

[REDACTED]  
Development Management  
Manchester City Council  
Manchester  
M2 5DB

[REDACTED]  
9 October 2026

***Sent via email only***

[REDACTED]

## **APPLICANT RESPONSE TO CONSULTEE COMMENTS IN RELATION TO HYBRID PLANNING APPLICATION REF. 145543/00/2026 – MIX MANCHESTER**

CBRE Limited, on behalf of Airport City Limited Partnership (hereafter referred to as 'the Applicant'), hereby provide this letter to respond to the statutory consultee comments received to-date in relation to application reference 145543/00/2026, associated with the MIX Manchester hybrid planning application.

In no particular order, this letter provides the Applicant's response to the following statutory consultee representations received to date by Manchester City Council ('MCC'):

- MCC Lead Local Flood Authority;
- Trafford Council;
- Natural England;
- MCC Arboriculture;
- Manchester Airport Aerospace Safeguarding;
- Greater Manchester Police;
- Greater Manchester Archaeological Advisory Services;
- The Environment Agency; and,
- Active Travel England.

This letter does not summarise and address the responses received from MCC Highways, TfGM and National Highways in relation to highways and access matters. Separate responses have been prepared by the Applicant and their technical team and issued to these parties via MCC in relation to these comments, and ongoing discussions are being held with each of these parties.

Should any additional consultation response be received that require a formal response from the Applicant, we will address these directly and issue an addendum to this letter accordingly.

### **Applicant Response to Statutory Consultee Comments**

#### **Lead Local Flood Authority**

A consultation response was received on 06 May 2026 from LLFA in respect of the proposals. The following schedule provides the Applicant's response to the comments raised. At the time of writing we are still awaiting confirmation that the matters have been satisfied.

| TOPIC / COMMENT                                                                                                                                                                                    | APPLICANT RESPONSE 1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | LLFA RESPONSE TO APPLICANT RESPONSE 1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | APPLICANT RESPONSE 2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
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| 1) The proposed culverting of the open channel ordinary watercourse (parcel A) is not acceptable. The applicant is encouraged to find alternatives which retain the open watercourse as a feature. | <p>The watercourse through the western site is a hard engineered channel constructed of gabions which was implemented as part of the Enterprise Way highway works circa 2018 by Aecom.</p> <p>As part of the enabling works package for the eastern site, the existing watercourse here was culverted to facilitate development. RoC attempted to mimic the hard engineered gabion arrangement in lieu of culverting but were advised by the LLFA that due to the low ecological value of the watercourse the preference was to culvert.</p> <p>On the basis that all that remains of the watercourse is this very short section around the boundary of Parcel A, that is hard engineered, has low ecological value and is culverted extensively both upstream and downstream, we do not see the benefit of retaining this as requested. In addition, there is also a desire from MAG to avoid any open water features in close proximity to the airport due to the risk of encouraging birds and therefore increasing the risk of bird strikes to aircraft. Removing this section would help mitigate this potential issue.</p> <p>A land drainage consent application will be submitted in the future, at the reserved matters stage, with respect to these works and we would respectfully request that the LLFA reconsider their position, taking the above into consideration.</p> | <p>The City Council is generally opposed to the culverting of open watercourses, in line with the Environment Agency and all other Local Authorities; this is due to the adverse ecological, flood risk, human safety and aesthetic impacts. We will only approve a culvert if there is no reasonably practicable alternative. The documents submitted under planning application 145543-OO-2026 did not demonstrate why culverting is both necessary and the only reasonably practicable alternative. The below additional information would be required for us to re-consider our position, prior to determination:</p> <p>Alternatives should be considered and an explanation as to why they cannot be implemented provided. Examples may include a revised site layout or an ecologically acceptable diversion of an open channel.</p> <p>The proposal must include an appropriate assessment of flood risk and environmental impact, and arrangements for access and maintenance for the lifetime of the development.</p> | <p>The development needs to achieve a raised plateau level above existing levels to avoid pumping surface water for the entire site. As a result of this raised level, the depth of the hard engineered channel would need to be increased from its current 1.5m.</p> <p>In addition, when taking into consideration the future highways improvements, the channel would need to be increased on the opposite highway facing side. This is without considering the width of the Gabion wall which would encroach into the area available for the engineering works and would impact the location of vehicle safety barriers.</p> <p>Given the increased depth of the channel and proximity to the development and proposed road widening works as part of the highway improvements, edge protection would be required to ensure the safety of motorists and pedestrians. This would prevent access into the channel for future maintenance.</p> <p>Any other solution e.g. an earthworks embankment in lieu of additional gabion</p> |

| TOPIC / COMMENT                                                                                                                                                                                                                                                                                                                                                    | APPLICANT RESPONSE 1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | LLFA RESPONSE TO APPLICANT RESPONSE 1                                                                                                                                                                                                                                                                                                                                                                                                     | APPLICANT RESPONSE 2                                                                                                                                                                                                                            |
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| 2) The Applicant has noted the downstream extent of the ordinary watercourse: "Indicative alignment of existing 800Ø culvert beneath Thorley Lane. Details to be confirmed pending further survey work." The downstream connectivity of the ordinary watercourse must be surveyed to ensure it is of sufficient capacity and condition for the proposed discharge. | Planning permission for the western part of the site (Parcel A) is sought in Outline only and therefore any survey work associated with this culvert will be undertaken as part of the future detailed design. However, it should be noted that the Applicant does not need to assess the capacity of the culvert as they are not increasing flows. They are also not undertaking any works to it other than minor modification to facilitate culverting of the incoming watercourse.                                                                                                                                                                                       | This issue was raised as the wording suggested uncertainty over the diameter/connectivity of the downstream culvert. Additional survey work (if required) can be conditioned.                                                                                                                                                                                                                                                             | Agreed and accepted.                                                                                                                                                                                                                            |
| 3) Proposed Discharge Rates & Volumes: Please provide full details of the "agreed restricted discharge rates with Manchester City Council as Lead Local Flood Authority for the whole masterplan area."                                                                                                                                                            | <p>RoC did not agree the discharge rate with the LLFA, this was done initially by ARUP as part of the wider ACN Masterplan (Ref 100831-OO-2012) and formally agreed by AECOM through the Enterprise Way Highway Works (Ref: 100268/FO/2012/S2). The approach taken was one of Qbar calculated at 5 l/s/ha.</p> <p>At this stage, we have not assessed the pre / post development run-off volume and would provide this information as part of a future condition discharge application. However, it should be noted that as we are restricting to Qbar and this is a brownfield site, there would be a significant betterment in terms of surface water run-off volume.</p> | <p>Discharge rates/volumes can be conditioned, for info standard wording includes:</p> <p><i>"Details of surface water attenuation to align with the Manchester, Trafford and Salford Strategic Flood Risk Assessment. For brownfield sites a minimum of 50% betterment is required for reduction in runoff rate compared to the existing rates with the aim of reducing to the Greenfield runoff rates. Please note that all new</i></p> | Noted. We will review any proposed conditions when available and comment further if considered necessary.                                                                                                                                       |

| TOPIC / COMMENT                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | APPLICANT RESPONSE 1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | LLFA RESPONSE TO APPLICANT RESPONSE 1                                                                                                                                                                                                                                                                                                                         | APPLICANT RESPONSE 2                                                                                                                                      |
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|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | <i>connections to ordinary watercourses shall comply with reduction of flows to Greenfield runoff rates."</i>                                                                                                                                                                                                                                                 |                                                                                                                                                           |
| 4) Please also provide details of proposed vs greenfield runoff volumes, to ensure that the proposed volume control is in line with the most recent SUDS standards (2025). Please provide hydraulic modelling to support any culverting proposals, to ensure that the proposed culvert is of sufficient capacity and to does not pose increased flood risk elsewhere. Hydraulic modelling must include surface water drainage from both the western and eastern parcels of development. | The culverting works we are proposing forms part of the Outline application site and is not something the Applicant would seek to provide at this stage. Notwithstanding, as this watercourse has been culverted extensively upstream and has already been subject to land drainage consent with the council, this information has previously been provided to, and approved by, the LLFA.                                                                                                                         | Detailed hydraulic modelling for the proposed culvert is not required, as the proposed culvert ties in with the design of the upstream culvert. However, an appropriate assessment of flood risk and environmental impact would be required, as detailed above. Detailed engineering drawings would be required as part of any land drainage consent process. | Noted. We will review the final condition wording when available but would be happy with something in line with the above.                                |
| 5) Please provide hydraulic calculations illustrating the performance of the proposed surface water drainage system under a surcharged ordinary watercourse scenario.                                                                                                                                                                                                                                                                                                                   | RoC have not undertaken any detailed hydraulic calculations for the Outline portion of the development and are therefore unable to provide this information. The level of design undertaken is considered commensurate with an outline application. In terms of the detailed (eastern) site, the surface water drainage system discharge to a surface water sewer. The Applicant would provide further detailed calculations and information for this element as part of a future condition discharge application. | Hydraulic calculations of the entire surface water drainage system are required within conditions as standard. The risk of culverted ordinary watercourse surcharging should be assessed, and a surcharged scenario should be included within the hydraulic calculations.                                                                                     | Agreed and accepted.                                                                                                                                      |
| 6) A significant volume of flooding is predicted (3.968m3) at manhole S1.02 in the 100+CC event, at close proximity to proposed unit E1. Please provide an exceedance flow route map                                                                                                                                                                                                                                                                                                    | RoC do not consider the volume of flooding indicated to be significant. Nevertheless, at this stage the hydraulic model does not include all of the proposed SuDS elements i.e. permeable paving, bio-retention areas, filter drains etc. There is therefore a significant amount of                                                                                                                                                                                                                               | We do consider this to be a significant flood volume; however, we accept that the Outline design modelling does not include all of the proposed SuDS/storage and that this will be                                                                                                                                                                            | Noted. Should culverting of this watercourse be taken forward, we would provide all necessary information as part of the subsequent land drainage consent |

