

2.2.26 It is recognised that such an approach may lead to differences in the level of baseline data presented, given that the freely available information does not provide the Grade 3a /3b split which is the determinant grading for ‘Best and Most Versatile’ agricultural land.

2.2.27 In addition a search was undertaken of the MAGIC website to ascertain the presence/absence of the following recreational designations:

- National Parks;
- National Trails;
- Areas of Outstanding Natural Beauty;
- Country Parks;
- Community Forests;
- Access Areas (as designated under the Countryside and Rights of Way Act 2000);
- Registered Common Land;
- Village Greens; or
- Millennium Greens.

2.2.28 Manchester City Council and Cheshire East Council were contacted to confirm the presence and status of existing Public Rights of Way (PRoW) and/or other known paths, and to identify any known specific issues. Site visits sought to provide an indication of path usage and condition, based on the following:

- Deviations from the definitive map on the ground;
- Destinations and connectivity;
- Surfacing, gradients and barriers to passage; and
- Suitability for range of users (pedestrians, cyclists and horse riders).

2.2.29 For the purposes of this strategic study, it was not considered necessary to undertake full usage surveys, but to adopt the principles of Best Value Performance Indicator (BVPI) surveys for measuring the 'ease of use of public rights of way' (BVPI reference 178) which considers signposting, unlawful obstructions and surface and lawful barriers. Although no longer a requirement to be monitored, several authorities continue to use this measure as an indicator. The findings of the footpath assessments are given in Appendix C.

2.2.30 A review of Sustrans cycle-route mapping was also undertaken to assess the presence of any National, Regional or Local cycle routes within the sites and their immediate vicinity.

2.2.31 The study also considered the findings of an independent study to assess the Operational Area extensions against the 5 purposes of including land within Green Belt (Entec, 2009).

3.0 ENVIRONMENTAL BASELINE

3.1 Introduction

3.1.1 This section provides a brief introduction to each of the proposed Airport Operational Area extensions and describes the existing environmental conditions present on a site-by-site basis (except where indicated) under the headings:

- Site Context;
- Landscape and Visual;
- Ecology and Nature Conservation;
- Historic Environment;
- Land Use and Recreation; and
- Summary of Key Environmental Features.

3.1.2 The section is supported by a series of plans showing the site context and environmental key interest features for each site. The environmental interest features over the wider area, ie landscape character areas, green belt designation, country parks and community forest, are given for all sites (A to F) on Drawing 916-01/002.

3.2 Site A - Land to East of A538 (Cloughbank Farm)

Site Context

- 3.2.1 This site comprises approximately 36.5 hectares (ha) of land, approximately triangular in shape, bounded by the A538 (Wilmslow Road) to the west and Wilmslow Old Road and the existing Airport Operational Land (runway) to the south (see Drawing 916-01/003). The site is relatively flat, lying at approximately 60m Above Ordnance Datum (AOD) with two linear shallow valleys associated with streams (Cotteril Clough Brook) that pass through the site.
- 3.2.2 The site is primarily occupied by agricultural land with two linear wooded cloughs (Cotteril Clough) passing through the site. Sunbank Lane passes through the north of the site providing access to Wilmslow Old Road only. Wilmslow Old Road is located along, but outside, the site's eastern border. Located almost centrally within the site is a single farm holding (Cloughbank Farm), currently in residential use. To the front of the farm (north-east) is a parcel of land used for off-site airport surface car parking. The land to the rear of the farm is occupied by the developers Costain for offices and site compound. There are few residential properties within the site; with the exception of Cloughbank Farm, these are located either along Sunbank Lane to the north and at the southern end of Wilmslow Old Road adjacent to the access road to Cloughbank Farm. Other buildings include a Public House (The Romper) located at the junction of Sunbank Lane and Old Wilmslow Road, an Aviation Viewing Park, car parking and hardstanding, situated at the southern end of Wilmslow Old Road, and an old Church (Ringway Chapel) with cemetery, located at the junction of Sunbank Lane and Wilmslow Old Road, which is currently used as an office. There is also a radar mast, isolated outbuildings and 'works' associated with Airport operations.
- 3.2.3 The site's eastern and southern boundaries are situated immediately adjacent to the existing Airport Operational Land. Operational land to the east is occupied by airport hangers, freight terminals/offices and fire station with the operational land to the south occupied by runway and associated taxi-ways. Other adjacent land is primarily agricultural (including site E).

- 3.2.4 The site is located within the administrative boundary of Manchester City Council.

Landscape and Visual

- 3.2.1 There are no County or District Character Areas applicable to the site itself, however, to the south/south-west is the Cheshire County character area of Ashley (CE13) and to the south-east, separated by the Airport's 2nd runway, is the Cheshire County character area of Wilmslow (CE17), the key characteristics of which are given in Table 3.1 below.

Table 3.1 – Cheshire County Character Area Characteristics

Character Area	Key Characteristics
Ashley (CE13)	<ul style="list-style-type: none"> • Small to medium scale farmland without a major settlement; • Mainly pasture and horse-keeping, with a high number of over-mature hedgerow trees and relatively intact hedges giving a parkland appearance; • Few trees and hedges between the M56 and the county boundary, but wooded Bollin Valley is a feature; and • Strategy is to conserve typical features, with restoration in particular situations.
Wilmslow (CE17)	<ul style="list-style-type: none"> • A community urban fringe landscape with a wide variety of land uses; • Styal Country Park, Lindow Moss/Common and Bollin Valley Project are all managed for recreation; • Airport related development; • Farmland close to urban area; • Remnant parkland; and • Strategy to conserve and enhance

- 3.2.2 The draft Cheshire County character areas that will replace the above comprise Ashley (LFW6) and Lower Bollin (R8) respectively, though the boundaries are slightly amended, particularly in the case of the Lower Bollin (R8). The key characteristics are given in Table 3.2 below.

Table 3.2 – Cheshire County Draft Character Area Characteristics

Character Area	Key Characteristics
Ashley (LFW6)	<ul style="list-style-type: none"> • Medium-scale landscape; • Gently undulating with minor variations in slope; • Combination of typical rural elements and very-intrusive man-made features; • M56 corridor; • Airport – especially second runway raised above level of surrounding land; • Railway lines; and • Medium settlement density.
Lower Bollin (R8)	<ul style="list-style-type: none"> • Steep, incised river valley; • Very urban character at eastern end; • Enclosed feel to west; • Mature woodland on valley slopes; • Contrast between areas of ancient woodland and stands of exotic conifers; and • Locally strong influence from airport and A538 at western end of character area, extent of influence very restricted by the dense woodland cover and meandering nature of the valley floor.

3.2.3 The area to the north-west of the site (beyond the M56) lies within the Trafford Council Wooded Claylands character area, the key characteristics of which are given in Table 3.3.

Table 3.3 – Trafford Council Character Area Characteristics

Character Area	Key Characteristics
Wooded Claylands	<ul style="list-style-type: none"> • Gently rolling topography, dissected by narrow, often steep, wooded valleys; • Areas of ancient woodland; • Predominantly pastoral; • Views restricted by trees, hedges and development, creating the impression of a small to medium scale landscape; • Scattered marl pits; • Piecemeal enclosure pattern; • Dispersed settlement pattern; and • Many shared characteristics with areas south of the M56 – relationship weakened by presence of motorway.

3.2.5 This area covers some 36.5Ha of Green Belt to the west of the airport and is bounded by the airport perimeter to the east and south-east, by Wilmslow Old Road to the north-east and by the A538 corridor to the west. Within the area is the Aviation Viewing Park for the airport (at the end of Wilmslow Old Road), residential properties at Lilac Cottage (1no), Peters Croft (1no), and near Clough Bank Farm (4 no), Cloughbank Farm (offices), The Romper Public House and St Mary's Church. A public right of way leads into the north-western corner of the area.

- 3.2.6 Tree cover in the area is quite substantial. The predominantly ancient woodland at Cotteril Clough is largely designated as a Site of Special Scientific Interest (SSSI). Dense tree belts can be found along either side of Wilmslow Old Road (with gaps allowing views of the buildings within the airport boundary) and along the western boundary of the Aviation Viewing Park. The western boundary of the area, along the A538, is also defined by extensive dense tree belts within the highway boundary. Some field boundaries are formed by bushy hedgerows, with mature trees present; others consist of low, clipped hedges.
- 3.2.7 In addition to the roads, extensive areas of hardstanding can be found at Cloughbank Farm (car parking associated with the Costain offices as well as some off airport car parking), The Romper (car parking) and the Aviation Viewing Platform (car parking). Buildings within the area are all either one or two storey with the exception of the Concorde hangar at the Viewing Platform, which is 'industrial' in scale.
- 3.2.8 The key characteristics of Area A can be described as follows:
- Dense tree belts subdivide the area into distinct compartments;
 - Aviation Viewing Park;
 - Clough Bank Farm;
 - Cotteril Clough woodland;
 - Land south of Cotteril Clough;
 - Land west of Cotteril Clough;
 - Well used visitor attraction at the Aviation Viewing Park;
 - Visual influence of airport buildings to north restricted by tree cover;
 - Obvious airport perimeter along north-eastern and south-eastern boundaries; and
 - Valuable ancient woodland largely protected by statutory designation (SSSI).

Ecology and Nature Conservation

- 3.2.9 Site A contains a mixture of woodland and grassland habitats along with some sparse development (see Phase 1 Habitat Survey Report ~ Appendix A). The watercourses along Cotteril Clough and the ponds in the south and east add further diversity to the site. The designated wildlife areas within

Site A comprise Cotteril Clough SSSI (reference 1011471 - unit 1), Cotteril Clough SBI and Ponds at Manchester Airport SBI. The Road Cutting at Castle Hill SBI adjoins the southwest boundary of Site A.

- 3.2.10 The two arms of Cotteril Clough SSSI, with their diverse ancient woodland and southern and westward flowing watercourses, comprise a significant ecological feature. However, the SSSI within Site A (unit 1) has been assessed by Natural England as being of 'unfavourable status' (September 2007) representing no change from the previous assessment. Contrastingly, the fields of improved pasture lack diversity in both species and structure and contribute little of ecological value. The hedge system enclosing the fields does have some wildlife value; however, these hedges generally lack diversity. To the west of the Site A, the SSSI (unit 2) has been assessed by Natural England as being of 'favourable status' (September 2007).
- 3.2.11 There are historical records of badger, several BAP bird species, great crested newt and common toad within Site A. The Invertebrate Site Register lists Cotteril Clough as a Grade C site, supporting a range of rare and local flies and beetles. There are also records for otter, adder, grass snake and several species of bat in the wider area. Site A currently contains habitats capable of supporting all of these species/species groups and in the absence of detailed survey, a precautionary approach assumes they are all present. Great crested newts are confirmed from 2009 survey.
- 3.2.12 The key ecological receptors of Site A (including their highest level of designation) is given below. At the time of writing this report, the Greater Manchester BAP Partnership is reviewing their action plans. Therefore the LBAP status of species and habitats within this report may be subject to change in the near future.

Sites and Habitats

- Cotteril Clough (SSSI & SBI)
- Ponds at Manchester Airport (SBI)
- Ancient semi-natural woodland (UKBAP)
- Plantation (LBAP)
- Ponds (UKBAP)
- Running water (UKBAP)
- Species-poor hedgerows (UKBAP)
- Marshy grassland (LBAP – i.e. Greater Manchester BAP)

- Neutral grassland (LBAP)

Species

- Great crested newt (Habitat Regs.)
- Bats (Habitat Regs.) potential
- Otter (Habitat Regs.) potential
- Native bluebell (WCA)
- Water vole (WCA) potential
- Adder (WCA) potential
- Badger (PBA)
- Common toad (UKBAP)
- Birds (WCA nesting, UKBAP)

- 3.2.13 The receptors at Site A are summarised and evaluated in the following categories. As this is a strategic assessment, a single value (the highest relevant value) is given to each of the summary receptors.

Cotteril Clough

- 3.2.14 This covers the SSSI and SBI designation, the semi-natural ancient woodland habitat and the running water habitat. In turn these habitats include the following species receptors: birds, bats, badger, otter, water vole, great crested newts, adder, invertebrates and native bluebell (see Appendix A). This receptor is considered of National importance due to the SSSI designation. This area is not capable of mitigation if lost to development as it is complex and ancient habitat.

Great crested newt habitat

- 3.2.15 This includes the *Ponds at Manchester Airport (grade C) SBI* and the pond, hedgerow, woodland (including plantation) and grassland habitats and common toad. This receptor is considered of County importance because the population of great crested newts at Manchester Airport is considered a “species hotspot” in the Greater Manchester Ecological Framework. Impacts on great crested newts are capable of mitigation.

