



**MANCHESTER
CITY COUNCIL**

Julie Roscoe

Director of Planning, Building
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Miss Eleanor Scrafton
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13 October 2025

Our reference: EIASCO/25/008

Dear Miss Scrafton

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

SCOPING REQUEST UNDER PART 4 REGULATION 15(1)

'ALL SAINTS LIBRARY' MANCHESTER ("THE PROPOSED DEVELOPMENT")

**SCOPING OPINION OF MANCHESTER CITY COUNCIL PURSUANT TO
REGULATION 15**

Thank you for your request dated 12 September 2025 for a Scoping Opinion at the above site.

In coming to a formal opinion on the scope of the Environmental Statement ("ES"), Manchester City Council, as Local Planning Authority, has considered the supporting information contained within your *'All Saints Library, Manchester Metropolitan University - Environmental Impact Assessment Screening and Scoping Report'* prepared by yourselves, on behalf of the Applicant Manchester Metropolitan University, and the comments from statutory consultees.

I have now had a chance to consider your scoping request and I outline my response below.

The Proposed Development is considered an EIA development as it falls within the description and thresholds in Schedule 2 10(b) of the EIA Regulations as an 'Infrastructure Project - Urban Development Project' which has the potential to have significant effects on the environment. In accordance with Schedule 2, Categories 10(b) (urban development projects) of the EIA Regulations and owing to the location, scale and nature and of the Proposed Development, I note that you recognise the need

for an EIA and have therefore submitted the Scoping Report for consideration to the City Council, as Local Planning Authority.

Before adopting a Scoping Opinion, the City Council, as Local Planning Authority, must take into account the information specified in Regulation 15(6) of the EIA Regulations.

- (a) any information provided by the applicant about the proposed development;
- (b) the specific characteristics of the particular development;
- (c) the specific characteristics of development of the type concerned; and
- (d) the environmental features likely to be significantly affected by the development.

This Scoping Opinion sets out the information that the City Council, as Local Planning Authority, considers should be included in the ES that will be submitted with the subsequent planning application made in respect of the Proposed Development.

In formulating this Scoping Opinion, the City Council, as Local Planning Authority, has taken account of, the requirements of the EIA Regulations, the nature and scale of the Proposed Development, the nature of the receiving environment, current best practice in the preparation of environmental statements, and the views expressed by the organisations and bodies that responded to the consultation.

This Scoping Opinion should not be construed as implying that the City Council, as Local Planning Authority, agrees with the conclusions set out in the Scoping Request regarding impacts of the proposal. This Scoping Opinion is without prejudice to any decisions subsequently taken in respect of any planning application submitted in respect of the Proposed Development.

Your report of the 12 September 2025 sets out the proposed chapters that the ES will cover, and the disciplines which you believe should be scoped in and out of the EIA.

These are as follows:

Scoped In

- Air Quality (Demolition only);
- Climate Change (Construction and operational phases);
- Noise and Vibration (Demolition only);
- Townscape and Visual Impact (Construction and operational phases); and
- Wind microclimate (Construction and operational phases).

Scoped out

- Archaeology;
- Ecology and Biodiversity;
- Built Heritage;
- Flood Risk and Drainage;
- Ground Conditions and Contamination;
- Transport and accessibility; and

- Socio-Economic

Below is a consideration of the Scoping Report for the Proposed Development and comments on the approach which you have outlined.

CONSULTATIONS

Regulation 15 (4) of the EIA Regulations require the City Council, as Local Planning Authority, to consult consultation bodies prior to adopting a Scoping Opinion.

Having regard to Regulation 2 of the EIA Regulations, the following consultees were consulted who have specific environmental responsibilities and which the City Council, as Local Planning Authority, considers are likely to have an interest in the development proposal.

- Aerodrome Safeguarding;
- Cadent Gas;
- City Council Arborist;
- City Council Environmental Health;
- City Council Flood Risk Management;
- City Council Highway Services;
- Design for Security at Greater Manchester Police;
- Environment Agency;
- Greater Manchester Archaeology Advisory Service (GMAAS);
- Greater Manchester Ecology Unit (GMEU);
- National Highways;
- Natural England;
- Transport for Greater Manchester (TfGM); and
- United Utilities.

All responses of the consultees contacted by the City Council, as Local Planning Authority, during the EIA scoping process are appended to this letter.

You are strongly recommended to consult further with consultees as appropriate throughout the EIA process as the development proposal evolves. It is thereby recommended all consultee responses are reviewed by you and the applicant in full.

Any subsequent ES submitted with a planning application should reflect the points raised by the consultation bodies where this reflects the requirements of the Regulations. It is recommended that the ES summarises the scoping responses from the consultation bodies and how they are, or are not, addressed in this regard. Any consultation responses received after the date of this letter, that have not been taken into account within this Scoping Opinion, will be forwarded to you and should be given due consideration in the planning application and EIA process.

CONTEXT

The development site consists of All Saints Library which is a part three to part five storey flat roof red brick building. A basement area is also located underneath part of the property. The site also contains an area of privately owned pavement that features 6no mature street trees.

The site is bounded by the Mancunian Way(A57) to the north, Oxford Road to the east, a pedestrianised road and All Saints Park to the south and Manchester Metropolitan University's Law Building to the west.

The area is dominated by educational uses, green space/public open space and transport infrastructure.

SENSITIVE RECEPTORS

The development site is located within the Greater Manchester Combined Air Quality Management Area (AQMA) due to its proximity to major roads within the City Centre.

The site is not within, nor does it contain, any ecological designations including sites of specific interest (SSSI), sites of biological importance (SB1) or special protection areas (SPA). The nearest ecological designation is the Ashton Canal Site of Biological Importance (SBI) located over 1 kilometre to the north west.

The site is partially in Flood Zone 1 and within the Manchester, Salford and Trafford Critical Drainage Area (CDA).

