



Ms Megan Bracha
CBRE Limited
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Via email only

megan.bracha@cbre.com

Planning

Julie Roscoe
Head of Planning, Licensing and
Building Control
Growth and Neighbourhoods Directorate

Contact officer: Robert Griffin
email:robert.griffin@manchester.gov.uk

Date: 7th January 2026

Our Ref: EIASCO/25/014

Dear Ms Bracha,

**TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT)
REGULATIONS 2017**

**RE: REQUEST FOR A FORMAL OPINION ON THE SCOPE OF AN ENVIRONMENTAL
STATEMENT (ES) UNDER REGULATION 15 OF THE ENVIRONMENTAL IMPACT
ASSESSMENT REGULATIONS 2017**

DEVELOPMENT PROPOSALS CONSISTING OF:

- a) Development of mid-tech units (Use Class E.g.(i, ii, iii)) and multi-storey car park (Use Class Sui Generis), alongside ancillary commercial uses (Class E) with associated access, servicing, public realm and landscaping.**
- b) Development of a range of uses comprising Use Class E.g., B2, C1 alongside a multi-storey car park (Use Class Sui Generis) and ancillary commercial uses (Class E), with associated access, servicing, public realm and landscaping.**

I write in response to your formal request for a scoping opinion from the City Council as local planning authority in relation to a proposed development by Airport City Limited Partnership (the applicant) at land to the north of the M56 spur, immediately south of Wythenshawe and to the north of Manchester Airport (the site).

Following an assessment of the submitted EIA Scoping Report 'MIX, Manchester' prepared by SLR Consulting Limited received on the 3rd December 2025, the Council can confirm that the scope of the proposed Environmental Statement (ES) is generally satisfactory to the City Council as local planning authority. A number of statutory consultees have provided further advice and comments in response to the Scoping Opinion request. Copies of the responses received are appended to this letter.

The scope and structure of the ES

The Scoping Report sets out the intended scope and structure of any Environmental Statement (ES) to assess any likely significant effects on the environment by the proposed

development. It also considers those matters to be scoped 'out' of the ES providing commentary and details that have informed this position.

The following matters have been identified to be scoped into the ES for the development within the submitted scoping report:

- Air Quality • Noise and Vibration • Ecology and Biodiversity • Daylight, Sunlight and Overshadowing • Townscape and Visual; and • Traffic and Movement

It is confirmed that the scope and matters identified for inclusion within chapters of the ES is generally agreed by the City Council subject to specific comments set out below.

Air Quality

The scope of the proposed air quality chapter of the ES is considered to be acceptable.

The application site is partially within the Greater Manchester Air Quality Management Area (map available at: <https://uk-air.defra.gov.uk/aqma/maps>) as such there is the potential for air quality effects as a result of fugitive dust emissions from earthworks, construction and track out activities associated with the construction phase; and vehicles travelling to and from the site to increase pollution levels in this sensitive area during the operational phase. Consideration of these effects will be required within the Air Quality chapter.

Noise and Vibration

The scope of the proposed noise and vibration chapter of the ES are acceptable.

There are no objections to the proposed study area, approach to impact assessment or the scoping out of construction and operational vibration effects.

In preparing the relevant reports and assessments you are directed to guidance prepared by the City Council's Environmental Health department which can be found on the Council's webpages and via the following weblink:

https://www.manchester.gov.uk/info/500207/planning_and_regeneration/1962/additional_planning_guidance/3

Ecology and Biodiversity

The inclusion of ecology in the ES is welcomed. As set out in the response from the Greater Manchester Ecology Unit who are the Council's specialist ecology advisors, additional scope should be added in relation to Biodiversity including the statutory metric and information around how and where biodiversity gains would be delivered. They also indicate that works to nearby ponds were recently facilitated to improve their capacity to support amphibians and this may require additional precautions and consideration at the applications site.

Other than the comments above the defined study area and assessment of impact are considered to be acceptable.

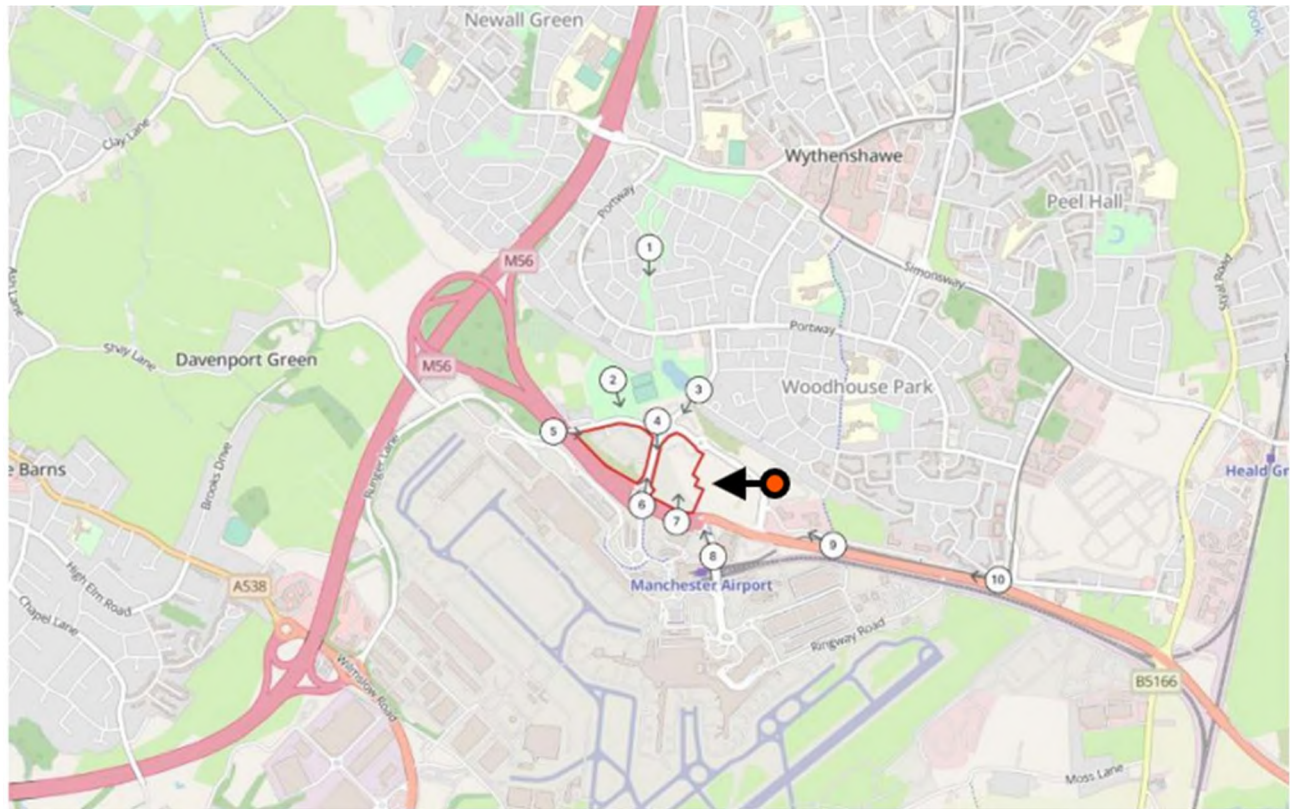
Daylight, Sunlight and Overshadowing

The scope of the proposed Daylight, Sunlight and Overshadowing chapter of the ES is considered to be acceptable.

The approach to the study area, assessment of impact and scoping out of outdoor amenity spaces is acceptable.

Townscape and Visual

The scope of the proposed Heritage, Townscape and Visual chapter of the ES is acceptable. The proposed viewpoints for inclusion in the assessment as set out at table are accepted, however it is requested that an additional viewpoint is taken from the east of the site on Enterprise Way as identified on the amended plate 10.1 below.



There are no objections to: the study area; approach to impact assessment; townscape and visual receptors proposed (save for the comment above with regards to plate 10.1 viewpoints); and that topography and public open space as townscape receptors can be scoped out.

Traffic and Movement

Consultees have provided detailed responses on matters to be included and covered within any Transport Assessment accompanying future planning applications together with requirements relating to cumulative assessment scope. These responses are appended to this letter.

It is noted that Paragraph 11.4.3 of the Scoping report omits consideration of the Places for Everyone Joint Development Plan Document.

Elements Scoped Out

The following matters have been identified to be scoped out of the EIA for the development within the submitted scoping report:

- Archaeology
- Built Heritage
- Climate Change and Greenhouse gas
- Glint and Glare
- Ground Conditions
- Health
- Major Accidents and Disasters
- Socioeconomics
- Waste and Materials
- Water Environment

The Scoping report identifies that all the above matters except Health, Major Accidents and Disasters, and Socioeconomics would be subject to separate supplementary technical reports submitted as standalone documents in support of the application. The Council as local planning authority generally accepts the approach to those matters identified to be scoped out of any accompanying Environmental Statement. However, the comments of the Aerodrome Safeguarding Authority raise comments around assumptions made in the Scoping Report in respect of airport safeguarding heights at the site. The comments of the Safeguarding Authority would need to be satisfactorily addressed prior to relying on the assumption that design alone would mitigate the risk of major accidents.

Other matters

Paragraph 3.5 and table 3.1 of the submitted report set out known cumulative developments. It is considered that this list does not contain all the cumulative developments that would need to be considered, omitting that relating to planning approval reference 129109/JO/2021 which the Council understands made a lawful start on site prior to the expiry of the consent. This development was itself subject to an Environmental Statement and given its adjacency to the site should be included within the assessment.

It should be noted that Trafford Council within their response identify other proposals within their administrative area that should be given consideration as part of the cumulative effects arising from the proposed development.

Updates will be required in relation to EIASCO25/010 identified on table 3.1 as planning applications for these have now been submitted to the Council for consideration under planning application references: 144656/FO/2025, 144669/FO/2025, and 144655/FO/2025 with details of these being available on the Councils public access system via the following weblink: <https://pa.manchester.gov.uk/online-applications/>

In response to the scoping request a number of statutory consultees have provided responses to the consultation, these are appended to this letter and provide guidance and commentary on the scope of the submission and information they would expect to see in any future planning application submission.

This scoping opinion relates to the requirements for inclusion within an Environmental Statement to accompany a planning application for the proposed development only.

I trust this information is of assistance to you. Should you require anything further please do not hesitate to contact **Robert Griffin**.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'D J Jones', written on a light grey background.

Derek Jones

Strategic Planning and Project Lead

APPENDIX 1 Consultee Responses

CONSULTATION RESPONSE: EIASCO/25/014

From Safeguarding MAN <[REDACTED]>

Date Thu 2025-12-18 15:51

To Robert Griffin <[REDACTED]>

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Reference: EIASCO/25/014

Our Ref.: 2025-673

Request for Scoping Opinion - MIX Manchester (formerly Airport City North) Land To The North Of The A56 Spur, Immediately South Of Wythenshawe And To The North Of Manchester Airport Manchester

Dear Robert,

Thank you for consulting with the aerodrome safeguarding authority for Manchester Airport on this request for a Scoping Opinion for the MIX Manchester (formerly Airport City North) Land To The North Of The A56 Spur, Immediately South Of Wythenshawe And To The North Of Manchester Airport Manchester.

This site lies within Manchester Airport's aerodrome safeguarded area and consideration should therefore be made to whether development within the area causes: a physical obstacle to aircraft or the aerodrome's protected surfaces; an attraction to species of birds that would increase the risk of a birdstrike; light or reflections that might present a visual hazard; interference with radar and other vital air navigation and communication systems and whether the construction process will present any hazard to aircraft safety by way of heights of construction equipment, water and soil management (bird attractant), dust management, temporary lighting, and use of frequencies by site staff.

When considering the type, scale and design of any development within the MIX Manchester area, we therefore recommend that consideration of the relevant aerodrome safeguarding criteria, consultation procedures with ourselves and NATS, and any potential impacts on aircraft safety are addressed. This will principally relate to the safeguarding criteria previously mentioned. The developer should also be mindful of the height of construction equipment and the potential need to commission further assessments and management plans, e.g. Instrument Flight Procedure surfaces (IFPs) assessment, Glint & Glare assessments, Bird Hazard Management Plans (BHMPs).

We welcome the developer's attention to aerodrome safeguarding however, we are concerned that there are incorrect assumptions stated within the document at:

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

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

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

This is a fundamentally erroneous assumption, and it is a grave mistake. There is no such blanket height limitation at this location of 101m AOD or any other height in any part of the Manchester Airport Aerodrome Safeguarding zone. It is vital to note that the height limitations in this area *may be lower than 101m AOD* and each building height will need to be subject of a detailed technical assessment at application stage once the precise heights are known to ensure that safeguarded surfaces for both obstacle limitation and instrument flight procedures are not breached.

We welcome the acknowledgement of the potential hazard from Glint and Glare and the commitment to providing a Glint & Glare assessment, however Section 5.5.4 Glint and Glare lists the proposed parameters of an aviation perspective Glint and Glare assessment that are considered necessary, and we would wish such an assessment to include receptors along the full length of the runways.

Section 5.5.10 Water Environment discusses the management of water both during construction and in the operational phase of the development. It is acknowledged that the management of surface water will take account of industry best practice and guidance, it should be noted that it will also need to take account of the need (at this location close to the aerodrome) to manage water to ensure that species of birds that are hazardous to aircraft are not attracted to the site.

Similarly, measures to mitigate fugitive dust emissions during earthworks, construction and trackout will be based on the IAQM 'Guidance on the assessment of dust from demolition and construction V2.2' are welcomed and should also take into account that dust minimisation at a location close to an aerodrome is imperative because dust can present a visual hazard to pilots and air traffic controllers, and if ingested can cause aircraft damage.

The Manchester Airport Aerodrome Safeguarding Authority operates a pre-application advice service and welcomes early discussions with developers.

It is important that any conditions or advice in this response are applied to a planning approval. Where a Planning Authority proposes to grant permission against the advice of Manchester Airport, or not attach conditions which Manchester Airport has advised, it shall notify Manchester Airport, and the Civil Aviation Authority as specified in the Town & Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosive Storage Areas) Direction 2002.