| TOPIC / COMMENT                                                                                                                                                                                                                                                                                                                                                                                                      | APPLICANT RESPONSE 1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | LLFA RESPONSE TO APPLICANT RESPONSE 1                                                                                                                                                                                                                                                                                                                                                                                                                     | APPLICANT RESPONSE 2                                                                                                                                                                                                                    |
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| for the entire site, which accounts for predicted flooding volumes. Please also clarify why a larger storage volume has not been proposed to accommodate this design event.                                                                                                                                                                                                                                          | residual storage in the network that is still to be modelled. Whilst the current calculations may show nominal flooding at this stage, this would be eradicated when the final detailed design has been complete. These calculations, along with an exceedance flow path plan, would be provided as part of a future condition discharge application.                                                                                                                                                                                                                                                                                   | included at condition discharge stage. Predicted flooding in the 1 in 100+CC event should be prevented wherever possible. Hydraulic calculations of the entire surface water drainage system are included within conditions as standard.                                                                                                                                                                                                                  | application at the appropriate time.                                                                                                                                                                                                    |
| 7) The applicant has stated that "Gravity drainage is expected to be feasible given the level of the watercourse in relation to the site. However, this would need to be formally confirmed at the appropriate time when a more detailed strategy is developed." The viability of a gravity drainage system must be evidenced, as a surface water drainage strategy which relies on pumping would not be acceptable. | This comment relates to the Outline application area. As it is at Outline stage only, RoC have not undertaken any detailed levels design for the site and therefore it is not possible to say with any certainty whether pumping can be completely ruled out. Notwithstanding, whilst we would always look to develop a drainage scheme that does not rely on the pumping of surface water flows this is not always possible due to the constraints of the site. If it is ultimately proven that a pumped connection will be required on the basis of there being no other practicable alternative, then this is what will be proposed. | Pumping should only be used as a last resort. If pumping does need to be proposed for the surface water drainage strategy, it should be demonstrated that there is no practical alternative and the area draining to the pump should be minimised. Proposals of pumped surface water discharge must account for the risk of pump failure, including mitigation against pollution and flooding. This can be provided at condition discharge, if necessary. | Noted. We will provide an appropriate package of information, including hydraulic calculations with surcharged outfall checks, as part of the future condition discharge applications.                                                  |
| 8) Large attenuation tanks are proposed beneath the highway extents within the development. Future adoption/ownership arrangements of these assets should be confirmed, and evidence that the proposed tanks will be structurally safe under the proposed loadings/traffic levels.                                                                                                                                   | All drainage within the site will remain private. The proposed tank design will be confirmed in more detail as the scheme is progressed and information provided as part of a future condition discharge application. Notwithstanding, the tanks as proposed have sufficient cover for the anticipated traffic loads based on standard cover depths, but the specific tank product.                                                                                                                                                                                                                                                     | It has been confirmed that the highways and tanks will both remain privately owned. Maintenance/management plans will be conditioned as standard.                                                                                                                                                                                                                                                                                                         | Noted. The Applicant will provide an appropriate package of information, including hydraulic calculations which detail any predicted surface flooding, overland flow paths etc, as part of the future condition discharge applications. |
| 9) Highway extents are proposed above the existing culverted watercourse in the eastern                                                                                                                                                                                                                                                                                                                              | The culvert, which formed part of a previous land drainage consent application to the LLFA, is a 1.2m diameter concrete pipe. It has in                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | We need to take precautions to ensure that existing culverted watercourse assets are                                                                                                                                                                                                                                                                                                                                                                      | The culvert easement is generally in excess of the minimum adoptable                                                                                                                                                                    |

| TOPIC / COMMENT                                                                                                                | APPLICANT RESPONSE 1                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | LLFA RESPONSE TO APPLICANT RESPONSE 1                                                                                                                                                                                                      | APPLICANT RESPONSE 2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
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| parcel. Please provide evidence that the existing culvert will be structurally safe under the proposed loadings/traffic levels | excess of 1.2m cover along its full length which is the minimum cover depth required in trafficked areas. We do not consider it necessary to provide structural calculations for this on the basis that it complies with the recognised minimum cover depth for a drainage pipe beneath a road. Further at the time the land drainage consent was granted, the associated planning application placed the culvert under the access road, so this was always this intent of the consent. | safeguarded. Please provide confirmation from the project engineer that the easement, proposed depths to cover and loadings (including during development and the proposed highway extent) are appropriate to safeguard the culvert asset. | <p>requirements with the exception of pinch points along the western boundary where it reduces to 6m in places. Measures are proposed to mitigate this which are discussed below.</p> <p>Cover across the pipe to existing ground currently varies between 1.3m to 2.43m. Cover across the pipe to proposed ground varies between 1.2m and 2.35m however it is never less than 1.86m in a trafficked area.</p> <p>There are no traffic loadings proposed in the permanent scenario which would exceed Highway Agency maximum legal vehicle weights i.e. no traffic would be encountered over the culvert beyond a gross weight of 44 tonnes.</p> <p>The as installed culvert comprises a 1.2m diameter reinforced Stanton Bonna (now Tracey Concrete) pipe which is designed &amp; manufactured to meet the requirements of BS EN 1916 &amp; BS 5911-1. The pipe has been installed with a full Class S granular bed &amp; surround. The culvert therefore has both sufficient cover and suitable bedding/</p> |

| TOPIC / COMMENT                                                                                                                                                                                                                                                                                                                                            | APPLICANT RESPONSE 1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | LLFA RESPONSE TO APPLICANT RESPONSE 1                                                                                                                                                                                                                                    | APPLICANT RESPONSE 2                                                                                                                                                                                                                                                                                                                                                                               |
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| 10) The eastern parcel is proposed to drain via the existing surface water sewers, via an existing stub connection. It has not been confirmed whether this is an adopted public sewer. Ownership of these assets needs to be confirmed to ensure relevant agreement in principle is obtained that there is adequate spare capacity in the existing system. | It is our understanding that these assets were submitted for adoption by AECOM who were responsible for the Enterprise Way highway works. This system serves both the new highway and the surrounding development parcels only so we know that they have been designed with and still retain sufficient capacity for the whole masterplan area, including our site. We will submit a S106 application to United Utilities for both the foul and surface water outfalls to this system at the appropriate time. | Agreement in principle (whether from UU or a private asset owner) is included as standard as part of conditions. This was worth raising as a potential issue at this stage due to uncertainty over the adoption of these existing sewers.                                | Noted. We will provide an appropriate package of information, including a management & maintenance plan, as part of the future condition discharge applications.                                                                                                                                                                                                                                   |
| 11) Please provide georeferenced routes for the routes of all existing ordinary watercourse works, including culverting and diversions completed as part of previous enabling works, and any related land drainage consent information.                                                                                                                    | <p>The alignment and level of the culverts as shown on our drainage strategy drawing is based on topographic/ as-built information. The only information we do not have is for the 800mm diameter pipe beneath Thorley Road which, as highlighted above, will be surveyed at a later date.</p> <p>In terms of land drainage consent, we only have information relating to the culvert through the eastern site. It was AECOM who were</p>                                                                      | We hold land drainage consent records for the permanent culvert east of Enterprise Way. Where possible, please provide any georeferenced routes for the existing culverted watercourse to update the LLFA's records. This is not a requirement for the planning process. | Noted. The Applicant will provide the existing information we have in a follow-up email and, where any future culverting works are proposed, this will be provided as part of the LDC application.                                                                                                                                                                                                 |

| TOPIC / COMMENT                                                                                                                                                                                                          | APPLICANT RESPONSE 1                                                                                                                                                                                                                                                                                                                                                            | LLFA RESPONSE TO APPLICANT RESPONSE 1                                                                                                                                                                                                  | APPLICANT RESPONSE 2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
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|                                                                                                                                                                                                                          | responsible for the other culverting/ watercourse works and the associated land drainage application. Nevertheless, the land drainage applications were submitted to and approved by the LLFA who should already be in possession of this information.                                                                                                                          | Should a future new culverting proposal be progressed through the land drainage consent process, we will require a georeferenced route for all new culvert assets (if applicable) as part of the LDC process.                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 12) Please clarify the '6m notional easement' proposed for the existing and proposed new culvert and whether this is 6m provided either side of the culvert(s). Design must comply with these minimum easement standards | The easement information provided above relates to adoptable sewer assets. This is an ordinary watercourse in riparian ownership and therefore the same requirements do not apply. The overall minimum 6m easement width is based on a 45 degree zone of influence between the pipe invert and the building to ensure that the proposed foundations do not impact on the asset. | Where a reduced easement is proposed (compared to the attached minimum easement standards) please provide evidence of the assessment of zones of influence to ensure that the existing culvert and proposed buildings are safeguarded. | <p>As highlighted above, the easement width to the existing watercourse is generally in excess of minimum adoptable requirements with the exception of pinch points along the western boundary where it reduces to 6m in places.</p> <p>To mitigate this, all sub-structure elements within a 5m offset (10m overall easement width) will be extended to ensure their founding depth is below the invert level of the pipe. This ensure that there is no loading imposed onto the culvert nor any potential to undermine the building should any open exaction works be required along the line of the culvert at any point in the future.</p> |