Other land in Site A

- 3.2.16 Outside the above areas (which cover the southern part of the site and patches of habitat in the northern part), the open land is evaluated as being of importance only within the “immediate zone of influence”

Historic Environment

- 3.2.17 There are no WHS, SAMs, Registered Parks and Gardens, Registered Battlefields or Protected Wrecks identified on the site or within its immediate vicinity; nor are there any Conservation Areas.
- 3.2.18 The HER revealed two sites within the site boundary and a further six within 500m of the site boundary (see Table 3.4).

Table 3.4 – HER for Site A

Site Name	Reference	Description
<i>HERs within the site boundary:</i>		
Site of Cloughbank Farm	9584.1.0	Listed Building (LBS ref: 211671) Grade II Monument: Farmhouse, farm, farmstead, chimney, outbuilding and timber framed building.
Site of Ringway Chapel	9582.1.0	Monument: Chapel, religious ritual and funerary.
<i>HERs within 500m buffer:</i>		
Site of Pinfold Farm	9583.1.0	Monument: Farmhouse, farm, farmstead, outbuilding, pond. (Located within Airport Operational Area in area of hard-standing)
Site of Higher Mainwood Farm	9585.1.0	Monument: Farmhouse, farm, farmstead. (Located within Airport Operational Area in area of 1 st runway)
Wayside Farm	9844.1.0	Building: Barn, farmhouse, farm, farmstead. (Also within proximity to site E)
Castlehill Farm	2019.2.0	Building: Farmhouse, farm, farmstead, pond. (Also within proximity to site E)
Site of Ullerswood Castle	2019.1.0	Monument: Defence, castle, motte, ditch. (Also within proximity to site E)
Site of Broad Oak Farm	9581.1.0	Monument: Farmhouse, farm, farmstead, pond. (Located within Site E)

- 3.2.19 The site of Cloughbank Farm (reference 9584.1.0) is identified on the HER as a 'monument' described as:

"... C17, largely rebuilt & added to in late-C18, early C19. English Garden Wall Bond. Graduated stone slate roofs. 2-unit baffle entry plan later wing front & rear. Continuous lean-to at rear. 2-storeys, 2-bays, 1st being later wing with C20 window to ground & 3-light casement with cambered brick arch on 1st. Large projecting stack to right side of wing. Door to left obscured by C20 porch. Inglenook fireplace. (4). Small farm to east of Catterill Clough Brook on OS 1st Edition. 4 small buildings with wooded area to NE. Marked as "Cloughbank Farm" (1). Same buildings, with the addition of one more building on site (2). 1938 OS shows 5 buildings (3). No

evidence for site survival remains as area has been re-landscaped for Manchester International Airport. (AM 1993)."

- 3.2.20 It is worthy of note that the HER identifies the site's condition as 'Destroyed' and the Listed Building Status as 'Revoked'. However, liaison with GMAU has confirmed that the Site of Cloughbank Farm remains as a Grade II Listed Building.
- 3.2.21 The HER for the Site of Ringway Chapel (reference 9582.1.0 above) relates to a small 16th century chapel/church that existed at the site and was subsequently demolished. The site was later built upon for the Church of St Mary and All Saints, consecrated in 1895. This church was declared redundant in 1970 and subsequently converted into an office.
- 3.2.22 Liaison with GMAU identified the potential for below-ground remains, including human, within and/or possibly beyond the churchyard and footprint of the existing building associated with the 16th century chapel. Furthermore, it is possible that elements of the 16th century chapel could have been used within the Church of St Mary and All Saints. However, the Ringway Church Area, Manchester, Heritage Study (Woodhall Planning and Conservation, July 2007) identified that the majority of interior features were removed as part of the conversion to office. Furthermore, it is considered that the present-day building would be unlikely to meet the criteria for inclusion as a Listed Building.
- 3.2.23 The graveyard includes at least one war grave and is likely to be of social significance to local people and the wider community.
- 3.2.24 The adjacent Public House (The Romper) dates from eighteenth century but is also considered unlikely to meet the criteria for inclusion as a Listed Building, although it has some architectural and historic interest of local significance.
- 3.2.25 The PJO Archaeology (June 2007) report identifies that the area as largely relating to the medieval and later landscape, economy and settlement patterns. However, excavations in the vicinity of Oversley Farm to the south of the site (runway 2) identified that remains of more ancient settlements

may survive within Cheshire lowlands on lighter soils and that the lack of evidence for early settlement need not therefore be conclusive.

- 3.2.26 The Styal Estate National Trust property is located approximately 800m from the south-eastern boundary of the site, separated by the 2nd runway.

Land Use and Recreation

Land Use

- 3.2.27 Land use within the site is predominantly agricultural with few residential and employment properties, community facilities, and Airport Operational Land comprising Aviation Viewing Park and mast/associated infrastructure. Adjacent land generally comprises Airport Operational Land to the north, east and south, and agriculture to the west.

- 3.2.28 There are no land use planning allocations, ie housing, employment, etc or safeguarding, ie for road/rail schemes within the extant Manchester City Council Local Plan. However, the following site-specific land use planning policies have been identified:

- Other (not defined) – identifies only Cloughbank Farm and therefore assumed to relate to the Listed Building – Policies E2.7 & EW35;
- River Valley Areas (updated Aug 2004) – identifies entire site, assumed to relate to River Bollin Valley - Policies EW31 & EW32 ;
- Green Belt – designation overwashes the entire site – Policy E2.1;
- UDP Area EW1 – General Local Policy for East Wythenshawe, Policy EW1;
- Major Recreational Routes (updated Aug 2004) – route identified along A538 Wilmslow Road – No clear policy identified within plan, policies on recreational access include: E3.4, EW30 & DC22.1; and
- Sites of Biological Interest in Manchester (updated to Aug 2004) – identifies Cotteril Clough SBI and Ponds Near Runway SBI – Policies E2.2 and EW33.

Agriculture

3.2.29 Site A was also the subject of the original study (CBA, 2000 ~ Site F) which can be summarised as:

- Land is under permanent grassland and forms part of Cloughbank Farm;
- Site covered by boulder clay comprising reddish and grayish clay with some hard stones, with thin cover of loamy drift possible (1:50,000 scale Geological Map of Stockport District);
- Site soils of Salop Association comprising mainly seasonally wet loamy over clayey and clayey soils on reddish till. Wetness is principle limitation to land quality and access from late autumn to late April is restricted. Grassland is the optimum crop and the bulk farmland is of similar grassland use (Sheet 3 of the National Soil Map); and
- Mainly land of moderate quality, Grade 3b with predominantly clayey soils (assessment by Reading Agricultural Consultants).

3.2.30 A review of the ALC identifies the entire site as Grade 3.

3.2.31 The National Soils Map identifies the site as being '*Slowly permeable seasonably wet slightly acid but base-rich loamy and clayey soils*' with impeded drainage, moderate fertility, providing for seasonally wet pastures and woodland habitat with grassland and arable, some woodland landcover.

Recreation

3.2.32 The site is over-washed by the Red Rose Community Forest. Community Forest programme was established in 1990 to demonstrate the potential contribution of environmental improvement to economic and social regeneration. The Mission of the Red Rose Community Forest partnership is to '*develop well-wooded multi-purpose landscapes that will improve the quality of life for those living and working within the Red Rose Forest boundary, creating better environments for people to use, cherish and enjoy and for businesses to invest in.*'

3.2.33 There are no other recreational designations within or immediately adjacent to the site.

- 3.2.34 The Manchester Airport Aviation Viewing Park is situated at the southern end of Old Wilmslow Road. The facility has public car-parking, visitor facilities and viewing platform providing for viewing of airplanes parked on hardstandings and adjacent runway, and the Concorde Hanger.

Public Rights of Way

- 3.2.35 There are no public rights of way that pass through the site.
- 3.2.36 Public access may be obtained via the public highway, Sunbank Lane, which passes through the northern end of the site and provides access to Wilmslow Old Road (no-through road with spurs north and south that course along the site's eastern boundary). There are no footways associated with these highways. Pedestrian and cycle access can also be obtained from Old Wilmslow Road to Pinfold Lane to the east (see Appendix C), an area of commercial/industrial land use within the Manchester Airport's operational boundary. This former vehicle access is now blocked by a locked vehicle barrier with adjacent pedestrian/cycle access. The southern spur of Wilmslow Old Road provides access to a several cottages, Cloughbank Farm and the Airport's Aviation Viewing Park.
- 3.2.37 A tarmac link, approximately 1.5m wide, provides access between Wilmslow Road and the northern spur of Old Wilmslow Road at the far north-eastern boundary of the site. This is clearly signed (finger board) as a cyclepath to the Aviation Viewing Park to the south of the site. At the end of the northern spur road is a PRow (reference: 2) which heads north-east towards the industrial estate; there are also links through the wooded embankment adjacent to Wilmslow Road.
- 3.2.38 There are a number of informal access tracks to the south of the site, provided in association with the Aviation Viewing Park; these are discretionary, have only internal connectivity (no destinations) and are within land owned and managed by Manchester Airport Group.
- 3.2.39 The MAG's Runway 2 Trail identifies links from the Aviation Viewing Park to the main routes of the trail via Sunbank Lane and Wilmslow Old Road.

- 3.2.40 The national Sustrans Route 85, with links to the Manchester Airport Orbital Cycleway, passes by the western boundary of the site and forms part of a Major Recreational Route (Manchester City Council Unitary Development Plan).

Summary of Key Environmental Features

- 3.2.41 The key environmental interest features of site A can be summarised as:
- Predominantly open countryside (agricultural land with two linear wooded cloughs) with isolated buildings (residential properties and office), site compound, off-site surface car parking and Aviation Viewing Park;
 - Close proximity to Airport Operational Area including runways;
 - Public highway (Sunbank Lane) passes through site;
 - No landscape character areas cover the site – extant Cheshire County areas Ashley (CE13) and Wilmslow (CE17), draft Cheshire County areas Ashley (LFW6) and Lower Bollin (R8) and Trafford Council areas (Wooded Claylands) are within close proximity to the site;
 - Designated Green Belt;
 - Cotteril Clough SSSI (Unit 1 unfavourable status / adjacent Unit 2 favourable status) & SBI (Grade A) – not capable of mitigation;
 - Ponds Near runway SBI (Grade C);
 - Great crested newts – capable of mitigation;
 - Presence of great crested newts, native bluebell, badger, common toad and birds habitat (protected species);
 - Potential for bats, otter, water vole and adder (protected species);
 - Ancient woodland;
 - 2 HER within the site: Site of Cloughbank Farm (Grade II Listed Building) and Site of Ringway Chapel;
 - Major Recreational Route (along western boundary) – forms part of the Sustrans route 85 (Manchester Airport Orbital Cycleway);
 - Agricultural land classified as Grade 3b;
 - Properties comprise residential dwellings on Sunbank Lane and off Old Wilmslow Road, with Costain offices/compound at site of former Cloughbank Farm, offices at site of former Ringway Chapel (Sunbank Lane), Public House (The Romper) on the junction of Sunbank Lane and Old Wilmslow Road, and structures associated with the Aviation Viewing park;
 - Site overwashed by the Red Rose Community Forest;
 - Aviation Viewing Park recreational resource with discretionary public access;
 - No PRow cross through the site; PRow 2 extends from highway (Old Wilmslow Road) to the north of the site; and

- Identified Sunbank Lane and Wilmslow Old Road as MAG Runway 2 Trail connecting route.

3.3 Site B - Land to North of Ringway Road

Site Context

- 3.3.1 This site comprises approximately 31.7 ha of land, approximately square in shape, bounded by the B5166 (Styal Road)/Trenchard Drive to the east, Ringway Road to the south, Shadowmoss Road to the west and the Ringway Trading Estate to the north (see Drawing 916-01/004). The site is relatively flat, with a gentle slope from approximately 75m AOD in the south to 70m AOD in the north.
- 3.3.2 The site is primarily occupied by agricultural land with several residential properties located to the south of the site on Trenchard Drive, Wynfield Avenue and Ringway Road. The site is also occupied by a public house (The Tatton Arms) on the junction of Ringway Road and Trenchard Drive, and two stands of trees situated around hardstandings to the centre-north of the site. There is a site access situated in the north-east corner of the site with track to a small outbuilding associated with Airport operations (Air Quality Monitoring and former middle-marker navigational aid) located on the northern boundary. There is an internal access road approximately 10m within the eastern boundary, adjacent to Styal Road. The site is also occupied by Airport runway approach lighting.
- 3.3.3 The site's southern boundary is situated immediately adjacent to the existing Airport Operational Area, albeit separated by Ringway Road. This Operational Area is located at the northern end of the Airport runways and comprises primarily open space with railway line, isolated properties (including Shadow Moss Farm) and glasshouses. Part of the site is located within the Airport's Public Safety Zone. Other adjacent land is primarily occupied by residential properties to the east and west, and trading estate and sports field to the north.
- 3.3.4 The site is located within the administrative boundary of Manchester City Council.