Sincerely,

MAG Group Aerodrome Safeguarding Authority

Stansted Airport | East Midlands Airport | Manchester Airport

MAG, 3rd Floor, Olympic House, Manchester Airport, M90 1QX

[Aerodrome Safeguarding | Manchester Airport](#)

www.magairports.com



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Mr Rob Griffin
Manchester City Council
PO Box 532
Manchester
Lancashire
M60 2LA

Our ref: SO/2025/125470/01-L01
Your ref: EIASCO/25/014
Date: 19 December 2025

Dear Rob,

**REQUEST FOR SCOPING OPINION UNDER PART 4, REGULATION 15 OF THE
TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT)
REGULATIONS 2017 (AS AMENDED) MIX MANCHESTER (FORMERLY
AIRPORT CITY NORTH)**

**LAND TO THE NORTH OF THE A56 SPUR, IMMEDIATELY SOUTH OF
WYTHENSHAW AND TO THE NORTH OF MANCHESTER AIRPORT
MANCHESTER**

Thank you for consulting us on the above application on 4 December 2025.

Environment Agency Position

We have no objection to the proposed EIA scoping opinion.

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Should you have any queries regarding this response, please do not hesitate to contact me.

Yours sincerely,

[Redacted Signature]

Planning Advisor

Team e-mail [Redacted Email Address]



Outlook

EIASCO/25/014, mix manchester airport, thorley lane, enterprise way, scoping opinion

From [REDACTED]

Date Tue 2025-12-23 15:59

To Robert Griffin <[REDACTED]>

Hi Rob,

I have reviewed the Scoping Opinion, SRL and agree that ground conditions can be scoped out of the ES and stand-alone reports will be submitted. Air Quality and Noise and Vibrations will be scoped in and form part of the ES, which is acceptable.

Kind regards

[REDACTED]

[REDACTED]

Environmental Protection
Environmental Health
The Neighbourhoods Directorate
Growth & Neighbourhoods
Manchester City Council
Hammerstone Road Depot
Gorton
Manchester
M18 8EQ

External Tel: [REDACTED]

email: [REDACTED]

website: www.manchester.gov.uk

We are now on X (formerly Twitter), for latest news and updates follow us @EnvHealthMcr

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GMAAS
Greater Manchester Archaeological Advisory Service

Greater Manchester Archaeological Advisory
Service
School of Environment & Life Sciences
Room LG 20, Peel Building
University of Salford
Salford
M5 4WX

Robert Griffin
Manchester City Council
PO Box 532
Town Hall
Manchester
M60 2LA

Date: 17th December 2025
Your Ref: EIASCO/25/014

Archaeological Consultation: MIX Manchester – Scoping Opinion

Dear Robert,

Thank you for consulting GMAAS with this request for an EIA Scoping Opinion.

The request is supported by a Scoping Report (SLR Consulting, December 2025), which includes a section dedicated to Archaeology (Section 5.5.1) as a discipline that is proposed to be Scoped-Out of further EIA Assessment. The site location and baseline conditions are described within the report, making use of data contained on the Historic Environment Record (HER) to characterise the archaeological context of the site and comment on the likely potential of the site to contain archaeological remains. Acknowledgement of archaeological investigations that have taken place both within the site (limited scheme of trenching in 2016), and in the immediate wider surroundings (geophysical survey, trenching, strip-map-sample of targeted areas on other development sites) indicate a background presence of potential prehistoric activity in the area, and areas of 19th century settlement and agricultural remains.

Within the eastern parcel of the Application Site, the HER recognises the site of Moss House Farm (HER 2211.1.0) – an isolated dwelling perhaps contemporary with the Grade II Listed Etrop Grange (itself located c.50m north of the Application Site). Moss House Farm is likely to be associated with agricultural use of field systems within the site, depicted on 19th and 20th century historic mapping, and demolished after 1967. A further group of buildings at the south-eastern extent of the application boundary is identified on the HER as Structures at Ringway Outwood, including Barn Croft (HER 2212.1.0). As the Scoping Report correctly indicates, the below ground remains of the structures associated with Moss House Farm and Barn Croft may be partly preserved within the Application Site. The field systems shown on the Tithe Map and historic Ordnance Survey maps may also be present, likely to be represented as infilled boundary ditches.

Given that archaeological investigation within the site has only comprised the excavation of four trenches, and only in locations that were available at the time (2016) due to land-use constraints – there is the potential for the site to contain currently unknown remains of a prehistoric origin (potentially of Bronze Age date based on other investigations in the wider landscape), and the sites of known structures and field systems depicted on historic mapping.

As the Scoping Report states, consultation between SLR Consulting and the Heritage Management Director at GMAAS (October 2025) culminated in the confirmation that **Archaeology can indeed be Scoped-Out of further EIA assessment**, however, a planning condition for post-determination trial trenching will be required. Usually a Desk-Based Assessment (DBA) would be advised to be produced to accompany the planning application, but in this case, given the unknown prehistoric



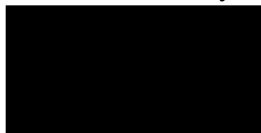
GMAAS, The University of Salford. Peel Building
<https://gmaas.salford.ac.uk/> email: [REDACTED]



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AUTHORITIES

potential and the mapped sites of former structures already identified by the baseline assessment, a DBA is unlikely to tell us more than we already know. A more useful approach would be for any forthcoming application to be accompanied by an Archaeological Project Design (PD) for evaluation trenching. The purpose of the evaluation will be to assess for the presence, character, age, and significance of any archaeological features or deposits within the site, beyond the areas already investigated, and to inform an appropriate mitigation strategy against development impacts. GMAAS will be happy to provide comment on any drafts of the PD prior to submission of the application.

Yours sincerely



Ben Dyson BA MLitt

Senior Planning Archaeologist

Tel: 

EIASCO/25/01 Request for Scoping Opinion, MIX Manchester - Ecology Response

From [REDACTED]

Date Mon 2026-01-05 08:13

To Planning <[REDACTED]> Robert Griffin <[REDACTED]>

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Manchester City Council

EIASCO/25/01 Request for Scoping Opinion under Part 4, Regulation 15 of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended). MIX Manchester (formerly Airport City North) Land To The North Of The A56 Spur, Immediately South Of Wythenshawe And To The North Of Manchester Airport Manchester

Thank you for consulting the Ecology Unit on the above request for a Scoping Opinion.

I would broadly agree with the proposed Scope of the Ecological Surveys and Assessments as described (*SLR consulting report Dec 2025*). In summary –

- The proposals will not affect any sites specially designated for their nature conservation value,
- The proposals will lead to direct losses of the notable habitats broadleaved woodland and open mosaic habitats on previously developed land,
- The proposals are unlikely to affect specially protected or notable habitats, except for small numbers of foraging bats and nesting birds.

Comprehensive site-level habitat and species surveys will be required and are in-scope. I would advise the applicant that ponds in the nearby Painswick Park were improved in 2025 to enhance their capacity to support amphibians. Habitats on the site have limited potential to support amphibians, but precautions will be needed during any site clearance and groundworks to avoid any harm to amphibians which may be found on the site.

There is limited mention in the SLR report of the need for the development to achieve an overall net gain in biodiversity of at least 10% as measures using the Biodiversity Metric. I would advise the applicant that any planning application must be informed by an up-to-date Biodiversity Metric providing a baseline value of the current biodiversity value of the site. Any permission which may be granted in future to the proposals will be subject to the statutory Biodiversity Gain Condition, to require the submission of a Biodiversity Gain Plan (BGP). Since open mosaic habitats can be difficult to source off-site, and can be difficult to re-create, I would advise that details of how and where this habitat type is to be delivered are provided as part of the planning submission, to provide confidence that the Biodiversity Gain Condition will be able to be Discharged. I would therefore advise that the following are added to the Scope of the EIA –

- Submission of a Biodiversity Metric.
- Provision of information about how and where the required biodiversity gains will be delivered.

Yours

[REDACTED]

[REDACTED]

Principal Ecologist

Planning and Transportation
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Memorandum

To Robert Griffin

From [REDACTED]

Date 23 December 2025

Subject **EIASCO/25/014**

Request for Scoping opinion under Part 4, Regulation 15 of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended)

We have reviewed the above application in relation to highways and our comments are as follows:

Context:

The proposals for MIX Manchester comprise employment and industrial development on land to the north of the A56 spur, immediately south of Wythenshawe and to the north of Manchester Airport.

The Hybrid Planning Application seeking:

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

Highways note that scoping discussions with regard to a future planning application are ongoing. Comments provided below relate directly to the EIA Scope - as such, Highways recommend that the Highways Consultant provides an update on the Transport Assessment (and associated transport and highways implications/documents) prior to submission.

Comments below also incorporate feedback from TfGM.

EIA Scoping Opinion

The submission confirms that Traffic and Movement will be scoped-in to the Environmental Statement which is welcomed by Highways.

The chapter will outline methods for assessing baseline transport conditions at the site and surrounding area, evaluate transport impacts during construction and operation, and propose mitigation measures to reduce adverse effects. It will also describe residual impacts after mitigation.

A separate TA will be prepared and submitted with the planning application, following further pre-application consultation with MCC Highways and TfGM. The TA will provide detailed operational analysis of multi-modal travel linked to the development, while the ES chapter will focus on environmental effects of traffic and movement.

Further discussion will be required with regard to future assessment scenarios in consideration of construction phasing and development opening.

The methodology for assessing effects during the agreed assessment scenarios will be based on the 2023 IEMA Guidelines for the Environmental Assessment of Traffic and Movement with the study area extents based on the following IEMA Guidelines:

- o Rule 1: include highway links where traffic flows will increase by more than 30% due to the Proposed Development or the number of Heavy Goods Vehicles (HGV) will increase by more than 30%; and
- o Rule 2: include highway links of high sensitivity where traffic flows have increased by 10% or more.

Sensitive receptors/road users within the study area and their relationship with the highway environment/sensitive locations will be examined in the ES Traffic and Movement chapter.

The methodology relating to baseline assessment, assessment of impact, and assessment of significance is outlined. Mitigation measures would need to take into consideration the ES and other transport/highways related assessment such as the TA and Stage 1 road Safety Audit.

In terms of cumulative assessment, further discussions with MCC Planning and Highways are recommended. The proposals will also need to consider the Manchester Airport Western Leg scheme which is expected to traverse the site.

As a number of the IEMA environmental effects would be considered within other technical assessments of the ES, appropriate traffic data would need to be provided to inform the associated assessments. This is noted within the Scoping Opinion.

Construction Management:

During the construction phase of the proposed development, construction traffic management measures will be implemented through a Construction Management Plan which will be secured by planning condition.

The construction of the site could result in the closure of roads and footpaths, physical works within the highway to form new site access points, layout improvements, service upgrades and the need to accommodate regular deliveries of materials and construction equipment.

It is recommended that the applicant undertakes early engagement with MCCs Network Management Team and work closely to safely manage highway and pedestrian safety during the construction phase (Email [REDACTED])
Any requirements for hoarding, scaffolding and any associated temporary traffic management arrangements will also need discussion and agreement with Network Management and Licensing teams (Email [REDACTED])

The Applicant should also note that MCC Highways also require information on proposed outline electricity/utility connection works and associated traffic management proposals prior to determination. This should be included within the submitted TA and also assessed as part of the ES. Early discussions with the above teams on these matter is also recommended.

Policy & Guidance:

The ES (and associated transport and highways documents) should also take into consideration the following:

- Holcroft Moss Planning Obligations SPD
- GM Streets for all Design Guide

Highways Reference: 17906/FO/2025

Your ref: 623-PREAPP-2025

Our ref: MAN/25/453

Manchester City Council
PO Box 532
Town Hall Manchester
Manchester
M60 2LA

25th November 2025

Location: **MIX Manchester Phase 1**

Proposal: **Detailed application: Mid-Tech units and a Multi-storey Car Park (MSCP) Outline application: Mid Tech units, MSCP, Hotel, Office and GMP/R&D Laboratory space**

Dear Rebecca Hesketh

Thank you for consulting Transport for Greater Manchester (TfGM) on the above scoping proposals. The following comments are offered as advice on transport issues for you to balance against other factors and are made in the context of TfGM's role in the planning process, as set out in the footnote below.¹

TfGM scoping advice has been requested from Manchester City Council in respect of a proposal for the following uses :

- Detailed application - Mid-Tech units and a Multi-storey Car Park (MSCP)
- Outline application - Mid Tech units, MSCP, Hotel, Office and GMP/R&D Laboratory space

¹TfGM does not have any planning powers and is not a statutory consultee in the planning process. The purpose of the advice offered is to suggest the best way to improve land use / transport integration through the development proposals. Advice is based on the information provided by the applicant, and it is not TfGM's role to undertake detailed verification unless specifically commissioned to do so. ²TfGM control and manage the traffic signals in Greater Manchester, as such any schemes that alter signalised junctions need to be agreed with TfGM. Additionally, where developments impact on signalised junctions, TfGM have a duty of care to ensure that these impacts are satisfactorily mitigated as part of the planning process.

It is noted that Table 4.1 and 4.2 within the Scoping note list the uses in further detail.

1. Site Specific Comments

Colleagues from within TfGM have reviewed the scoping proposals and have provided the following comments:

- I. A vision-led approach to the TA should be adopted.
- II. Ensure any access points and nearby junctions have tactile paving and dropped kerbs.
- III. Any redundant access points surrounding the site should be reinstated accordingly.
- IV. Ensure adequate footways are in place serving the site.
- V. Cycle parking should be designed to LTN1/20 standard, including details of how the cycle parking will be made secure.
- VI. Walking and cycling directional signage should be provided within the site to key destinations within Manchester City Centre.
- VII. A review of the surrounding Traffic Regulation Orders (TROs) should be undertaken with a view to ensuring that any additional restrictions are implemented as part of the development to prevent parking from the development occurring on the surrounding streets.
- VIII. Should the development propose any on street parking bays or loading bays, the surrounding footway widths should not be reduced or impinged upon.

