

**Julie Roscoe**

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Ms Olivia Carr  
Turley

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28 March 2023

Our reference: JA/DMN

Dear Ms Carr

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

**SCOPING REQUEST UNDER PART 4 REGULATION 15(1)**

**‘ECHO STREET’ MANCHESTER (“THE PROPOSED DEVELOPMENT”)**

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

Thank you for your request dated 17 February 2023 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 *‘Echo Street Manchester - Environmental Impact Assessment Scoping Report’* prepared by yourselves, on behalf of the Applicant FEC, 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 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 17 February 2023 sets out the proposed chapters that the ES will cover, and the disciplines which you believe should be scoped into and out of the the EIA.

These are as follows:

#### *Scoped In*

- Socio-Economics and Human Health;
- Climate Change;
- Built Heritage;
- Townscape and Visual;
- Daylight, Sunlight, Overshadowing and Solar Glare;
- Wind Microclimate;
- Noise and Vibration.

#### *Scoped Out*

- Archaeology;
- Biodiversity;
- Traffic and Access;
- Air Quality;
- Ground Conditions;
- Flood Risk, Drainage and Water Environment;
- Lighting;
- Waste;
- Major Accidents and/or Disasters; and
- TV Reception.

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.

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

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 is approximately 0.5 hectares and is bounded by Vimto Park to the west, the Manchester Oxford Road-Manchester Piccadilly railway line to the south, the A6 London Road to the east and Lambert House, Fairfield Hall and the Bulls head public house to the north. Access to the site is via Echo Street and Granby Row.

The site is currently vacant following removal of previous buildings and trees which once occupied the site. Pilling works associated with a previous planning permission are also present at the development site. Archaeological works and ground investigations have also taken place at the site.

The surrounding area is dominated by Manchester Piccadilly railway station and the associated railway infrastructure. There are also residential and commercial developments along with educational buildings associated with the former UMIST university estate.

## **SENSITIVE RECEPTORS**

The development site is located within the Greater Manchester Combined Air Quality Management Area (AQMA).

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 site is located in Flood Zones 1 along with being located within the Manchester, Salford and Trafford Critical Drainage Area (CDA).

The development site is not located within a Conservation Area and the site does not contain any listed buildings.

## **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 see up to 1,225 purpose built student accommodation units (Use Class Sui Generis) being built across three buildings. The maximum building height would be 28 storeys (excluding basement and platforms).

Vehicular access would be from Echo Street. Pedestrians and cyclist access would be from Echo Street/Granby Row and Vimto Gardens.

Public realm works would be proposed together with 8 on street parking spaces along Granby Row (including two disabled bays). 610 cycle spaces would be provided.

## **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 description 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.

I note 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 appears to be acceptable.

### **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.

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 although there is evidence of surviving 18th-century building fragments, this would be of local significance only. Accordingly, Archaeological can be scope out of the ES on the basis that a detailed archaeological desk based assessment is submitted with the planning application.

### **Biodiversity**

I accept that biodiversity is capable of being scoped out of the ES and can instead form part of the supporting documents to the planning application and should include measure to improve the nature conservation value of the this urban area including biodiversity net gain.

### **Traffic and Access**

Further details are required to determine if Traffic and Access can be scoped out of the ES.

The Scoping Report states that Traffic and Access and Waste has been identified as to not have significant impacts and therefore are to be scoped out of the ES.

I require further details that the construction of the development would not cause impacts on the local highway. This should include information on trip generation but also traffic redistribution impacts associated with any traffic management during the construction phase. Information should also be provide on proposed/potential road closures, diversions, temporary signals and traffic management. Once this information has been provided, further detailed comments can be provided on whether this can be scoped out of the ES.

### **Air Quality**

The Scoping Report concludes that although the site is located within the AQMA, the nature of the proposal and site context, there would be no significant effects which

would require consideration by an EIA. I confirm that air quality can be scoped out of the ES provided the planning application is supported by an appropriate report which supports these conclusions.