Landscape and Visual

- 3.3.5 There are no County or District Character Areas applicable to the site itself and the site has no tangible relationship with character areas in Cheshire to the south or Trafford to the west.
- 3.3.6 This area covers some 31.5Ha of Green Belt to the north-east of the airport and is bounded by Trenchard Road and Styal Road to the east, Ringway Road to the south, Shadow Moss Road to the west and the Ringway Trading Estate and an adjacent sports field to the north. Over seventy residential properties lie along the northern side of Ringway Road and along Trenchard Road at the edge of Moss Green, with a Public House, the Tatton Arms, at the intersection of the two roads. Additionally, residential properties to the west, along Shadow Moss Road and to the east along Cunningham Drive overlook the area. A triangle of land between Styal Road and Cunningham Road is in the ownership of a housing developer.
- 3.3.7 The area consists primarily of large fields bounded by low hedges. A hedge along the western boundary of height 1.5-2m screens ground level views into the site from this direction. Tree cover is limited to a small copse of mature trees towards the northern edge of the site, to intermittent tree cover along the southern edge and to young and semi-mature planting along Styal Road to the east, with the occasional mature tree growing within field boundaries.
- 3.3.8 Key characteristics of Area B can be described as follows:
- Regular-shaped fields;
 - Overlooked by suburban housing to west, south and east;
 - Visual influence of industrial estate to north; and
 - General absence of tree cover.

Ecology and Nature Conservation

- 3.3.9 There are no designated wildlife sites within or adjacent to Site B and much of the site appears to be intensively managed. The improved pasture is generally species-poor as are the hawthorn-dominated hedges. The hedges are too low and narrow and the hedgerow trees too sparse to generate any major wildlife corridors through the area, although they could act as minor corridors within the site.
- 3.3.10 There are no current records of protected species within the site, although the ponds may support great crested newt (and other amphibians) and bats and birds could use the mature trees and hedgerows. In the absence of detailed survey, a precautionary approach is taken and the presence of important species is assumed where suitable habitat occurs.
- 3.3.11 The key ecological receptors of Site B (including their highest level of designation) are as follows:

Sites and Habitats

- Broad-leaved semi-natural woodland (UKBAP)
- Plantation (LBAP)
- Ponds (UKBAP)
- Species-poor hedgerows (UKBAP)

Species

- Great crested newt (Habitat Regs.) potential
- Bats (Habitat Regs.) potential
- Common toad (UKBAP) potential
- Birds (WCA nesting, UKBAP) potential

- 3.3.12 The receptors at Site B are summarised and evaluated as follows. As this is a strategic assessment, a single value (the highest relevant value) is given.

Great crested newt habitat (potential, not confirmed)

- 3.3.13 This includes the pond, hedgerow, woodland (including plantation) and grassland habitats. It should be noted that the habitats of importance to newts are also important to bats, toads and birds. This receptor is (provisionally) considered of County importance because the population of great crested newts at Manchester Airport is considered a 'species hotspot' in the Greater Manchester Ecological Framework. Impacts on great crested newts are capable of mitigation.

- 3.3.14 Should great crested newts not be found, the habitats noted in the paragraph above would be evaluated as being of importance within the “immediate zone of influence”

Historic Environment

- 3.3.15 There are no WHS, SAMs, Registered Parks and Gardens, Registered Battlefields or Protected Wrecks identified on the site or within its immediate vicinity; nor are there any Conservation Areas.
- 3.3.16 However, the Peel Hall Moated Site SAM (ref 22447) is located approximately 895m to the north of the site, and the Cheadle Royal Hospital Registered Park and Garden (ref 2610) is situated approximately 1151m to the north-east.
- 3.3.17 The HER revealed two sites within the site boundary and a further 21 within 500m of the site boundary (see Table 3.6). There are 2 Listed Buildings within the 500m of the site boundary.

Table 3.6 – HER for Site B

Site Name	Reference	Description
<i>HERs within the site boundary:</i>		
Site of Moss Nook	2029.1.0	Monument: Settlement, building
Tatton Arms Public House	9034.1.0	Building: Public building, inn
<i>HERs within 500m buffer:</i>		
Chamber Hall, Barn Approx 5m south of Farmhouse	8628.2.0	Listed Building: Barn, cow house
Chamber Hall	8628.1.0	Listed Building: Farmhouse, farm, farmstead
Site of buildings, Styal Road	13021.1.0	Monument: House
Cottages, Daisy Bank Lane	13074.1.0	Building: House
Heald Green Settlement	13024.1.0	Place: Settlement
Cottages 2-4 Daisy Bank Lane	13073.1.0	Building: House
Daisy Bank Farm	13072.1.0	Building: Barn, farmhouse, farm, farm building
Heald Green Station	13047.1.0	Building: Railway Station
Site of Smithy Croft	15234.1.0	Monument: Blacksmiths workshop

Site Name	Reference	Description
Site of Kiln Field (Wood Farm)	2205.1.0	Monument: Kiln (Also within proximity to site D)
Field Boundaries (Wood Farm)	2206.1.0	Monument: Field system, boundary (Also within proximity to site D)
Site of Structures	2222.1.0	Monument: Barn, settlement, tenement (Located within Site D)
Site of Structure at Moss Nook	2208.1.0	Monument: Settlement, tenement (Also within proximity to site D)
Smithy Farm	2207.1.0	Building: Garden, tenement, industrial site, forge, yard, blacksmiths workshop (Located within Site D)
Shadow Moss Farm (Shadow Moss)	8391.1.0	Building: Farmhouse, farm, farmstead, outbuilding, natural feature, stable (Also within proximity to site D)
Structure (Primrose cottage)	2209.1.0	Building: Farm, settlement, tenement, outbuilding (Also within proximity to site D)
Structure (Rose Cottage and Cherrytree Cottage)	2223.1.0	Building: Settlement, tenement, building (Also within proximity to site D)
Site of Structure , Shadow Moss Farm	2220.1.0	Monument: Settlement, tenement, building, structure (Also within proximity to site D)
Shadow Moss	2027.1.0	Landscape: Natural feature (Located within Airport Operational Area in area adjacent to runway)
Site of Structures, Ringway Road	2217.1.0	Monument: House, settlement, tenement, building
Site of Moss-Side (Stable Meadow)	2218.1.0	Monument: Settlement, tenement, building, courtyard

Land Use and Recreation

Land Use

3.3.18 Land use within the site is predominantly agricultural with several residential properties (Trenchard Drive, Wynfield Avenue and Ringway Road to the south) and a single employment property (Public House), with some Airport Operational Land associated infrastructure. Adjacent land use generally comprises employment to the north, residential to the east and west, and Airport Operational Land to the south, including some residential and Airport infrastructure.

3.3.19 There are no land use planning allocations, ie housing, employment, etc within the extant Manchester City Council Local Plan. However, land is

safeguarded for the proposed Metrolink Extension along the western boundary of the site. Furthermore, land is safeguarded to the south of the site for the provision of a new road link, the South East Manchester Multi-Modal Study (SEMMMS).

3.3.20 However, the following site-specific land use planning policies have been identified:

- Green Belt – designation overwashes the entire site – Policy E2.1;
- UDP Area EW1 – Policy EW1;
- Major Recreational Routes (updated Aug 2004) - along eastern boundary – No clear policy identified within plan, policies on recreational access include: E3.4, EW30 & DC22.1; and
- Major Urban Regeneration Areas (updated Nov 2003) – identifies western half of site along with housing estate to west – Unclear as to policy, assumed to be Policy R1.1.

Agriculture

3.3.21 Site B was also the subject of the original study (CBA, 2000 ~ Site B), although the site boundary has since been reduced to exclude open land recreational space and residential land to the north and east. Consequently, the original study findings in relation to agriculture remain relevant and can be summarised as:

- Agricultural land comprises grassland, with relatively small fields and form part of an annual farm tenancy;
- Site covered by boulder clay comprising reddish and grayish clay with some hard stones, with thin cover of loamy drift possible (1:50,000 scale Geological Map of Stockport District);
- Site soils of Crewe Association comprising mainly seasonally wet clayey soils on reddish till with loamy over clayey profiles locally where there is a cover of loamy drift. Wetness is principle limitation to land quality and access from late autumn to early May is restricted. Grassland is the optimum crop but the grazing season is curtailed by relatively wet winters (Sheet 3 of the National Soil Map); and
- Mainly land of moderate quality, Grade 3b with predominantly clayey soils (assessment by Reading Agricultural Consultants).

- 3.3.22 A review of the ALC identifies the site as Urban (non-agricultural grading).
- 3.3.23 The National Soils Map identifies the site as being '*Slowly permeable seasonably wet slightly acid but base-rich loamy and clayey soils*' with impeded drainage, moderate fertility, providing for seasonally wet pastures and woodland habitat with grassland and arable, some woodland landcover.

Recreation

- 3.3.24 The site is over-washed by the Red Rose Community Forest. Community Forest programme was established in 1990 to demonstrate the potential contribution of environmental improvement to economic and social regeneration. The Mission of the Red Rose Community Forest partnership is to '*develop well-wooded multi-purpose landscapes that will improve the quality of life for those living and working within the Red Rose Forest boundary, creating better environments for people to use, cherish and enjoy and for businesses to invest in.*'
- 3.3.25 There are no other recreational designations within or immediately adjacent to the site.

Public Rights of Way

- 3.3.26 There are no public rights of way that pass through the site.
- 3.3.27 Public access is restricted to the public highway (Wynfield Avenue). There is an access track to the north of the site providing access to Airport infrastructure; this is not open to public access.
- 3.3.28 The national Sustrans Route 85, with links to the Manchester Airport Orbital Cycleway, passes by the eastern boundary of the site and forms part of a Major Recreational Route (Manchester City Council Unitary Development Plan).

Summary of Key Environmental Features

3.3.29 The key environmental interest features of site B can be summarised as:

- Predominantly open land (agricultural) within urban (residential/industrial and commercial) setting, with residential properties along the western and eastern boundaries, Public House (The Tatton Arms) and Airport infrastructure (Air Quality Monitoring and former middle-marker navigational aid);
- Close proximity to Airport Operational Area including runways;
- No county or district character areas overwhelm the site or within close proximity;
- Designated Green Belt;
- Small area of tree cover within centre-north of the site;
- Potential great crested newt habitat – capable of mitigation;
- Potential great crested newt, bats, common toad and birds (protected species);
- 2 HER within the site: site of Moss Nook and Tatton Arms Public House;
- Safeguarded land for Metrolink extension to south and west of site;
- Safeguarded land for Department of Transport road scheme (SEMMMS) to south of site;
- Major Recreational Route (along eastern boundary) – forms part of the Sustrans route 85 (Manchester Airport Orbital Cycleway);
- Major Urban Regeneration area over western part of site;
- Agricultural land classified as Grade 3b;
- Properties within the site comprise residential properties on Ringway Road and Trenchard Drive, with Tatton Arms (commercial) on junction of Ringway Road and Trenchard Drive;
- Site overwhelmed by the Red Rose Community Forest; and
- No PRow cross through the site; and
- Public Safety Zone and Obstacle Limitation Surface passes through the site (related to Airport operation).

3.4 Site C – Land within, and adjacent to, Junction 5 of the M56

Site Context

- 3.4.1 This site comprises approximately 18.2ha of land, approximately rectangular in shape, bounded by the M56 motorway to the west, the urban boundary of Wythenshawe to the north/east, a hedgerow boundary to Woodhouse Park to the east and Ringway Road serving as the slip road from the Airport to Junction 5 of the M56 (M56 bound), to the south (see Drawing 916-01/005). The site is relatively flat, lying at approximately 60m AOD with localised raised land associated with the highway embankments of both the Ringway Road slip road from the M56 to the Airport (Airport bound) which passes through the centre of the site (approximately north-south orientation), Ringway Road M56 bound and the M56 along the northern boundary.
- 3.4.2 The site is divided into two distinct areas, separated by the M56 spur (Airport-bound). The western area comprises unmanaged woodland/scrub/rough grassland surrounded by the M56 and M56 spur (both Airport and M56-bound), with no access. To the east is predominantly green open space much of which is occupied by trees/woodland and rough grassland or used for allotments, with the Airport's crèche (Little Flyers) located on Thorley Lane which passes through the southern edge of the site. The remainder is occupied by highway and associated embankments and infrastructure.
- 3.4.3 The site's southern boundary is situated immediately adjacent to the existing Airport Operational Area. Such Operational Area is occupied by Airport car parking and service roads, Terminal 2 buildings, wooded areas, open green space and isolated properties. Other adjacent land is occupied by the M56 (Junction 5) and agricultural land beyond to the north-west, residential properties to the north-east and Woodhouse Park (incorporating Painswick Park) to the east.
- 3.4.4 The site is located within the administrative boundary of Manchester City Council.