2. Rapid Transit Development

The Rapid Transit Team has reviewed the documentation and acknowledges that, as this a pre-application, details are currently limited. TfGM have noted the applicant's intention, as referenced in the Transport Scoping Note, to engage further with TfGM and MCC, and we have, in fact, been liaising with the applicant over recent months.



Every journey. Every day.

We understand that a formal planning application will follow in due course and wish to highlight that the Manchester Airport Western Leg scheme (still governed by the 1997 consenting powers) is expected to traverse the application site. We therefore request that the council remain mindful of TfGM's ongoing interest in future planning applications for this site, and that, subject to final designs we may wish to request planning conditions and/or possibly contributions be sought via potential future planning consent(s).

3. General Comments

TfGM would suggest that eventually a Transport Assessment (TA) should be provided as part of the application. The TA should contain the information specified within the following sections of this letter.

- I. A description of current baseline traffic conditions in the area.
- II. An analysis of collisions during the most recent five-year period, commenting on whether there are any underlying patterns of injury accidents that might be affected by the development.
- III. Up-to-date traffic counts should be used in any assessments - scope to be agreed with the Local Highway Authority (LHA), TfGM UTC and HFAS. TfGM UTC can be contacted in respect of the availability of any traffic counts in the area that could be used for the assessment.
- IV. A clear estimate of the level of new multi-modal trips likely to be associated with the development, based on an inspection of similar (and similarly-located) developments across the UK (excluding London) via the TRICS (or similar) database. The assessment work should be undertaken using a person-trip approach and applying the appropriate modal share percentages from local Census data. Other methodologies to determine trip rates are acceptable but these should be fully explained in the TA.
- V. A clearly defined methodology for determining the distribution / assignment of development trips onto the network i.e. understanding of where such new traffic is likely to distribute to/from, based on data sources such as Census Journey-to-Work statistics and/or vehicle turning proportions at nearby junctions.



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- VI. An assessment of traffic levels and impacts at the specified year of opening of the development, and at a future year at least five years later, with due regard for traffic growth (if any).
- VII. An understanding of the likely impacts of the proposed development considered alongside any other nearby committed developments.
- VIII. In the relevant TA, clear diagrams should be provided illustrating the following elements, each individually:
- Base Flows
 - Committed Development Flows
 - Proposed Flows
 - Proposed Distribution
 - Base plus Committed plus proposed development
 - Future plus Committed plus proposed development
- IX. TfGM HFAS recommends an increase of about 30vehs/hr at a junction as an appropriate threshold for considering the necessity of a traffic impact assessment; this is in preference to a percentage-increase threshold, which tends to favour development in already heavily-trafficked areas.
- X. The scope of the junctions to be assessed by detailed modelling should be agreed with TfGM (UTC) and the LHA in advance and will depend upon the outcome of the trip assessment and distribution exercise. For this reason, TfGM would advise that a trip generation and distribution exercise should be issued before submission of the planning application. Once this is undertaken it will be possible to finalise TfGM requirements in terms of the TA. This will largely depend on the amount of trip generation.
- XI. Clear details of proposed vehicular access arrangements including general servicing arrangements. An engineering drawing should be supplied showing the changes to the road network to fully understand the impact of the proposed development.
- XII. A swept path analysis should be provided for any vehicular access.
- XIII. A review of Traffic Regulation Orders on the surrounding streets in the vicinity of the development.



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- XIV. An assessment of the likely environmental/traffic impacts of HGVs during the construction process.

4. Site Accessibility by Sustainable Modes

Walking and cycling should form the natural mode choice for shorter trips, and also provide a viable option to facilitate longer trips through providing easy access to public transport. New developments should connect with, and enhance, existing walking and cycling networks in their vicinity, and also provide high quality facilities and networks for walking and cycling within development sites.

The TA should include a comprehensive review of the existing provision in the vicinity of the site for all pedestrians including those with disabilities. In addition to walking distances and pedestrian desire lines, pedestrian environment (including footway condition and widths) and pedestrian safety and security should be considered. An audit of the footways in the vicinity of the development should be undertaken and improvements identified.

A comprehensive review of the cycling infrastructure in the vicinity of the proposed development should also be undertaken. This should include an assessment of the connectivity of the site with existing cycle routes. The quality and condition of existing infrastructure, cyclist safety and security should also be considered.

The catchment area for cycling, walking and public transport should be captured in maps. The quality of the routes for pedestrians and cyclists should be described and this should include a description of any signing for cycle routes as appropriate.

The TA should provide a review of existing public transport services (including service frequency and location of nearest stations/stops), with a view to supporting improvements to existing public transport services as required, in particular, assess the quality of the surrounding bus infrastructure i.e. upgrade to shelters etc.

The TA should include a plan clearly showing details of the proposed pedestrian and cycle access points serving the site and linkages into the surrounding area. Connectivity with local public transport networks should be highlighted. The applicant should consider measures to encourage access by sustainable modes. Possible measures include but are not limited to the provision of pedestrian crossings, cycleways, cycle parking, new/improved footway ensuring that there are linkages into existing cycle and pedestrian facilities, as well as upgrades to existing bus stops (where appropriate).



TfGM would suggest that a pedestrian survey is carried out in the vicinity of the site, as per guidance <https://www.livingstreets.org.uk/media/1434/street-review-guidance-for-web.pdf> and included as part of the TA.

It should be highlighted that LTN/120 has been introduced by the DfT and this has changed the requirements for the design of cycling provision.

Details of cycle parking facilities for the proposed development (e.g., number of spaces, location, type, security) should be provided and shown on plan.

5. Mitigation Measures

Impacts of the development should be identified through the above assessment work. The applicant should identify appropriate mitigation to accommodate any increases in traffic generation and increased pedestrian and cyclist movements. Any appropriate mitigation should be identified in conjunction with TfGM UTC and the LHA who will be happy to work with the developer to agree an approach.

The TA should consider the impact of the development on the existing public transport networks in terms of extension of bus services, additional person trips. Mitigation measures should be considered where appropriate.

6. Travel Plan

A Framework Travel Plan for the development should accompany any future planning application.

7. Other

If there are any changes planned for bus infrastructure, for example relocation of existing bus stops or the creation of new bus parking areas, TfGM would request that the applicant liaise directly with TfGM's bus infrastructure team who can be contacted at Shelters@tfgm.com.

8. Suggested Useful Guidance

In relation to walking, the importance of providing and maintaining good quality footways, free from obstruction and wide enough for when they are at their busiest, is critical to encourage and maximise walking levels associated with new developments. Useful guidance on street layouts which encourage walking is provided in Manual for



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Streets (Department for Transport, 2007). MfS provides guidance on lightly trafficked residential streets, and Manual for Streets 2 (CIHT, 2010) further develops the principles of the first Manual for Streets for application in wider circumstances on busier streets, including town and district centres.

In relation to cycling, infrastructure should be designed in accordance with current Greater Manchester Cycling Design Standards, the latest version of which is available from the TfGM website or by emailing cycling@tfgm.com. In particular, connections to/from and within developments should be designed in accordance with the Key Design Criteria of Safety, Coherence, Directness, Attractiveness and Comfort. A general principle is that infrastructure should be designed to be attractive to those who do not currently cycle, in order to drive the increase in cycling's mode share.

TfGM would encourage the applicant to review the Bee Network map online via <https://www.tfgm.com> to determine whether there is an opportunity for this development to connect into the proposed Bee Network.

Yours faithfully

Landuse Team
Highways Department
Transport for Greater Manchester
Email: [REDACTED]



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National Highways Planning Response (NHPR 25-01)
Formal Recommendation to an Application for Planning Permission

From: Bruce Parker (Head of Planning & Development)
Operations Directorate
North West Region
National Highways
[REDACTED]

To: Manchester City Council

CC: [REDACTED]
[REDACTED]

Council's Reference: EIASCO/25/014

Location: MIX Manchester (formerly Airport City North) Land To The North Of The A56 Spur, Immediately South Of Wythenshawe And To The North Of Manchester Airport Manchester

Proposal: Request for Scoping opinion under Part 4, Regulation 15 of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended).

National Highways Ref: NH/25/14042

Referring to the consultation on a planning application referenced above, dated 04th December 2025 in the vicinity of the M56 that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation:

National Highways has reviewed the request for an EIA scoping opinion submitted in relation to the proposed employment and industrial development at MIX Manchester, with supporting documents.

While the site has previously benefitted from Enterprise Zone status and has been subject to historic planning permission, including consents that do not remove the requirement for a full and up to date assessment of transport impacts associated with the current proposal. The development now being brought forward constitutes a new hybrid planning application. Historic approvals or previous position on mitigation can not be relied upon to determine the acceptability of the current proposals.

The review highlights the need for the transport assessment to explicitly assess the operational and cumulative impacts of the development on the Strategic Road Network (SRN), including the M56 and its relevant junctions with the scope and methodology of the assessment agreed in advance with National Highways.

National Highway expects the transport assessment to be prepared in accordance with DfT Circular 01/2022 and relevant DMRB guidance, including appropriate operational modelling of agreed SRN junctions where required the assessment should include clear defined baseline and future scenarios take account of cumulative development in the surrounding area, and provide a robust evidence base to demonstrate whether the proposed development can be accommodated without unacceptable impacts on the SRN.

In addition, the transport assessment must provide clarity on matters that are fundamental to understanding the scale and nature of the transport impacts, including the intended operation and use of the multi-storey car park, confirmation of the agreed study area and assessment years, and the treatment of cumulative impacts arising from other committed developments. Construction related impacts should be addressed through a construction traffic management plan prepared and agreed in consultation with National Highways.

National Highways therefore advise that above matters should be clearly addressed within the forthcoming transport assessment to ensure that the transport impacts of the proposed development including cumulative and operational impacts on the SRN are fully understood and appropriately considered as part of the planning process. Further additional information is also provided in the attached WSP review note.

This represents National Highways' formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority not propose to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the Town and Country Planning (Development Affecting Trunk Roads) Direction 2018, via transportplanning@dft.gov.uk and may not determine the application until the consultation process is complete.

The Local Planning Authority must also copy any consultation under the 2018 Direction to PlanningNW@nationalhighways.co.uk

Signature:



Date: 05/01/26

Name:



Position: Asst. Spatial Planner

**National Highways
Piccadilly Gate
Store Street
Manchester
M1 2WD**

Annex A National Highways' assessment of the proposed development

National Highways has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

Standing advice to the local planning authority

The Climate Change Committee's [2022 Report to Parliament](#) notes that for the UK to achieve net zero carbon status by 2050, action is needed to support a modal shift away from car travel. The NPPF supports this position, with paragraphs 77 and 110 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 109 and 115 advise that appropriate opportunities to promote walking, cycling and public transport should be taken up as part of a vision-led approach.

Moreover, the carbon reduction hierarchy (avoid-switch-improve) as set out in clause 4.3 of PAS2080:2023 promotes approaches and measures to minimise resource consumption and thereby reduce carbon emissions.

These considerations should be weighed alongside any relevant Local Plan policies to ensure that planning decisions are in line with the necessary transition to net zero carbon.



National Highways

MIX, MANCHESTER

EIA Request for Scoping Review





National Highways

MIX, MANCHESTER

EIA Request for Scoping Review

TYPE OF DOCUMENT (VERSION) CONFIDENTIAL

PROJECT NO. UK0029842.9970

OUR REF. NO. NW 139

DATE: DECEMBER 2025

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CONFIDENTIAL



QUALITY CONTROL

Issue/revision	First issue	Revision 1	Revision 2	Revision 3
Remarks				
Date	December 2025			
Prepared by	AGM			
Signature				
Checked by	EST			
Signature				
Authorised by	EST			
Signature				
Project number	UK0029842.9970			
Report number	NW 139			
File reference	001			

CONTENTS

QUALITY CONTROL	3
CONTENTS	4
1 INTRODUCTION	1
1.1 PREAMBLE	1
1.2 TASK OVERVIEW	1
1.3 SCOPING	2
1.4 SITE ALLOCATION STATUS	3
1.5 TECHNICAL INFORMATION	5
2 POLICY	6
3 EXISTING SITE CONDITIONS	7
3.1 SITE LOCATION	7
3.2 ROAD NETWORK	7
3.3 BASELINE ASSESSMENT	8
4 DEVELOPMENT PROPOSALS	10
4.1 PROPOSED USE	10
4.2 DEVELOPMENT PHASING	11
4.3 ACCESS	11
5 TRAFFIC ASSESSMENT	12
5.1 STUDY AREA	12
5.2 YEARS OF ASSESSMENT	12
5.3 COMMITTED DEVELOPMENTS/INFRASTRUCTURE	12
6 FRAMEWORK TRAVEL PLAN	16

1 INTRODUCTION

1.1 PREAMBLE

- 1.1.1. National Highways have been appointed by the Secretary of State as a strategic highway company under the provisions of the Infrastructure Act 2015. National Highways is responsible for operating, maintaining, and improving the Strategic Road Network (SRN) in England, in accordance with the License issued by the Secretary of State for Transport (April 2015) and Government policies and objectives.
- 1.1.2. National Highways' approach to engaging with the planning system is governed by the advice set out in:
- The Strategic Road Network: Planning for the Future** – A guide to working with National Highways on Planning Matters (October 2023).
- 1.1.3. The document is written in the context of statutory responsibilities as set out in National Highways' License, and considering Government policy and regulation, including the:
- National Planning Policy Framework (NPPF);
 - Town and Country Planning Development Management (Procedure) Order (England) 2015 (DMPO); and
 - DfT Circular 01/2022 The Strategic Road Network and the Delivery of Sustainable Development ("the circular").
- 1.1.4. As a statutory consultee in the planning system; National Highways have a regulatory duty to co-operate. Consequently, National Highways are obliged to consider all proposals received and to provide appropriate, timely and substantive responses.
- 1.1.5. National Highways' desire to be a proactive planning partner goes beyond the statutory role, but follows the spirit of the license which stipulates that National Highways should:

"Support local and national economic growth and regeneration."