### **Ground Conditions**

The Scoping Report concludes that although there is evidence of previous contamination, there is nothing unusual or complex about the ground conditions at the proposed development site. As a result, there will be no significant effects which would require consideration by an EIA. 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.

### **Flood Risk, Drainage and Water Environment**

The Scoping Report concludes that the main risk of flooding site the site would be from surface water run off and that no significant risks are likely. I can confirm that Water Resources can be scoped out of the ES provided that the planning application is supported by an appropriate report which support these conclusions.

The following details must be covered appropriately within the document including mitigation.

The Flood Risk Assessment and Surface Water Drainage Strategy should demonstrate design compliance with national and local policy.

The scheme's masterplan should consider the Shooters Brook culverted ordinary watercourse which is indicated to be beneath Granby Row in the LLFA Asset Register.

The supporting reports should also demonstrate that any contamination at the site should not have an adverse impact on the water environment and mitigation measures should be proposed to ensure this.

There is also evidence of a critical sewer and pressurised water mains within the site boundary. The precise location of these assets (and their associated easement strips) will need to be confirmed and any future development must not encroach on these assets or the associated maintenance strips.

### **Lighting**

The Scoping Report notes that a baseline any lighting would be localised in nature and proportionate for the proposed scheme and therefore no more than local significance. I can confirm that Lighting can be scoped out of the ES provided that the planning application is supported by an appropriate report which support these conclusions.

### **Waste**

The Scoping Report concludes that there would be appropriate waste management arrangements during both construction and when the development becomes operational. I confirm that waste can be scoped out of the ES provided the planning application is supported by an appropriate report which supports these conclusions.

### **Major Accidents and/or Disasters**

The Scoping Report concludes that the site does not fall within an consultation zones for the Health and Safety Executive. I confirm that waste can be scoped out of the ES

## **TV Reception**

The Scoping Report notes that a baseline of the local conditions would be established which would allow reassessment once the development is complete and mitigation devised if necessary. I can confirm that Telecommunications can be scoped out of the ES provided that the planning application is supported by an appropriate report which support these conclusions.

## **Summary**

I agree that some of the matters you have identified to be scoped out of the ES are appropriate. I am of the opinion, however, that further information would be required to determine if traffic and access can be scoped out of the ES.

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.

- Socio-Economics and Human Health;
- Climate Change;
- Built Heritage;
- Townscape and Visual;
- Daylight, Sunlight, Overshadowing and Solar Glare;
- Wind Microclimate;
- Noise and Vibration.

### **Socio-Economics and Human Health**

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

### **Climate Change**

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

### **Built Heritage**

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

### **Townscape and Visual**

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

### **Daylight, Sunlight, Overshadowing and Solar Glare**

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

I would welcome clarification on the list and location of the properties to be considered to ensure we have captured all relevant site. For instance, is Cedar House covered within the assessment but under a different name? Please could you provide a plan identifying the relevant properties to be considered.

### **Wind Microclimate**

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

### **Noise and Vibration**

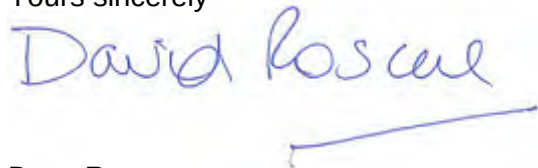
The comments within your Scoping Report are noted and are acceptable in terms of their consideration in the ES

### **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 myself or Jennifer Atkinson.

Yours sincerely



Dave Roscoe  
Assistant Director of Planning

## **APPENDIX – CONSULTEE RESPONSES**

Date: 06 March 2023  
Our ref: 423167  
Your ref: N/A



Manchester City Council  
**BY EMAIL ONLY**

Consultations  
Hornbeam House  
Crewe Business Park  
Electra Way  
Crewe  
Cheshire  
CW1 6GJ