Landscape and Visual

- 3.4.5 There are no County or District Character Areas applicable to the site itself, however, immediately to the west (beyond the M56) is the Trafford Council Wooded Claylands character area, the key characteristics of which are given in Table 3.8 below.

Table 3.8 –Trafford Council Character Area Characteristics

Character Area	Key Characteristics
Wooded Claylands	<ul style="list-style-type: none"> • Gently rolling topography, dissected by narrow, often steep, wooded valleys; • Areas of ancient woodland; • Predominantly pastoral; • Views restricted by trees, hedges and development, creating the impression of a small to medium scale landscape; • Scattered marl pits; • Piecemeal enclosure pattern; • Dispersed settlement pattern; and • Many shared characteristics with areas south of the M56 – relationship weakened by presence of motorway.

- 3.4.6 This area covers some 18Ha of Green Belt to the north of the airport and is bounded by residential properties at the edge of Woodlands Park to the north-east, by Painswick Park to the east and by the M56 to the north-west. The southern boundary of the area is defined by the southern slip road of the M56 spur towards the west and runs through fields to the west of the park further east. The area is split in two by the motorway spur, with the western part of the area being completely surrounded by motorway; this western area is well wooded. The eastern part of the area includes allotments and the western end of Painswick Park.

- 3.4.7 The western end of Painswick Park includes mown grassland to the north and an area of rough grassland, shrubs and trees to the south. A network of formal and informal paths run through the park allowing access from Thorley Lane to the south and from the edge of Manchester to the north. The urban fringe is defined by three-storey flats, which overlook the park. The allotments to the west are accessed via a terraced drive, with entry via a padlocked gate.

- 3.4.8 South of the allotments and west of the park, a belt of mature trees form a boundary between these and a series of fields used as pasture for horses. The south-easternmost field appears to be associated with properties on Thorley Lane to the south, namely a nursery and 3no residential properties.
- 3.4.9 The land enclosed by the M56 is lined with tree planting along the northern and western edges. In these areas, the land rises up to allow the Thorley Lane to cross the main carriageway of the motorway by over bridges. Dense semi-mature tree belts have developed along the earthworks in these areas. To the south is a small woodland area which includes mature oak trees. A gap in this woodland allows access from the southern edge of the area into the central part, which is largely treeless and characterised by rough grassland. Traffic noise from the motorway is very audible throughout the area.
- 3.4.10 Key characteristics of Area C can be described as follows:
- Physical division of area by motorway corridor;
 - Noise from motorway;
 - Areas of public open space (park and allotments);
 - Proximity to residential area; and
 - Dense tree belts along motorway slip roads.

Ecology and Nature Conservation

- 3.4.11 Site C is split into two distinct areas; the land in the west lies within the road network of the M56 junction 5 and is isolated from surrounding habitat. Broad-leaved plantation and neutral grassland dominates this area, with pond and scrub habitats also present. The land in the east adjoins the residential development of Wythenshawe and is a mixture of allotment gardens, improved fields and neutral grassland, with thin strips of broad-leaved woodland and plantation and a single pond also present.
- 3.4.12 There are no designated wildlife sites within Site C and while it contains a diverse mix of habitats there are no strong ecological links to open countryside or extensive areas of wildlife habitat and there is a strong non-

native element to the scrub and woodland regeneration over all parts of the site.

3.4.13 With the exception of native bluebell, there are no current records of protected species within Site C. Nevertheless, the ponds have some potential to support amphibians and habitats are present for badgers, bats and birds. In the absence of detailed species surveys, a precautionary approach is taken and the presence of important species is assumed where suitable habitat occurs.

3.4.14 The key ecological receptors of Site C (including their highest level of designation) are as follows:

Sites and Habitats

- Broad-leaved semi-natural woodland (UKBAP)
- Broad-leaved plantation (LBAP)
- Ponds (UKBAP)
- Species-poor hedgerows (UKBAP)
- Marshy grassland (LBAP)
- Neutral grassland (LBAP)

Species

- Great crested newt (Habitat Regs.) potential
- Bats (Habitat Regs.) potential
- Native bluebell (WCA)
- Badger (PBA) potential
- Common toad (UKBAP) potential
- Birds (WCA nesting, UKBAP)

3.4.15 The receptors at Site C are summarised and evaluated as follows. As this is a strategic assessment, a single value (the highest relevant value) is given to each of the summary receptors.

Great crested newt habitat (potential, not confirmed)

3.4.16 This includes the pond, hedgerow, woodland (including plantation) and grassland habitats. It should be noted that the habitats of importance to newts are also important to badgers, bats and birds and common toad. This receptor is (provisionally) considered of County importance because the population of great crested newts at Manchester Airport is considered a 'species hotspot' in the Greater Manchester Ecological Framework. Impacts on great crested newts are capable of mitigation.

- 3.4.17 If great crested newts were not present, the habitats of Site C noted in the paragraph above would be considered as being of importance within the 'immediate zone of influence' and impacts would be capable of mitigation.

Historic Environment

- 3.4.18 There are no WHS, SAMs, Registered Parks and Gardens, Registered Battlefields or Protected Wrecks identified on the site or within its immediate vicinity; nor are there any Conservation Areas.
- 3.4.19 No HER features were identified within the site boundary. However, 15 HER features were identified within 500m of the site boundary (see Table 3.9), including 3 Listed Buildings.

Table 3.9 – HER for Site C

Site Name	Reference	Description
<i>HER within 500m buffer:</i>		
Site of Old Wood Farm	9594.1.0	Monument: Farmhouse, farm, farmstead, pond
Etrop Grange (Formerly listed as Moss House)	1369.1.0	Listed Building: House, settlement
Site of Moss House	2211.1.0	Monument: Farmhouse, farm, farmstead, wall
Oven House Meadow	2213.1.0	Monument: Industrial site, oven
Site of Structures, Barn Croft	2212.1.0	Monument: Settlement, tenement
Site of Structures, nr Haletop Farm	2210.1.0	Monument: Settlement, tenement
1 & 2 Thorley Lane, Haletop Farm	8638.1.0	Listed Building: Farmhouse, farm, farmstead, timber framed building
Etrop Green	2028.1.0	Monument: Settlement, building
Site of Etrop Green Farm	3698.1.0	Monument: Farmhouse, farmstead, timber framed building, longhouse
Site of Keepers Cottage	7392.1.0	Monument: House, settlement, tenement, timber framed building
Site of Thorley Cottage	1495.1.0	Monument: Settlement, building
Site of Structure	3706.1.0	Monument: Settlement, building
Ridge and Furrow	1498.1.0	Ridge and furrow, field system
Ridge and Furrow	1497.1.0	Ridge and furrow, field system
Davenport Green Hall	3735.1.0	Listed Building: Great house, settlement, hall, timber framed building

Land Use and Recreation

Land Use

3.4.20 Land use within the site is divided into the two distinct areas as separated by the M56 spur (Airport-bound). Land to the west comprises unmanaged woodland/scrub/rough grassland locked in within the surrounding highway network and is therefore classified as 'infrastructure'. Land to the east comprises allotments and open green space, the majority of which comprises informal scrubland, and has been classified as 'recreation'. There is also a single community facility, the Little Flyers Nursery. Adjacent land comprises residential to the north-east/east, recreational to the south-east, agriculture to the north-west albeit separated by the M56, and Airport Operational Land, including some residential but primarily Airport, to the south.

3.4.21 There are no land use planning allocations, ie housing, employment, etc within the extant Manchester City Council Local Plan. However, land is safeguarded for the provision of Council Road Improvements (below) within the southern boundary of the site between Thorley Lane through the site and crossing the M56 spur roads (both Airport and M56 bound) to Runger Lane and for the proposed Metrolink Extension route which is planned to run outside the site along the southern boundary, and with land safeguarded for the implementation of the SEMMMS road scheme to the south (outside the site).

3.4.22 In addition, the following site-specific land use planning policies have been identified:

- Council Road (updated aug 2004) – connecting Runger Lane to Thorley Lane through site – Policies T2.2 and EW27;
- Green Belt – designation overwashes the entire site – Policy E2.1;
- Environmental Policy (updated Aug 2004) – identifies land to east of M56 spur including informal open space and allotments – understood to relate to policies on public open space and include the allotments, Policies EW27 & EW28;
- UDP Area EW1 – Policy EW1;

- Major Recreational Routes (updated Aug 2004) – identifies line through east of M56 spur passing from Thorley Lane to Bleasdale Road – No clear policy identified within plan, policies on recreational access include: E3.4, EW30 & DC22.1; and
- Major Urban Regeneration Areas (adopted Nov 2003) – identifies east of M56 immediately adjacent to housing – Unclear as to policy, assumed to be Policy R1.1.

Agriculture

3.4.23 Site C was also the subject of the original study (CBA, 2000 ~ Site A), although the site boundary has since been reduced to exclude recreational land to the south-east and a small area of infrastructure (to the north. Consequently, the original study findings in relation to agriculture remain relevant and can be summarised as:

- Site covered by boulder clay comprising reddish and grayish clay with some hard stones, with thin cover of loamy drift possible (1:50,000 scale Geological Map of Stockport District);
- Site soils of Salop Association comprising mainly seasonally wet loamy soils over clayey soils with slow subsoil permeability. Wetness is principle limitation to land quality and access from late autumn to late April is restricted. Grassland on similar land in agricultural use is the favoured crop and neighbouring fields are principally in permanent or long-term grassland (Sheet 3 of the National Soil Map);
- Mainly land of moderate quality, Grade 3b with predominantly clayey soils (assessment by Reading Agricultural Consultants);
- Site is not in agricultural use; were it to be brought back into agricultural land use, this would be mainly of Grade 3b quality.

3.4.24 A review of the ALC identifies the site as Urban (non-agricultural grading).

3.4.25 The National Soils Map identifies the site as being '*Slowly permeable seasonably wet slightly acid but base-rich loamy and clayey soils*' with impeded drainage, moderate fertility, providing for seasonally wet pastures and woodland habitat with grassland and arable, some woodland landcover.

- 3.4.26 Notwithstanding the above agricultural baseline, none of the site is used for commercial agriculture.

Recreation

- 3.4.27 The site is over-washed by the Red Rose Community Forest. Community Forest programme was established in 1990 to demonstrate the potential contribution of environmental improvement to economic and social regeneration. The Mission of the Red Rose Community Forest partnership is to *'develop well-wooded multi-purpose landscapes that will improve the quality of life for those living and working within the Red Rose Forest boundary, creating better environments for people to use, cherish and enjoy and for businesses to invest in.'*
- 3.4.28 There are no other recreational designations within or immediately adjacent to the site, although Painswick Park is situated immediately to the east of the eastern area. However, the site is identified on the Unitary Development Plan as forming public open space.
- 3.4.29 Notwithstanding the above, immediately to the east of the site is Woodhouse Park (also referred to as Painswick Park); this is primarily open amenity grassland with formal pond and play areas located to the far east of the park, away from Site C's boundary. The majority of the eastern portion of Site C comprises predominantly open scrubland currently used as informal open recreational space by walkers or occupied by allotments.

Public Rights of Way

- 3.4.30 There are no public rights of way within Site C.
- 3.4.31 A discernable (footfall) path passes along the south-eastern boundary of the site (see Appendix C). In summary, this path provides access between Thorley Lane and Maismore Road. The path has an unformed, bare-earth surface, ranging in width from approximately 0.6m to 1.4m, and is generally flat. Barriers at both ends (logs and kissing gate) restrict access to pedestrians only. The path appears to be well-used.

- 3.4.32 A 'major recreational route' is defined within Manchester City Council's Local Plan as passing through the centre (north-west to south-east) of the eastern area of the site. There is no evidence on the ground of this route, nor is it designated a PRow. Therefore, it is assumed that the future provision of this route is an aspiration of the Local Authority.
- 3.4.33 There are several informal paths that cross over the eastern portion of the site (see Appendix C), primarily associated with its informal recreational use (open scrubland), including access to Bleasdale Road at the far north; although this was severely overgrown and requires negotiation of earth mounds. Vehicle access to the allotments is provided from Maismore Road. As the allotment gate is located immediately at its entrance, the vehicle access provides an additional pedestrian access to Site C with vehicle barriers situated along the access track preventing cars from entering the site.
- 3.4.34 The national Sustrans Route 85, with links to the Manchester Orbital Cycleway, passes along the Thornley Road on the southern boundary of the site and forms part of a Major Recreational Route (Manchester City Council Unitary Development Plan).