1.2 TASK OVERVIEW

- 1.2.1. SLR Consulting Limited have been commissioned on behalf of Airport City Limited Partnership to prepare the request for a Scoping Opinion to Manchester City Council (MCC) in relation to proposals for an employment and industrial development located on land to the north of the A56, immediately south of Wythenshawe and to the north of Manchester Airport.
- 1.2.2. WSP will undertake a review of the Scoping Opinion, in particular the Traffic and Movement chapter which outlines the scope for an upcoming Transport Assessment (TA). The review will consider the transport impact during construction and operational phases, as well as the impact to the surrounding SRN and respective junctions.

1.3 SCOPING

Previous Development Proposals

- 1.3.1. The site has benefited from Enterprise Zone (EZ) status since 2011 as one of the first 24 zones that were announced in the 2011 budget. These areas were designated in order to stimulate economic growth by offering incentives to businesses that are established within the EZ.
- 1.3.2. Prior to the Airport City Manchester proposals being submitted to Manchester City Council, the site had been the subject of multiple planning applications. The majority of these applications were submitted (and approved) for the development of B1 land use. However, these applications did not materialise into subsequent development at the site. The site has been used for car parking, with multiple applications submitted over recent years to temporarily extend the permission to use the land for this purpose.
- 1.3.3. In 2012, a masterplan was developed for Airport City (which included the proposed development site and a development area to the south of Manchester Airport). This proposed the phased redevelopment of the site over a 15 year period to include land for office, advanced manufacturing, hotel, complimentary retail use as well as car parking and cycle storage. The indicative development mix in the masterplan was for:
- 113,433 sqm Offices (B1);
 - 49,046 sqm Advanced Manufacturing (B1c);
 - 1,293 Hotel Beds (C1);
 - 5,761 sqm Associated and Complementary retail/amenity pavilions (A1/A2/A3/A4/A5/D1/D2);
 - 4,182 car parking spaces & 547 cycle storage spaces; and
 - Public realm open spaces.
- 1.3.4. The indicative layout proposed for the 2012 masterplan is shown in Figure 1-1.

Figure 1-1 – Site Layout Plan



- 1.3.5. Over the years since the masterplan was supported by MCC, development did not come forwards at the site due to changes in the economic landscape.
- 1.3.6. The development proposals did not involve any intervention works on the surrounding local or strategic road networks.

1.4 SITE ALLOCATION STATUS

- 1.4.1. The proposed development site is allocated as a Strategic Employment Growth Location: Manchester Airport: The Mix, which is Policy SGL 12 within the Draft Manchester Local Plan 2025. The Draft Manchester Local Plan is currently at the Regulation 18 Consultation phase. This is shown in
- 1.4.2. Figure 1-2.
- 1.4.3. Policy SGL 12 supports high-density employment and development, sustainable transport and maximising the benefits of proximity to the airport and future retail links. The policy supports uses such as offices (E(g)(i)), research and development (E(g)(ii)), advanced manufacturing (E(g)(iii)), and ancillary commercial facilities to reinforce the area's business destination role.
- 1.4.4. It is stated that proposals must:
 - Take advantage of proximity to Manchester Airport and the future Northern Powerhouse Rail, delivering high-quality, high-density schemes with access to a wider labour market.
 - Maximise employment, training, and regeneration benefits for local communities.

- Encourage use of the Manchester Airport transport hub, considering future Metrolink and rail connections.
- Provide for cycling, walking, and improved sustainable transport links to surrounding areas.

1.4.5. It is stated that any development should be guided by a comprehensive masterplan, addressing access, delivery, design, flood risk, energy, scale, landscaping, and biodiversity, in line with the wider Development Plan.

Figure 1-2 - Policy Map



WSP Comment	Comment 1-01
It is recommended the TA explicitly references Policy SGL 12, as the site is allocated as a Strategic Employment Growth Location, and the assessment should demonstrate how the proposed development supports the policy objectives. In addition the TA should acknowledge the <i>Places for Everyone: Statement of Common Ground</i>, which states: <i>“i. Manchester City Council will continue to work collaboratively with National Highways and neighbouring Local Authorities in respect of development coming forward.”</i> <i>“ii. Of particular note is the ongoing work related to development in and around Manchester Airport, including proposed allocations at Medipark and Global Logistics in Manchester, and Timperley Wedge in Trafford. In respect of these allocations and further development at Manchester Airport, Manchester City Council is working closely with Trafford Council, National Highways, and other</i>	

stakeholders in relation to effects of development and potential transport interventions in the M56 corridor through the South Manchester Highway and Transport Study.”

Through including these references, the TA will align with the strategic planning objectives and demonstrate awareness of ongoing collaboration with National Highways and the transport considerations for the M56 corridor.

1.5 TECHNICAL INFORMATION

The following document has been obtained from Manchester City Council Website to be reviewed within this document:

- MIX, Manchester: Request for a Scoping Opinion (Ref: EIASCO/25/014).

2 POLICY

2.1.1. Within the Traffic and Movement Chapter, the document identifies the following legislation, standards, and guidance as relevant to traffic and movement considerations:

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

WSP Comment	Comment 2-01
It is recommended that when preparing the TA explicit reference is made to the DfT's <i>Circular 01/2022</i> and the <i>Planning for the Future</i> guidance to ensure alignment with current national policy.	

3 EXISTING SITE CONDITIONS

3.1 SITE LOCATION

- 3.1.1. The proposed development site 24 hectares of development land located to the north of the A56 spur, this is located immediately south of Wythenshawe and to the north of Manchester Airport, within Woodhouse Park ward.

Figure 3-1 - Site Location Plan

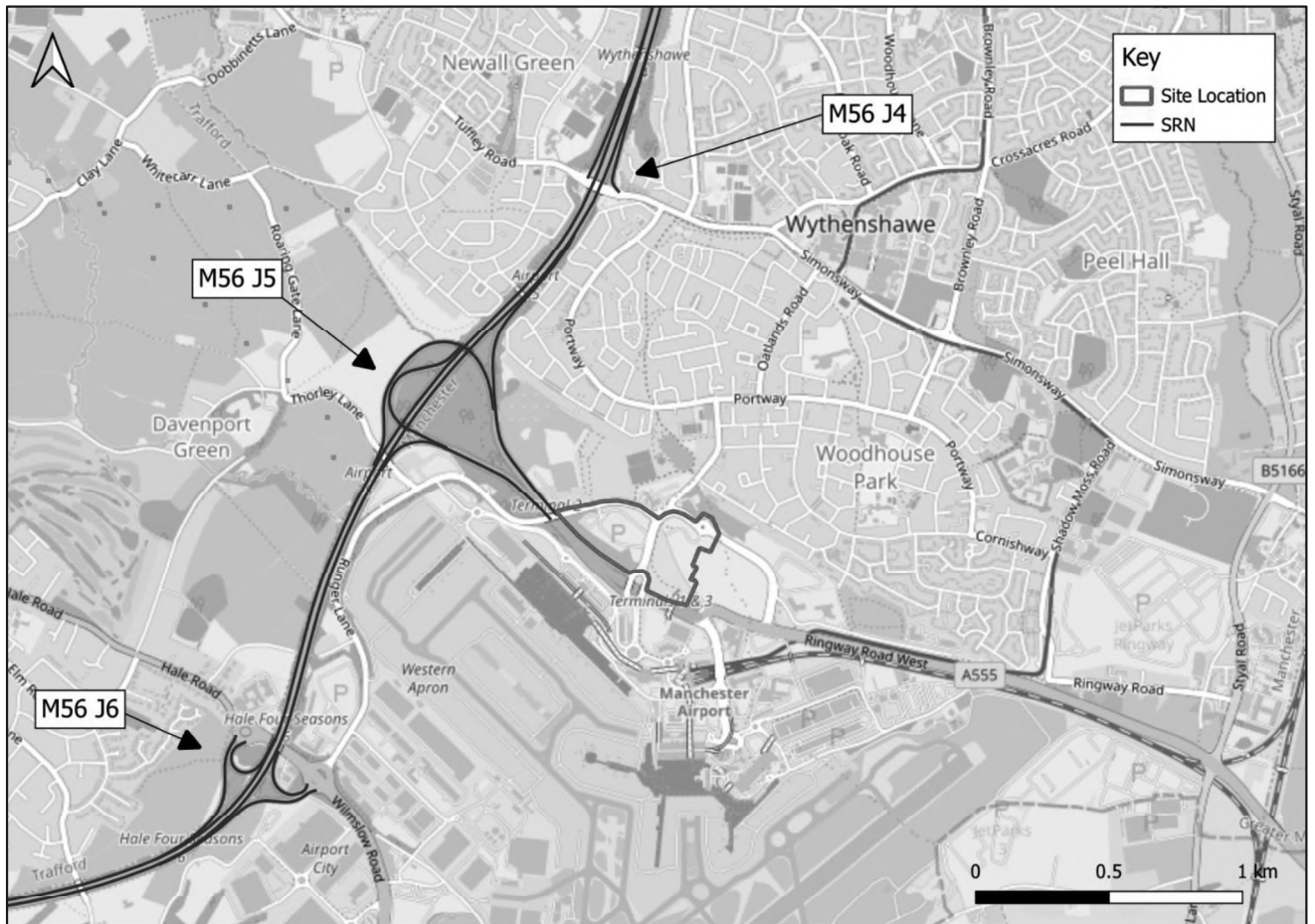


- 3.1.2. The site is located directly north of the M56 and is approximately 8.9km southwest of Stockport town centre.

3.2 ROAD NETWORK

- 3.2.1. The proposed development in relation to the SRN is presented in Figure 3-2. The M56 Junction 5 is located directly to the west of the site, the M56 Junction 6 is approximately 3km to the southwest, and the M56 Junction 4 is approximately 3km north.
- 3.2.2. The M56 Junction 5 is the main motorway interchange serving Manchester Airport, it is a large, grade-separated "Directional T" interchange. The interchange provides full access between the M56 and airport spur road, to the Manchester Airport Terminals.

Figure 3-2 - SRN and Site Location

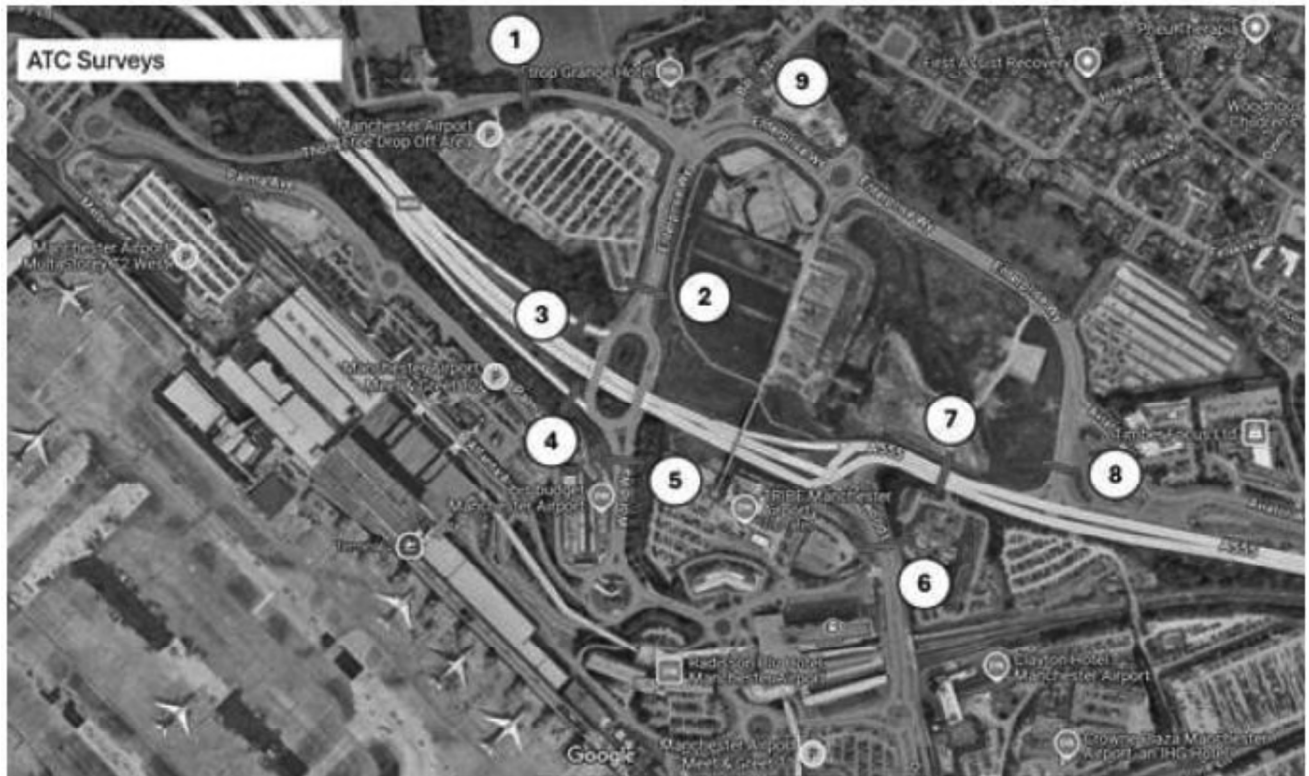


3.3 BASELINE ASSESSMENT

3.3.1. It is stated that existing baseline conditions will be established with reference to the following sources:

- **Automatic Traffic Counters (ATC)** - Seven-day surveys undertaken in October and November 2025 at specified highway links, informed by professional judgement and consultation with Air Quality and Noise specialists. The locations of the counts are shown in Figure 3-3.
- **Published Traffic Data** - Latest AADT/AAWT data from DfT, National Highways (WebTRIS), and London Atmospheric Emissions (LAEI) databases.
- **Site Visit and Desktop Study** - Review of local highway conditions, cycle routes, public transport information, and Ordnance Survey maps.
- **Road Traffic Collision Data** - Analysis of the most recent five-year period.
- **Traffic Flow Generation** - Data will be used to calculate baseline AADT/AAWT flows for assessing Traffic and Movement, Air Quality, Noise, and Vibration impacts.