T 0300 060 900

Dear Sir or Madam,

**Environmental Impact Assessment Scoping consultation (Regulation 15 (4) of the Town and Country Planning EIA Regulations 2017):** Full planning permission for the demolition of existing buildings on site and their replacement with a mixed use (sui generis) development comprising 3 towers ranging in height (from 14, 20 and to 25 storeys (including lower ground floor level) and intermediary link buildings and providing: 403 units of Co-Living residential accommodation with associated shared amenity spaces; 94 units of purpose built student accommodation with associated shared amenity spaces; ground floor commercial floor space and children's day nursery together with cycle parking, recycling and refuse bin storage, associated plant and public realm enhancements to Granby Row, Echo Street, Cobourg Street and Back Acton Street  
**Location:** Land At Chandos Hall Between Echo Street, Granby Row, Vimto Gardens And Manchester South Junction And Altrincham Railway Viaduct Manchester M1 3QJ

Thank you for seeking our advice on the scope of the Environmental Statement (ES) in the consultation dated 23 February 2023, received on 23 February 2023.

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](mailto:consultations@naturalengland.org.uk).

Yours faithfully

Loz Burridge  
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](http://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 174-175 and 179-182) 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 have regard to conserving 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 174 and 175). 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 174 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.

The ES should use an appropriate biodiversity metric such as [Biodiversity Metric 3.0](#) together with ecological advice 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**

#### **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](http://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 100. 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 174 and 175 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 211 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](http://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) <sup>[1]</sup>. A priority action in the England Biodiversity Strategy is to reduce air pollution impacts on biodiversity. The Government's Clean Air Strategy also has a number of targets to reduce emissions including to reduce damaging deposition of reactive forms of nitrogen by 17% over England's protected priority sensitive habitats by 2030, to reduce emissions of ammonia against the 2005 baseline by 16% by 2030 and to reduce emissions of NO<sub>x</sub> and SO<sub>2</sub> 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](http://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/lagm>

## 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. 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. 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](#)

---

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

[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.

Jennifer Atkinson  
Manchester City Council  
PO Box 532  
Manchester  
Lancashire  
M60 2LA

**Our ref:** SO/2023/122948/01-L01  
**Your ref:** IQSM3015  
**Date:** 16 March 2023

Dear Jennifer Atkinson

**UP TO 1,225 PURPOSE BUILT STUDENT ACCOMMODATION UNITS (USE CLASS SUI GENERIS).  
ECHO STREET, MANCHESTER**

Thank you for consulting us on the above Environmental Impact Assessment Scoping report.

We expect the Environmental Impact Assessment to consider the impacts the development may have in relation to contamination at the site and detail any required mitigation measures to prevent an adverse impact on the water environment.

In addition, where historic uses have led to contamination of the soils and/or groundwater beneath the site, the developer should address risks posed to controlled waters by referring to the published Environment Agency [land contamination technical guidance](#) available on the direct.gov website.

Should you require any further information or advice, please do not hesitate to contact me on the details below.

Yours sincerely

**Mr Jake Newby  
Planning Specialist**

Direct e-mail [REDACTED]  
Team e-mail [SPPlanning.RFH@environment-agency.gov.uk](mailto:SPPlanning.RFH@environment-agency.gov.uk)

Environment Agency  
Richard Fairclough House Knutsford Road, Warrington, WA4 1HT.  
Customer services line: 03708 506 506  
[www.gov.uk/environment-agency](http://www.gov.uk/environment-agency)  
End

## Echo Street - Scoping Opinion

David Dutton [REDACTED]

Mon 13/03/2023 11:19

To: Jennifer Atkinson <jennifer.atkinson@manchester.gov.uk>

Hi Jennifer

Thank you for consulting the GMEU

I agree that biodiversity can be scoped out of any Environment Assessment that may be required for this development.

**David Dutton**

**Ecologist**

Planning

Planning and Transportation

Place

[Tameside MBC](#) | [Twitter](#) | [Facebook](#) | [Instagram](#) | [TikTok](#) | [LinkedIn](#)

Dukinfield Town Hall | King Street | Dukinfield | Tameside | SK16 4LA

Tel. [REDACTED]

Mobile. [REDACTED]

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exemptions in the Act.