The development site is not located in a Conservation Areas and does not contain any listed buildings. There are a number of listed buildings within 500 metres of the development site which are as follows:

1. Former Manchester Ear Hospital to south of side facing onto All Saints Park – Grade II
2. St Augustine's Church to south of side facing onto All Saints Park – Grade II
3. Brighton Building to south of side facing onto All Saints Park – Grade II
4. Grosvenor Building to south of side facing onto All Saints Park – Grade II
5. Town Hall Façade to south of side facing onto All Saints Park – Grade II
6. Former Grosvenor Picture Palace to south of side facing onto All Saints Park – Grade II
7. Adult Deaf and Dumb Institute to south of side facing onto All Saints Park – Grade II
8. Waterloo Place to south of site facing onto Oxford Road – Grade II
9. Oddfellows Hall to east of application site along Grosvenor Street – Grade II
10. 94-98 Grosvenor Street to east of application site along Grosvenor – Grade II

Numerous listed buildings then lie to the north of the application site past the Mancunian Way, these are as follows:

1. Dalton Statue – Grade II
2. Dancehouse Theatre – Grade II
3. Chatam Mill – Grade II
4. Mill on north east corner of junction with Chester Street – Grade II
5. Chorlton Old Mill – Grade II
6. Mill Chimney Stack – Grade II
7. Former Cotton Mill on Cambridge Street – Grade II
8. Chorlton New Mill – Grade II

9. Manchester Oxford Road – Grade II
10. The Ritz Dance Hall – Grade II
11. Rochdale Canal Lock Number 89 – Grade II
12. St James Buildings – Grade II
13. Total, Broadhurst and Lee – Grade II
14. Lee House – Grade II
15. Rochdale Canal Lock Number 88 – Grade II
16. The Palace Theatre – Grade II
17. Bridgewater House – Grade II
18. Central House – Grade II
19. Former Refuge Assurance Company Offices – Grade II*
20. India House – Grade II*
21. Lancaster House – Grade II*
22. Asia House – Grade II*
23. Manchester House – Grade II
24. Lass O Gowrie Public House – Grade II
25. Granby House – Grade II
26. Orient House – Grade II

PROPOSED DEVELOPMENT

I note from your Scoping Report that the Proposed Development is based on a number of parameters which are evolving as part of the design process. Should these parameters change, then a further scoping assessment should be undertaken if the scope of the ES needs to reflect this.

The Proposed Development would consist of the erection of a new nine storey library building (Class F1(a)) with a floorspace of 12,000sqm. No parking spaces nor cycle spaces would be provided as part of the development. The duration of the construction programme is also currently unknown.

ASSESSMENT OF THE SCOPING REPORT

I can confirm that the approach outlined within the Scoping Report is considered to be generally acceptable, appropriate and proportionate. This is also reflected in the nature of the consultation responses.

You should note the specific points I have made below within the specific discipline areas which reflect the comments of the consultees and those of the City Council, as Local Planning Authority. These matters should also be included and addressed within the relevant chapters of ES.

Discussion of alternatives

Paragraph (3)(d) of Regulation 18, and paragraph 2 of Schedule 4 of the EIA Regulations, require that environmental statements include discussion of the reasonable alternatives to the Proposed Development and an indication of the main reasons for the option chosen, that have been considered by the applicant.

It is noted within section 3 of your Scoping Request that you intend to provide a discussion on alternatives within the ES. This will focus on alternatives considered and project design evolution

Presentation and content of the Environmental Statement

The purpose of an ES is to enable significant environmental impacts of a proposed development to be fully considered before an application for planning consent is determined.

The ES provides environmental information to aid the decision-making process. The ES should be laid out clearly, with minimum use of technical terms (where appropriate) and should provide an objective and realistic description of the likely significant impacts of the proposed development.

The information should be presented so as to be comprehensible to the specialist and non-specialist alike. The ES should be concise with supporting technical information placed in appendices

Mitigation

Paragraph 7 of Schedule 4 of the EIA Regulations states that mitigation measures may fall into a range of categories namely:

- avoidance of impacts;
- reduction in the magnitude of impacts; or
- compensation for losses incurred through unavoidable impacts;

These should identified as such in the technical chapters of the ES.

Mitigation measures should not be developed in isolation, as they may relate to more than one aspect of the environment (e.g. mitigation to address issues of landscaping, surface water management, air quality and biodiversity).

The ES should set out the mitigation measures required to prevent, reduce and where possible offset any significant adverse effects. The ES should also identify any residual effects that could be expected to persist even with mitigation in place.

The anticipated effectiveness of any mitigation measures proposed should be addressed within the ES. Only mitigation measures that can be shown to be deliverable (i.e. technically and financially viable), and for which the applicant can deliver and implement as part of any planning permission granted, should be taken into account as part of the assessment.

It is further recommended that a section is included in the ES in which the mitigation measures proposed across all the technical chapters are collated and presented as an integrated package.

It is considered best practice to outline in the ES, the structure of the environmental management and monitoring plan.

Cumulative effects

The committed developments summarised in paragraphs 3.32 – 3.36 appears to be acceptable. It is noted that it is proposed that separate ES' will be prepared for the demolition of the existing library and for the subsequent construction of the replacement library, with the latter appending the former. Air Quality and Noise and Vibration are proposed to only be scoped in, in relation to the demolition of the existing library building. It is however critical that a cumulative assessment be made that will acknowledge the limitations of this approach and also detail what forthcoming information will be and how it will address such limitations.

Cross references and summarising of the findings

All specialist chapters should be cross-referenced to other relevant disciplines (for example traffic impacts on air quality). Consideration of the potential for interactions between the different aspects of the environment is essential to the production of a robust assessment.

The ES should not be a collection of separate specialist chapters, but a comprehensive assessment of the environmental impacts of the proposed components of the wider scheme and should account for how the identified impacts could be mitigated or avoided, or how suitable compensation could be provided to offset those effects. Within the ES that shall append that prepared for application 143943/FO/2025 there should be clear links between both documents, with the former being a natural continuation of the latter.

In accordance with the requirements of paragraph 6 of Schedule 4 of the EIA Regulations, each technical chapter should include a description of the forecasting methods or evidence, used to identify and assess the significant effects on the environment, including details of any difficulties (e.g. technical deficiencies, lack of know-how, etc.) encountered by the applicant during the preparation of the ES and the main uncertainties involved.

ENVIRONMENTAL MATTERS TO BE SCOPED OUT OF THE ES

The City Council comments as follows, based on the information provided, on the matters proposed to be scoped out of the ES.

Archaeology

The Scoping Report concludes that the site was previously home to a timber yard and residential terrace housing that were all cleared in the 1970s to enable the construction of the library. Correspondences with GMAAS verifies the conclusions of the Scoping Report that due to significant earthworks having taken place to construct the library now on site, the site's redevelopment would not have any impact on below-ground archaeological remains. Accordingly, Archaeology can be scope out of the ES on the basis that a detailed archaeological desk-based assessment is submitted with the planning application.