Figure 3-3 - Automatic Traffic Count Locations



WSP Comment

Comment 3-01

It is acknowledged that the baseline ATC surveys have been undertaken to inform the environmental studies for the proposed development. However, for the forthcoming TA, it is essential that the applicant's consultant agrees the scope and methodology of all traffic surveys with both WSP and National Highways. This should specifically address whether surveys will include the M56 Junctions 4, 5 and 6. This is highlighted within the DfT *Circular 01/2022* which states in Para.27 :

"The scope and methodology of traffic surveys should be agreed in advance with National Highways and the local highway authority."

It should also be ensured that the agreed scope of junctions is consistently applied across the Site Visit and Desktop Study, Road Traffic Collision Analysis, and Traffic Flow Generation, to ensure a robust baseline for the assessment.

4 DEVELOPMENT PROPOSALS

4.1 PROPOSED USE

- 4.1.1. The proposed development is bounded to the north by Thorley Land and Enterprise Way, to the east by Enterprise Way, to south by Ringway Road West and the M56, and to the west by the M56. It is also noted that the proposed development is intersected by Enterprise Way and is split into two parcels of land, Parcel A (4.5 ha) and Parcels B (2.1 ha) & C (3.08 ha).
- 4.1.2. The proposed development is being brought forward as a hybrid planning application, which seeks:
1. Full planning permission is sought for the development of mid-tech units (Use Class E.g.(i, ii, iii)) and a multi-storey car park (Use Class Sui Generis), together with ancillary commercial uses (Class E). This includes associated access, servicing, public realm, and landscaping.
 2. Outline planning permission is sought for the development of a range of uses, including Use Class E.g., B2, and C1, alongside a multi-storey car park (Use Class Sui Generis) and ancillary commercial uses (Class E). This also includes associated access, servicing, public realm, and landscaping. All matters are reserved for future determination except for primary access.
- 4.1.3. The outline element of the proposed development is as follows:
- Parcel A (Units F1 – F5): Floorspace up to 50,000 sqm (including the Multi-Storey Car Park, approximately 13,000 sqm), with a height parameter (including roof plant and flues) of up to 30 metres.
 - Parcel B (Units A3 and A6): Floorspace up to 23,500 sqm, with a height parameter (including roof plant and flues) of up to 30 metres.
 - Parcel C (Units B1, B3 and E2): Floorspace up to 34,000 sqm, with a height parameter (including roof plant and flues) of up to 30 metres.
- 4.1.4. The multi-storey car park is stated to be 18 levels high, with a total of 1,490 spaces.

WSP Comment	Comment 4-01
Given that the proposed development comprises of mid-tech units and is supported by a multi-storey car park providing approximately 1,500 spaces, it is anticipated that a substantial proportion of trips to and from the site will be made by car. This is likely to result in significant vehicle movements on the SRN, particularly in the morning and evening peak periods. Therefore, it is recommended that a detailed assessment of the developments impact on the SRN is undertaken in requirements of the DfT <i>Circular 01/2022</i>, which states in Para.15: <i>“The potential impact of development proposals on the SRN must be fully assessed and evidenced within the Transport Assessment”</i> Additionally, it is requested that the forthcoming TA clearly specifies the intended use of the multi-storey car park, confirming whether it will be reserved exclusively for the development or available for use by the general public.	

4.2 DEVELOPMENT PHASING

- 4.2.1. A likely constructions programme has been outlined within the document, stating that the planning application is expected to be submitted in March 2024, the construction programme is presented Table 4-1 if the planning application is consented.

Table 4-1 - Construction Programme

Development	Start	End
Mid-Tech Units (A2 and A5)	Q4 2026	Q3 2027
Multi-Storey Car Park	Q4 2026	Q4 2027
Mid-Tech Units	Q3 2027	Q2 2028
Mid-Tech Units	Q2 2029	Q1 2030
Parcel A	2028	2035
Parcel B	2028	2030
Parcel C	2028	2035

WSP Comment	Comment 4-02
It is expected that the impacts caused by construction traffic will be addressed within a Construction Traffic Management Plan, which should be prepared and agreed in consultation with National Highways.	

4.3 ACCESS

- 4.3.1. It is stated that there are two access points from the proposed development to the highway network. The access points are as follows:
- Eastern Access (Enterprise Way)
 - Western Access (Thorley Lane)

5 TRAFFIC ASSESSMENT

5.1 STUDY AREA

5.1.1. The document states that the study area will be defined in line with the 2023 IEMA Guidelines, focusing on highway links where significant environmental effects may occur. It states that the extent of the study area will be based on the following two key rules:

- Rule 1: Include highway links where traffic flows increase by more than 30% due to the development, or Heavy Goods Vehicle (HGV) flows increase by more than 30%.
- Rule 2: Include highway links of high sensitivity where traffic flows increase by 10% or more.

WSP Comment	Comment 5-01
It is recommended that the study area for the assessment includes the nearby SRN junctions, as agreed in advance with National Highways.	

5.2 YEARS OF ASSESSMENT

5.2.1. It is stated that the assessment will consider the traffic and movement effects using the following scenarios:

- Baseline Year (2026);
- Future Baseline (2035) – ‘Do Nothing’ scenario without development; and
- Future Baseline (2030) – ‘Do Nothing’ scenario with development.

5.2.2. It is stated that additional horizon years may be required subject to agreements with MCC and TfGM, particularly to assess peak construction traffic. Intermediate years may also be considered for phased construction impacts.

5.2.3. The assessment methodology will follow 2023 IEMA Guidelines for the Environmental Assessment of Traffic and Movement.

WSP Comment	Comment 5-02
It is recommended that the forthcoming TA explicitly follows the guidance set out in the DfT <i>Circular 01/2022</i> which states: <i>“Development proposals should be assessed for their impact on the Strategic Road Network, considering both current and future year scenarios, and should identify appropriate mitigation measures to ensure the continued safe and efficient operation of the network.”</i>	

5.3 COMMITTED DEVELOPMENTS/INFRASTRUCTURE

5.3.1. The document has considered the cumulative effects of other proposed, existing, or approved developments within a 2km radius of the site. It stated that within pre-application discussion with MCC, a list of schemes has been identified that are considered to require assessment within the Environmental Statement.

5.3.2. The developments identified are presented in Table 5-1.

Table 5-1 - Committed Developments and Schemes

Planning Reference	Scheme Name	Proposal	Anticipated Programme	Distance from Application Site
N/A	Manchester Business Park Extension	Public Consultation launched by ASK Real Estate on proposals for last-mile logistics accommodation close to the MIX site. The units would range in size from 6,700 sq ft to 21,646 sq ft. Ask is targeting BREEAM Excellent and EPC A accreditations. https://www.askrealestate.co.uk/wp-content/uploads/2025/10/13502-AEW-XX-XX-PP-A-0004-S2-P05-Public-Consultation-Boards.pdf	Unknown – Planning Application to be submitted December 2025	600m East
134103/FO/2022	Building 308, Argosy Drive	Erection of three terraces of Class B8 warehouse units (13,560m ² gross internal floor area) with associated parking, access and landscaping, following the demolition of existing buildings	Unknown – 49 weeks from start-on-site All pre-commencement conditions currently under determination	1100m Southwest
141662/FO/2024	Premier Inn, Manchester Airport	Erection of a 9-storey hotel with associated loading bay and landscaping, following demolition of existing buildings	Completion targeted Q3/Q4 2027	200m South
EIASCR/25/008	Buildings 300 and 307 York Drive, Manchester Airport	Request for Screening opinion under Part 2, Regulation 6 of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended). The Screening Request is for the demolition of buildings 300 and 307 (north of York Drive) and their replacement with an extension of the Terminal 2 apron and the creation of additional stands for the parking of aircraft. The new stands will replace existing stands that immediately lie to the north of buildings 300 and 307 which will be lost when the existing apron is reorganised to create a dual taxiway. At present the taxiway north of buildings 300 and 307 is only wide enough for one-way	Unknown	950m Southwest

		aircraft movements, limiting the number of movements to Terminal 2. By creating a two way taxiway, more aircraft can get to and from the Terminal to the runway.		
EIASCO/25/010	Wythenshawe Town Centre Redevelopment	Request for Scoping opinion under Part 4, Regulation 15 of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) – Wythenshawe Town Centre Regeneration. Residential Development comprising Plots C2 and 2.1 of the Wythenshawe Development Framework, and 3.3 (Brotherton House) just outside the Development Framework area.	Unknown	1100m Northeast
136879/FO/2023	Hangar 4, Pinfold Lane, Manchester Airport	Erection of a warehouse building (Use Class B8) with ancillary office accommodation (totalling 6,586m ² gross internal area) and associated parking, access and landscaping.	Unknown. Pre-commencement conditions currently being submitted but CEMP not yet submitted	1100m Southwest
118409/FO/2017	Plot G1 and G2, Airport City Central Business District	Erection of a 9 storey 375 bed hotel (Use Class C1) and a 9 storey 254 bed hotel (Use Class C1) with associated landscaping, car parking, cycle storage, sub-station, external drop off and service area.	Stalled but implemented consent.	200m South
140206/FO/2024	Dakota Hotel, Enterprise Way, Manchester Airport	Erection of 7 storey 154 bedroom hotel, with associated car parking, feature vehicular drop-off area and canopy, service yard, landscaping and highways works to existing access. (Use Class C1) with associated landscaping, car parking, cycle storage, sub-station, external drop off and service area.	Q1 2025 – Q3 2026	100m North

WSP Comment	Comment 5-03
To ensure that cumulative transport impacts are considered when the TA should include an agreed list of committed developments in consultation with neighbouring authorities, including Cheshire East, Trafford	

and Stockport. This collaborative approach will ensure that the combined effects of planned growth across boundaries is considered.

6 FRAMEWORK TRAVEL PLAN

- 6.1.1. It is stated that mitigation measures for the operational phase will be identified based on the outcome of the TA, which will include a site-wide Framework Travel Plan.

WSP Comment	Comment 6-01
The inclusion of a Framework Travel Plan is welcomed. It is recommended that this plan incorporates material measures to actively encourage site users to adopt sustainable travel options, such as walking, cycling, and the use of public transport.	

7 SUMMARY AND CONCLUSION

- 7.1.1. SLR Consulting Limited have been commissioned on behalf of Airport City Limited Partnership to prepare the request for a Scoping Opinion to Manchester City Council (MCC) in relation to proposals for an employment and industrial development located on land to the north of the A56, immediately south of Wythenshawe and to the north of Manchester Airport.
- 7.1.2. WSP have been commissioned by National Highways, working on the North West Spatial Planning Framework, to review the scoping information to ensure that the forthcoming TA considers the transport impacts during the construction and operational phases, as well as the impact to the surrounding SRN and respective junctions.

Following the review of the submitted information, there are a number of points to be considered when developing the TA.

The following provides a summary of what National Highways would expect to see in a forthcoming Transport Assessment:

- The TA should be prepared following review of the *DfT Circular 01/2022* and *the Planning for the Future* (October 2023) documents as the key policy and guidance of National Highways;
- The *Places for Everyone: Statement of Common Ground* should also be considered when writing the TA.
- A fundamental requirement of the transport evidence base is the inclusion of an operational assessment of National Highways' SRN in the surrounding area, the scope of this should be agreed with National Highways to ensure the impact of the proposed development site as well as the cumulative impact is considered.
- A full understanding of the existing conditions on the SRN (and other linked junctions on the local road network where applicable) should be provided, which could include the following information but is not considered to be an exhaustive list:
 - Recent traffic survey data which is reflective of neutral traffic conditions in accordance with the DfT TAG M1.2 guidance note, including queue survey data;
 - Up-to-date collision data analysis using STATS19 data to enable causality analysis to be provided;
 - Observations of current network performance from site visits, with suitable evidence such as photos and written descriptions;
- Detail of the development proposals, including access arrangements and parking provision for motorised and non-motorised users, that provides an understanding of how the site delivers sustainable development as required in the National Planning Policy Framework and DfT Circular 01/2022;
- Evidence of a vision-led approach used for transport planning from the earliest stages of development;
- Provision of a traffic impact assessment, which can be developed from an appropriate vision-led approach, that presents an Opening Year assessment of the proposed development with consideration of relevant development. Further consultation with National Highways would be recommended prior to the submission of the planning application and preparation of the TA on this point to prevent any abortive work where possible;

- Understanding of the vehicular traffic impact (traffic generation and assignment) on the SRN at the agreed junctions.
- Operational assessment of the agreed junctions using suitable junction modelling software and Merge-Diverge assessments in accordance with DMRB CD122 guidance, which should include scenarios for the proposed development.
- The TA should clarify the intended use of the multi-storey car park.
- Construction impacts should be addressed through a Construction Traffic Management Plan, agreed with National Highways.
- The TA should include an agreed list of committed developments with neighbouring authorities.
- It would be expected that a Travel Plan is also produced as part of the transport evidence base to ensure sustainable modes of transport are maximised for site users and suitable measures are implemented from the earliest stages of planning.
- Further engagement on the methodology for the Transport Assessment and Travel Plan is required by National Highways to ensure the impact of the proposed development, including the cumulative impact assessment of the wider area, on the SRN is set out in the transport evidence base.



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CONFIDENTIAL

Date: 11 December 2025
Our ref: 535762
Your ref: EIASCO/25/014


BY EMAIL ONLY


Consultations
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Crewe Business Park
Electra Way
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Cheshire
CW1 6GJ

T 0300 060 900

Dear Robert,

Environmental Impact Assessment Scoping consultation (Regulation 15 (4) of the Town and Country Planning EIA Regulations 2017): MIX Manchester (formerly Airport City North)
Location: Land To The North Of The A56 Spur, Immediately South Of Wythenshawe And To The North Of Manchester Airport Manchester

Thank you for seeking our advice on the scope of the Environmental Statement (ES) in the consultation dated 04 December 2025, received on 04 December 2025.

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

A robust assessment of environmental impacts and opportunities based on relevant and up to date environmental information should be undertaken prior to a decision on whether to grant planning permission. Annex A to this letter provides Natural England's advice on the scope of the Environmental Impact Assessment (EIA) for the proposed development.

Further guidance is set out in Planning Practice Guidance on [environmental assessment, natural environment and climate change](#).