**EIA Scoping Request - Echo Street, Manchester - Archaeology**

Ian Miller [REDACTED]

Mon 27/02/2023 11:09

To: Jennifer Atkinson &lt;jennifer.atkinson@manchester.gov.uk&gt;

Good morning Jen

**RE: EIA Scoping Request - Echo Street, Manchester - Archaeology**

Thank you for consulting GMAAS on an EIA Scoping Opinion and the archaeological considerations associated with the proposed development on Echo Street in Manchester city centre.

The applicant has submitted an EIA Scoping Report, prepared by Turley in February 2023, which identifies that the proposed development falls within Schedule 2 (10b) of the EIA Regulations. The Scoping Report includes a section on archaeology (paragraphs 5.6 – 5.21) that summarises the baseline conditions, assesses the potential impact of development on archaeological remains and considers the significance of any such impact. The report concludes that 'the impact on archaeological remains to the surviving 18<sup>th</sup>-century building fragments is not considered to be significant and will not be considered further in the EIA or reported in the ES. These impacts (which are not considered to be significant) will be set out in a desk-based assessment to be submitted as part of the Application'.

GMAAS concurs with this conclusion, and is satisfied that archaeology can be scoped out of the EIA.

Kind regards

Ian

**University of  
Salford  
MANCHESTER****Ian Miller BA FSA**

Heritage Management Director  
Greater Manchester Archaeological Advisory Service  
Centre for Applied Archaeology, Peel Building  
School of Science, Engineering & Environment  
University of Salford, Manchester M5 4WT, UK  
T: [REDACTED] / M: [REDACTED]



## EIA scoping request - Echo Street

Leamey, Helen [REDACTED]

Tue 28/02/2023 10:45

To: Jennifer Atkinson <jennifer.atkinson@manchester.gov.uk>

You don't often get email from helen.leamey@uuplc.co.uk. [Learn why this is important](#)

### **The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) (the "EIA" Regulations) - Request for Scoping Opinion**

#### **Echo Street**

Dear Planning team

United Utilities wish to make the following comments regarding the proposal detailed above.

Whilst we have no specific comments to make on the scoping report, we would be grateful if you could advise the applicant of the following comments:

*According to our records there is a critical sewer and pressurised water mains within the site boundary. The precise location of these assets (and their associated easement strips) will need to be confirmed by the applicant and any future development must not encroach on these assets or the associated maintenance strips.*

*If the applicant hasn't already done so, they can take advantage of our free pre-development service by visiting our website <https://www.unitedutilities.com/builders-developers/your-development/planning/pre-development-guidance/>*

Please feel free to contact me should you have any further queries.

Kind regards



**Helen Leamey**  
Town Planner  
Planning, Landscape and Ecology  
**M:** [REDACTED]  
[unitedutilities.com](https://www.unitedutilities.com)

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## Manchester EIA scoping request - Echo Street 28 storeys-1225 student accommodation

Diane Clarke

Thu 02/03/2023 11:04

To: Jennifer Atkinson &lt;jennifer.atkinson@manchester.gov.uk&gt;

1 attachments (416 KB)

Network Rail dev form Asset-Protection-Initial-Enquiry-Questionnaire.docx

OFFICIAL

Network Rail Asset Protection interfaced with the previous developer when the building on the site was demolished. Asset Protection and Optimisation does not have a current interface with the developer who wish to develop the site so NR would ask that a questionnaire be completed to facilitate more detailed discussions. It is noted that ArchCo now tenant the arches so they will also have an interest and should be consulted.

We have attached some outline Network Rail comments with respect to the location of proposed development, which you may find useful. Also see plans indicating Network Rail ownership below. Indicative plans for the development would also be appreciated to assist with identifying the required interface with Network Rail. Depending on the level of involvement and complexity of the scheme a Basic Asset Protection Agreement may be required as a vehicle for recovery of Network Rail costs on a time and expenses basis to facilitate detailed discussions, desktop study and site surveys prior to planning application.