## Trafford Council

A consultation response was received on 08 May 2026 from Trafford Council in respect of the proposals. The following schedule provides the Applicant's response to the comments raised.

| TOPIC                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | APPLICANT RESPONSE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
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| The submitted Planning Statement cites a number of strategic employment-led policies which support the principle of the development proposed, including saved UDP Policy EW8, Core Strategy Policy EC11, and Policy JP-Strat10 of Places for Everyone. Clearly, the proposal responds to a longstanding aspiration for the site's development in order to maximise the benefits of the continued operation and sustainable growth of Manchester Airport and its surrounding locality; this is fully recognised, and supported, by Trafford Council in noting the respect – in principle - for the plan-led approach.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Comment acknowledged – no response required.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| That being the case, in considering the particular uses proposed, it is noticed that there is an element of Main Town Centre Uses (as defined in the glossary to the NPPF) - in addition to the more anticipated employment floorspace - which may or may not have been contemplated at plan-making stage. This includes a hotel and some ancillary retail/commercial floorspace. You will be aware that 'offices' also constitute a Main Town Centre Use. Having looked at the submission (including the Environmental Statement) there would not appear to be any accompanying sequential assessment for these uses when having regard to the policy test at paragraph 91 of the NPPF. Officers at Trafford raise the question of whether a sequential assessment is in fact necessary when considering the mix of uses allowed for by the corresponding site specific policies and in the context of the detail of any sequential assessment which may have been undertaken at plan-making stage. This is in the interests of protecting the health of all designated town centres nearby as well as supporting planned local centre provision as part of the Davenport Green Strategic Allocation. | <p>The proposed hotel, office, and ancillary retail elements form a small-scale, supportive part of an employment-led mixed-use scheme. These uses are intended primarily to serve on-site workers, visitors, and businesses, rather than operate as standalone town centre destinations. As such, they are limited in scale and complementary to the core employment function, and are not expected to compete with established centres.</p> <p>The development sits within a strategic allocation identified through the plan-making process, where a mix of employment-generating uses is supported in principle. The inclusion of supporting uses such as a hotel and ancillary services aligns with modern employment development models and reflects what would reasonably have been contemplated at that stage. In this plan-led context, the proposal cannot be considered a departure that would typically trigger the sequential test under decision making Policies TC3 and TC4 of the NPPF (2026).</p> <p>Given the modest and ancillary nature of the town centre uses, there would be no material impact on the vitality or viability of nearby centres, including planned provision at Davenport Green. The proposal will complement surrounding centres by supporting employment growth and increasing local demand, rather than diverting trade.</p> <p>On this basis, a proportionate approach is justified, and a standalone sequential assessment is not considered necessary.</p> |
| To the best of our knowledge Trafford's LHA was not involved in any proceeding preapplication consultations or scoping applications/meetings. The LHA has only been consulted for this application. No data has been seen by Trafford LHA for the new T2 signalised junction on                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Comment acknowledged and responded to in Manchester City Council Highways response prepared by Buro Happold.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |

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| <p>Thorley Lane and recently upgraded signalised Thorley Lane/Runger Lane junction. This LHA would have expected these two junctions to have been included as part of the modelling exercise and surveys. In addition, this LHA would have expected further consideration to have been given to the provision of up to 2,500 homes plus 60,000 sqm employment floor space as part of the Davenport Green Strategic Allocation, and the forecast impact to the new junctions. No comments are made for the proposed internal arrangements (e.g. site layout, pedestrian provision, level of car parking, servicing arrangements, and cycle parking etc.) which we understand are designed in accordance with MCC standards and are thus for consideration by MCC.</p> |                       |
| Trafford Air Quality Team - No comments                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | No response required. |

## Natural England

A consultation response was received on 14 May 2026 from Natural England in respect of the proposals. The following schedule provides the Applicant's response to the comments raised.

| TOPIC                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | APPLICANT RESPONSE                                                                        |
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| <p>No objection.</p> <p>Based on the plans submitted, Natural England considers that the proposed development will not have likely significant effects on European sites, Sites of Special Scientific Interest, or Protected Landscapes, and has no objection to the proposed development.</p> <p>Nature England welcome the Green and Blue Infrastructure Document that has been prepared to support the application. They advise that any Green Infrastructure (GI) (landscaping and SuDS) is designed and delivered in alignment with Natural England's Green Infrastructure Framework (GIF).</p> <p>In accordance with Planning Practice Guidance on the natural environment, Natural England highlights the Local Nature Recovery Strategy (LNRS) as an evidence base which contains information that may be a 'material consideration' in the planning system.</p> <p>As such, it provides a valuable tool for informing BNG requirements for new development, offering a 1.15 uplift in biodiversity value where proposals deliver actions mapped in the LNRS.</p> <p>Furthermore, the scheme could support the delivery of unmapped actions in the LNRS. Unmapped measures that could be particularly relevant here include:</p> | <p>Comment and suggested supplementary materials acknowledged – no response required.</p> |

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| <ul style="list-style-type: none"> <li>• Create dedicated new multifunctional and inclusive green spaces as part of new development and regeneration, to meet the national Urban Greening Factor (UGF) of 0.3 on commercial and 0.4 on residential development or the local authority set UGF.</li> <li>• Manage spaces in a wildlife-friendly way by leaving areas of longer grass for wildlife in gardens or reduce mowing, reducing use of pesticides and herbicides.</li> <li>• Create or allow more space for water and install sustainable drainage, providing water for wildlife and adaptation to climate change.</li> </ul> |  |
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## MCC Arboriculture

A consultation response was received on 14 May 2026 from the MCC's Arboriculture team in respect of the proposals. The following schedule provides the Applicant's response to the comments raised.

| TOPIC                                                                                                                                                                                                                                                      | APPLICANT RESPONSE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
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| MCC Arboriculture do not raise any concerns with the proposals or the proposed mitigation planting strategy – however they do object to the loss of T16 (Mature Common Oak) and request that the tree be retained within the future development proposals. | <p>We note and acknowledge the comments raised by the Council's Arboriculturist.</p> <p>We emphasise that the application has been submitted in hybrid form, with the relevant parcel (A) forming part of the Outline element of the development proposals, where all matters (save for primary access) are reserved for future determination. As such, there remains no certainty at this stage as to whether T16 will ultimately be removed or retained, with the detailed layout and landscaping to be considered through future Reserved Matter application(s). The Illustrative Masterplan is indicative and demonstrates a feasible development scenario within the approved parameters.</p> <p>Notwithstanding this, the indicative layout has been subject to extensive testing, including consideration of opportunities to retain existing trees where practicable. In this instance, options for the retention of T16 have been explored – however based on the current parameter plans, its retention would result in a significant constraint on the net developable area of the site. This would materially impact the efficient layout and delivery of the proposed employment floorspace on this parcel, and in turn, undermine the ability to realise the quantum of development that is central to the scheme's objectives and justification.</p> <p>The delivery of this quantum of development is fundamental to securing the substantial public and economic benefits associated with the scheme:</p> <ul style="list-style-type: none"> <li>• Creation of approximately 215 construction jobs per annum within Manchester and 493</li> </ul> |

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|  | <p>construction jobs per annum across the North West, alongside £257 million of Gross Value Added within Manchester and £330 million across the North West economy, supported by £239.5 million in direct construction expenditure;</p> <ul style="list-style-type: none"> <li>• Creation of approximately 945 FTE additional jobs within Manchester and 2,163 FTE jobs across the North West, together with £125 million GVA in Manchester and £161 million across the North West, as well as circa. £7.6 million in annual business rates revenue.</li> </ul> <p>Beyond the quantifiable economic benefits, the development will deliver a wide range of social and environmental public benefits, including:</p> <ul style="list-style-type: none"> <li>• Creation of high-value employment opportunities across advanced manufacturing, research and development, and innovation sectors;</li> <li>• Delivery of skills development, apprenticeships and local labour opportunities, supporting surrounding communities;</li> <li>• Regeneration and productive reuse of brownfield land in a highly accessible and strategically important location;</li> <li>• Delivery of biodiversity net gain and extensive new tree and landscape planting (including over 100 new trees across the scheme);</li> <li>• A high-quality public realm, green infrastructure and enhanced connectivity, promoting sustainable travel and place-making; and</li> <li>• Delivery of energy-efficient buildings targeting BREEAM Excellent standards and incorporating climate resilience measures.</li> </ul> <p>In this context, should it be demonstrated through the Reserved Matters process that the retention of T16 is not feasible, its removal would need to be considered within the overall planning balance. It is considered that the significant and demonstrable public benefits arising from the delivery of the full quantum of development would outweigh the local arboricultural impact associated with the loss of the tree.</p> <p>Notwithstanding the above, the retention of T16 will continue to be considered as part of the detailed design evolution at Reserved Matters stage, where further opportunities for retention or integration will be explored.</p> |
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## Manchester Airport Aerospace Safeguarding