Should the proposal be amended in a way which significantly affects its impact on the natural environment then, in accordance with Section 4 of the Natural Environment and Rural Communities Act 2006, Natural England should be consulted again.

Please note that Natural England must be consulted on Environmental Statements.

Please send any new consultations or further information on this consultation to consultations@naturalengland.org.uk.

Yours sincerely


Consultations Team

Annex A – Natural England Advice on EIA Scoping

General Principles

Schedule 4 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017, sets out the information that should be included in an Environmental Statement (ES) to assess impacts on the natural environment. This includes:

- A description of the development – including physical characteristics and the full land use requirements of the site during construction and operational phases
- Expected residues and emissions (water, air and soil pollution, noise, vibration, light, heat, radiation etc.) resulting from the operation of the proposed development
- An assessment of alternatives and clear reasoning as to why the preferred option has been chosen
- A description of the aspects of the environment likely to be significantly affected by the development including biodiversity (for example fauna and flora), land, including land take, soil, water, air, climate (for example greenhouse gas emissions, impacts relevant to adaptation, cultural heritage and landscape and the interrelationship between the above factors
- A description of the likely significant effects of the development on the environment – this should cover direct effects but also any indirect, secondary, cumulative, short, medium, and long term, permanent and temporary, positive, and negative effects. Effects should relate to the existence of the development, the use of natural resources (in particular land, soil, water and biodiversity) and the emissions from pollutants. This should also include a description of the forecasting methods to predict the likely effects on the environment
- A description of the measures envisaged to prevent, reduce and where possible offset any significant adverse effects on the environment
- A non-technical summary of the information
- An indication of any difficulties (technical deficiencies or lack of know-how) encountered by the applicant in compiling the required information

Further guidance is set out in Planning Practice Guidance on environmental assessment and natural environment.

Cumulative and in-combination effects

The ES should fully consider the implications of the whole development proposal. This should include an assessment of all supporting infrastructure.

An impact assessment should identify, describe, and evaluate the effects that are likely to result from the project in combination with other projects and activities that are being, have been or will be carried out. The following types of projects should be included in such an assessment (subject to available information):

- a. existing completed projects;
- b. approved but uncompleted projects;
- c. ongoing activities;
- d. plans or projects for which an application has been made and which are under consideration by the consenting authorities; and
- e. plans and projects which are reasonably foreseeable, i.e. projects for which an application has not yet been submitted, but which are likely to progress before completion of the development and for which sufficient information is available to assess the likelihood of cumulative and in-combination effects.

Environmental data

Natural England is required to make available information it holds where requested to do so. National datasets held by Natural England are available at <http://www.naturalengland.org.uk/publications/data/default.aspx>.

Detailed information on the natural environment is available at www.magic.gov.uk.

Natural England's SSSI Impact Risk Zones are a GIS dataset which can be used to help identify the potential for the development to impact on a SSSI. The dataset and user guidance can be accessed from the [Natural England Open Data Geoportal](#).

Natural England does not hold local information on local sites, local landscape character, priority habitats and species or protected species. Local environmental data should be obtained from the appropriate local bodies. This may include the local environmental records centre, the local wildlife trust, local geo-conservation group or other recording society.

Biodiversity and Geodiversity

General principles

The [National Planning Policy Framework](#) (paragraphs 192-196) sets out how to take account of biodiversity and geodiversity interests in planning decisions. Further guidance is set out in Planning Practice Guidance on the [natural environment](#).

The potential impact of the proposal upon sites and features of nature conservation interest and opportunities for nature recovery and biodiversity net gain should be included in the assessment.

Ecological Impact Assessment (EclA) is the process of identifying, quantifying, and evaluating the potential impacts of defined actions on ecosystems or their components. EclA may be carried out as part of the EIA process or to support other forms of environmental assessment or appraisal. [Guidelines](#) have been developed by the Chartered Institute of Ecology and Environmental Management (CIEEM).

Local planning authorities have a [duty](#) to conserve and enhance biodiversity as part of their decision making. Conserving biodiversity can include habitat restoration or enhancement. Further information is available [here](#).

Designated nature conservation sites

Nationally designated sites

The development site is within or may impact on the following **Site of Special Scientific Interest**:

- Cotteril Clough SSSI

Sites of Special Scientific Interest are protected under the Wildlife and Countryside Act 1981 and paragraph 186 of the NPPF. Further information on the SSSI and its special interest features can be found at www.magic.gov.uk.

Natural England's SSSI Impact Risk Zones can be used to help identify the potential for the development to impact on a SSSI. The dataset and user guidance can be accessed from the [Natural England Open Data Geoportal](#).

The Environmental Statement should include a full assessment of the direct and indirect effects of the development on the features of special interest within the SSSI and identify appropriate mitigation measures to avoid, minimise or reduce any adverse significant effects. The consideration of likely significant effects should include any functionally linked land outside the designated site.

These areas may provide important habitat for mobile species populations that are interest features of the SSSI, for example birds and bats. This can also include areas which have a critical function to a habitat feature within a site, for example by being linked hydrologically or geomorphologically.

Regionally and Locally Important Sites

The ES should consider any impacts upon local wildlife and geological sites, including local nature reserves. Local Sites are identified by the local wildlife trust, geoconservation group or other local group and protected under the NPPF (paragraph 192 and 193). The ES should set out proposals for mitigation of any impacts and if appropriate, compensation measures and opportunities for enhancement and improving connectivity with wider ecological networks. Contact the relevant local body for further information.

Protected Species

The conservation of species protected under the Wildlife and Countryside Act 1981 and the Conservation of Habitats and Species Regulations 2017 is explained in Part IV and Annex A of Government Circular 06/2005 *Biodiversity and Geological Conservation: Statutory Obligations and their Impact within the Planning System*.

The ES should assess the impact of all phases of the proposal on protected species (including, for example, great crested newts, reptiles, birds, water voles, badgers and bats). Natural England does not hold comprehensive information regarding the locations of species protected by law. Records of protected species should be obtained from appropriate local biological record centres, nature conservation organisations and local groups. Consideration should be given to the wider context of the site, for example in terms of habitat linkages and protected species populations in the wider area.

The area likely to be affected by the development should be thoroughly surveyed by competent ecologists at appropriate times of year for relevant species and the survey results, impact assessments and appropriate accompanying mitigation strategies included as part of the ES. Surveys should always be carried out in optimal survey time periods and to current guidance by suitably qualified and, where necessary, licensed, consultants.

Natural England has adopted standing advice for protected species, which includes guidance on survey and mitigation measures. A separate protected species licence from Natural England or Defra may also be required.

District Level Licensing for Great Crested Newts

District level licensing (DLL) is a type of strategic mitigation licence for great crested newts (GCN) granted in certain areas at a local authority or wider scale. A DLL scheme for GCN may be in place at the location of the development site. If a DLL scheme is in place, developers can make a financial contribution to strategic, off-site habitat compensation instead of applying for a separate licence or carrying out individual detailed surveys. By demonstrating that DLL will be used, impacts on GCN can be scoped out of detailed assessment in the Environmental Statement.

Priority Habitats and Species

Priority Habitats and Species are of particular importance for nature conservation and included in the England Biodiversity List published under section 41 of the Natural Environment and Rural Communities Act 2006. Most priority habitats will be mapped either as Sites of Special Scientific Interest, on the Magic website or as Local Wildlife Sites. Lists of priority habitats and species can be found here. Natural England does not routinely hold species data. Such data should be collected when impacts on priority habitats or species are considered likely.

Consideration should also be given to the potential environmental value of brownfield sites, often

found in urban areas and former industrial land. Sites can be checked against the (draft) national Open Mosaic Habitat (OMH) inventory published by Natural England and freely available to [download](#). Further information is also available [here](#).

An appropriate level habitat survey should be carried out on the site, to identify any important habitats present. In addition, ornithological, botanical, and invertebrate surveys should be carried out at appropriate times in the year, to establish whether any scarce or priority species are present.

The Environmental Statement should include details of:

- Any historical data for the site affected by the proposal (e.g. from previous surveys)
- Additional surveys carried out as part of this proposal
- The habitats and species present
- The status of these habitats and species (e.g. whether priority species or habitat)
- The direct and indirect effects of the development upon those habitats and species
- Full details of any mitigation or compensation measures
- Opportunities for biodiversity net gain or other environmental enhancement

Ancient Woodland, ancient and veteran trees

The ES should assess the impacts of the proposal on any ancient woodland, ancient and veteran trees, and the scope to avoid and mitigate for adverse impacts. It should also consider opportunities for enhancement.

Natural England maintains the Ancient Woodland [Inventory](#) which can help identify ancient woodland. The [wood pasture and parkland inventory](#) sets out information on wood pasture and parkland.

The [ancient tree inventory](#) provides information on the location of ancient and veteran trees.

Natural England and the Forestry Commission have prepared [standing advice](#) on ancient woodland, ancient and veteran trees.

Biodiversity net gain

Paragraph 193 of the NPPF states that decisions should contribute to and enhance the natural and local environment by minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.

Biodiversity Net Gain is additional to statutory requirements relating to designated nature conservation sites and protected species.

Proposals for mandatory biodiversity net gain should be in line with the Environment Act 2021 and supporting regulations. Further information on biodiversity net gain, including [draft Planning Practice Guidance](#), can be found [here](#)

The statutory [biodiversity metric](#), together with ecological advice, should be used to calculate the change in biodiversity resulting from proposed development and demonstrate how proposals can achieve a net gain.

The metric should be used to:

- assess or audit the biodiversity unit value of land within the application area
- calculate the losses and gains in biodiversity unit value resulting from proposed development
- demonstrate that the required percentage biodiversity net gain will be achieved

Biodiversity Net Gain outcomes can be achieved on site, off-site or through a combination of both. On-site provision should be considered first. Delivery should create or enhance habitats of equal or higher value. When delivering net gain, opportunities should be sought to link delivery to relevant

plans or strategies e.g. Green Infrastructure Strategies or Local Nature Recovery Strategies.

Opportunities for wider environmental gains should also be considered.

Landscape and visual impacts

The environmental assessment should refer to the relevant National Character Areas. Character area profiles set out descriptions of each landscape area and statements of environmental opportunity.

The ES should include a full assessment of the potential impacts of the development on local landscape character using landscape assessment methodologies. We encourage the use of Landscape Character Assessment (LCA), based on the good practice guidelines produced jointly by the Landscape Institute and Institute of Environmental Assessment in 2013. LCA provides a sound basis for guiding, informing, and understanding the ability of any location to accommodate change and to make positive proposals for conserving, enhancing or regenerating character.

A landscape and visual impact assessment should also be carried out for the proposed development and surrounding area. Natural England recommends use of the methodology set out in *Guidelines for Landscape and Visual Impact Assessment 2013* ((3rd edition) produced by the Landscape Institute and the Institute of Environmental Assessment and Management. For National Parks and AONBs, we advise that the assessment also includes effects on the 'special qualities' of the designated landscape, as set out in the statutory management plan for the area. These identify the particular landscape and related characteristics which underpin the natural beauty of the area and its designation status.

The assessment should also include the cumulative effect of the development with other relevant existing or proposed developments in the area. This should include an assessment of the impacts of other proposals currently at scoping stage.

To ensure high quality development that responds to and enhances local landscape character and distinctiveness, the siting and design of the proposed development should reflect local characteristics and, wherever possible, use local materials. Account should be taken of local design policies, design codes and guides as well as guidance in the National Design Guide and National Model Design Code. The ES should set out the measures to be taken to ensure the development will deliver high standards of design and green infrastructure. It should also set out detail of layout alternatives, where appropriate, with a justification of the selected option in terms of landscape impact and benefit.

Heritage Landscapes

The ES should include an assessment of the impacts on any land in the area affected by the development which qualifies for conditional exemption from capital taxes on the grounds of outstanding scenic, scientific, or historic interest. An up-to-date list is available at www.hmrc.gov.uk/heritage/lbsearch.htm.

Connecting People with nature

The ES should consider potential impacts on access land, common land, public rights of way and, where appropriate, the England Coast Path and coastal access routes and coastal margin in the vicinity of the development, in line with NPPF paragraph 105. It should assess the scope to mitigate for any adverse impacts. Rights of Way Improvement Plans (ROWIP) can be used to identify public rights of way within or adjacent to the proposed site that should be maintained or enhanced.

Measures to help people to better access the countryside for quiet enjoyment and opportunities to connect with nature should be considered. Such measures could include reinstating existing

footpaths or the creation of new footpaths, cycleways, and bridleways. Links to other green networks and, where appropriate, urban fringe areas should also be explored to help promote the creation of wider green infrastructure. Access to nature within the development site should also be considered, including the role that natural links have in connecting habitats and providing potential pathways for movements of species.

Relevant aspects of local authority green infrastructure strategies should be incorporated where appropriate.

Soils and Agricultural Land Quality

Soils are a valuable, finite natural resource and should also be considered for the ecosystem services they provide, including for food production, water storage and flood mitigation, as a carbon store, reservoir of biodiversity and buffer against pollution. It is therefore important that the soil resources are protected and sustainably managed. Impacts from the development on soils and best and most versatile (BMV) agricultural land should be considered in line with paragraphs 187 and 188 of the NPPF. Further guidance is set out in the Natural England [Guide to assessing development proposals on agricultural land](#).

As set out in paragraph 223 of the NPPF, new sites or extensions to sites for peat extraction should not be granted planning permission.

The following issues should be considered and, where appropriate, included as part of the Environmental Statement (ES):

- The degree to which soils would be disturbed or damaged as part of the development
- The extent to which agricultural land would be disturbed or lost as part of this development, including whether any best and most versatile (BMV) agricultural land would be impacted.

This may require a detailed Agricultural Land Classification (ALC) survey if one is not already available. For information on the availability of existing ALC information see www.magic.gov.uk.