Ecology and Biodiversity

The impact on biodiversity is considered to be of no more than local significance. The protected species interest in the development site is low with the main impacts being the loss of vegetation and habitats. It is accepted that an Ecological Impact Assessment, with a biodiversity net gain of 10%, is capable of being scoped out of the ES and can instead form part of the supporting documents to the planning application.

Built Heritage

The impact on built heritage is considered to be of no more than local significance. All Saints Library is not a listed building and, though it is appreciated that the Whitworth Street Conservation Area lies within 470m of the site, as well as 13no listed buildings lying within 500m of it. Notwithstanding this, heritage assets would be considered in key views identified in the townscape study, and a heritage assessment would be submitted. It is accepted that built heritage is capable of being scoped out of the ES and can instead form part of the supporting documents to the planning application.

Flood Risk and Drainage

The site is located in Flood Zone 1 where the risk of flooding is lowest. The nearest watercourse is the River Medlock, approximately 225m to the north-west of the site.

It is acknowledged that pre-application discuss has been held with City Council Flood Risk Management in which both parties agreed that the drainage hierarchy has been applied; that agreement in principle from United Utilities for the proposed retention of connection to public sewer; that a minimum 50% betterment for reduction in runoff rate is provided for this brownfield site in line with the Manchester, Trafford and Salford Strategic FRA; and SuDS measures are proposed including water quality features to mitigate surface water pollution risk and treat flows prior to discharge.

The Scoping Report notes that a CEMP, Drainage Strategy and Flood Risk Assessment will accompany the forthcoming planning application.

For clarity the following should be included and adhered to within the supporting information for the subsequent planning application:

- Surface water management needs to follow the drainage hierarchy:
 - Infiltration into ground
 - Connection to the watercourse
 - Connection to surface water sewer and as a last resort;
 - Connection to the combined sewer.
- SuDS should be designed to control surface water as close to its source as possible. Well-designed sustainable drainage systems also provide opportunities to:
 - reduce the causes and impacts of flooding,
 - remove pollutants from urban run-off at source,
 - combine water management with green space with benefits for amenity, recreation and wildlife.
- The Council is encouraging use of green roofs, green walls, tree planting and other forms of green infrastructure to allow for the adaptation to climate change in heavily urbanised area. New Green infrastructure provision should be an exemplar of best practice and innovation in terms of both its design and management.
- The use of SuDS should also help achieve the sustainability objectives of the PPF.
- Surface water should be managed to ensure there is no increased surface water from the proposed development and runoff from extreme events should be retained within the site such that the adjacent third party land is not affected.
- Hydraulic calculations and drawings to support the design need to be provided along with proposed standards of operation and maintenance.

Provided the above is adhered to, it is accepted that drainage and flood risk be scoped out of the ES.

Ground Conditions and Contamination

The Scoping Report notes that the previous Phase I Desk study (1044B-BHE-XX-XX-RP-CG-000001, revision P04), submitted as part of the previous planning approval for the redevelopment of the All Saints Library, concluded that no significant source-pathway-receptor linkages were identified on the site, with a highest risk of Moderate/Low identified for construction/investigation workers and degradation of water quality.

The subsequent ground investigation found that all chemicals found on site did not exceed the relevant commercial threshold, and that no formal Remediation Strategy. As a result, there will be no significant effects which would require consideration by an EIA. As a result of these findings I confirm that ground conditions can be scoped out of the ES provided the planning application is supported by an appropriate report which supports these conclusions.

Transport and accessibility

The Scoping Report confirms that no new car parking is proposed as part of the development and that as the site is located within a highly sustainable area, it is expected that the majority of trips to and from the site will be via public transport, walking or cycling. Given the large capacity of neighbouring public transport links, including the bus corridor along Oxford Road, St Peter's Square Metrolink Stop and Oxford Road Train Station, it is not considered that the proposal would give rise to significant effects on neighbouring transport networks. In light of this, I can confirm that Transport can be scoped out of the ES provided that the planning application supported by appropriate reports.

Notwithstanding this, any full submission must be accompanied by a Transport Statement that contains a comprehensive review of the cycling infrastructure in the vicinity of the proposed development should also be undertaken. This should include an assessment of the connectivity of the site with existing cycle routes. The quality and condition of existing infrastructure, cyclist safety and security should also be considered. Any proposed cycle parking should be safe and secure. It is requested that the applicant review MCC Core Strategy Parking Standards and that the cycle parking spaces for each use is detailed, and justification is provided.

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

Clear details of proposed vehicular access arrangements including general servicing arrangements. An engineering drawing should be supplied showing the changes to the road network, if any, to fully understand the impact of the proposed development.

It should be ensured that the proposed access meets design standards and can accommodate HGV movements where necessary. Dropped kerbs and tactile paving should also be installed at the crossing point.

Appropriate mitigation should be identified to accommodate any increased pedestrian and cyclist movements. Any appropriate mitigation should be identified in conjunction with TfGM UTC and MCC Highways.

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

Waste Management details should be provided for the development site within the submitted Transport Assessment. The information should include the number of collections and location of collection points.

Swept path analysis should be provided of a 11.5m refuse vehicles within the development site. The swept path should demonstrate that the refuse vehicle can enter and exit in forward gear and manoeuvre around the site safely. If the development site proposes private waste collection then it is requested that details of this are provided.

It is requested that servicing is undertaken outside of the network AM and PM peak periods. It is also requested that a Service Management Strategy is in place.

Swept path analysis should be provided for the largest expected service/delivery vehicle within the development boundary. The number of deliveries and location of the delivery points should also be provided.

It is requested that a service management strategy is submitted as part of the planning application.

All public realm designs and materials are agreed with MCC's Capital Programmes and Property team prior to site works beginning. The MCC Flood Risk Management and Street Lighting teams will need to be consulted to discuss lighting and drainage associated with the site public realm.

It is expected that all modifications / improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being discharged. The developer is to agree the above with MCC's Statutory Approvals and Network Resilience Teams post planning approval and prior to construction taking place.

For any projects that require a S278 and/or S38 highway agreement a Stage 1 Road Safety Audit (RSA 1) is requested to inform the preliminary design at the pre-planning stage - prior to planning approval being granted. This ensures that any underlying highway safety issues have been identified and mitigation is proposed accordingly. The scope and study area of the RSA1 will be agreed on a site-by-site basis however, as a minimum, it is expected to include the following:

5 years of accident history

Audit of key pedestrian routes (crossing points, footway widths, condition etc.)