A consultation response was received on 15 May 2026 from Manchester Airport Aerospace Safeguarding in respect of the proposals. The following schedule provides the Applicant's response to the comments raised. It should be noted as of the date of this letter, there are ongoing discussion with the safeguarding team in relation to outstanding matters,

| TOPIC                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | APPLICANT RESPONSE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
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| We note that throughout the submitted documents there is reference to a 'maximum development height' of 101.7 AOD. We have previously stated that this height is an erroneous assumption of the height at which development can be tolerated from the perspective of aerodrome safeguarding. The only determinant of the maximum development height is by undertaking complex technical assessments to ensure that safeguarded surfaces are not breached. It is also important to be clear that the maximum height includes that of any temporary construction equipment. | <p>We would like to reiterate that the submitted height parameters were not presented as agreed or fixed at the time of submission of the application, pending the results of an Instrument Flight Procedure (IFP) Assessment. Rather, they were applied deliberately for the purposes of assessment (particularly in relation to daylight and sunlight) to ensure that the Outline elements of the scheme, where detailed design is unknown at this stage, is tested on a robust 'worst-case' basis.</p> <p>We fully acknowledge that the final heights of the proposed units will be determined at the Reserved Matters stage, however since comments from MAG Aerodrome Safeguarding were originally received, the IFP Assessment commissioned by the Applicant from NATS ahead of submission of the hybrid planning application has now been issued. The outcomes of the assessment conclude that a maximum building height of 101.7 AOD (inclusive of tall equipment and machinery for construction and maintenance) could be achieved. The IFP assessment has been submitted to the LPA as part of a package of updated application information issued on 29 September 2026.</p> |
| The submitted Glint and Glare assessment is incomplete and not currently fit for purpose. The luminance calculations have not been provided nor has the comparison at 2.3 been completed.                                                                                                                                                                                                                                                                                                                                                                                 | A revised Glint and Glare Study has been prepared by Pager Power. The study concludes that the luminance calculations are greater than the 20,000 limit imposed by MAG – however the intensity is still rated as 'green' (acceptable by FAA and CAA standards), therefore a low impact is predicted. Pager Power have confirmed the methodology for the Glint and Glare Study represents a 'worst case scenario' due to the technical limitations of the industry-standard software – yet the results still confirm compliance with FAA and CAA standards.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Section 1.1.6 states that - If any bird monitoring or prevention measures are deemed ineffective, this plan will be reviewed and revised by a competent professional. – but does not set out a timescale on which this would happen. If the site is attracting large numbers a review that takes six months would not be appropriate                                                                                                                                                                                                                                      | The revised Wildlife Hazard Management Plan outlines that the effectiveness of the management measures will be reviewed representatives of Manchester Airport, and if measures are deemed ineffective, then the plan will be reviewed within 5 working days.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Section 1.2.3b states that - Landscape proposals for Phase 1 provide green corridors with native trees, hedges and scrub, green streets with rain gardens and sustainable drainage system (SuDS) features designed to drain within 48 hours. Waste stores are enclosed and                                                                                                                                                                                                                                                                                                | The revised plan outlines the proposed SuDS and outlines that no more than 20% of the scrub mix comprises fruit-berry-nut bearing species.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |

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| planting avoids fruit/berry bearing species and seed rich grasses – Does SuDS features in this context mean the filter drains and rain gardens or are other SuDS features included in the proposals? Also, the proposed native scrub planting does not reflect this advice                                                                                                                |                                                                                                                              |
| Section 3.1.2 States that - Excavations should be monitored by site workers, and any long-term (i.e. longer than 48 hours) accumulation of water should be reported to the site manager. - This should include any accumulations of water not just those in excavations but also on access tracks and other areas, and they should be drained within 24 hours                             | The revised plan outlines that any and all accumulation of water will be drained within 24 hours.                            |
| Overall, the construction mitigation measures are good, however the plan does not set out any formal monitoring to ensure that these measures are effective. It is therefore recommended that a monitoring schedule and commitment regarding bird dispersal or further mitigation is added to fully ensure that this phase of development does not result in an increased birdstrike risk | The construction phase measures now include a formal monitoring procedure and commitment on bird dispersal.                  |
| Where PV arrays are installed, access to voids should be blocked wherever possible using meshes/skirts.- Such skirts should be installed when the photovoltaic panels are erected in order to prevent access for Feral Pigeons and gulls. The skirts should be attached to the panels and the roof with no gaps which would allow access for birds which might become trapped.            | The plan outlines that PV array voids will be blocked to discourage bird nesting.                                            |
| Monitoring during the occupation phase as set out is appropriate, but should include the MSCP.                                                                                                                                                                                                                                                                                            | Monitoring for the MSCP has now been added to the WHMP.                                                                      |
| The management plan does include commitments to monitor and deter birds as necessary (including consulting with a bird control specialist and potential for lethal control under license with Natural England), but does not include a firm commitment to prevent successful nesting by large gulls and this commitment should be added to the plan.                                      | The plan now includes a firm commitment to prevent large gull nesting.                                                       |
| Section 3.4.1 States that - This WHMP will be reviewed annually and after any significant wildlife strike reported by MAG, significant changes to site layout/land use, or persistent nesting. Measures and training will be updated accordingly. - Such changes should only be made in agreement with MAG.                                                                               | The plan has been clarified to outline that any changes to the WHMP will only be made in consultation with MAG safeguarding. |
| The management plan should include a commitment to further action at the reasonable request of MAN.                                                                                                                                                                                                                                                                                       | Agreed and accepted.                                                                                                         |

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| <p>Landscaping – the planting mix needs to be amended as follows:</p> <ul style="list-style-type: none"> <li>The native scrub mix includes a high portion of fruit and berry bearing species, with the only woody species that does not bear fruit or berries being Hazel. This planting type should be amended so that the scrub part of the planting (i.e. not including the herbaceous understory planting) contains no more than 20% fruit and berry bearing plants with the majority being made up of species that bear seeds or nuts such as Hazel or Field Maple.</li> <li>The proposed hedgerow planting includes Box, Hawthorn and Holly all of which bear fruit and which can result in an exploitable food resource for hazardous flocking species such as Starlings and winter thrushes. the proportions or numbers of each type and not clear, but as above the proportion of fruit and berry bearing plants should be reduced to less than 20% of the overall planting in a mixed hedge and single species hedges should avoid the use of fruit and berry bearing species.</li> </ul> <p>The proposed climbers include honeysuckle which bears fruit which is eaten by birds as is Chocolate vine. Overall honeysuckle should be used sparingly, with most climbers consisting of Clematis and Hydrangea.</p> | <p>Planit have revised the Tree and Planting drawings to reflect the advice of the safeguarding officers. They have been changed as follows:</p> <ul style="list-style-type: none"> <li>Increase number of Field Maple from 15 to 23 species</li> <li>Reduced number of Betula pubescens from 14 to 10 species.</li> <li>Reduced number of Tilla x europaea from 14 to 10 species.</li> <li>Increase percentage mix of Hazel</li> <li>Overall reduce percentage mix of fruiting and berry species</li> <li>Swap climbers Akebia Quinata / Lonicera japonica 'Halliana' for clematis &amp; hydrangea.</li> </ul> <p>Buro Happold, as the appointed ecological consultant for the project, have confirmed that these changes do not impact the results of the Biodiversity Net Gain Assessment as the species changes are within the same metric categories and carry the same scores in the BNG methodology.</p> |
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Further comments were received from MAG's Safeguarding team on 2 July 2026. The comment and Applicant's response are outlined below.

| MAG RESPONSE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | APPLICANT RESPONSE 2                                                                                                                                                                                                                                                                                                                        |
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| <p>The Glint and Glare assessment remains unfit for purpose. We appreciate the limitations of the software in assessing non-solar pv so we are content for the facades, roofs, and parked cars to be scoped out. Once the solar pv array design details are known they should be assessed formally via the SGHAT model and will need to ensure that the luminance limit (currently 20,000cd) is not exceeded,</p>                                                                           | <p>Noted.</p> <p>We accept a suitably worded planning condition relating to the preparation of a Glint and Glare Assessment for the PV arrangement prior to their installation.</p>                                                                                                                                                         |
| <p>In order to manage the potential of the development to emit a glint or glare from reflective surfaces, we wish to be pragmatic and suggest that the applicant provides a mitigation plan in the event of reports of intolerable glare from pilots or air traffic controllers. The mitigation plan should set out measures to be implemented in the event that glint or glare from the facades, roofs or parked vehicles gives rise to an unacceptable impact on aircraft operations.</p> | <p>Noted.</p> <p>We understand the Airport Safeguarding Team's commitments to the Civil Aviation Authority and the necessity of a commitment to the preparation of a Glint and Glare Mitigation Plan.</p> <p>We request that this is inserted into the decision notice as a suitably worded "prior to above ground" planning condition.</p> |