1)  
Network Rail would require further information so that we have an understanding of the proximity of the proposed buildings/foundations to the railway viaduct with respect to Construction/CDM aspects will be consideration depending on the proximity. In terms of application of CDM principles you need to demonstrate how the building can be constructed and maintained without impacting on the railway. Please note that the provision of night time possessions and isolations of the railway are very limited in availability and can cost in the region of £6,000 per night shift.

(2)  
The developer will need to seek an agreement with the Archco team prior to any works commencing on site regarding use of the arches for access. Network Rail / Archco must have unblocked, unrestricted access to and from the arches around the clock (24/7, 365) including for users of the arches, Network Rail staff and vehicles and emergency vehicles.

(3)  
Network Rail would comment that the railway line adjacent to the proposed development area is electrified with 25,000 volt AC overhead lines. Induced voltages from overhead lines can impact distances of up to 20m from the overhead lines themselves, which would need to be considered in the proposed layout as well as with respect to CDM aspects.

(4)  
Network Rail requests that the developer submit a risk assessment and method statement (RAMS) for the proposal to Network Rail Asset Protection, once the proposal has entered the development and construction phase. The RAMS should consider all works to be undertaken where there is a risk to the railway including demolition, works involving construction of the new building and access requirements via the Network Rail arch structure. We require reviewing the RAMS to ensure that works on site follow safe methods of working and have taken into consideration any potential impact on Network Rail land and the operational railway. The developer should contact Network Rail Asset Protection prior to works commencing at [AssetProtectionLNWNorth@networkrail.co.uk](mailto:AssetProtectionLNWNorth@networkrail.co.uk) to discuss the proposal and RAMS requirements in more detail.

(5)

The developer/applicant must ensure that their proposal, both during construction, and after completion of works on site, does not affect the safety, operation or integrity of the operational railway, Network Rail land and its infrastructure or undermine or damage or adversely affect any railway land and structures. There must be no physical encroachment of the proposal onto Network Rail land, no over-sailing into Network Rail air-space and no encroachment of foundations onto Network Rail land and soil. Any future maintenance must be conducted solely within the applicant's land ownership.

(6)

Any scaffold which is to be constructed adjacent to the Network Rail / railway boundary must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffold must be installed. The applicant / applicant's contractor must consider if they can undertake the works and associated scaffold / access for working at height within the footprint of their property boundary.

(7)

If vibro-compaction machinery / piling machinery or piling and ground treatment works are to be undertaken as part of the development, details of the use of such machinery and a method statement should be submitted for the approval of the Network Rail Asset Protection Engineer.

- All works shall only be carried out in accordance with the approved method statement and the works must be reviewed and approved by Network Rail. The Network Rail Asset Protection Engineer will need to review such works in order to determine the type of soil (e.g. sand, rock) that the works are being carried out upon and also to determine the level of vibration that will occur as a result of the piling.
- The impact upon the railway is dependant upon the distance from the railway boundary of the piling equipment, the type of soil the development is being constructed upon and the level of vibration. Each proposal is therefore different and thence the need for Network Rail to review the piling details / method statement.

(8)

All surface water is to be directed away from the railway.

Soakaways, as a means of storm/surface water disposal must not be constructed near/within 20 metres of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property.

- Storm/surface water must not be discharged onto Network Rail's property or into Network Rail's culverts or drains.
- Suitable drainage or other works must be provided and maintained by the Developer to prevent surface water flows or run-off onto Network Rail's property.
- Proper provision must be made to accept and continue drainage discharging from Network Rail's property.
- Suitable foul drainage must be provided separate from Network Rail's existing drainage.
- Once water enters a pipe it becomes a controlled source and as such no water should be discharged in the direction of the railway.
- Drainage works could also impact upon culverts on developers land.

(9)

Network Rail will need to review all excavation works to determine if they impact upon the support zone of our land and infrastructure as well as determining relative levels in relation to the railway. We would need to be informed of any alterations to ground levels, de-watering or ground stabilisation. When undertaking ground works, developers should take all necessary measurements from the boundary with Network Rail land and not the distance from their works to the nearest railway tracks.