Audit of key cycling routes (ASLs, cycle lanes etc.)

Highway layout including, but not limited to (visibility assessments, speed limits, TROs, traffic calming etc.)

A copy of the report (with Designer's Response) is to be made available to the Statutory Approvals Team upon request.

The EIA scoping note confirms that traffic flows associated with construction will be controlled through the implementation of a Construction Environmental Management Plan. The CEMP should detail any impacts on the highway e.g. the phasing and quantification / classification of vehicular activity associated with planned construction, evidence (including appropriate swept-path assessment) of satisfactory routeing both within the site and on the adjacent highway, site hours, details of contractor parking, wheel wash facilities etc. Dilapidation surveys are requested, this should include

photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site.

This is to protect MCC and the contractors to verify (prior to construction) the condition of the carriageway.

The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with MCC Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004) Email : highwaylicences@manchester.gov.uk

Should there be any basement excavations proposed adjacent to the highway structural drawings and calculations for the temporary and permanent support works must be submitted for checking (for a fee) to MCC Bridges/Structures Section. The applicant is advised to contact highways.structures@manchester.gov.uk. The document should also consider contractor parking and ongoing construction works in the locality. It is recommended that the above is conditioned and attached to any planning permission that may be granted.

A Framework Travel Plan will be implemented, with measures to encourage the use of active travel and public transport, and discourage car travel, particularly single-occupancy trips.

Following occupation of the site an initial survey will be undertaken to understand travel choices, after which modal shift targets will be established.

The submission of a Travel Plan will be required with the submission, the implementation of which will be attached to any future approval at the site.

Socio-Economic

The Scoping Report notes that the site is already in use as a library, with the scale of the new development not being significantly different to the existing use of the site, with it not being anticipated to accommodate a significantly larger number of students. In light of this it is not anticipated that not all jobs to be accommodated within the proposed development would be additional. The site's location within the City Centre, and more crucially the Oxford Road Corridor, as well as how it is replacing an existing building in the same private library use, is likely to render any impact on social infrastructure insignificant in an EIA context. It is therefore accepted that socio-economic impacts can be scoped out of the ES provided that a supporting Economic Benefits Statement will accompany the planning submission.

Summary

I agree that some of the matters you have identified to be scoped out of the ES are appropriate.

The planning application must be supported by appropriate documentation, including any mitigation, to minimise any effects as a result of the Proposed Development from the matters capable of being scoped out. The City Council reserves the right to reconsider this position following a more detailed consideration of the reports which will accompany the planning application.

ENVIRONMENTAL STATEMENT CHAPTERS - SPECIFIC COMMENTS ON THE TECHNICAL CONTENTS

The ES should be proportionate in its consideration of the aspects of the environment listed under Paragraph 2 of Regulation 4 of the EIA Regulations. Those aspects of the environment that are subject to the most significant impacts from the Proposed Development should be the primary focus of the ES.

Your Scoping Report advises that the ES will cover the following topic areas.

- Air Quality (Demolition only);
- Climate Change (Construction and operational phases);
- Noise and Vibration (Demolition only);
- Townscape and Visual Impact (Construction and operational phases); and
- Wind microclimate (Construction and operational phases).

General Comments

For planning purposes, the development site is located in Manchester City Centre within a significant regeneration area, this being the Oxford Road Corridor.

The significance of the site should be reflected throughout the ES. The Environmental Chapters must therefore consider the impacts of the Proposed Development on this context in order to determine any wider significant environmental impacts.

Air Quality

The comments within the ES submitted for planning application 143943/FO/2025 are acceptable, this will however require updating/appending, with consideration of the cumulative impacts that will be brought about via the construction phase of the development and how this may affect the information already sourced.

Climate Change

The comments within your Scoping Report are noted and are acceptable in terms of their consideration in the ES.

Noise and Vibration

The comments within the ES submitted for planning application 143943/FO/2025 are acceptable, this will however require updating/appending, with consideration of the cumulative impacts that will be brought about via the construction phase of the development and how this may affect the information already sourced.

Townscape and Visual Impact

The comments within your Scoping Report are noted and are acceptable in terms of their consideration in the ES.

Wind microclimate

The comments within your Scoping Report are noted and are acceptable in terms of their consideration in the ES.

FURTHER INFORMATION

The City Council, as Local Planning Authority, has undertaken a thorough consideration of the information contained within your Scoping Report together with providing comments from relevant statutory consultees. The issuing of this Scoping Opinion does not preclude the City Council, as Local Planning Authority, from

requesting further information at a later stage as the development proposals evolve or whilst a future planning application is being formally considered.

I trust this information is of some assistance to you. Should you require anything further please do not hesitate to contact Michael Pearson, Jennifer Atkinson or myself.

Yours sincerely




Dave Roscoe

Deputy Director of Planning

Michael Pearson
Manchester City Council
Town Hall Albert Square
Manchester
Lancashire
M2 5DB

Our ref: SO/2025/125247/01
Your ref: EIASCO/25/008
Date: 01 October 2025

Dear Michael Pearson,

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

All Saints Campus Oxford Road Manchester M15 6BH

Thank you for consulting the Environment Agency (EA) on the following EIA Scoping Opinion on 15 September 2025.

We have no comments to make on this EIA Scoping Opinion.

Yours sincerely,


Sustainable Places Advisor



All Saints Campus Scoping Report

From [REDACTED]
Date Mon 06/10/2025 11:58
To Michael Pearson [REDACTED]

Hi Michael,

The scoping opinion has been reviewed, and we have no additional comments at this time. For information, the applicant will need to be aware that there will be other conditions to address as part of the full application once at that stage. These will include, but not limited to, conditions relating to construction management plan, restrictions of delivery hours including waste collections to the development, lighting restrictions, contaminated land and noise.

Kind regards

[REDACTED]
Environmental Protection Officer
Environmental Protection
Environmental Health
The Neighbourhoods Directorate
Manchester City Council

email: [REDACTED]
website: www.manchester.gov.uk
Tel: [REDACTED]
Internal: [REDACTED]

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Archaeological Consultation, EIASCO/25/008 – All Saints Campus (EIA Scoping Opinion)

From [REDACTED]
Date Mon 06/10/2025 14:08
To Michael Pearson [REDACTED]

ALERT This message originated outside of the Manchester City Council network. **BE CAUTIOUS** before clicking any links or opening any attachments. Please remember your Cyber Training and report anything suspicious.