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| <p>The approved plan shall be retained for the lifetime of the development and any required mitigation measures shall be implemented in accordance with the approved details reason in the interests of aviation safety.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                       |
| <p>Section 1.1.6 now reads ‘this plan will be reviewed within five working days and revised by a competent professional, subject to agreement with Manchester Airport Airside Operations staff’. This is acceptable but it also needs to state what level of bird activity constitutes the plan being ‘deemed ineffective’ i.e. what threshold numbers and species of bird would trigger contacting MAN. If hazardous numbers of birds were present, MAN would need contacting immediately, even if revising the plan took longer.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <p>Noted.</p> <p>Suggested amendments have been picked up in the latest iteration of the Wildlife Hazard Management Plan. This has been reissued for review and sign-off.</p>                                                                                                                                                                                         |
| <p>Section 1.2.3 is unaltered in the WHMP - the scrub planting described in the other documents now reflects the WHMP. There has been no response regarding the SuDS features. We are concerned about other ambiguous references to potentially water retaining features in the planning documents. The DAS and Green and Blue Infrastructure Response and other parts of the planning application refer to a ‘A larger dished land form subtly contoured into the public realm [which] will channel flood water through the site’, this may be referring to the swales, but it is not clear if this is the case. There are also references to an attenuation basin in some of the documents which may just be a loosely worded reference to the underground attenuation features e.g. the Planning Statement refers to an attenuation basin and the ES VOL 1 Main Text, refers to excavating an attenuation basin. We need explicit confirmation that all new features that may hold open water above ground will be typically dry (holding water above ground for more than 48 hours only in a 1:30 year event or greater) with a quick drain down time (less than 48 hours after a less frequent storm event).</p> | <p>Noted.</p> <p>Reference to the 48-hour time limit for the draining of SuDS and water holding features after storm-events has been made in the latest iteration of the Wildlife Hazard Management Plan, submitted 29 September.</p>                                                                                                                                 |
| <p>Section 3.1.6 now states that states ‘agricultural type bird scaring devices or proactive management actions should be implemented if the levels of site activity reduce for long periods of time.’ during construction. Automated bird scaring devices of this type should definitely not be used at this site. Any bird dispersal needs to be performed after consultation with MAN to avoid scaring birds into the path of aircraft, therefore automatic devices are not appropriate and could cause a birdstrike instead of preventing one. Sections 3.1.15-3.1.17 is an adequate response to our comments about a commitment to monitoring for birds, although it does not include a monitoring schedule. The sentence quoted above is also an example of incorrect usage of the word ‘should’ instead of ‘will’.</p>                                                                                                                                                                                                                                                                                                                                                                                         | <p>Noted.</p> <p>Reference to automated bird scaring measures has been removed from the latest iteration of the Wildlife Hazard Management Plan.</p> <p>A twice-monthly commitment to monitoring for birds during the construction phase has also been added to the Wildlife Hazard Management Plan.</p> <p>Terminology has been updated from “should” to “will.”</p> |

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| <p>Section 3.2.7 now adequately covers the skirting of solar PV, although it used the word 'should' instead of 'will' and this should be altered.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <p>Noted.</p> <p>Terminology updated from "should" to "will."</p>                                                                                                                                                                                                                                                                                              |
| <p>We requested that a firm commitment be made within the WHMP to prevent successful nesting by large gulls, the applicant has attempted to address these issues but the WHMP still needs some adjustment, as listed below:</p> <ul style="list-style-type: none"> <li>• Section 3.2.3 and 3.3.3 refers to the monitoring and dispersal of birds from the roof. Bird dispersal should be limited to hazardous birds (e.g. it would be inappropriate and unnecessary to disperse 10 sparrows from the roof). The WHMP should state the species which need to be dispersed and give a threshold number for each species which would trigger action. It also refers to dispersing 'any flocks of birds [...] as soon as possible. As has been done in other parts of the WHMP, it should also be clearly stated that no action will be taken without consulting MAN operational staff.</li> <li>• Section 3.2.4 now refers to 'nesting gulls' which is appropriate.</li> <li>• 3.3.6 and 3.2.4 suggests egg oiling as a control method for gulls. Egg oiling should not be used in this context because it is a long-term method for reducing/slowing population increases not a deterrent. Also, breeding gulls shouldn't be allowed to get to the point of laying eggs as nests should be detected and removed before eggs are laid and Gulls will continue to sit on the oiled eggs waiting for hatching, and will continue to defend their territory, and possibly feed on the airport for a number of weeks, creating a hazard to aircraft.</li> <li>• Section 3.3.6 states 'Should nesting become a persistent problem'. The whole point of the WHMP is that nesting will not be allowed to occur on the roofs at all and should never become a 'persistent problem'. The section implies that the gulls will have built nests and be incubating eggs, and that egg-oiling will then be carried out. As stated above, egg-oiling is not an appropriate control technique in this context and any nests that are built, or eggs that are laid, despite initial disturbance efforts should be immediately removed. The applicant will require a NE licence for this, and one should be obtained</li> </ul> | <p>Noted.</p> <p>Threshold tolerance for bird species has been inserted in Appendix A.</p> <p>References to egg oiling removed and confirmation that gulls will be removed (with correct license from Natural England) has been added.</p> <p>The inspection frequency for the building netting has been reduced from 3 times a day to at least quarterly.</p> |

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| <p>in advance so that action can be taken immediately should the need arise</p> <ul style="list-style-type: none"> <li>Section 3.2.11 refers to any netting needing monitoring 3 times a day for trapped birds. This is not the case. Bird exclusion netting is routinely fitted to buildings and, if properly installed, needs only to be inspected regularly for disrepair (e.g. quarterly) but nowhere near as frequently as 3 times a day.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                              |
| <p>Section 3.4.1 This still needs further adjustment - the WHMP should include a commitment to facilitate site visits as soon as possible following a request by MAN, subject to any necessary health and safety requirements. Site visits will not necessarily be at 3 monthly intervals.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | <p>Noted.</p> <p>There is now a firm commitment to facilitate site visits from representatives of Manchester Airport as soon as possible, when requested.</p>                                                                                                |
| <p>Section 3.4.2 describes actions if the control measures are deemed ineffective. However, it does not define what ineffective means nor who would decide if a measure was effective or not. Threshold values for counts of hazardous birds need to be provided which if consistently exceeded despite control measures being in place would constitute failure of the WHMP.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <p>Noted.</p> <p>Threshold (three consecutive monitoring inspections or three occasions within one month) for deeming the Wildlife Hazard Management Plan 'ineffective' has been inserted.</p> <p>Threshold tolerance has also been added in Appendix A.</p> |
| <p>Section 3.4.3, the WHMP would need to be reviewed following a strike with a hazardous bird if MAN had to reason to believe the bird had originated from the development site.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | <p>Noted.</p> <p>Amendment picked up in latest iteration of Wildlife Hazard Management Plan.</p>                                                                                                                                                             |
| <p>The proposed management actions in relation to the proposed tree planting need altering as follows :</p> <ul style="list-style-type: none"> <li>Section 2.4.12 refers to the applicant being aware that some of the proposed trees have dense canopies. They state that because existing trees on the land are not managed for birdstrike risk, the trees to be planted do not have to be managed either. This is not the case, and the applicant must undertake to monitor the new trees and take appropriate action if nesting by colonial birds such as Rooks does occur.</li> <li>Section 3.2.12 refers to managing the trees to reduce birdstrike risk. A plan should be in place during the nesting season (February to May in the case of Rooks) to monitor the trees for nesting hazardous birds, and to take action to prevent nesting from taking place.</li> </ul> | <p>Noted.</p> <p>Commitment inserted into latest iteration of the Wildlife Hazard Management Plan.</p>                                                                                                                                                       |

A further round of comments were issued from the MAG Safeguarding Team on 04 August 2026, which were responded to as follows:

| MAG RESPONSE                                                                                                                                                                                                                                                                                                                                                                                                                                                | APPLICANT RESPONSE 3    |
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| Sections 3.1.3, 3.1.5, 3.2.1 and 3.2.11 still use 'must' when 'will' would be more appropriate.                                                                                                                                                                                                                                                                                                                                                             | Noted. Reissued in P04. |
| Section 1.1.6 now refers to the tolerable and in tolerable species in Appendix A – Species Risk Assessment. This is mainly fit for purpose but needs Rooks to be added (which are referred to in Section 3.3.11 as a risk species but have been omitted from the table in Appendix A ). Wintering thrushes (Turdidae) should also be added to Appendix A, with a threshold for dispersal action set as a combined total of thrushes and Starlings together. | Noted. Reissued in P04. |

## Greater Manchester Police

A consultation response was received on 10 June 2026 from the Greater Manchester Police in respect of the proposals. The following schedule provides the Applicant's response to the comments raised.