Summary of Key Environmental Features

3.4.35 The key environmental interest features of site C can be summarised as:

- Predominantly open land divided into two distinct areas by the motorway slip road: to the west comprises woodland scrub and open grassland contained within motorway/slip road; and to the east a combination of open green space used for recreation and allotments set within an urban area (residential and community properties);
- Close proximity to Airport Operational Area, including car parking, service roads and terminal buildings;
- No county or district character areas overwash the site; the Trafford character area Wooded Claylands is immediately to the west;
- Designated Green Belt;
- Potential Great Crested Newt habitat – capable of mitigation;
- Native bluebell and birds (protected species);
- Potential great crested newt, bats, badger and common toad (protected species);
- 0 Sites and Monument Records;
- Safeguarded land for Council road improvements (Thorley Lane to Runger Lane);
- Safeguarded land for Metrolink extension to south and west of site;
- Major Recreational Route (shown as passing through the centre of the eastern area);
- Agricultural land classified as Grade 3b;
- Properties within the site comprise the Little Flyers Nursery (commercial);
- Site overwashed by the Red Rose Community Forest;
- No PRow cross through the site; single PRow passes along the eastern boundary;
- Informal use of open green space with defined paths (by common footfall) throughout area; and
- Manchester Airport Orbital Cycleway passes along Thorley Road to the south of the site.

3.5 Site D - Land to South of Ringway Road, between Tedder Drive and Styal Road

Site Context

- 3.5.1 This site comprises approximately 11.6ha of land, rectangular in shape, bounded by railway line to the east, hedgerow to agricultural land to the south, Hollin Lane/Styal Road (B5166) to the south-west, Tedder Drive to the north-west, Ringway Road to the north-west and hedge/tree line to the north-east (see Drawing 916-01/006). The site is relatively flat, lying at approximately 75 to 80m AOD with the exception of the railway line cuttings that pass through the centre of the site with branches heading both north and south to join the railway line forming the western boundary.
- 3.5.2 The site is occupied by a several uses, divided into four areas by the railway branch lines that pass through the centre of the site and Styal Road. To the south the site comprises a relatively small agricultural field with single residential dwelling; in the centre, between two railway branch lines is primarily occupied by an electricity sub-station with bridge access from Styal Road to the north; to the north is a small area of rough grass with woodland belt to the north and south; and to the west, between Tedder Drive and Styal Road are two residential properties, redundant commercial properties and petrol station, surrounded by fields.
- 3.5.3 The site's south-western boundary is situated immediately adjacent to the existing Airport Operational Area, albeit separated by Styal Road, which occupied primarily by car parking and storage with residential properties immediately adjacent to Hollin Lane/Styal Road. Other adjacent land comprises a mix of residential and commercial/industrial land to the north/north-west, agricultural land to the east and south.
- 3.5.4 The site is located within the administrative boundary of Manchester City Council.

Landscape and Visual

- 3.5.5 There are no County or District Character Areas applicable to the site itself, however, immediately to the south is the Cheshire County character area of Wilmslow (CE17), the key characteristics of which are given in table 3.11 below.

Table 3.11 – Cheshire County Character Area Characteristics

Character Area	Key Characteristics
Wilmslow (CE17)	<ul style="list-style-type: none"> • A community urban fringe landscape with a wide variety of land uses; • Styal Country Park, Lindow Moss/Common and Bollin Valley Project are all managed for recreation; • Airport related development; • Farmland close to urban area; • Remnant parkland; and • Strategy to conserve and enhance

- 3.5.6 The draft Cheshire County character area that will replace the above is Lower Bollin (R8), though the boundaries are slightly amended. The key characteristics are given in table 3.12 below.

Table 3.12 – Cheshire County Draft Character Area Characteristics

Character Area	Key Characteristics
Lower Bollin (R8)	<ul style="list-style-type: none"> • Steep, incised river valley; • Very urban character at eastern end; • Enclosed feel to west; • Mature woodland on valley slopes; • Contrast between areas of ancient woodland and stands of exotic conifers; and • Locally strong influence from airport and A538 at western end of character area, extent of influence very restricted by the dense woodland cover and meandering nature of the valley floor.

- 3.5.7 This area covers some 11.5Ha of Green Belt to the north-east of the airport and to the south-east of Area B. The area is bounded to the east by the railway, to the north by Ringway Road and by the Manchester International Office Centre, to the west by Tedder Drive and Styal Road and to the south by the county boundary. Styal Road runs through the northern part of the area and is characterised by areas of mown verge with young tree planting.
- 3.5.8 Much of the area lies within a triangle of land defined by the junction of the railway spur leading to the airport with the main north-south railway to the east. This triangle chiefly comprises an electrical sub-station bounded by

security fencing. The railway cuttings are grassed. The land north of the railway is a field bordered on both the north and south by mature tree belts.

- 3.5.9 A second triangle of land between Styal Road and Tedder Drive to the west includes land associated with Smithy Farm (a business producing wrought iron gates) and a residential property to the south of this. A service station is present at the junction of Ringway Road and Styal Road. South of the built development is an area of rough grassland and shrubs crossed by a public footpath.
- 3.5.10 The remaining part of the area is again triangular in shape and lies between the railway and the county boundary. This area consists of a closely mown field bounded by well maintained hedges to north, east and south. 2 no. two-storey residential properties border this area to the south. Further residential properties lie on the opposite side of Styal Road (outside the area boundary) as does one of the Airport's long stay car parks, 'Shuttle Park'.
- 3.5.11 Key characteristics of Area D can be described as:
- Subdivided by road and rail corridors;
 - Built development along Ringway Road/Tedder Drive;
 - Areas of undeveloped grassland;
 - Substation in the railway 'triangle';
 - Airport buildings and infrastructure visible to south-west; and
 - Presence of Styal Road.

Ecology and Nature Conservation

- 3.5.12 Site D is fragmented by the railway junction infrastructure and the central railway triangle is mostly occupied by an electricity sub-station. The railway lines also act as wildlife corridors, particularly along the eastern boundary, where the cutting is dominated by dense natural woody regeneration.
- 3.5.13 There are no wildlife designations within or adjacent to Site D. The site is dominated by neutral grassland, although small areas of scattered scrub, species-poor hedgerows and broad-leaved woodland (including plantation) are also present. The unmanaged neutral grassland has structural and

topographical diversity as well as some species diversity and could be an important resource to small mammals, birds, reptiles and invertebrates (which also results in good foraging habitat for bats and birds).

- 3.5.14 There are no records for protected species within Site D; however, no detailed species surveys have been undertaken. Therefore, a precautionary approach is taken and the presence of important species is assumed where suitable habitat occurs.
- 3.5.15 The key ecological receptors of Site D (including their highest level of designation) are given below.

Sites and Habitats

- Broad-leaved semi-natural woodland (UKBAP)
- Broad-leaved plantation (LBAP)
- Species-poor hedgerows (UKBAP)
- Neutral grassland (LBAP)

Species

- Bats (Habitat Regs.) potential
- Reptiles (WCA) potential
- Badger (PBA) potential
- Birds (WCA nesting, UKBAP)
- Invertebrates (UKBAP/Red Data Book) potential

- 3.5.16 The value of the above receptors at Site D can be summarised into the following two categories. As this is a strategic assessment, a single value (the highest relevant value) is given to each of the summary receptors.

Neutral Grassland

- 3.5.17 Within Site D this habitat (including where it extends to the railway cuttings) has the potential to support reptiles, invertebrates, birds, bats and badgers. Even if all the potential species were present, the small size of the site means it is unlikely to support significant populations. Therefore, this summary receptor is of Local importance.

Woodland

- 3.5.18 Within Site D there are small areas of broad-leaved woodland and broad-leaved plantation. These habitats have the potential to support reptiles, invertebrates, birds, bats and badgers. Even if all the potential species were present, the very small size of the site means it is unlikely to support

significant populations. Therefore, this summary receptor is of importance at the Immediate Zone of Influence.

3.5.19 If damaged, mitigation is possible for these receptors.

Historic Environment

3.5.20 There are no WHS, SAMs, Registered Parks and Gardens, Registered Battlefields or Protected Wrecks identified on the site or within its immediate vicinity; nor are there any Conservation Areas.

3.5.21 The HER revealed two sites within the site boundary and a further 18 within 500m of the site boundary (see Table 3.13).

Table 3.13 – HER for Site D

Site Name	Reference	Description
<i>HERs within the site boundary:</i>		
Smithy Farm	2207.1.0	Building: Garden, tenement, industrial site, forge, yard, blacksmiths workshop
Site of Structures	2222.1.0	Monument: Barn, settlement, tenement
<i>HERs within 500m buffer:</i>		
Site of Moss Nook	2029.1.0	Monument: Settlement, building (Located within Site B)
Tatton Arms Public House	9034.1.0	Building: Public building, inn (Located within Site B)
Site of Smithy Croft	15234.1.0	Monument: Blacksmiths workshop
The Wood	2830.1.0	Building: Farmhouse, farm, timber framed building
Site of Kiln Field (Wood Farm)	2205.1.0	Monument: Kiln (Also within proximity to site B)
Field Boundaries (Wood Farm)	2206.1.0	Monument: Field system, boundary (Also within proximity to site B)
Outwood Farm	36.1.0	Building: Barn, farmhouse, farm
Site of Structure at Moss Nook	2208.1.0	Monument: Settlement, tenement (Also within proximity to site B)
Field/Township Boundary, nr Popular Farm	2201.1.0	Monument: Field system, boundary, hollow
Field/Township Boundary, nr Popular Farm	2200.1.0	Monument: Lynchet, field system, boundary
Cropmarks, Outwood Farm	2202.1.0	Monument: Ridge and furrow, field system
Field Boundary	2204.1.0	Monument: Field system, boundary, hollow
Ridge and Furrow (Outwood Farm)	2221.1.0	Monument: Ridge and furrow field system
Field/Township	2203.1.0	Monument: Field system, boundary, ditch

Site Name	Reference	Description
Boundary, nr Popular Farm		
Shadow Moss Farm (Shadow Moss)	8391.1.0	Building: Farmhouse, farm, farmstead, outbuilding, natural feature, stable (Also within proximity to site B)
Structure (Primrose cottage)	2209.1.0	Building: Farm, settlement, tenement, outbuilding (Also within proximity to site B)
Structure (Rose Cottage and Cherrytree Cottage)	2223.1.0	Building: Settlement, tenement, building (Also within proximity to site B)
Site of Structure, Shadow Moss Farm	2220.1.0	Monument: Settlement, tenement, building, structure (Also within proximity to site B)

3.5.22 The HER for the Site of Structures (HER 2222.1.0) identifies the site as lying beneath Styal Road and condition recorded as 'Destroyed'.

3.5.23 The Styal Estate National Trust property is located approximately 1.2km from the southern boundary of the site.

Land Use and Recreation

Land Use

3.5.24 Land use within the site is divided into the four distinct areas as separated by railway lines and Styal Road, comprising: agriculture with single residential dwelling to the south; primarily infrastructure (electricity sub-station) in the centre; recreational land to the north; and primarily residential and commercial properties with some agriculture to the west. Adjacent land primarily comprises residential with agricultural land to the north-west, commercial properties with residential beyond to the north, agriculture to the east albeit separated by the railway line, agriculture and residential (including the settlement of Styal) to the south and a mix of agricultural, residential and commercial properties to the west with Airport Operational Area, primarily car parking with airport runway beyond.

3.5.25 There are no land use planning allocations, ie housing, employment, etc within the extant Manchester City Council Local Plan. However, land is safeguarded for the provision of Rail Network Improvements along the southern branch line through the site and for the provision of a new road

link, the South East Manchester Multi-Modal Study (SEMMMS) passing through the south of the site.

3.5.26 In addition the following site-specific land use planning policies have been identified:

- Rail Network Improvements (updated aug 2004) – along southern spur of existing railway line – Policy T1.6;
- Department of Transport Road Scheme (SEMMMS) – passing through centre of site east-west orientation – Policy T2.3;
- Green Belt – designation overwashes the entire site – Policy E2.1;
- UDP Area EW1 – Policy EW1;and
- Major Recreational Routes (updated Aug 2004) – identified along Styal Road – No clear policy identified within plan, policies on recreational access include: E3.4, EW30 & DC22.1.