Michael,

Thank you for consulting GMAAS on this application.

The application is supported by an EIA Screening and Scoping Report produced by Deloitte in September 2025.

Archaeology is listed as a discipline to be Scoped-Out of any further EIA assessment based on consultation comments supplied by the Heritage Management Director for GMAAS in response to an earlier consultation for development at the site (138424/FO/2023). GMAAS' response is appended to the Screening and Scoping Report as Appendix 3.

GMAAS is content that the 2023 consultation response remains valid and that archaeology needs no further consideration in the EIA process.

Kind regards

[REDACTED]



[REDACTED]
[REDACTED]
Senior Planning Archaeologist
Greater Manchester Archaeological Advisory Service
School of Science, Engineering & Environment,
Room LG20, Peel Building, Peel Park Campus,
University of Salford, Salford, M5 4WX

[REDACTED] / www.salford.ac.uk



Screening Opinion EIA/SCO/008 All Saints Library

From [REDACTED]
Date Wed 01/10/2025 10:03
To Michael Pearson [REDACTED]

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Hi Michael

Thank you for consulting the GMEU.

I agree with the developer that ecology can be scoped out of any Environment Assessment that may be required. Potential ecological issues include bats, nesting birds and biodiversity net gain, which can be dealt with through provision of an ecological appraisal and BNG assessment/statement.

[REDACTED]
Ecologist

Planning and Transportation
Planning and Transportation
Place

[Tameside MBC](#) | [X](#) | [Facebook](#) | [Instagram](#) | [LinkedIn](#)
Dukinfield Town Hall | King Street | Dukinfield | Tameside | SK16 4LA

[REDACTED]
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Memorandum

To Michael Pearson

From [REDACTED]

Date 6 October 2025

Subject **EIASCO/25/008**

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

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

Document Submission

The proposals are for the redevelopment of MMUs existing All Saints Library Building, including a new build element of up to 15,000sqm. The development will provide a purpose-built library and workspace for university students, with associated landscaping, cycle parking and associated works.

The EIA Scoping Report confirms that the proposed development will be supported by a CEMP.

The proposed development will also need to be supported via a Transport Statement.

MCC Highways would require a Travel Plan, Waste Management Strategy and Servicing Management Strategy.

For the avoidance of doubt the Transport Statement should comprise of:

- o Analysis of collision data during the most recent five-year period, with identification of any underlying patterns that might be affected by the development;
- o Provide justification for the proposed level of cycle parking. It should be noted that some short-stay cycle parking provision would also be beneficial for visitors. Sheltered and secure cycle parking will be required for staff;
- o Provide justification for the proposed level of car parking (including disabled/EVC provision). Parking bays and aisle widths will need to align with MCC standards. Swept-path assessments will also be required;

- o Swept path analysis of the proposed servicing arrangements / access road access, routing & egress.
- o Include proposed S278 highways engineering drawings, which should demonstrate appropriate swept-path assessment, visibility and retention of safe pedestrian movement around the site access including both primary vehicular access points and emergency access/routes. A summary of the RSA1 findings within the TA would also be useful;
- o Demonstration that waste and service vehicles can safely utilise the proposed site layout / adjacent highway network;
- o Undertake a review of Traffic Regulation Orders on the surrounding streets in the vicinity of the development and identification of modifications;
- o Include information on emergency access routes and how these would integrate with the adjacent highway network and developments;
- o Provide details on/management of taxis, site deliveries and servicing (including engineering drawings).

EIA Transport Chapter - Highways Scoping Response:

An EIA Scoping Report has been submitted for the proposed development. The Scoping Report notes that although the proposals are likely to give rise to vehicular, sustainable and pedestrian trips that overall, there will be no significant effects on the highway network.

The Scoping Report confirms that the assessment is in accordance with IEMA best practice guidance which aims to assist in identifying likely significant environmental effects. The preliminary assessment suggests that the proposed development will not result in a change in site traffic that exceeds IEMA significance / screening thresholds and therefore, Transport has been scoped out. This is acceptable to Highways.

The EIA Scope confirms that a CEMP will be in place during the construction period and this is acceptable to Highways. Please see section below in relation to CMP.

Overall, Highways are satisfied with the EIA Scoping Reports findings.

General Comments:

Trip Generation:

A multi-modal trip assessment should be undertaken and presented within the submitted Transport Statement.

To reduce the attractiveness of car trips, a review of current parking in the vicinity of the site should be undertaken, and any suitable TROs identified. Additionally, incentives such as loans or free bus passes for staff - or subsidised passes could also be implemented.

Mitigation:

The developer should identify appropriate mitigation to accommodate any increases in traffic generation and increased pedestrian and cyclist movements. Any appropriate mitigation should be identified in conjunction with TfGM UTC and MCC who will be happy to work with the developer to agree an approach.

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

Where changes to the TROs are required due to access / egress points the applicant will be required to fund these changes. This will need to be done via a S278 agreement.

TRO Review:

A review of Traffic Regulation Orders on the surrounding streets in the vicinity of the development is required to determine if any changes are required to ensure potential overflow car parking from the development does not impact highway operation/safety.

Vehicle Parking & Access:

The development will be promoted as being 'car-free' with no general car parking to be provided on site. No car parking is being offered as part of the development and this aligns with current city centre transport aspirations. Given the city centre location, the lack of on-site car parking is considered acceptable for the development. This will be subject to robust travel planning strategies and appropriate cycle storage provision to encourage the use of sustainable modes.

The Transport Statement should provide information on the proposed access arrangements to the site for pedestrians and cyclists.

Cycle Parking

Details of cycle parking facilities for the existing and proposed development (e.g. number of spaces, location and type) should be provided and shown on plan and included in the submitted Transport Statement.

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

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

Waste and Service Management

The Transport Statement should provide details on where bin stores are proposed for each use class type. These must meet MCCs GD04 guidance and must not be located on the adopted highway.

The Transport Statement should include details on the waste forecast, waste vehicle collection points and how the site will be serviced in terms of delivery vehicles.

For the avoidance of doubt, swept path analysis should be provided of a 11.5m refuse vehicles within the development site. The swept path should demonstrate that the refuse vehicle can enter and exit in forward gear and manoeuvre around the site safely.