- Where an ALC and soil survey of the land is required, this should normally be at a detailed level, e.g. one auger boring per hectare, (or more detailed for a small site) supported by pits dug in each main soil type to confirm the physical characteristics of the full depth of the soil resource, i.e. 1.2 metres. The survey data can inform suitable soil handling methods and appropriate reuse of the soil resource where required (e.g. agricultural reinstatement, habitat creation, landscaping, allotments and public open space).
- The ES should set out details of how any adverse impacts on BMV agricultural land can be minimised through site design/masterplan.
- The ES should set out details of how any adverse impacts on soils can be avoided or minimised and demonstrate how soils will be sustainably used and managed, including consideration in site design and master planning, and areas for green infrastructure or biodiversity net gain. The aim will be to minimise soil handling and maximise the sustainable use and management of the available soil to achieve successful after-uses and minimise off-site impacts.

Further information is available in the [Defra Construction Code of Practice for the Sustainable Use of Soil on Development Sites](#) and

The British Society of Soil Science Guidance Note [Benefitting from Soil Management in](#)

Air Quality

Air quality in the UK has improved over recent decades but air pollution remains a significant issue. For example, approximately 85% of protected nature conservation sites are currently in exceedance of nitrogen levels where harm is expected (critical load) and approximately 87% of sites exceed the level of ammonia where harm is expected for lower plants (critical level of 1µg) ^[1]. A priority action in the England Biodiversity Strategy is to reduce air pollution impacts on biodiversity. The Government's Clean Air Strategy also has a number of targets to reduce emissions including to reduce damaging deposition of reactive forms of nitrogen by 17% over England's protected priority sensitive habitats by 2030, to reduce emissions of ammonia against the 2005 baseline by 16% by 2030 and to reduce emissions of NO_x and SO₂ against a 2005 baseline of 73% and 88% respectively by 2030. Shared Nitrogen Action Plans (SNAPs) have also been identified as a tool to reduce environmental damage from air pollution.

The planning system plays a key role in determining the location of developments which may give rise to pollution, either directly, or from traffic generation, and hence planning decisions can have a significant impact on the quality of air, water and land. The ES should take account of the risks of air pollution and how these can be managed or reduced. This should include taking account of any strategic solutions or SNAPs, which may be being developed or implemented to mitigate the impacts on air quality. Further information on air pollution impacts and the sensitivity of different habitats/designated sites can be found on the Air Pollution Information System (www.apis.ac.uk).

Information on air pollution modelling, screening and assessment can be found on the following websites:

- SCAIL Combustion and SCAIL Agriculture - <http://www.scail.ceh.ac.uk/>
- Ammonia assessment for agricultural development <https://www.gov.uk/guidance/intensive-farming-risk-assessment-for-your-environmental-permit>
- Environment Agency Screening Tool for industrial emissions <https://www.gov.uk/guidance/air-emissions-risk-assessment-for-your-environmental-permit>
- Defra Local Air Quality Management Area Tool (Industrial Emission Screening Tool) – England <http://www.airqualityengland.co.uk/laqm>

Natural England has produced '*Air pollution and development: advice for local authorities. How to assess sector-specific planning applications that could affect air quality on a protected site*'. This standing advice is to help planning authorities understand the impact on statutory protected sites from particular developments that emit specific air pollutants. The advice covers emissions of ammonia (NH₃), nitrogen oxides (NO, NO₂ or NO_x), nitrogen deposition, acid deposition and sulphur dioxide (SO₂).

The standing advice is Natural England's formal statutory advice and is a material consideration. It provides decision makers with the information needed to fulfil their statutory duties when making decisions on planning applications with potential air pollution impacts.

Water Quality

The planning system plays a key role in determining the location of developments which may give rise to water pollution, and hence planning decisions can have a significant impact on water quality, and land. The assessment should take account of the risks of water pollution and how these can be managed or reduced. A number of water dependent protected nature conservation sites have been identified as failing condition due to elevated nutrient levels and nutrient neutrality is consequently required to enable development to proceed without causing further damage to these sites. If your planning application is affected by Nutrient Neutrality, the ES needs to take account of any strategic

^[1] Report: Trends Report 2020: Trends in critical load and critical level exceedances in the UK - Defra, UK

solutions for nutrient neutrality or Diffuse Water Pollution Plans, which may be being developed or implemented to mitigate and address the impacts of elevated nutrient levels. These solutions or plans should be relevant to the specific planning consultation site. Further information can be obtained from the Local Planning Authority.

Climate Change

The ES should identify how the development affects the ability of the natural environment (including habitats, species, and natural processes) to adapt to climate change, including its ability to provide adaptation for people. This should include impacts on the vulnerability or resilience of a natural feature (i.e. what's already there and affected) as well as impacts on how the environment can accommodate change for both nature and people, for example whether the development affects species ability to move and adapt. Nature-based solutions, such as providing green infrastructure on-site and in the surrounding area (e.g. to adapt to flooding, drought and heatwave events), habitat creation and peatland restoration, should be considered. The ES should set out the measures that will be adopted to address impacts.

Further information is available from the [Committee on Climate Change's \(CCC\) Independent Assessment of UK Climate Risk](#), the [National Adaptation Programme \(NAP\)](#), the [Climate Change Impacts Report Cards](#) (biodiversity, infrastructure, water etc.) and the [UKCP18 climate projections](#).

The Natural England and RSPB [Climate Change Adaptation Manual](#) (2020) provides extensive information on climate change impacts and adaptation for the natural environment and adaptation focussed nature-based solutions for people. It includes the Landscape Scale Climate Change Assessment Method that can help assess impacts and vulnerabilities on natural environment features and identify adaptation actions. Natural England's [Nature Networks Evidence Handbook](#) (2020) also provides extensive information on planning and delivering nature networks for people and biodiversity.

The ES should also identify how the development impacts the natural environment's ability to store and sequester greenhouse gases, in relation to climate change mitigation and the natural environment's contribution to achieving net zero by 2050. Natural England's [Carbon Storage and Sequestration by Habitat report](#) (2021) and the British Ecological Society's [nature-based solutions report](#) (2021) provide further information.

Contribution to local environmental initiatives and priorities

The ES should consider the contribution the development could make to relevant local environmental initiatives and priorities to enhance the environmental quality of the development and deliver wider environmental gains. This should include considering proposals set out in relevant local strategies or supplementary planning documents including landscape strategies, green infrastructure strategies, tree and woodland strategies, biodiversity strategies or biodiversity opportunity areas.



Mr Robert Griffin
Manchester City Council
PO Box 532
Manchester
M60 2LA

Date: 5 January 2026

Article 18 Consultation Response

Dear Mr Griffin

Location: **MIX Manchester (formerly Airport City North) Land To The North Of The A56 Spur, Immediately South Of Wythenshawe And To The North Of Manchester Airport Manchester**

Proposal: **Article 18 consultation from Manchester City Council in relation to a request for a Scoping Opinion under Regulation 15(1) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017, in respect of MIX Manchester (formerly Airport City North) Land To The North Of The A56 Spur, Immediately South Of Wythenshawe And To The North Of Manchester Airport Manchester**

Your Reference: **EIASCO/25/014**

Our Reference: **117961/ART18/25**

Thank you for your consultation on the above.

Overall the Screening Opinion includes most things we would expect to see, however I would wish to make the following comments:

- Section 3.5 Known Cumulative Development – The list of identified developments appears to only includes those within Manchester. Within Trafford, Davenport Green is allocated in Places for Everyone, under policy JPA3.2 Timperley Wedge, for around 2,500 homes and 60,000 sqm of office floorspace. The eastern boundary of the allocation abuts the M56, and is approximately 1km from the western boundary of the application site. Trafford Council are working with the principal landowner of Davenport Green to develop a masterplan for the whole Davenport Green allocation. Work on this document has been in progress for circa 18 months, and the Council expects to adopt a Masterplan planning document for the allocation by Summer 2026. For context the landowner undertook a public consultation on the draft masterplan (July – Sept) in 2024. Details of the consultation are still available at <https://davenportgreenconsultation.co.uk/>.

It is therefore recommended that the Davenport Green allocation is included within the list of Known Cumulative Development. Planning applications for the first phases are expected to be submitted to the Council in the latter half of 2026 (and the consultant's current phasing scheme indicates first phase delivery in 2028). It should also be noted that the World of Pets site, located in the northwestern edge of the Davenport Green allocation, was allowed on appeal in March 2022. A reserved matters application for 76 dwellings was approved by the Council in October 2024.

- Section 5.5 'Scoped Out Topics' – It is noted that the Water Environment has been included within the 'scoped out' list of topics. Given the potential implications associated with this topic it is recommended that the Screening Report's commentary on this topic is given particular attention to ensure that the conclusion set out is considered both accurate and appropriate.

Yours sincerely



Head of Planning and Development
Rebecca Coley

Manchester Council
By email only

Your ref: EIASCO/25/014
Our ref: DC/25/3186
Date: 05-DEC-25

Dear Planning Team

Location: MIX Manchester (formerly Airport City North) Land To The North Of The A56 Spur, Immediately South Of Wythenshawe And To The North Of Manchester Airport Manchester

Proposal: Request for Scoping opinion under Part 4, Regulation 15 of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended)

With reference to the above Scoping Opinion Request (Environmental Impact Assessment), United Utilities (UU) wishes to make the following comments at this early stage regarding the expectations for any future proposals and the scope of any future planning application.

The key areas for consideration by the applicant in the detailed design process and in the preparation of a planning application can be summarised as follows:

- A co-ordinated and holistic approach to the delivery of sustainable **foul and surface water drainage**;
- **Asset protection** for existing water infrastructure within the scoping boundary
- **Flood Risk**;

FOUL AND SURFACE WATER DRAINAGE

All development proposals will be expected to fully investigate the hierarchy of drainage options for surface water. There is an expectation at this stage that surface water will not be discharged to the combined sewer network as there are more sustainable options in the vicinity of the site for the proposed development to discharge too. Should infiltration not be feasible at this site, there is an opportunity to discharge surface water to a watercourse located east of the scoping boundary. It is critical that the hierarchy for managing surface water is investigated as soon as possible and prior to progressing the detail of any site design. Given the above information, it is our expectation at this stage that no surface water will drain directly or indirectly into the public sewer system.

Directed by the principles set out in the National Planning Practice Guidance and the new National Standards for Sustainable Drainage Systems (2025) we require developers and Local Planning Authorities, to do all that they can to avoid surface water entering the public sewer, unless absolutely necessary. This applies to all proposed development. See Appendix 1.1 'Surface Water Hierarchy'. All options for the sustainable management of surface water must be thoroughly investigated. Where a new surface water connection to the public sewer is proposed, we will require robust evidence to demonstrate the drainage hierarchy has been fully investigated and there are no more sustainable options available for the management of surface water.

It is essential that a detailed, site-wide foul and surface water drainage strategy is prepared to inform any future full or outline planning applications at this site. The foul and surface water strategy should fully assess site topography, infiltration potential, all forms of flood risk, existing water features and naturally occurring flow paths to identify where water will naturally accumulate and determine whether pumping may be required. Resultant layouts and levels should take account of such existing circumstances to ensure the most flood resilient solution is achieved.

The applicant must demonstrate an understanding of how foul and surface water infrastructure will be delivered as part of any future application for the site. There is an expectation for any future planning submission to provide foul and surface water drainage discharge details, including an acknowledgement for future infrastructure requirements to support any proposed development.

Rights to Discharge to Watercourse or Other Receiving Water Body

Should surface water be unable to infiltrate at this site, we request that all land that is necessary to facilitate a discharge to a watercourse is fully identified within any future submission. The proposal must benefit from the requisite rights of discharge to more sustainable alternatives than the public sewer for the management of surface water, e.g., a right to discharge to a water course or other water body. Acquiring the right to discharge / changing permit details can be both a lengthy and costly exercise.

Please note, United Utilities is not responsible for advising on rates of discharge to the local watercourse system. This is a matter for discussion with the Lead Local Flood Authority and / or the Environment Agency (if the watercourse is classified as main river).

UNITED UTILITIES' PROPERTY, ASSETS AND INFRASTRUCTURE

Water mains are located within the scoping boundary. Water mains, and their associated easements, must be considered as part of the detailed design process. They must not be built over, nor have our access compromised. To discuss the implications of any future development proposal on our water assets, the applicant can engage early dialogue via DeveloperServicesWater@uuplc.co.uk.

Our assets, including previously abandoned assets, will need to be fully considered as part of the design process, with the potential impacts identified at an early stage and suitable mitigation and protection measures and/or diversions incorporated into the design, construction and ongoing operation of the application site. We recommend any future outline of full planning application submissions include a detailed site wide layout plan which confirms the proven location of existing UU assets and infrastructure in relation to the proposed development. In addition, proposed drainage, layouts and levels are intrinsically linked and is therefore important that a holistic approach is achieved which avoids piecemeal infrastructure delivery whilst ensuring the most sustainable and cost-effective drainage solution is achieved.

Where United Utilities assets exist, the level of cover to United Utilities pipelines and apparatus must not be compromised either during or after construction and there should be no additional load bearing capacity on pipelines without prior agreement from United Utilities. This would include earth movement and the transport and position of construction equipment and vehicles. Consideration should also be applied to United Utilities assets which may be located outside the applicant's red line boundary.

Any construction activities in the vicinity of our assets must comply with our '*Standard Conditions for Works Adjacent to Pipelines*', a copy of which can be found on our website, and national building and construction standards. It is the applicant's responsibility to ensure that United Utilities' required access is provided within their layout and that our infrastructure is appropriately protected. The developer would be liable for the cost of any damage to United Utilities' assets resulting from their activity.

Any agreement to divert our underground assets will be subject to a diversion application, made directly to UU. We will not guarantee, or infer acceptance of, a proposed diversion through the planning process (where diversion is indicated on submitted plans). If an application to divert or abandon underground assets is submitted to UU and subsequently rejected (either before or after the determination of a planning application), applicants should be aware that they may need to amend their proposed layout to accommodate UU's assets.

FLOOD RISK

Existing drainage systems are often dominated by combined sewers. This method of sewer infrastructure is a result of the time it was constructed, with combined sewers taking both foul and surface water. If there is a consistent approach to surface water management, it will help to manage and reduce surface water entering the sewer network, decreasing the likelihood of flooding from sewers, the impact on residents and businesses, and the impact on the environment.