(10)

Network Rail requests that the LPA and the developer (along with their chosen acoustic contractor) engage in discussions to determine the most appropriate measures to mitigate noise and vibration from the existing railway to ensure that there will be no future issues for residents once they take up occupation of the dwellings. Network Rail is aware that residents of dwellings adjacent to the railway have in the past discovered issues upon occupation of dwellings with noise and vibration from the existing operational railway, as a consequence of inadequate mitigation measures for the site, and

therefore it is a matter for the developer and the LPA via mitigation measures and conditions to ensure that these issues are mitigated appropriately prior to construction.

- The current level of railway usage may be subject to change at any time without prior notification including increased frequency of trains, night time train running and heavy freight trains.
- Network Rail also often carry out works at night on the operational railway when normal rail traffic is suspended and often these works can be noisy and cause vibration.
- Network Rail may need to conduct emergency works on the railway line and equipment and these would not be notified to residents in advance due to their safety critical nature.

(11)

Tower crane usage adjacent to railway infrastructure is subject to stipulations on size, capacity etc. which needs to be agreed by the Asset Protection Engineer prior to implementation. Tower cranes have the potential to topple over onto the railway; the arms of the cranes could over-sail onto Network Rail air-space and potentially impact any over-head lines, or drop materials accidentally onto the operational railway Please refer to CPA requirements attached including section 2.3.2., which outlines the requirement to downrate cranes adjacent to Network Rail infrastructure. The CV of the temporary works designer would also need to be submitted with the temporary works design. An oversailing licence may be required with Network Rail Business Space team depending on the crane design.