Agriculture

3.5.27 Site D was also the subject of the original study (CBA, 2000 ~ Site C), although the site boundary has since been significantly reduced to exclude the primarily agricultural with residential, commercial and Airport Operational Land to the west. Consequently, the original study findings in relation to agriculture remain relevant and can be summarised as:

- Site covered by boulder clay comprising reddish and grayish clay with some hard stones, with thin cover of loamy drift possible (1:50,000 scale Geological Map of Stockport District);
- Site soils of Crewe Association comprising mainly seasonally wet clayey soils on reddish till with loamy over clayey profiles locally where there is a cover of loamy drift. Wetness is principle limitation to land quality and access from late autumn to early May is restricted. Grassland is the optimum crop but the grazing season is curtailed by the relatively long winter (Sheet 3 of the National Soil Map); and
- Mainly land of moderate quality, Grade 3b with predominantly clayey soils (assessment by Reading Agricultural Consultants).

- 3.5.28 A review of the ALC identifies the site as on the cusp of Grade 3 and Urban (non-agricultural grading); given the scale of the available mapping it is not possible to apportion the ALC to various parts of the site.
- 3.5.29 The National Soils Map identifies the site as being '*Slowly permeable seasonably wet slightly acid but base-rich loamy and clayey soils*' with impeded drainage, moderate fertility, providing for seasonally wet pastures and woodland habitat with grassland and arable, some woodland landcover.
- 3.5.30 Notwithstanding the above agricultural baseline, not all the site is used for agriculture.

Recreation

- 3.5.31 The site is over-washed by the Red Rose Community Forest. Community Forest programme was established in 1990 to demonstrate the potential contribution of environmental improvement to economic and social regeneration. The Mission of the Red Rose Community Forest partnership is to '*develop well-wooded multi-purpose landscapes that will improve the quality of life for those living and working within the Red Rose Forest boundary, creating better environments for people to use, cherish and enjoy and for businesses to invest in.*'
- 3.5.32 There are no other recreational designations within or immediately adjacent to the site.

Public Rights of Way

- 3.5.33 There is 1PRoW (reference: 253) that passes through Site D and crosses over Styal Road (see Appendix C). This can be summarised as:
- PRoW 253 (a – east of Styal Road) passes through the north-east and north-central areas of the site (adjacent to the electricity sub-station) from Styal Road towards Heald Green to the east via a farm access track situated off Bolshaw Road. The path on the ground does not consistently follow the route identified on the definitive map. The path generally has an unformed, bare-earth surface, of varying width that is indistinct in places attributable to its being severely overgrown. There

are no built barriers to access; however, vegetation prevents ease of passage. The path has good connectivity with other PRowS, particularly to the east of the railway. The path appears to be rarely used; and

- PRow 253 (b – west of Styal Road) passes over grassland between Styal Road and Tedder Drive. The path on the ground does not consistently follow the route identified on the definitive map. The path has unformed, bare-earth surface, of indistinct width. There are stiles located at 3 locations, including both termination points. The path has connectivity with footways adjacent to highways. The path appears to be rarely used.

3.5.34 All other access is restricted to the public highway.

3.5.35 The national Sustrans Route 85, with links to the Manchester Orbital Cycleway, passes by the western boundary of the site, adjacent to Styal Road and forms part of a Major Recreational Route (Manchester City Council Unitary Development Plan).

Summary of Key Environmental Features

3.5.36 The key environmental interest features of site D can be summarised as:

- Predominantly open land divided into four distinct areas by road and railway infrastructure: to the south-east is primarily agricultural grazing land; central-east is primarily occupied by an electricity sub-station; north-east comprises rough grass with tree belts; and to the west comprises agricultural grazing with residential properties, and petrol station;
- Close proximity to Airport Operational Area, including runway;
- No county or district character areas overwhelm the site; the extant Cheshire character area Wilmslow (CE17) and draft Cheshire character area Lower Bollin (R8) lies immediately to the south;
- Designated Green Belt;
- Neutral Grassland – capable of mitigation;
- Woodland – capable of mitigation;
- Birds (protected species);
- Potential bats, reptiles, badger and invertebrates (potential species);
- 2 HER within the site: Smithy Farm (on land to the west) and Site of Structures (identified as being below Styal Road and destroyed);
- Safeguarded land for Rail Network Improvements (southern spur) cutting through the site to the south;
- Safeguarded land for Department of Transport (SEMMMS) cutting through the site to the south;
- Major Recreational Route (shown as passing through the centre of the site in north-south orientation along Styal Road) forms part of the Sustrans route 85 (Manchester Airport Orbital Cycleway);
- Agricultural land classified as Grade 3b/urban cusp;
- Properties within the site comprise Smithy Farm (residential), petrol station and electricity sub-station;
- Site overwhelmed by the Red Rose Community Forest; and
- 1 PRow through the site: from Tedder Drive through fields to Styal Road (west) and from Styal Road alongside the electricity sub-station (central-east) towards Heald Green.

3.6 Site E - Land to West of A538 (Oak Farm)

Site Context

- 3.6.1 This site comprises approximately 54.8ha of land, approximately square in shape, bounded by the A538 (Wilmslow Road) to the north-east/east, the M56 to the north-west/west, and field boundaries to the south (see Drawing 916-01/007). The site gradually rises from approximately 60m AOD in the west to 66m AOD in the east, with fingers of narrow valleys associated with streams that are sourced within the site and form tributaries to the River Bollin to the west (off-site).
- 3.6.2 The site is primarily occupied by agricultural land with a wooded clough, which forms part of the Sunbank Wood in the north of the site adjacent to the streams that issue within the site, and isolated properties. Sunbank Lane passes through the site in an east-west orientation between Wilmslow Road (A538) and the M56 motorway overbridge to Warburton Green. Oak Farm is situated to the north of the site, adjacent to Wilmslow Road (A538)/Wilmslow Old Road, with Oak Cottages in the centre of the site and Keepers Cottage to the north-west, both located off Sunbank Lane. The site also includes a depot within the curtilage of the M56 (Junction 6) sliproad/A538 (Wilmslow Road) junction to the far north of the site.
- 3.6.3 The site has limited direct connectivity to the existing Airport Operational Area. The north-eastern boundary is adjacent to operational area, albeit separated by Wilmslow Road (A538) and raised landscaped embankment within the operational area which is occupied by airport hangers, freight storage/offices. Other adjacent land comprises primarily agricultural land (including Site A) to the east and large areas of woodland to the south (Cotteril Clough) and west (Sunbank Wood), and several residential properties located to the north-west, including the small settlement of Hale Bank.
- 3.6.4 The site is located within the administrative boundary of Manchester City Council.

Landscape and Visual

- 3.6.5 There are no County or District Character Areas applicable to the site itself, however, to the south/south-west is the Cheshire County character area of Ashley (CE13) and to the south-east, separated by the Airport's 2nd runway, is the Cheshire County character area of Wilmslow (CE17), the key characteristics of which are given in table 3.15 below.

Table 3.15 – Cheshire County Character Area Characteristics

Character Area	Key Characteristics
Ashley (CE13)	<ul style="list-style-type: none"> • Small to medium scale farmland without a major settlement; • Mainly pasture and horse-keeping, with a high number of over-mature hedgerow trees and relatively intact hedges giving a parkland appearance; • Few trees and hedges between the M56 and the county boundary, but wooded Bollin Valley is a feature; and • Strategy is to conserve typical features, with restoration in particular situations.
Wilmslow (CE17)	<ul style="list-style-type: none"> • A community urban fringe landscape with a wide variety of land uses; • Styal Country Park, Lindow Moss/Common and Bollin Valley Project are all managed for recreation; • Airport related development; • Farmland close to urban area; • Remnant parkland; and • Strategy to conserve and enhance

- 3.6.6 The draft Cheshire County character areas that will replace the above comprise Ashley (LFW6) and Lower Bollin (R8) respectively, though the boundaries are slightly amended, particularly in the case of the Lower Bollin (R8). The key characteristics are given in table 3.16 below.

Table 3.16 – Cheshire County Draft Character Area Characteristics

Character Area	Key Characteristics
Ashley (LFW6)	<ul style="list-style-type: none"> • Medium-scale landscape; • Gently undulating with minor variations in slope; • Combination of typical rural elements and very-intrusive man-made features; • M56 corridor; • Airport – especially second runway raised above level of surrounding land; • Railway lines; and • Medium settlement density.
Lower Bollin (R8)	<ul style="list-style-type: none"> • Steep, incised river valley; • Very urban character at eastern end; • Enclosed feel to west; • Mature woodland on valley slopes;

Character Area	Key Characteristics
	<ul style="list-style-type: none"> • Contrast between areas of ancient woodland and stands of exotic conifers; and • Locally strong influence from airport and A538 at western end of character area, extent of influence very restricted by the dense woodland cover and meandering nature of the valley floor.

3.6.7 The area to the north-west of the site (beyond the M56) lies within the Trafford Council Wooded Claylands character area, the key characteristics of which are given in table 3.17 below.

Table 3.17 –Trafford Council Character Area Characteristics

Character Area	Key Characteristics
Wooded Claylands	<ul style="list-style-type: none"> • Gently rolling topography, dissected by narrow, often steep, wooded valleys; • Areas of ancient woodland; • Predominantly pastoral; • Views restricted by trees, hedges and development, creating the impression of a small to medium scale landscape; • Scattered marl pits; • Piecemeal enclosure pattern; • Dispersed settlement pattern; and • Many shared characteristics with areas south of the M56 – relationship weakened by presence of motorway.

3.6.8 This area covers some 54.8Ha of Green Belt to the west of the airport between the A538 corridor to the east, the M56 corridor to the north-west and farmland and woodland to the south-west. The area is predominantly agricultural with an area of ancient woodland (Sunbank Wood) at the head of a small valley leading towards the Bollin. A minor road, Sunbank Lane, runs south-west from the A538 and winds through the area, linking properties at Oak Cottages (4no) and Keepers Cottage (1no). Two public rights of way run across the area allowing access to the Bollin valley to the south-west, with a third running along the western perimeter of the area adjacent to the motorway. Oak Farm lies just off the A538 at the northern edge of the area. The northernmost part of the area includes the southern half of M56 of Junction 6 and includes a depot compound.

3.6.9 Fields are large with boundaries formed by low hedges. Tree cover is notably denser to the south-west at both Sunbank Wood and to the south-west of Keepers Cottage. A belt of mature trees runs along the public

footpath in the south-east of the site and dense planting is present within the highway boundary along the A538.

3.6.10 Visually, the larger buildings within the airport perimeter can be seen in views looking east from much of the area. The corridor of the M56 is prominent to the north-west. Views into the area from properties at the edge of Hale beyond the motorway are available filtered through intervening tree cover. Agricultural buildings at Oak Farm are also evident in the north of the area.

3.6.11 Key characteristics of Area E can be described as follows:

- Visual influence of M56 corridor;
- Noise from motorway;
- Visual influence of larger airport buildings to north-east;
- Tree cover concentrated towards south and west of area;
- Ancient woodland at Sunbank Wood; and
- Presence of large farm holding at Oak Farm.

Ecology and Nature Conservation

3.6.12 Site E contains a mixture of woodland and grassland habitats along with some sparse development. The ponds throughout the site add further diversity. The only designated wildlife area within Site E is Sunbank Woods and Ponds SBI, although Cotteril Clough SSSI (also an SBI) and Road Cutting at Castle Hill SBI adjoin the southeast boundary of Site E. Cotteril Clough SSSI comprises 2 units: Unit 1 is located to the east of Site E (within Site A) and is assessed as being of 'unfavourable status'; Unit 2 is located to the south of Site E and is assessed as being of 'favourable status', by Natural England (September 2007).

3.6.13 Species-poor semi-improved fields dominate Site E but contribute little to the site's ecological value. Ecological interest within the site comes from Sunbank Wood which extends into the south-western edge of the site. In addition (and despite their low height and species-poor nature), the hedges throughout Area E act as wildlife corridors linking the two ancient woodlands of Sunbank Wood and Cotteril Clough.

- 3.6.14 There are historical records of native bluebell, badger, several BAP bird species, adder, great crested newt and common toad within Site E. There are also records for several species of bat in the wider area. Site E currently contains habitats capable of supporting all of these species/species groups and in the absence of detailed survey, a precautionary approach assumes they are all present.
- 3.6.15 The key ecological receptors of Site E (including their highest level of designation) are given below.

Sites and Habitats

- Sunbank Wood and Ponds (SBI)
- Ancient semi-natural woodland (UKBAP)
- Plantation (LBAP)
- Ponds (UKBAP)
- Running water (UKBAP)
- Species-poor hedgerows (UKBAP)
- Neutral grassland (LBAP)

Species

- Great crested newt (Habitat Regs.)
- Bats (Habitat Regs.) potential
- Otter (Habitat Regs.) potential
- Water vole (WCA) potential
- Native bluebell (WCA)
- Adder (WCA) potential
- Badger (PBA)
- Common toad (UKBAP)
- Birds (WCA nesting, UKBAP)

- 3.6.16 The value of the above receptors at Site E can be summarised into the following two categories. As this is a strategic assessment, a single value (the highest relevant value) is given to each of the summary receptors.