| TOPIC                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | APPLICANT RESPONSE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
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| Having looked at the planning documents and reviewing the recommendations made within the CIS, GMP DfS are not too concerned with the proposed development. To ensure that there is an appropriate level of security to the proposed mid-tech units and multi-storey car park, I would recommend that these are built to Secured by Design standards. I would also recommend that any reserved matters / full planning applications for the outline aspect of the scheme are accompanied by a Crime Impact Statement. | <p>The Applicant engaged proactively with Design for Security during the preparation of the application. Through this process, it was agreed that the proposals would follow a "building shell" approach to SBD requirements, to be secured through an appropriately worded planning condition. This approach ensures that the necessary infrastructure is incorporated at the base-build stage, enabling future occupiers to install and tailor security measures, such as alarms, CCTV, and access control systems, during tenant fit-out.</p> <p>On this basis, we consider that any planning condition should reflect this agreed position and respond appropriately to the nature of the scheme. We would therefore propose the following wording:</p> <p><i>"The development shall be carried out in accordance with the Crime Impact Statement prepared by Design for Security at Greater Manchester Police, as received by the City Council (as Local Planning Authority) on [XXX] 2026. The development shall be implemented in full accordance with these approved details.</i></p> <p><i>Prior to the first occupation of each phase of the development, details shall be submitted to and approved in writing by the Local Planning Authority demonstrating how the building shell and site infrastructure has been delivered to accommodate security measures in accordance with Secured by Design principles.</i></p> <p><i>Any subsequent reserved matters or detailed applications shall, where appropriate, be accompanied by a Crime Impact</i></p> |

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|  | <i>Statement proportionate to the scale and nature of the development proposed.”</i> |
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### Greater Manchester Archaeological Advisory Service

A consultation response was received on 10 June 2026 from GMAAS in respect of the proposals. The following schedule provides the Applicant’s response to the comments raised.

| TOPIC                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | APPLICANT RESPONSE                |
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| <p>The application is supported by an Archaeological Desk-based Assessment (DBA) compiled by Abrams Archaeology in February 2026. The DBA is detailed and provides a good archaeological and historical baseline for the site, informed by relevant archive, index and cartographic sources – including a search of the Greater Manchester Historic Environment Record (HER). A copy of the DBA will be accessioned to the HER.</p> <p>The site is essentially formed by a western area and an eastern area that are bisected by Enterprise Way on a roughly north to south alignment. A previous archaeological evaluation was undertaken at the site in 2016, with three trenches opened on the eastern side and a single trench on the southern part of the western side. The trenching demonstrated the truncated nature of the site, caused by profiling of the areas with bulldozer down into the natural clay substrate prior to building-up to form car parks and various roads and tracks throughout the 20th century.</p> <p>It was suggested that despite that truncation, which was seemingly more widespread on the western side, there could be pockets of survival for as yet unknown features of archaeological interest within the eastern side of the site – and potential for the identification of remains associated with two sites with entries on the HER: Moss House Farm (HER 2211.1.0) and Structures at Ringway Outwood, including Barn Croft (site of) HER 2212.1.0). Two Google Earth images included in the DBA, dating to 2000 and 2024 show the changing nature of the site – but looking at the numerous aerial shots between those dates shows the eastern side of the site has been just as disturbed as the western side, with piecemeal clearance, construction of roads and carparks, subsequent removal of roads and car parks, the introduction of large drainage ditches, and even some re-profiling. If suspected or unknown archaeological remains did exist within the site it is extremely unlikely they have survived in any state that would further our knowledge of the history and development of the area.</p> | <p>Acknowledged and accepted.</p> |

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| On this basis there is no reason to seek to impose any further archaeological assessment, evaluation or mitigation upon the applicant. |  |
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## Environment Agency

A consultation response was received on 10 June 2026 from the Environment Agency in respect of the proposals. The following schedule provides the Applicant's response to the comments raised.

| TOPIC                                                               | APPLICANT RESPONSE    |
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| We have no comments to make in respect of the proposed development. | No response required. |

## Active Travel England

A consultation response was received on 10 June 2026 from Active Travel England in respect of the proposals. The following schedule provides the Applicant's response to the comments raised.

| TOPIC                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | APPLICANT RESPONSE            |
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| <p>Following a high-level review of the above planning consultation, Active Travel England has determined that standing advice should be issued and would encourage the local planning authority to consider this as part of its assessment of the application. Our standing advice can be found here:</p> <p><a href="https://www.gov.uk/government/publications/active-travel-england-sustainable-development-advice-notes">https://www.gov.uk/government/publications/active-travel-england-sustainable-development-advice-notes</a></p> | Standing advice acknowledged. |

## United Utilities

A consultation response was received on 17 June 2026 from the United Utilities in respect of the proposals. The following schedule provides the Applicant's response to the comments raised.

| TOPIC                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | APPLICANT RESPONSE         |
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| <p>Following our review of the submitted Drainage Strategy, we can confirm the proposals are acceptable in principle to United Utilities and therefore should planning permission be granted we request the following condition is attached to any subsequent Decision Notice:</p> <p><i>Full Application Condition:</i></p> <p><i>The drainage for the development hereby approved, shall be carried out in accordance with principles set out in the submitted Foul &amp; Surface Water Drainage Design Drawing 4772-ROCXX-</i></p> | Acknowledged and accepted. |

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| <p>XX-DR-C-0500, Rev P03 - Dated 06.03.26 which was prepared by ROC.</p> <p>For the avoidance of doubt surface water must drain at the restricted rate of 5 l/s.</p> <p>Prior to occupation of the proposed development, the drainage schemes shall be completed in accordance with the approved details and retained thereafter for the lifetime of the development.</p> <p>Reason: To ensure a satisfactory form of development and to prevent an undue increase in surface water run-off and to reduce the risk of flooding.</p> <p>We request the following condition is attached to any subsequent Decision Notice:</p> <p><u>Outline Application Condition:</u></p> <p>As part of the first reserved matters application for the site, a detailed Drainage Strategy for foul and surface water based on sustainable drainage principles shall be submitted to and approved in writing by the Local Planning Authority. The drainage scheme must include:</p> <ul style="list-style-type: none"> <li>i. An investigation of the hierarchy of drainage options in the National Standards for Sustainable Drainage Systems (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water;</li> <li>ii. A restricted rate of discharge of surface water agreed with the local planning authority (if it is agreed that infiltration is discounted by the investigations);</li> <li>iii. Levels of the proposed drainage systems including proposed ground and finished floor levels in AOD;</li> <li>iv. Incorporate mitigation measures to manage the risk of sewer surcharge where applicable; and</li> <li>v. Foul and surface water shall drain on separate systems.</li> </ul> <p>The approved schemes shall be in accordance with the National Standards for Sustainable Drainage Systems (2025) or any subsequent replacement of national standards.</p> <p>Prior to occupation of the proposed development, the drainage schemes shall be completed in accordance with the approved details and retained thereafter for the lifetime of the development.</p> |  |
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| <p><i>Reason: These details are required prior to the commencement of development to ensure adequate drainage for the proposed development, promote sustainable development, and to manage the risk of flooding and pollution.</i></p> <p>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 a main river).</p>                                                                   |                                   |
| <p>Without effective management and maintenance SuDS can fail or become ineffective which may have a detrimental impact on the surrounding area, including the performance of the public sewer network (where the two systems interact). Therefore, where SuDS is included in a proposed development, we recommend the Local Authority include a condition relating to SuDS management and maintenance in any subsequent Decision Notice</p>                                                                                                                                                 | <p>Acknowledged and accepted.</p> |
| <p>When considering their drainage proposal, it is the applicant's responsibility to investigate the existence of any infrastructure that might impact their detailed design. This includes water, wastewater, operational and/or abandoned pipelines. United Utilities will not routinely review proximity or positioning of drainage proposals in relation to existing pipelines when assessing the suitability of a specific drainage design. Where infrastructure exists, the drainage design must comply with the relevant United Utilities guidelines and/or Building Regulations.</p> | <p>Acknowledged and accepted.</p> |

## Environmental Health

A set of draft conditions was received on 29 July 2026 from the Environmental Health officers in respect of the proposals. The following schedule provides the Applicant's response to the comments raised.