A Waste Management Strategy should be submitted as part of the planning application.

It is requested that servicing is undertaken outside of the network AM and PM peak periods. It is also requested that a Service Management Strategy is in place.

Swept path analysis should be provided for the largest expected service/delivery vehicle within the development boundary. The number of deliveries and location of the delivery points should also be provided.

It is requested that a Service Management Strategy is submitted as part of the planning application.

Off-Site Highways Works

A S278 agreement is required for works to the adopted highway - a deposit is required to begin the S278 application, additional costs will be payable and are to be agreed with S278 Statutory Approvals team. Following an assessment of the scope of works, all additional estimated costs are required to be paid in full prior to the expenditure of the initial deposit, or work on the technical approval process will cease and can delay the programme for the start of works on site. The minimum standard S278 technical approval timescale is between 4-6 months and, if TRO's are included, can take 12 months so please programme this into your timetable. Please note: you will not be able to start works on the highway until technical approval has been given by the S278 Engineer and the relevant highways permits granted.

Any modifications / improvements to the public highway or footpath will require agreement with MCC's Highways Applications and Network Resilience teams. This will be funded at the applicant's expense. The following link provides access:

https://www.manchester.gov.uk/directory_record/287709/permission_to_work_on_the_highways_-_section_278_agreements/category/355/highways_and_pavements

For the avoidance of doubt, all non-standard materials to be used on the adopted highway will be subject to applicable commuted sums, likewise for the implementation of street trees on the highway.

It is expected that all modifications / improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being discharged. The developer is to agree the above with MCC's Statutory Approvals and Network Resilience Teams post planning approval and prior to construction taking place.

It is recommended that footways are 2.0m minimum (clear of street furniture and other obstructions) in width to accommodate double buggies and other staff/visitors with restricted mobility.

It is requested that footways bounding the site are resurfaced as part of a S278 agreement and at cost to the applicant.

For developments with S278 works a Stage 1 Road Safety Audit (RSA 1) is requested to inform the preliminary design and it is requested that this is included in the submitted documents at planning stage. This ensures that any underlying highway safety issues have been identified and mitigation is proposed accordingly. The scope and study area of the RSA1 will be agreed on a site by site basis however, as a minimum, it is expected to include the following:

- o 5 years of accident history
- o Audit of key pedestrian routes (crossing points, footway widths, condition etc.)
- o Audit of key cycling routes (ASLs, cycle lanes etc.)

- o Highway layout including, but not limited to (visibility assessments, speed limits, TROs, traffic calming etc.)

A copy of the report (with Designer's Response) is to be made available to the Statutory Approvals Team upon request.

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

Travel Plan

An existing Travel Plan / proposed Framework Travel Plan should be submitted as part of the forthcoming planning application.

For a Travel Plan to be successful, it will be dependent on establishing a culture of sustainable travel behaviour at the outset, rather than on changing already established travel practices. The success of Travel Plan measures will depend on their effective delivery and commitment from the occupier and therefore robust arrangements for the implementation and running of the Travel Plan need to be included in the Framework Travel Plan from the outset. These include:

- o A travel plan budget and resources for the implementation and day to day management of travel plan measures;
- o Appropriate management structures;
- o Detailed time frames for the delivery;
- o Handover arrangements for the travel plan or its components when the developer's responsibility ceases; and
- o Targets and monitoring arrangements.

The full Travel Plan should include tailored measures to overcome specific barriers, or take advantage of opportunities, presented by the site.

The development, submission, implementation and monitoring of a Full Travel Plan will be conditioned with any planning consent.

Construction Management:

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

The construction of the site could result in the closure of roads and footpaths, physical works within the highway to form new site access points, layout improvements, service upgrades and the need to accommodate regular deliveries of materials and construction equipment. It is acknowledged that the precise nature of the construction related highway effects are difficult to identify in detail until a final construction programme and delivery phasing plan has been undertaken.

It is recommended that the applicant has early engagement with MCCs Event and Network Management Team and work closely to safely manage highway and pedestrian safety during the construction phase.

The EIA and following CMP should identify any mitigation measures necessary to address any significant effects during the construction phase of the proposed development.

MCC Highways would also request that a Construction Environmental Management Plan (CEMP) is conditioned with any planning approval. It is therefore recommended that the CEMP is updated to incorporate the following which are usually required within a CMP which would work to further reduce environmental impacts:

- o The duration/phasing of construction works and associated vehicle trips;
- o Routing of construction traffic and associated swept-path assessment;
- o Details of the location and arrangements for contractor parking;
- o The identification of the vehicular access points into the site;
- o Traffic Management measures for vehicles, pedestrians and cyclists;
- o Manage and coordinate construction activities with reference to ongoing/imminent construction works in the locality:
- o Identify measures to control dust and mud including on the surrounding public highway including details of how the wheels of contractor's vehicles are to be cleaned during the construction period;
- o The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location; and
- o Highway dilapidation survey including photographs and commentary on the condition of carriageway/footways on construction vehicle routes surrounding the site.

The Applicant should also note that MCC Highways also require information on proposed outline electricity/utility connection works and associated traffic management proposals prior to determination. This should be included within the submitted TA and also assessed as part of the EIA scoping process.

Highways Reference: 17552/FO/2025

CONSULTATION RESPONSE: EIASCO/25/008

From Safeguarding MAN [REDACTED]

Date Thu 18/09/2025 10:23

To Michael Pearson [REDACTED]

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Reference: EIASCO/25/008

Our Ref.: 2025-499

Location: All Saints Campus Oxford Road Manchester M15 6BH

Dear Michael,

Thank you for consulting with the aerodrome safeguarding authority for Manchester Airport on the EIA Scoping Opinion for All Saints Campus Oxford Road Manchester M15 6BH. The development is described at a maximum height of 73.985m AOD. At this height we do not have any concerns. The applicant's attention is drawn to the procedures for crane and tall equipment notifications, please see: <https://www.caa.co.uk/Commercial-industry/Airspace/Event-and-obstacle-notification/Crane-notification/>

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

Sincerely,

MAG Group Aerodrome Safeguarding Team

Stansted Airport | East Midlands Airport | Manchester Airport

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

[Aerodrome Safeguarding | Manchester Airport](#)

www.magairports.com



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Fw: SJ842971 - NH/25/12873 - EIA Regulation Request for Scoping Opinion - All Saints Campus - Reply by 06/10/2025

From Planning [REDACTED]
Date Mon 22/09/2025 09:57
To Michael Pearson [REDACTED]

 1 attachment (100 KB)
ufm15_Request_for_EIA_Scoping_Opinion.pdf;

Information, Delivery & Support Team
Planning, Building Control & Licensing
Growth & Development Directorate
Postal address: Manchester City Council, P O Box 532, Town Hall, Manchester M60 2LA
Location address: Level 6 Town Hall Extension, Manchester M2 5DB
Tel: 0161 234 4516

Please consider the environment before printing an e-mail.