Sunbank Woods

- 3.6.17 This covers the SBI designation, the semi-natural ancient woodland habitat and the running water habitat and some ponds. In turn these habitats include the following species receptors: birds, bats, badger, otter, water vole, great crested newts, common toad, adder and native bluebell. This receptor is considered of County importance due to the grade A SBI designation. If damaged, this habitat is not capable of mitigation due to its ancient and complex character.

Great crested newt habitat

- 3.6.18 This includes the pond, hedgerow, woodland and grassland habitats. It should be noted that the habitats of importance to newts are also important to badgers, bats, birds, toads and reptiles. This receptor is considered of County importance because the population of great crested newts at Manchester Airport is considered a “species hotspot” in the Greater Manchester Ecological Framework. Great crested newts are capable of mitigation.
- 3.6.19 Outside the above areas, the open fields of Site E are of little ecological interest.

Historic Environment

- 3.6.20 There are no WHS, SAMs, Registered Parks and Gardens, Registered Battlefields or Protected Wrecks identified on the site or within its immediate vicinity; nor are there are there any Conservation Areas.
- 3.6.21 The HER revealed a single record within the site boundary and a further 14 within 500m of the site boundary (see Table 3.18), including 3 Listed Buildings.

Table 3.18 – HER for Site E

Site Name	Reference	Description
<i>HER within the site boundary:</i>		
Site of Broad Oak Farm	9581.1.0	Monument: Farmhouse, farm, farmstead, pond.
<i>HER within 500m buffer:</i>		
Rose Cottage	8420.1.0	Listed Building: House, settlement
Site of Ridgeways Farmhouse	8421.1.0	Monument: Farmhouse, farm, farmstead, plaque
Site of Pinfold Farm	9583.1.0	Monument: Farmhouse, farm, farmstead, outbuilding, pond. (Located within Airport Operational Area in area of hard-standing)
Site of Ringway Chapel	9582.1.0	Monument: Chapel, religious ritual and funerary. (Located within site A)
Site of Cloughbank Farm	9584.1.0	Monument: Farmhouse, farm, farmstead, chimney, outbuilding, timber framed building. Listed Building Grade II (Located within site A)
Site of Higher	9585.1.0	Monument: Farmhouse, farm, farmstead.

Site Name	Reference	Description
Mainwood Farm		(Located within Airport Operational Area in area of 1 st runway)
Wayside Farm	9844.1.0	Building: Barn, farmhouse, farm, farmstead. (Also within proximity to site A)
Castlehill Farm	2019.2.0	Building: Farmhouse, farm, farmstead, pond. (Also within proximity to site A)
Site of Ullerswood Castle	2019.1.0	Monument: Defence, castle, motte, ditch. (Also within proximity to site A)
Yewtree House	8629.1.0	Listed Building: Farmhouse, farm, farmstead
Site of Mill Field, Hale	3723.1.0	Monument: Industrial site, mill, watermill
Halebank Cottage	9580.2.0	Monument: Settlement
Halebank Farm, Ringway	9580.1.0	Monument: Barn, Farmhouse, farm, farmstead, orchard, site, pond
Buckhall Farm	9707.1.0	Listed Building: Farmhouse, farm, farmstead

- 3.6.22 The Site of Broad Oak Farm (HER 9581.1.0) is identified as having been mostly built over with 2 blocks of post-war terraced housing. Furthermore, its condition is recorded as 'Destroyed'.
- 3.6.23 A portion of the site, from the west up to the line of Sunbank Lane (formerly Back Lane) is understood (PJO Archaeology, June 2007) to have formed part of larger medieval parkland. Reference to the OS 6 inch map (1882) shows Broad Oak Farm as being located in the area of Oak Cottages to the north-east of this parkland. Later editions (1910 OS 6 inch) no longer reference the farm which is replaced by Broadoak Cottages.
- 3.6.24 As with Site A, the PJO Archaeology (June 2007) report identifies the area as largely relating to the medieval and later periods, but that the lack of evidence for early settlement may not be conclusive.
- 3.6.25 The Styal Estate National Trust property is located approximately 1.1km from the south-eastern boundary of the site, separated by the 2nd runway.

Land Use and Recreation

Land Use

3.6.26 Land use within the site is primarily agriculture, although includes significant areas of woodland (classified as agricultural given that it serves no formal recreational facility and is surrounded by agricultural land), and isolated residential properties. The site also includes a Highways Agency depot classified as 'infrastructure' to the far north of the site and highway. Adjacent land use primarily comprises agricultural land on all sides with the exceptions of isolated residential including the settlement of Hale Bank to the west and Airport Operational Land to the north/north-east, primarily commercial.

3.6.27 There are no land use planning allocations, ie housing, employment, etc or safeguarding, ie for road/rail schemes within the extant Manchester City Council Local Plan. However, the following site-specific land use planning policies have been identified:

- River Valley Areas (updated Aug 2004) – identifies entire site, assumed to relate to River Bollin valley - Policies EW31 & EW32 ;
- Green Belt – designation overwashes the entire site – Policy E2.1
- UDP Area EW1 – Policy EW1;
- Major Recreational Routes (updated Aug 2004) – identified along A538 Wilmslow Road – – No clear policy identified within plan, policies on recreational access include: E3.4, EW30 & DC22.1; and
- Sites of Biological Interest in Manchester (updated to Aug 2004) – identifies Sunbank Woods SBI – Policies E2.2 and EW33.

Agriculture

3.6.28 Site E was also the subject of the original study (CBA, 2000 ~ Site E), although the site boundary has since been significantly reduced to exclude the primarily agricultural land from the River Bollin to the west. However, the original study findings in relation to agriculture remain relevant and can be summarised as:

- The majority of the site is on land belonging to Oak Farm ~ a 76ha commercial dairy farm. The presence or extent of land belonging to Halebank Farm is not known.
- Site covered by boulder clay comprising reddish and grayish clay with some hard stones, with thin cover of loamy drift possible (1:50,000 scale Geological Map of Stockport District);
- Site soils of Salop Association comprising mainly seasonally wet loamy over clayey soils on reddish till. Wetness is the principle limitation to land quality and access from late autumn to late April is restricted. Grassland is the optimum crop and the bulk of the surrounding farmland is in similar grassland use (Sheet 3 of the National Soil Map);
- Mainly land of moderate quality, Grade 3b with predominantly clayey soils (assessment by Reading Agricultural Consultants); and
- Slopes along the clough are steep enough to reduce the land quality to Grade 4, although these woodland areas are not in agricultural use.

3.6.29 A review of the ALC identifies the site as Grade 3.

3.6.30 The National Soils Map identifies the site as being '*Slowly permeable seasonably wet slightly acid but base-rich loamy and clayey soils*' with impeded drainage, moderate fertility, providing for seasonally wet pastures and woodland habitat with grassland and arable, some woodland landcover.

Recreation

3.6.31 The site is over-washed by the Red Rose Community Forest. Community Forest programme was established in 1990 to demonstrate the potential contribution of environmental improvement to economic and social regeneration. The Mission of the Red Rose Community Forest partnership is to '*develop well-wooded multi-purpose landscapes that will improve the quality of life for those living and working within the Red Rose Forest boundary, creating better environments for people to use, cherish and enjoy and for businesses to invest in.*'

3.6.32 There are no other recreational designations within or immediately adjacent to the site.

Public Rights of Way

- 3.6.33 There are 5 PRowS that passes through the site (see Appendices C). These can be summarized as follows:
- PRow 6 provides access between Wilmslow Road (A538) adjacent to Oak Farm, south-west between agricultural fields to Sunbank Lane;
 - PRow 15 provides access between Sunbank Lane (directly opposite from PRow 6 above), south-west through the site between agricultural fields and partly within Sunbank Wood to Mill Lane near Castle Mill Farm;
 - PRow 16 provides access between Sunbank Lane through agricultural fields and adjacent to Cotteril Clough to Mill Lane via a track near Castle Mill Farm;
 - PRow 10 provides access between Keepers Cottage and Wilmslow Road (A538) (north of Oak Farm) ; and
 - PRow 11a provides access west from Keepers Cottage, connecting with PRow 10 above.
- 3.6.34 The MAG Runway 2 Trail identifies access through the site using PRow 16.
- 3.6.35 The national Sustrans Route 85, with links to the Manchester Airport Orbital Cycleway, passes by the eastern boundary of the site and forms part of a Major Recreational Route (Manchester City Council Unitary Development Plan).

Summary of Key Environmental Features

3.6.36 The key environmental interest features of site E can be summarised as:

- Predominantly open countryside (agricultural land with linear wooded clough) with isolated residential properties and depot within curtilage of M56 sliproads;
- Generally remote from Airport Operational Area with only a small length of perimeter in northern extremity having connectivity. The majority of connectivity is via Site A only;
- Public highway (Sunbank Lane) passes through site;
- No landscape character areas cover the site – extant Cheshire County areas Ashley (CE13) and Wilmslow (CE17), draft Cheshire County areas Ashley (LFW6) and Lower Bollin (R8) and Trafford Council areas (Wooded Claylands) are within close proximity to the site;
- Designated Green Belt;
- Cotteril Clough SSSI (Unit 2 favourable status) & SBI (Grade A) immediately to south of site; Cotteril Clough SSSI (Unit 1 unfavourable status) to the east of the site;
- Sunbank Wood SBI (Grade A) – not capable of mitigation;
- Great Crested Newt habitat – capable of mitigation;
- Great crested newt, native bluebell, badger, common toad and birds (protected species);
- Potential bats, otter, water vole and adder (protected species);
- Ancient woodland;
- 1 HER within the site: Site of Broad Oak Farm – identified as having been destroyed;
- Major Recreational Route (along eastern boundary) – forms part of the Sustrans route 85 (Manchester Airport Orbital Cycleway);
- Agricultural land classified as Grade 3b;
- Properties within site include: Oak Farm, Oak Cottages and Keepers Cottage (residential), and depot;
- Site overwashed by the Red Rose Community Forest;
- 5 PRowS cross through the site: between Sunbank Lane and Oak Farm/Wilmslow Road, between Sunbank Lane and Castle Mill Farm through Sunbank Wood; between Sunbank Lane to Cotteril Clough, and from Keepers Cottage along M56; and
- Path PRow16 identified as forming part of MAG Runway 2 Trail connecting route.

3.7 Site F - Parallel Taxi-way

Site Context

- 3.7.1 This site comprises approximately 11.8ha of land, rectangular in shape (orientated north-east to south-west), bounded by existing Airport Operational Land to the south, east and west, and cutting through agricultural land, not following existing field boundaries to the north (see Drawing 916-01/008). The site is predominantly relatively flat, lying at approximately 55m AOD, with the exception of the River Bollin valley to the north-east
- 3.7.2 The site comprises a combination of agricultural land and woodland associated with the River Bollin corridor. A single property (Wycot) is located within the site boundary, situate between runway lagoons to the south and Wood Lane to the north. Wood Lane enters the site from the south-west providing the only access to Stock-in-Hey Farm (off-site) and terminating adjacent to the man-made lagoons before forming an access track to the north-east of the site.
- 3.7.3 The site is bounded by existing Airport Operational Land (runway) to the north-east, east and south-west with runway surface water lagoons. Other adjacent land comprises agricultural land to the north and west.
- 3.7.4 The site is located within the administrative boundaries of Manchester City Council (north-east) and Cheshire East Council (south-west).

Landscape and Visual

- 3.7.5 The site is situated within the Cheshire County character area of Ashley (CE13). To the north-east, separated by the Airport's 2nd runway, is the Cheshire County character area of Wilmslow (CE17). The key characteristics of these character areas are given in table 3.20 below.

Table 3.20 – Cheshire County Character Area Characteristics

Character Area	Key Characteristics
Ashley (CE13)	<ul style="list-style-type: none"> • Small to medium scale farmland without a major settlement; • Mainly pasture and horse-keeping, with a high number of over-mature hedgerow trees and relatively intact hedges giving a parkland appearance; • Few trees and hedges between the M56 and the county boundary, but wooded Bollin Valley is a feature; and • Strategy is to conserve typical features, with restoration in particular situations.
Wilmslow (CE17)	<ul style="list-style-type: none"> • A community urban fringe landscape with a wide variety of land uses; • Styal Country Park, Lindow Moss/Common and Bollin Valley Project are all managed for recreation; • Airport related development; • Farmland close to urban area; • Remnant parkland; and • Strategy to conserve and enhance

3.7.6 The draft Cheshire County character areas that will replace the above comprise Ashley (LFW6) and Lower Bollin (R8) respectively, though the boundaries are slightly amended, particularly in the case of the Lower Bollin (R8). The key characteristics are given in table 3.21 below.