| PROPOSED CONDITION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | APPLICANT RESPONSE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
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| <p><b>1.CONSTRUCTION MANAGEMENT PLAN</b></p> <p>Prior to the commencement of development, a construction management plan outlining working practices shall be submitted to and approved in writing by the City Council as Local Planning authority, which for the avoidance of doubt shall include as a minimum:</p> <ul style="list-style-type: none"> <li>• Measures to control noise and vibration;</li> <li>• Dust suppression measures;</li> <li>• Compound locations where relevant;</li> <li>• Details of an emergency contact telephone number;</li> <li>• A community consultation plan; and</li> <li>• Sheeting of construction vehicles.</li> </ul> <p>The development shall only be carried out in accordance with the approved management plan.</p> <p>*MCC EH have reviewed the Outline CMP, BCGEI, a detailed noise and vibration management plan, an Air Quality and Dust Suppression will be developed with the contractors and we await their submission to deal with this condition.</p> | <p><b>1.CONSTRUCTION MANAGEMENT PLAN</b></p> <p><u>Full Element</u></p> <p><i>Prior to the commencement of development, a construction management plan outlining working practices shall be submitted to and approved in writing by the City Council as Local Planning authority, which for the avoidance of doubt shall include as a minimum:</i></p> <ul style="list-style-type: none"> <li>• <i>Measures to control noise and vibration;</i></li> <li>• <i>Dust suppression measures;</i></li> <li>• <i>Compound locations where relevant;</i></li> <li>• <i>Details of an emergency contact telephone number;</i></li> <li>• <i>A community consultation plan; and</i></li> <li>• <i>Sheeting of construction vehicles.</i></li> </ul> <p><i>The development shall only be carried out in accordance with the approved management plan.</i></p> <p><u>Outline Element</u></p> <p><i>No development within any outline development parcel or phase, as indicated on site layout plan ref: XXX, shall commence until a phase or parcel-specific Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority for that parcel or phase.</i></p> <p><i>The Construction Management Plan shall include, as a minimum:</i></p> <ul style="list-style-type: none"> <li>• <i>Measures to control noise and vibration;</i></li> <li>• <i>Dust suppression measures;</i></li> <li>• <i>Compound locations where relevant;</i></li> <li>• <i>Details of an emergency contact telephone number;</i></li> <li>• <i>A community consultation plan; and</i></li> <li>• <i>Sheeting of construction vehicles.</i></li> </ul> <p><i>That phase or parcel of development shall only be carried out in accordance with the approved management plan.</i></p> |
| <p><b>2.CONSTRUCTION HOURS</b></p> <p>Construction/demolition works shall be confined to the following hours unless otherwise agreed in writing by the City Council as local planning authority:</p> <ol style="list-style-type: none"> <li>1. Monday - Friday: 7.30am - 6pm</li> <li>2. Saturday: 8.30am - 2pm</li> </ol>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <p>Noted. Condition accepted.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |

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| <p>3. Sunday / Bank holidays: No work</p> <p>*MCC EH have reviewed the Outline CMP, BCGEI, and the hours proposed for Saturday and Sunday working are not inline with MCC guidelines which are 08:00 to 14:00 hours, Saturday and no working on Sunday Bank holidays.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| <p><b>3.NSE1 (Premises sound insulation)</b></p> <p>a) The premises shall be acoustically insulated and treated to limit the breakout of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented in full prior to the first use of the development or as otherwise agreed in writing by the City Council as local planning authority.</p> <p>b) Prior to occupation of the development a verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that acceptable criteria have been met. Any instances of non-conformity with the recommendations in the verification report shall be detailed along with any measures required to be undertaken prior to occupation of the development to ensure compliance with the internal noise criteria.</p> | <p>This condition has been reviewed by the project team and the following amendments are suggested:</p> <p><u>Full Element</u></p> <p><i>a) Each individual unit shall be acoustically insulated and treated to limit the breakout of noise in accordance with a noise study and a scheme of acoustic insulation and treatment that has first been submitted to and approved in writing by the City Council as Local Planning Authority.</i></p> <p><i>Noise breakout from each unit shall not exceed 5dB above the representative background sound level (LA90,T) when measured at the nearest noise-sensitive receptor.</i></p> <p><i>The approved scheme shall be implemented in full prior to the first use of each individual unit, unless otherwise agreed in writing by the City Council as Local Planning Authority, and shall be retained thereafter.</i></p> <p><i>b) Prior to occupation of each unit, a verification report shall be required to validate that the work undertaken conforms to the recommendations and requirements in the approved acoustic consultant's report.</i></p> <p><i>The report shall also undertake post completion testing to confirm that acceptable criteria have been met.</i></p> <p><i>Any instances of non-conformity with the recommendations in the verification report shall be detailed along with any measures required to be undertaken prior to occupation of the development to ensure compliance with the internal noise criteria.</i></p> <p><u>Outline Element</u></p> <p><i>a) As part of each Reserved Matters application relating to layout, scale or appearance for any outline development parcel or phase as indicated on site layout plan ref: XXX, a Noise Assessment and Acoustic Mitigation Strategy shall be submitted to and approved in writing by the Local Planning Authority.</i></p> <p><i>The approved mitigation measures shall be implemented prior to first occupation of the relevant building or phase. Noise breakout from each building shall not exceed 5dB above the representative background sound level (LA90,T) at the nearest noise-sensitive receptor.</i></p> |

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| <p><b>4.NSE6 (External plant/equipment/servicing/plant louvres)</b></p> <p>a) Externally mounted ancillary plant, equipment, servicing and plant louvres shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. Prior to commencement of the use hereby approved the scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.</p> <p>b) Prior to the operation of the scheme a verification report shall be submitted to and approved in writing by the City Council as local planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria have been met. Any instances of non-conformity with the recommendations in the verification report shall be detailed along with any measures required to be undertaken prior to operation of the scheme to ensure compliance with the agreed noise criteria.</p> <p>Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site.</p> | <p>This condition has been reviewed by the project team and the following amendments are suggested:</p> <p><u>Full Element</u></p> <p><i>a) Prior to the first operation of each individual unit, details of all externally mounted ancillary plant, equipment, servicing infrastructure and plant louvres associated with that unit shall be submitted to and approved in writing by the City Council as Local Planning Authority.</i></p> <p><i>The details shall include any acoustic mitigation measures necessary to ensure that the rating level of noise emitted from the plant and equipment does not exceed a level of 5dB(A) below the representative background sound level (LA90) at the nearest noise-sensitive receptor.</i></p> <p><i>The approved scheme shall be implemented in full prior to the first operation of the relevant unit, unless otherwise agreed in writing by the City Council as Local Planning Authority, and shall thereafter be retained and maintained.</i></p> <p><i>b) Prior to the first operation of each individual unit, a verification report shall be submitted to and approved in writing by the City Council as Local Planning Authority demonstrating that the installed plant, equipment and mitigation measures associated with that unit have been implemented in accordance with the approved acoustic scheme. The report shall include post-installation noise testing to confirm that the approved noise criteria have been achieved. Where any non-compliance is identified, details of the necessary remedial measures shall be submitted to and approved in writing by the City Council as Local Planning Authority and implemented prior to the operation of the relevant unit.</i></p> <p><u>Outline Element</u></p> <p><i>a) As part of each Reserved Matters submission, details of all external plant, equipment and servicing infrastructure associated with that phase or parcel as indicated on site layout plan ref: XXX shall be submitted to and approved in writing by the Local Planning Authority.</i></p> |

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|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | <p><i>The details shall include any acoustic mitigation measures necessary to ensure that the rating level of noise emitted from the plant and equipment does not exceed a level of 5dB(A) below the representative background sound level (LA90) at the nearest noise-sensitive receptor.</i></p> <p><i>The approved scheme shall be implemented in full prior to the first operation of the relevant unit, unless otherwise agreed in writing by the City Council as Local Planning Authority, and shall thereafter be retained and maintained.</i></p> <p><i>b) Prior to the first operation of that phase or parcel, a verification report shall be submitted to and approved in writing by the City Council as Local Planning Authority demonstrating that the installed plant, equipment and mitigation measures associated with that unit have been implemented in accordance with the approved acoustic scheme.</i></p> <p><i>The report shall include post-installation noise testing to confirm that the approved noise criteria have been achieved. Where any non-compliance is identified, details of the necessary remedial measures shall be submitted to and approved in writing by the City Council as Local Planning Authority and implemented prior to the operation of the relevant unit.</i></p> |
| <p><b>5.REF*</b></p> <p>a) Before the development commences a scheme for the storage and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority.</p> <p>New developments shall have refuse storage space for segregated waste collection and recycling. Internal and external storage areas are required.</p> <p>b) The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.<br/>Reason - In the interests of amenity and public health.</p> <p>*MCC EH have reviewed the Operational Waste Management Strategy, SRL, and the waste forecasts for each building type and category have been given. These have been broken down into size and number of bins for each waste stream and the frequency of collections required for each building type. This is sufficient to approve against part a) of the condition.</p> | <p>a) <i>The detailed element of the development hereby approved shall be carried out in accordance with the Operational Waste Management Strategy, prepared by WSP, approved in writing by the Local Planning Authority on [DATE].</i></p> <p>b) <i>Each Reserved Matters application relating to layout shall include details of facilities for the storage and collection of refuse and recyclable materials, including provision for segregated waste collection and both internal and external storage areas. This strategy shall be submitted to and approved in writing by the Local Planning Authority.</i></p> <p>c) <i>The details of the approved scheme shall be implemented as part of that phase or parcel of development and shall remain in situ whilst the use or development is in operation.</i></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <p><b>6.AIR QUALITY 1* (AQ Impact Assessment)</b></p> <p>a) Prior to commencement of the development, an air quality impact assessment together with mitigation measures to safeguard local air quality shall be submitted</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <p><u>Full Element</u></p> <p>a) <i>Prior to commencement of the development, an air quality impact assessment together with mitigation measures to safeguard local air quality shall be submitted</i></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |

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| <p>to and approved in writing by the City Council as local planning authority.</p> <p>b) Prior to occupation of the development any agreed mitigation measures shall be implemented and verified as such in writing by the City Council as local planning authority and shall remain in situ whilst the use or development is in operation.</p> <p>*MCC EH have reviewed the details of the AQ assessment in the ES vol 1 and the impact of the scheme will be negligible. However, where EVC is proposed they should meet MCC guidelines <a href="#">MCC's AQ Guidance Note</a>. It is not clear from the DAS how many of the parking spaces will be for staff parking.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <p><i>to and approved in writing by the City Council as local planning authority.</i></p> <p><i>b) Prior to occupation of development, any agreed mitigation measures shall be implemented and verified as such in writing by the City Council as local planning authority and shall remain in situ whilst the use or development is in operation.</i></p> <p><u>Outline Element</u></p> <p><i>a) As part of a Reserved Matters application for each relevant phase or parcel as indicated on site layout plan ref: XXX, an Air Quality Assessment, together with mitigation measures to safeguard local air quality, shall be submitted to and approved in writing by the City Council as the Local Planning Authority.</i></p> <p><i>b) Prior to occupation of that phase or parcel, any agreed mitigation measures shall be implemented and verified as such in writing by the City Council as local planning authority and shall remain in situ whilst the use or development is in operation.</i></p>                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <p><b>7.CLAND01</b></p> <p>a) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).</p> <p>In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority. The measures for investigating the site identified in the Site Investigation Proposal shall be carried out before development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.</p> <p>b) When the development commences, the development shall be carried out in accordance with the previously</p> | <p><u>Detailed Element</u></p> <p><i>a) The detailed element of the proposed development hereby approved shall be carried out in accordance with the recommendations of the approved Phase 1 Preliminary Risk Assessment and Phase 2 Site Investigation prepared by ROC Consulting and approved by the City Council as local planning authority.</i></p> <p><i>Where those reports identify the need for remediation, no development shall take place until a Remediation Strategy has been submitted to and approved in writing by the Local Planning Authority.</i></p> <p><i>The approved remediation measures shall be fully implemented prior to occupation of the relevant building(s).</i></p> <p><i>b) Prior to occupation of the detailed element, a Verification Report shall be submitted to and approved in writing by the Local Planning Authority demonstrating that all approved remediation measures have been completed.</i></p> <p><u>Outline Element</u></p> <p><i>a) No development of any outline parcel or phase as indicated on site layout plan ref: XXX shall take place until:</i></p> <p><i>i) the suitability of the approved Phase 1 Preliminary Risk Assessment and Phase 2 Site Investigation for the relevant parcel or phase has been reviewed; and</i></p> <p><i>i) where necessary, any additional site investigation, updated risk assessment and Remediation Strategy for that</i></p> |

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| <p>agreed Remediation Strategy and prior to occupation a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority.</p> <p>In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out prior to occupation in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.</p> <p>*MCC EH have reviewed the Phase 1 Desk Study, RSK Geosciences and accept their assessment for the PRA and agree with their recommendation that a Phase 2 Site Investigation should be undertaken, including ground gas monitoring.</p> | <p><i>parcel or phase have been submitted to and approved in writing by the Local Planning Authority.</i></p> <p><i>Any approved remediation measures shall be implemented in full prior to occupation of the relevant parcel or phase.</i></p> <p><i>b) Prior to occupation of each outline parcel or phase, a Verification Report shall be submitted to and approved in writing by the Local Planning Authority demonstrating that the remediation objectives for that parcel or phase have been achieved.</i></p> <p><u><i>Unexpected Contamination</i></u></p> <p><i>In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out prior to occupation in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.</i></p> |
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## Greater Manchester Ecology Unit

A response was received on 04 August 2026 from Greater Manchester Ecology Unit in respect of the proposals. The following schedule provides the Applicant's response to the comments raised.

| TOPIC                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | APPLICANT RESPONSE                                              |
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| <p>The development will result in losses to a Habitat of Principal Importance (Open Mosaic Habitat on Previously Developed Land). Compensation for the losses and a net gain in the habitat type is not possible on site but the applicant has identified suitable registered off-site Habitat Banks where the habitat type can be successfully replaced and enhanced. This approach is acceptable.</p> <p>The development cannot achieve the required 10%+ biodiversity gains on-site. Off-site habitat units will need to be sought to deliver the gains. The applicant has identified several suitable Habitat Banks where gains can be achieved, and this is acceptable, but the purchase of appropriate biodiversity units has yet to be confirmed. A final Biodiversity Metric and a final Biodiversity Gain Plan will be required by Condition. The final Biodiversity Gain Plan must provide evidence that the required off-site biodiversity units have been purchased from a suitably registered Habitat Bank.</p> <p>On-site Landscaping should be secured by requiring the preparation and implementation of a detailed Landscape Creation and Management Plan by Condition.</p> <p>No vegetation clearance including tree felling should be undertaken during the optimum time of year for bird nesting (March to August inclusive) unless nesting birds have been shown to be absent by a suitably qualified person. All nesting birds their eggs and young are legally protected under the terms of the Wildlife and Countryside Act 1981 (as amended).</p> | <p>Comments noted.</p> <p>Principle of conditions accepted.</p> |

## Summary

Following detailed engagement with statutory consultees, the Applicant has reached agreement on a significant number of technical matters, with remaining items accepted as being capable of resolution through planning conditions and subsequent approval processes. Specifically:

- Lead Local Flood Authority (LLFA) has accepted that a number of detailed drainage matters can be addressed through condition discharge, including:
  - confirmation of downstream culvert connectivity and capacity surveys;

- detailed surface water discharge rates and runoff volumes;
  - hydraulic calculations for the site-wide drainage network, including surcharged outfall scenarios;
  - exceedance flow routing and flood risk management measures;
  - drainage maintenance and management arrangements;
  - evidence of capacity and ownership agreements for drainage connections;
  - detailed engineering information relating to attenuation infrastructure; and
  - any future assessments, approvals and technical details required as part of a Land Drainage Consent application should further culverting works be progressed.
- The Applicant acknowledges that, by point of submission of this letter, the discussions surrounding the culverting of the on-site brook have not been concluded. Further conversations with the LLFA will be undertaken to demonstrate that culverting is the most appropriate approach for the open-watercourse on the site.
  - Manchester Airport Aerodrome Safeguarding has confirmed that a number of matters can be controlled through planning conditions, including:
    - preparation of a detailed Glint and Glare Assessment for photovoltaic installations prior to their installation;
    - preparation and implementation of a Glint and Glare Mitigation Plan for the lifetime of the development; and
    - ongoing implementation, monitoring and review of the Wildlife Hazard Management Plan. The Applicant has also amended the landscaping strategy and Wildlife Hazard Management Plan to address the substantive operational concerns raised by the Airport Safeguarding Team.
  - Greater Manchester Police and the Applicant have agreed that Secured by Design principles can be secured through condition, requiring the delivery of an appropriate "building shell" specification and supporting site infrastructure, with future reserved matters applications supported by proportionate Crime Impact Statements where necessary.
  - United Utilities has confirmed that the proposals are acceptable in principle and has recommended conditions relating to:
    - detailed foul and surface water drainage strategies;
    - implementation of sustainable drainage measures;
    - drainage discharge restrictions;
    - sewer surcharge mitigation;
    - separate foul and surface water systems; and
    - ongoing SuDS management and maintenance arrangements. These requirements are accepted by the Applicant.
  - MCC Environmental Health Officers have confirmed the proposals are acceptable in principle, and have suggested conditions. We have slightly amended these conditions to reflect the 'hybrid' nature of the proposals. These conditions relate to:

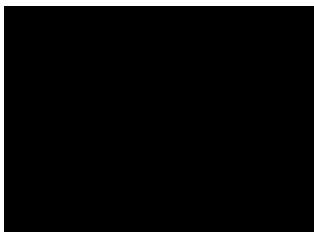
- Construction Management Plan;
  - Construction hours;
  - Premises sound insulation;
  - External plant noise limits;
  - Waste management and removal;
  - Air quality impacts and mitigation;
  - Land contamination and remediation.
- Greater Manchester Ecology Unit confirmed the mechanism for the off-site habitat delivery and the necessity of planning conditions relating to Biodiversity Net Gain and Habitat Management and Maintenance.

In addition, Natural England, the Environment Agency, Greater Manchester Archaeological Advisory Service and Active Travel England have raised no objections to the proposals, whilst comments from Trafford Council and MCC Arboriculture have been addressed through the Applicant's submissions and will continue to be considered through the detailed design process.

Overall, the Applicant considers that the majority of consultee matters have either been satisfactorily resolved or have been expressly accepted as matters capable of being dealt with through appropriately worded planning conditions and subsequent approval mechanisms. CBRE would therefore welcome the opportunity to review and comment on any draft planning conditions prior to the issuing of a decision notice, to ensure that the wording accurately reflects the outcomes of the consultation process, the technical agreements reached with consultees, and remains reasonable, precise and capable of implementation

Should you have any queries or wish to discuss then please do not hesitate to contact me.

Yours sincerely,



ASSOCIATE DIRECTOR  
CBRE National Planning & Development