From: [REDACTED]
Sent: 22 September 2025 09:54
To: Planning <[REDACTED]>
Cc: [REDACTED], [REDACTED]
Subject: FW: SJ842971 - NH/25/12873 - EIA Regulation Request for Scoping Opinion - All Saints Campus - Reply by 06/10/2025

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Good morning,

I hope you are well I am writing to you in regards to the planning application mentioned above . Thank you for consulting National Highways on this application. We have reviewed the application and have no objection. Please feel free to get in touch if you have any queries.

Many thanks,

[REDACTED]
Operations North West Spatial Planning Team
National Highways | Piccadilly Gate | Store Street | Manchester | M1 2WD
[REDACTED]
Web: www.nationalhighways.co.uk

-----Original Message-----

From: [REDACTED] <[REDACTED]>
Sent: 15 September 2025 12:12
To: Planning NW [REDACTED]
Subject: EIA Regulation Request for Scoping Opinion - All Saints Campus

Please see attached request for scoping opinion under reference EIASCO/25/008.

Regards,
Information, Delivery & Support Team,
Planning, Building Control & Licensing,
Manchester City Council, P O Box 532, Manchester M60 2LA

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T 0300 060 900

Dear Mr Michael Pearson

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

Location: All Saints Campus Oxford Road Manchester M15 6BH

Thank you for seeking our advice on the scope of the Environmental Statement (ES) in the consultation dated 15 September 2025, received on 15 September 2025.

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

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

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

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

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

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

Yours sincerely


Consultations Team

Annex A – Natural England Advice on EIA Scoping

General Principles

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

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

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

Cumulative and in-combination effects

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

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

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

Environmental data

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

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

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

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

Biodiversity and Geodiversity

General principles

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

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

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

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

Designated nature conservation sites

The proposal is unlikely to adversely impact any European or internationally designated nature conservation sites (including 'habitats sites' under the NPPF) or nationally designated sites (Sites of Special Scientific Interest, National Nature Reserves or Marine Conservation Zones).

Regionally and Locally Important Sites

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

Protected Species

The conservation of species protected under the Wildlife and Countryside Act 1981 and the

Conservation of Habitats and Species Regulations 2017

is explained in Part IV and Annex A of Government Circular 06/2005 [Biodiversity and Geological Conservation: Statutory Obligations and their Impact within the Planning System.](#)

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

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

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

District Level Licensing for Great Crested Newts

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

Priority Habitats and Species

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

Consideration should also be given to the potential environmental value of brownfield sites, often found in urban areas and former industrial land. Sites can be checked against the (draft) national Open Mosaic Habitat (OMH) inventory published by Natural England and freely available to [download](#). Further information is also available [here](#).

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

The Environmental Statement should include details of:

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

- Opportunities for biodiversity net gain or other environmental enhancement

Ancient Woodland, ancient and veteran trees

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

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

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

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

Biodiversity net gain

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

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

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

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

The metric should be used to:

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

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

Opportunities for wider environmental gains should also be considered.

Landscape

Nationally Designated Landscapes

Landscape and visual impacts

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

The ES should include a full assessment of the potential impacts of the development on local

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

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

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

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

Heritage Landscapes

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

Connecting People with nature

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

Measures to help people to better access the countryside for quiet enjoyment and opportunities to connect with nature should be considered. Such measures could include reinstating existing footpaths or the creation of new footpaths, cycleways, and bridleways. Links to other green networks and, where appropriate, urban fringe areas should also be explored to help promote the creation of wider green infrastructure. Access to nature within the development site should also be considered, including the role that natural links have in connecting habitats and providing potential pathways for movements of species.

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

Soils and Agricultural Land Quality

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

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

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

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

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

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

Further information is available in the [Defra Construction Code of Practice for the Sustainable Use of Soil on Development Sites](#) and The British Society of Soil Science Guidance Note [Benefitting from Soil Management in Development and Construction](#).

Air Quality

Air quality in the UK has improved over recent decades but air pollution remains a significant issue. For example, approximately 85% of protected nature conservation sites are currently in exceedance of nitrogen levels where harm is expected (critical load) and approximately 87% of sites exceed the level of ammonia where harm is expected for lower plants (critical level of 1µg) ^[1]. A priority action in the England Biodiversity Strategy is to reduce air pollution impacts on biodiversity. The Government's Clean Air Strategy also has a number of targets to reduce emissions including to

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

reduce damaging deposition of reactive forms of nitrogen by 17% over England's protected priority sensitive habitats by 2030, to reduce emissions of ammonia against the 2005 baseline by 16% by 2030 and to reduce emissions of NO_x and SO₂ against a 2005 baseline of 73% and 88% respectively by 2030. Shared Nitrogen Action Plans (SNAPs) have also been identified as a tool to reduce environmental damage from air pollution.

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

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

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

Water Quality

The planning system plays a key role in determining the location of developments which may give rise to water pollution, and hence planning decisions can have a significant impact on water quality, and land. The assessment should take account of the risks of water pollution and how these can be managed or reduced. A number of water dependent protected nature conservation sites have been identified as failing condition due to elevated nutrient levels and nutrient neutrality is consequently required to enable development to proceed without causing further damage to these sites. If your planning application is affected by Nutrient Neutrality, the ES needs to take account of any strategic solutions for nutrient neutrality or Diffuse Water Pollution Plans, which may be being developed or implemented to mitigate and address the impacts of elevated nutrient levels. These solutions or plans should be relevant to the specific planning consultation site. Further information can be obtained from the Local Planning Authority.