Whilst UU does all that it can to reduce the risk of flooding, there remains a residual risk, which is a source of flooding that should be considered in the EIA. National policy is clear that flood risk from all sources, including sewers and reservoirs, must be considered in the delivery of new development. As such, it is important to ensure that the assessment of flood risk includes sewer and reservoir flood risk. It should be ensured that the proposed development does not result in an increase in flood risk from the public sewer or from reservoirs as a result of:

1. any proposed new drainage connections to the public sewer;
2. any changes in land or property which could materially change existing flood risk, for example, by altering any existing exceedance flood paths of losses from the public sewer; surface water flows, or a reservoir exceedance path;
3. by locating any above ground elements of the proposal in areas where there is an existing risk of sewer or reservoir flooding; or
4. any diversions / works to watercourses or existing sewers which could materially affect hydraulic performance and therefore change / increase any risk of flooding.

WATER EFFICIENCY

We request that the development considers how water efficiency measures can be incorporated into the future detailed design of the site. There are opportunities such as rainwater recycling and water butts and we would encourage the LPA to embrace all water efficiency measures. Modern design techniques can promote measures for water recycling to reduce the impact on infrastructure requirements.

Water efficiency should be a fundamental component of any approach to carbon neutrality and we request that you clearly set out your water efficiency and sustainable drainage expectations in the delivery of new development at this site. A tighter water efficiency standard in new development has multiple benefits including a reduction in water and energy use, as well as helping to reduce customer bills. Water efficiency is therefore a key component of your journey to carbon neutrality.

Local planning authorities have the option to set additional technical requirements in respect of water use for the construction of new build dwellings, exceeding the minimum standards required by Building Regulations. All new homes are required to meet the mandatory national standard of 125 litres of water used per person per day as set out in Building Regulations Approved Document G. Where there is a clear local need, a local planning authority's development plan policies can require new-build dwellings to meet the tighter Building Regulations optional requirement of 110 litres of water used per person per day. If your adopted development plan includes a policy that implements the tighter water efficiency standard for new-build dwellings in Part 3 of Building Regulations, you should ensure that this is a condition of any planning permission you may grant. As this is a matter for the local planning authority / building control body, United Utilities would not be involved in the discharge of conditions relating to water efficiency.

If the applicant intends to obtain a water supply from United Utilities for the proposed development, we strongly recommend they engage with us at the earliest opportunity. If reinforcement of the water network is required to meet the demand, this could be a significant project, and the design and construction period should be accounted for.

We request that a copy of this letter is made available to the future applicant.

Yours faithfully
United Utilities' Planning Team

APPENDIX:
Supporting information for the decision maker, applicant, developers and any other interested party

Whilst we provide the following information to support the design and delivery of the proposed scheme, we strongly recommend that the applicant, or any subsequent developer, contacts our Developer Services team or visits our website for more detailed advice on any aspects of United Utilities' assets and services that might impact their proposal. Full contact details can be found in Section 5.0 'Contacts' (below).

1.0 DRAINAGE DESIGN

Surface water (rainwater) flows are very large when compared with foul water flows that come from toilets, showers, washing machines, etc. It is usually surface water flows that increase the risk of sewer flooding, potentially impacting homes and businesses, and can result in unwanted spills from storm overflows into watercourses.

We have embarked on an ambitious investment programme to improve the performance of our wastewater network, particularly relating to the management of surface water. Our focus is to reduce the risk of sewer flooding and the prevention, frequency and intensity of spills from storm overflows, ultimately moving to a position where they are no longer necessary. As we work hard to improve the existing wastewater network, it is important that we do not compromise the results by accepting any unnecessary new surface water connections and that we take all opportunities for the removal of existing flows.

1.1 Surface water hierarchy

The design and delivery of surface water drainage systems must be in accordance with the National Standards for Sustainable Drainage Systems or any replacement of national standards. Full details, including the hierarchy of surface water runoff destinations can be found here: **[National standards for sustainable drainage systems \(SuDS\) - GOV.UK](#)**

The standards indicate that surface water drainage systems shall be designed, constructed, maintained and operated following a natural approach to managing water. This should mimic natural drainage, manage surface runoff at or close to the surface and as close to its source as practicable.

Therefore, drainage proposals for new development must be designed to maximise the retention of surface water on-site and minimise the volume and rate of surface water discharge off-site. Where surface water connections already exist, the applicant must provide clear evidence of these connections along with calculations on rates of discharge, to demonstrate a reduction in discharge rates. Without this evidence, applicants will be required to discharge at a greenfield rate of run-off.

United Utilities will only accept new surface water connections to the public sewer in circumstances where the applicant has provided robust evidence that the drainage hierarchy has been fully investigated and more sustainable options for the management of surface water

have been proven to be unfeasible. Surface water connections, particularly to the combined sewer, should only be considered as the last resort.

1.2 Adoption and construction of drainage systems

If the applicant intends to offer wastewater assets forward for adoption by United Utilities, their proposed detailed design will be subject to a technical appraisal by our Developer Services team and must meet the requirements outlined in 'Sewerage Sector Guidance Appendix C – Design and Construction Guidance v2-2' dated 29 June 2022 or any subsequent iteration. This is important as drainage design can be a key determining factor of site levels and layout.

If the proposal incorporates a SuDS component(s) which interacts with a sewer network that may be offered for adoption by United Utilities, we recommend the applicant seeks further advice regarding the SuDS design; detailed information is available on our website.

Our acceptance of any drainage strategy submitted by an applicant to the Local Planning Authority for approval does not infer that a detailed drainage design will meet the requirements for a successful adoption application. We strongly recommend that no construction commences until the detailed drainage design has been submitted directly to United Utilities, assessed and accepted in writing. Any work carried out prior to the technical assessment being approved is done entirely at the developer's own risk and could be subject to change.

2.0 PLANNING CONDITIONS; OUR APPROACH TO DRAINAGE CONDITIONS

When appropriate, United Utilities will request planning conditions relating to site drainage. This is important to ensure the delivery of quality drainage design for both new and existing customers. There is also a particular focus on the sustainable management of surface water thorough investigation of the drainage hierarchy which is critical in the management of flood risk and to reduce the frequency and intensity of spills from storm overflows, which is a shared priority for both United Utilities and the customers and communities that we serve.

2.1 Drainage design

In scenarios where **all** relevant information regarding drainage design is available; the design is acceptable and all opportunities for the sustainable management of surface water have been fully investigated, we will usually request a compliance condition to enable the delivery of the proposed design. If **any** relevant information is missing, or where there is insufficient evidence to demonstrate that the drainage hierarchy has been fully investigated, we will request a pre-commencement condition to ensure that all aspects of drainage design are fully considered before any work begins on site.

2.2 Management and maintenance of Sustainable Drainage Systems (SuDS)

The Local Authority should consider a SuDS management and maintenance condition for any scheme where SuDS is included within the proposal. An example condition is below that may be suitable in many circumstances.

Prior to occupation of the development a sustainable drainage management and maintenance plan for the lifetime of the development shall be submitted to the local planning authority and agreed in writing. The sustainable drainage management and maintenance plan shall include as a minimum:

- (i) Arrangements for adoption by an appropriate public body or statutory undertaker, or, management and maintenance by a resident's management company; and*
- (ii) Arrangements for inspection and ongoing maintenance of all elements of the sustainable drainage system to secure the operation of the surface water drainage scheme throughout its lifetime.*

The development shall subsequently be completed, maintained and managed in accordance with the approved plan.

Reason: To ensure that management arrangements are in place for the sustainable drainage system in order to manage the risk of flooding and pollution during the lifetime of the development.

It is important to note that United Utilities cannot provide comment on an asset that is owned by a third-party management and maintenance company and therefore, would not be involved in any application to discharge a condition relating to SuDS management and maintenance.

3.0 UNITED UTILITIES' PROPERTY, ASSETS AND INFRASTRUCTURE

3.1 Water pipelines

United Utilities will not allow building over or in close proximity to a water main.

For any works in the vicinity of water pipelines, including drainage, the applicant must comply with our 'Standard Conditions for Works Adjacent to Pipelines', which can be found on our website: [Working near our pipes - United Utilities](#)

3.2 Wastewater pipelines

United Utilities will not allow any new buildings or structures to be erected over or in close proximity to a public sewer or any other wastewater pipeline. This will only be reviewed in exceptional circumstances.

Nb. Proposals to extend domestic properties either above, or in close proximity to a public sewer will be reviewed on a case by case basis by either by a building control professional or following a direct application to United Utilities (see our website for further details).

3.3 Water and wastewater pipelines and apparatus

A number of providers offer a paid for mapping service, including United Utilities. Alternatively, the plans can be viewed for free. See Section 5.0 'Contacts' for further details.

The position of underground apparatus shown on water and wastewater asset maps is approximate only and is given in accordance with the best information currently available. The

actual positions may be different from those shown on the plans and private pipes, sewers or drains may not be recorded. We strongly recommend the applicant, or any future developer, does not rely solely on the asset maps to inform decisions relating to the detail of their site and instead investigates the precise location of any underground pipelines and apparatus.

Where additional information is requested to enable an assessment of the proximity of proposed development features to United Utilities assets, the proven location of pipelines should be confirmed by site survey; an extract of asset maps will not suffice. The applicant should seek advice from our Developer Services team on this matter. See Section 5.0. 'Contacts' (below). United Utilities Water PLC will not accept liability for any loss or damage caused by the actual position of our assets and infrastructure being different from those shown on asset maps.

Developers should investigate the existence and the precise location of water and wastewater pipelines as soon as possible as this could significantly impact the preferred site layout and/or diversion of the asset(s) may be required. Unless there is specific provision within the title of the property or an associated easement, any necessary disconnection or diversion of assets to accommodate development, will be at the applicant/developer's expense. In some circumstances, usually related to the size and nature of the assets impacted by proposals, developers may discover the cost of diversion is prohibitive in the context of their development scheme.

Any agreement to divert our underground assets will be subject to a diversion application, made directly to United Utilities. This is a separate matter to the determination of a planning application. We will not guarantee, or infer acceptance of, a proposed diversion through the planning process (where diversion is indicated on submitted plans). In the event that an application to divert or abandon underground assets is submitted to United Utilities and subsequently rejected (either before or after the determination of a planning application), applicants should be aware that they may need to amend their proposed layout to accommodate United Utilities' assets.

Where United Utilities' assets exist, the level of cover to United Utilities pipelines and apparatus must not be compromised either during or after construction and there should be no additional load bearing capacity on pipelines without prior agreement from United Utilities. This would include sustainable drainage features, earth movement and the transport and position of construction equipment and vehicles.

Any construction activities in the vicinity of United Utilities' assets, including any assets or infrastructure that may be located outside the applicant's red line boundary, must comply with national building and construction standards and where applicable, our 'Standard Conditions for Works Adjacent to Pipelines', which can be found on our website: [Working near our pipes - United Utilities](#).

The applicant, and/or any subsequent developer should note that our 'Standard Conditions' guidance applies to any design and construction activities in close proximity to pipelines and apparatus that are no longer in service, as well as pipelines and apparatus that are currently in operation. This advice is also relevant to any uncharted pipelines (pipelines that do not appear on our asset maps) that might be discovered on site either before or during construction. In this

instance, the developer should contact our Developer Services team as soon as possible. See Section 5.0 'Contacts'.

It is the applicant's responsibility to ensure that United Utilities' required access is provided within any proposed layout and that our infrastructure is appropriately protected. The developer would be liable for the cost of any damage to United Utilities' assets resulting from their activity.

4.0 WATER AND WASTEWATER SERVICES, METERING AND CHARGES

If the applicant intends to receive water and/or wastewater services from United Utilities they should visit our website or contact the Developer Services team for advice at the earliest opportunity. This includes seeking confirmation of the required metering arrangements for the proposed development. See Section 5.0 'Contacts' (below).

If the proposed development site benefits from existing water and wastewater connections, the applicant should not assume that the connection(s) will be suitable for the new proposal or that any existing metering arrangements will suffice. In addition, if reinforcement of the water network is required to meet potential demand, this could be a significant project and the design and construction period should be accounted for.

In some circumstances a water meter must be installed to premises. Detailed guidance on whether the development will require a compulsory meter is available on our website within our published Charges Schemes; [Our household charges 2025/2026 | United Utilities](#) (Section 8.7).

To avoid any unnecessary costs and delays being incurred by the applicant or any subsequent developer, we strongly recommend the applicant seeks advice regarding water and wastewater services and metering arrangements, at the earliest opportunity. See Section 5.0 'Contacts'.

To promote sustainable development United Utilities offers a reduction in infrastructure charges to applicant's delivering water efficient homes and draining surface water sustainably (criteria applies). Further information can be found on our website: [Sustainability - United Utilities](#)

Business customers can find additional information on our sustainable drainage incentive scheme at [Incentive schemes | United Utilities](#)

5.0 CONTACTS

Contact our **DEVELOPER SERVICES** team as follows:

Website (including 'Live Chat'): Building & Developing - United Utilities

Email:

WATER (water mains, supply and metering): DeveloperServicesWater@uuplc.co.uk

WASTEWATER (public sewers and drainage): SewerAdoptions@uuplc.co.uk

SLUDGE PIPELINES: DeveloperServicesWater@uuplc.co.uk

Telephone (Monday-Friday, 8am-6pm): **0345 072 6067**

GROUNDWATER PROTECTION ZONES:

Where the proposed site is located in a Groundwater Source Protection Zone, the applicant should contact our Engineering team for advice, by email at Groundwater@uuplc.co.uk

PROPERTY SEARCHES (FOR ASSET MAPS):

The public water and sewer records can be viewed via our online viewing facility for free. Viewings are by appointment only. Email propertysearches@uuplc.co.uk or call **0370 751 0101** to book an appointment.

Alternatively, a number of providers offer a paid for mapping service including United Utilities. For more information, or to purchase a sewer and water plan from United Utilities, please visit Property Searches | United Utilities

UNITED UTILITIES LEGAL SERVICES (FOR EASEMENT DOCUMENTS):

Copies of relevant deeds may be purchased from United Utilities Legal Services. This information is also available from Land Registry.

To purchase a copy of easement documents from United Utilities, please email: LegalServices@uuplc.co.uk