Table 3.21 – Cheshire County Draft Character Area Characteristics

Character Area	Key Characteristics
Ashley (LFW6)	<ul style="list-style-type: none"> • Medium-scale landscape; • Gently undulating with minor variations in slope; • Combination of typical rural elements and very-intrusive man-made features; • M56 corridor; • Airport – especially second runway raised above level of surrounding land; • Railway lines; and • Medium settlement density.
Lower Bollin (R8)	<ul style="list-style-type: none"> • Steep, incised river valley; • Very urban character at eastern end; • Enclosed feel to west; • Mature woodland on valley slopes; • Contrast between areas of ancient woodland and stands of exotic conifers; and • Locally strong influence from airport and A538 at western end of character area, extent of influence very restricted by the dense woodland cover and meandering nature of the valley floor.

3.7.7 A narrow strip of land some 11.8Ha in area, within the Green Belt, running from north-east to south-west adjacent to the western edge of the second runway. To the north-west, the area is bounded by agricultural fields. A bungalow, Wycot is located within the area set within dense woodland

adjacent to the airport balancing ponds. The area is agricultural to the north-west with areas of airport perimeter planting present to the south-east. The Bollin flows through the north-eastern edge of the area where it exits the tunnel beneath the second runway. The river banks are well treed.

- 3.7.8 Road access to the area is via a network of narrow winding country lanes, culminating in Wood Lane which terminates at the access road into the area. Public rights of way allow pedestrian access from the north-west.
- 3.7.9 Key characteristics of Area F can be described as follows:
- Close proximity of runway to east;
 - Peaceful feel, intermittently intruded upon by presence of aeroplanes;
 - Physical distinction between airport perimeter planting and farmland; and
 - Woodland to north in Bollin valley.

Ecology and Nature Conservation

- 3.7.10 Area F is a narrow strip of land containing a mix of woodland and grassland habitats and many ponds. Grass habitats include two arable fields and patches of neutral and marshy grassland. Wooded habitats are dominated by broad-leaved plantation although there is an area of broad-leaved woodland in the north adjacent to the River Bollin, which also passes through Site F. Dense and scattered scrub and species-poor hedges make-up the remainder of the habitat mix. Excluding the arable fields, the complex mosaic of flower-rich grasslands, hedgerows, trees, scrub growth, marshy grassland and ponds appears to have high biodiversity value.
- 3.7.11 There are no designated wildlife sites within Site F. A range of important species are known to use the habitats in and around Site F. Great crested newts currently breed in seven ponds within or adjacent to the site. The Woodend Bat barn is located in the north of Site F and is used by whiskered/Brandts bats. Bat boxes have been placed around the wooded areas of the Bollin Valley (these are used by pipistrelles and noctules). Otters have recently been recorded on the River Bollin where it passes under the runway at Site F and badger setts are known to the east and west

of the runway. Habitats within Site F are likely to provide foraging and/or shelter for all of these species and for a range of birds.

- 3.7.12 The key ecological receptors of Site F (including their highest level of designation) are given below.

Sites and Habitats

- East Woodend Wood (SBI)
- Woodend Lady Lane (SBI)
- Broad-leaved semi-natural woodland (UKBAP)
- Broad-leaved plantation (LBAP)
- Ponds (UKBAP)
- River Bollin (UKBAP)
- Species-poor hedgerows (UKBAP)
- Marshy grassland (LBAP)
- Swamp (LBAP)
- Neutral grassland (LBAP)

Species

- Great crested newt (Habitat Regs.)
- Bats (Habitat Regs.)
- Otter (Habitat Regs.)
- Water vole (WCA) potential
- Badger (PBA) potential
- Common toad (UKBAP)
- Birds (WCA nesting, UKBAP)

- 3.7.13 The value of the above receptors at Site F is summarised as follows. As this is a strategic assessment, a single value (the highest relevant value) is given to each of the summary receptors.

Great crested newt habitat

- 3.7.14 This includes the pond, hedgerow, woodland (including plantation) and grassland and swamp habitats. It should be noted that the habitats of importance to newts are also important to badgers, bats, reptiles, common toad and birds. This receptor is considered of County importance because the confirmed population of great crested newts at Manchester Airport is considered a “species hotspot” in the Greater Manchester Ecological Framework. The area is also structurally diverse and supports reptiles. Great crested newts and other species are capable of mitigation, although in this instance, the process would be extended and difficult to negotiate on-site due to the complexity of the site.

Bats

- 3.7.15 This includes the Woodend Bat Barn and pond, river, hedgerow and woodland (including plantation) habitats. This receptor is considered of County importance because the variety of bat species roosting in the area. Bats in this instance are capable of mitigation.

River Bollin

- 3.7.16 This includes otter, water vole and bats. This receptor is considered of Local importance because the small section of the River Bollin that passes through the site has records of otter. While this small stretch is unlikely to be important on its own, it will form an important corridor for otter. This habitat is possibly capable of mitigation if damaged, pending detailed assessment.

Historic Environment

- 3.7.17 There are no WHS, SAMs, Registered Parks and Gardens, Registered Battlefields or Protected Wrecks identified on the site or within its immediate vicinity; nor are there any Conservation Areas.
- 3.7.18 No HER features were identified within the site boundary. However, 3 HER features were identified within 500m of the site boundary (see Table 3.22). All these records relate to Listed Buildings that are situated within the operational area of the Airport and have subsequently been removed as part of the 2nd Runway construction.

Table 3.22 – HER for Site F

Site Name	Reference	Description
<i>HERs within 500m buffer:</i>		
Beehive Farmhouse	DCH4731	Listed Building: Farmhouse (Located within Airport Operational Area in area of 2 nd runway)
Hanson House and adjoining out-buildings	DCH5234	Listed Building: House, farm building, stable block with hayloft (Located within Airport Operational Area in area of 2 nd runway)
Hill House	DCH5081	Listed Building: House (Located within Airport Operational Area in area of 2 nd runway)

- 3.7.19 The Styal Estate National Trust property is located approximately 700m from the north-eastern boundary of the site, separated by the 2nd runway.

Land Use and Recreation

Land Use

- 3.7.20 Land use within the site comprises a combination of agriculture and recreation (wooded areas associated with the River Bollin corridor to the east), with single property (Wycot) immediately adjacent to the Airports 2nd runway. Adjacent land primarily comprises agricultural land to the north with isolated property (Stock-In-Hey Farm) and Airport Operational Area to the east, south and west, associated with the Airport runways.
- 3.7.21 There are no land use planning allocations, ie housing, employment, etc or safeguarding, ie for road/rail schemes within the extant Manchester City Council Local Plan. However, the very small parcel of land falling within the Manchester City Council district boundary does fall within Airport's Operational Area (as corrected within the UDP Proposals Map). Furthermore, the following site-specific planning policies have been identified:
- River Valley Areas (updated Aug 2004) – overwashes entire site within Manchester City Council boundary - Policies EW31 & EW32 ;
 - Green Belt – overwashes entire site within Manchester City Council boundary - Policy E2.1;
 - UDP Area EW1 – overwashes entire site within Manchester City Council boundary - Policy EW1;
 - Airport Operational Area (corrected) & Major Development Site – overwashes entire site within Manchester City Council boundary – Policies EW20 to EW21 & EW23 to EW26;
 - Major Recreational Routes (updated Aug 2004) – identified as passing from the Bollin Road tunnel (A538 Wilmslow Road), between runways and heading north approximately adjacent to the River Bollin – No clear policy identified within plan, policies on recreational access include: E3.4, EW30 & DC22.1.

- 3.7.22 Furthermore, there are no land use planning allocations or safeguarding within the extant Cheshire East (former Macclesfield) Local Plan, although the site is over-washed with the following site-specific designations:
- Areas of Special County Value – identifies small area to the north-east of the site – Policy NE1;
 - Indicative Flood Risk – identifies area adjacent to River Bollin – Policy DC17;
 - Green Belt – overwashes entire site within Cheshire East Council boundary -Policy GC1; and
 - Site of Nature Conservation Importance (SNCI) - overwashes the majority of the site within Cheshire East Council boundary – Policy NE13.

Agriculture

- 3.7.23 Site F did not form part of the original study (CBA, 2000) and consequently, reliance is made on the ALC and National Soils Map.
- 3.7.24 A review of the ALC identifies the site as Grade 3.
- 3.7.25 The National Soils Map identifies the site as being '*Slowly permeable seasonably wet slightly acid but base-rich loamy and clayey soils*' with impeded drainage, moderate fertility, providing for seasonally wet pastures and woodland habitat with grassland and arable, some woodland landcover.
- 3.7.26 Given the similarity of Site F to Sites A to E, with respect to the ALC data and National Soils Mapping, and the relatively small portion of the site given over to agricultural land, it is considered acceptable to consider the land to be of moderate quality and therefore Grade 3b.

Recreation

- 3.7.27 There are no recreational designations within or immediately adjacent to the site.

Public Rights of Way

- 3.7.28 There are 2 PRowS that passes through the site (see Appendix C). These can be summarized as follows:
- Mobberley FP94 - provides access adjacent to Wood Lane (east-west orientation) and passes through the site to the south-west; and
 - Mobberley FP65 - Provides access between Wood Lane north/west over agricultural fields and Breach House Farm off Breach House Lane to the west.
- 3.7.29 There is good path connectivity within the area with several PRowS heading north from Wood Lane and that connect to the above path directly or indirectly.
- 3.7.30 Furthermore, there are several informal paths in the vicinity of the woodland at the farm north-east of the site, adjacent to the River Bollin, with access over the River Bollin and through the 'Bollin Tunnel' under the 2nd runway, thereby providing access to Morley and Wilmslow in the south-east.
- 3.7.31 The MAG Runway Two Trail provides both a 'Short Route' and 'Long Route' which pass through/adjacent to Site F. The Short Route uses informal (unadopted) paths to the north-east, passing through the wooded area along the River Bollin and through the Bollin Tunnel. The Long Route uses PRow Mobberley FP94 along Wood Lane as it passes through the site and then circuits around the 2nd runway to the south-west before rejoining the short route near the southern end of the Bollin Tunnel.

Summary of Key Environmental Features

3.7.32 The key environmental interest features of site F can be summarised as:

- Predominantly open countryside (agricultural land) with area of woodland associated with the River Bollin corridor;
- Direct connectivity with Airport Operational Area (runways) along north-east, east and south-west boundaries;
- Public highway (Wood Lane) passes through site;
- Site situated within the extant Cheshire County areas Ashley (CE13) and draft Cheshire County areas Ashley (LFW6);
- Area of Special County Value;
- Designated Green Belt;
- Great crested newt, bats, otter, common toad and birds (protected species);
- Potential water vole and badger (protected species);
- Great Crested Newt habitat – capable of mitigation;
- Bat habitat – capable of mitigation;
- River Bollin habitat – possibly capable of mitigation;
- East Woodend Wood SBI (Grade B);
- Woodend Lady Lane SBI (Grade A);
- 0 HER within the site;
- Agricultural land classified as Grade 3b;
- Single residential property within site (Wycot);
- 2 PRow cross through the site: Wood Lane, and between Wood Lane and Breach House Lane;
- Paths along River Bollin corridor and through Bollin Tunnel under 2nd runway providing access to Morley and Wilmslow; and
- MAG Runway 2 Trail short and long routes pass through the site: short route uses informal paths within the River Bollin corridor and the long route uses PRow Mobberley FP94 which follows Wood Lane.

4.0 SUMMARY AND CONCLUSIONS

- 4.1 The Environmental Baseline (Part 1) of the Environmental Evidence Study sought to identify the key environmental features present at each of the Airport's operational area extension sites under a series of themed headings.
- 4.2 Information from this report will be used to assess the potential environmental consequences of a range of development scenarios, ie aircraft taxiway or aircraft apron, surface car parking, built operational development or built support and/or commercial development, as appropriate to each of the extension sites. The findings from the assessment will be presented within the Environmental Appraisal (Part 2) report.

DRAWINGS

Drawing	Revision	Description
916-01/001		Site Location Plan
916-01/002		Site Context and Environmental Baseline – Sites A to F
916-01/003	B	Site Context and Environmental Baseline – Site A
916-01/004	B	Site Context and Environmental Baseline – Site B
916-01/005	A	Site Context and Environmental Baseline – Site C
916-01/006	B	Site Context and Environmental Baseline – Site D
916-01/007	A	Site Context and Environmental Baseline – Site E
916-01/008	A	Site Context and Environmental Baseline – Site F

APPENDICES

Appendix	Description
A	Phase 1 Habitat Survey
B	Historic Environment Records
C	Public Rights of Way Plans and Assessment Forms