Climate Change

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

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

The Natural England and RSPB [Climate Change Adaptation Manual](#) (2020) provides extensive

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

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

Contribution to local environmental initiatives and priorities

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

Manchester Council
By email only

Your ref: EIASCO/25/008
Our ref: DC/25/2406
Date: 18/09/25

Dear Planning Team

Location: All Saints Campus Oxford Road Manchester M15 6BH

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

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

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

- A co-ordinated and holistic approach to the delivery of sustainable **foul and surface water drainage**.
- **Asset protection** for existing water and wastewater infrastructure which is located within or close to the scoping boundary
- **Flood Risk**

Foul And Surface Water Drainage

All development proposals will be expected to fully investigate the hierarchy of drainage options for surface water. There is an expectation that surface water will not be discharged to the combined sewer network as there are more sustainable options in immediate vicinity for the development to discharge to. Should infiltration not be feasible at this site, there is an opportunity to discharge surface water to a dedicated United Utilities surface water sewer on Oxford Road. This eventually discharges to the River Medlock. As referenced above, the expectation is that **no surface water will be discharged to the public sewer system**.

Directed by the principles set out in the National Planning Practice Guidance and the new National Standards for Sustainable Drainage Systems (2025) we require developers and Local Planning Authorities, to do all that they can to avoid surface water entering the public sewer,

unless absolutely necessary. This applies to all proposed development. See Appendix 1.1 'Surface Water Hierarchy'.

All options for the sustainable management of surface water must be thoroughly investigated before we will accept any surface water connections from new development to the public sewer. Where a new surface water connection to the public sewer is proposed, we will require robust evidence to demonstrate the drainage hierarchy has been fully investigated and there are no more sustainable options available for the management of surface water.

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

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

Rights to Discharge to Watercourse or Other Receiving Water Body

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

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

Asset Protection

Public sewers are located within the scoping boundary. All sewer infrastructure must be considered as part of the detailed design process. The applicant is advised to contact United Utilities to discuss how the presence of wastewater infrastructure within the site will impact upon the design and layout of any subsequent proposals. The applicant should contact [REDACTED] to discuss this.

Our assets will need to be fully considered as part of the design process, with the potential impacts identified at an early stage and suitable mitigation and protection measures and/or diversions incorporated into the design, construction and ongoing operation of the application

site. It is critical that we are able to understand the overall impact on our assets and any potential diversion and abandonment proposals across the whole masterplan area so we can understand how each phase interacts with our assets. We recommend any future outline of full planning application submissions include a detailed site wide layout plan which confirms the proven location of existing UU assets and infrastructure in relation to the proposed development. In addition, proposed drainage, layouts and levels are intrinsically linked and is therefore important that a holistic approach is achieved which avoids piecemeal infrastructure delivery whilst ensuring the most sustainable and cost effective drainage solution is achieved.

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

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

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

FLOOD RISK

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

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

1. any proposed new drainage connections to the public sewer.

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

Water Supply

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

Other Matters for Consideration

Wastewater Adoption – Including SuDS

If the applicant intends to offer wastewater assets forward for adoption by United Utilities, the proposed detailed design will be subject to a technical appraisal by an Adoptions Engineer as we need to be sure that the proposal meets the requirements of United Utilities' Asset Standards. This is important as drainage design can be a key determining factor of site levels and layout. The proposed design should give consideration to long term operability and give United Utilities a cost-effective proposal for the life of the assets. Therefore, should this application be approved and the applicant wishes to progress a Section 104 agreement, we strongly recommend that no construction commences until the detailed drainage design, submitted as part of the Section 104 agreement, has been assessed and accepted in writing by United Utilities. Any work carried out prior to the technical assessment being approved is done entirely at the developer's own risk and could be subject to change.

Water Efficiency

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

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

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

CONTACTS

We wish to highlight our pre-application service for developers to discuss and agree drainage strategies and water supply requirements. We cannot stress highly enough the importance of developers contacting us as early as possible. Enquiries are encouraged by contacting:

Website

For detailed guidance on water and wastewater services, including application forms and the opportunity to talk to the Developer Services team using the '**Live Chat**' function, please visit: <http://www.unitedutilities.com/builders-developers.aspx>

A number of providers offer a paid for mapping service including United Utilities. For more information, or to purchase a sewer and water plan from United Utilities, please visit <https://www.unitedutilities.com/property-searches/>

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

Yours faithfully

United Utilities' Planning Team

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

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

1.0 DRAINAGE DESIGN

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

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

1.1 Surface water hierarchy

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

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

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

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

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

1.2 Adoption and construction of drainage systems

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

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

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

2.0 PLANNING CONDITIONS; OUR APPROACH TO DRAINAGE CONDITIONS

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

2.1 Drainage design

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

2.2 Management and maintenance of Sustainable Drainage Systems (SuDS)

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

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

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

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

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

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

3.0 UNITED UTILITIES' PROPERTY, ASSETS AND INFRASTRUCTURE

3.1 Water pipelines

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

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

3.2 Wastewater pipelines

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

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

3.3 Water and wastewater pipelines and apparatus

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

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

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

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

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

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

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

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

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

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

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

4.0 WATER AND WASTEWATER SERVICES, METERING AND CHARGES

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

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

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

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

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

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

5.0 CONTACTS

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

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

Email:

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

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

SLUDGE PIPELINES: DeveloperServicesWater@uuplc.co.uk

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

GROUNDWATER PROTECTION ZONES:

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

PROPERTY SEARCHES (FOR ASSET MAPS):

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

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

UNITED UTILITIES LEGAL SERVICES (FOR EASEMENT DOCUMENTS):

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

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

Application details:	EIASCO/25/008 Request for Scoping opinion under Part 4, Regulation 15 of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) All Saints Campus Oxford Road Manchester M15 6BH
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LLFA Comments 15/10/2025

The following Information has been considered:

Planning Portal uploads:	12/09/2025
Further submission emails:	N/A
Pre-Application Advice:	MMU-M15-A-PRE issued 31/07/2025

Any LLFA Comments to LPA

The proposed EIA scope is accepted on the basis of the project commitments as-defined in the following sections:

- **4.30 (provision of a standalone Flood Risk Assessment and Drainage Strategy to support the Planning application.)**

A Flood Risk Assessment and Drainage Strategy must be submitted to support the Planning Application. This should demonstrate design compliance with national and local policy.

Please find attached Pre-App advice Comments were given on FRA & drainage strategy requirements to aid the planning submission. This includes engaging with United Utilities on proposed abandonment/diversion of public sewer assets, for which the applicant is requested to submit evidence of agreement in principle from UU at planning stage if it falls within the Planning site boundary.