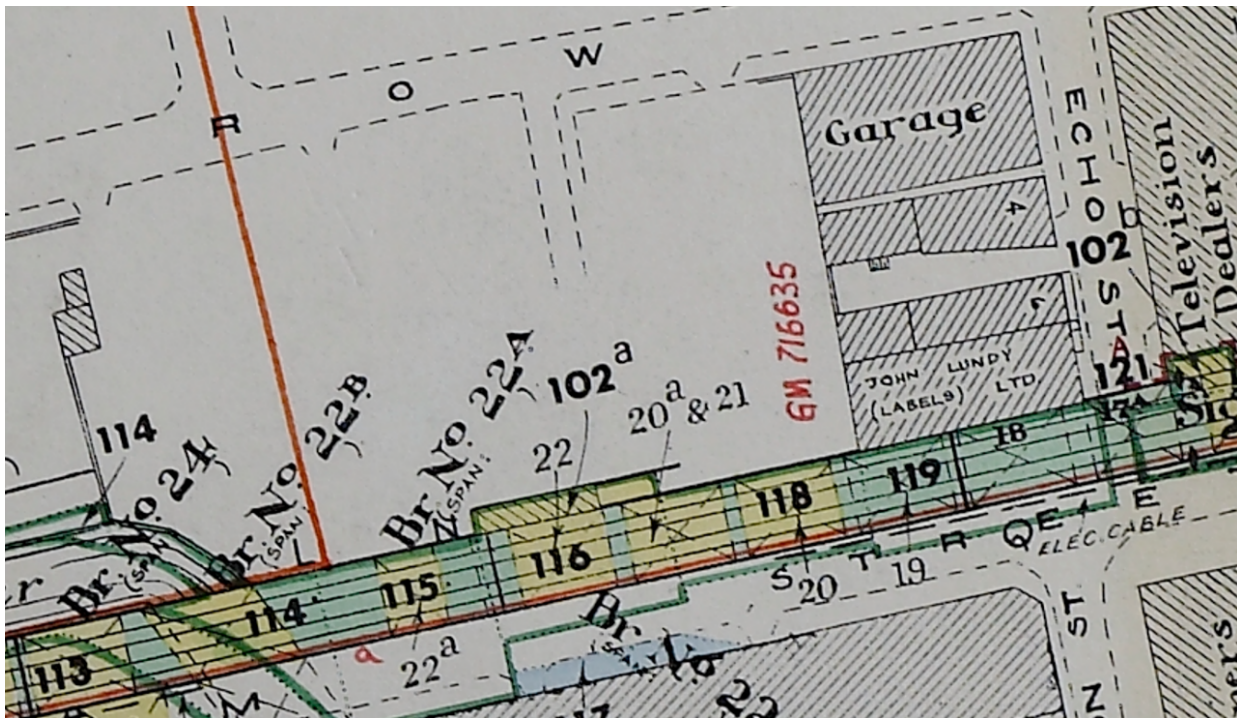
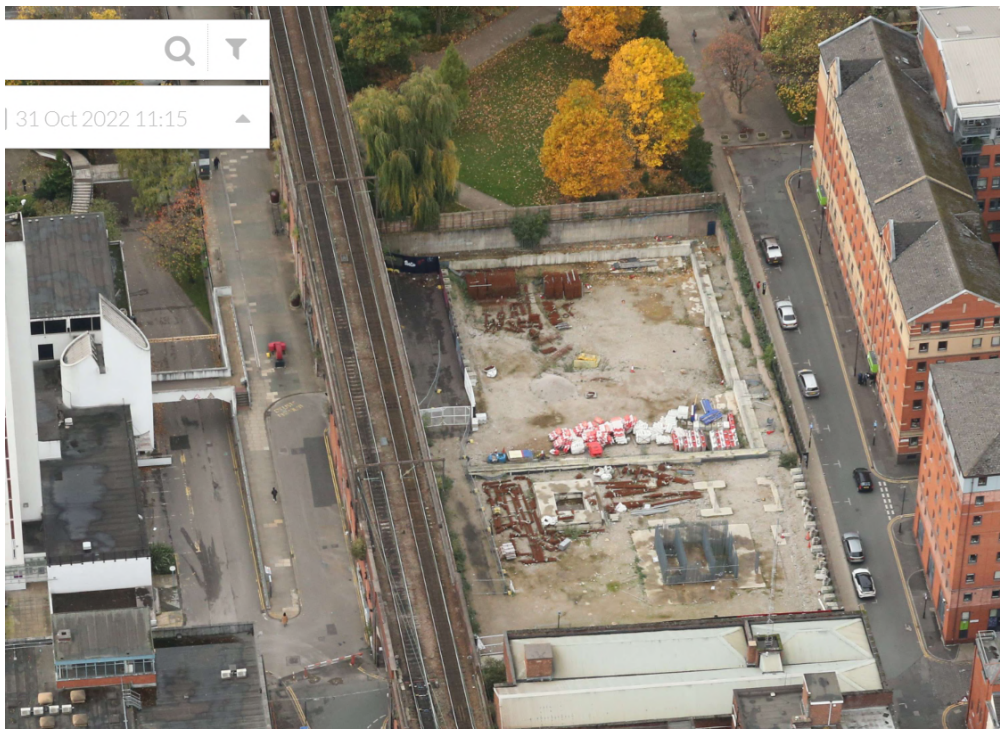
(12)

As the proposal includes works which may impact the existing operational railway and in order to facilitate the above, a **BAPA** (Basic Asset Protection Agreement) will need to be agreed between the developer and Network Rail. The developer will be liable for all costs incurred by Network Rail in facilitating this proposal, including any railway site safety costs, possession costs, asset protection costs / presence, site visits, review and agreement of proposal documents and any buried services searches. The BAPA will be in addition to any planning consent.

The applicant / developer should liaise directly with Asset Protection to set up the BAPA.

[AssetProtectionLNWNorth@networkrail.co.uk](mailto:AssetProtectionLNWNorth@networkrail.co.uk)





From

Diane Clarke  
Town Planning Technician NW&C  
AssocRTPI  
Network Rail  
Email: [TownPlanningLNW@networkrail.co.uk](mailto:TownPlanningLNW@networkrail.co.uk)

---

From: Planning <[Planning@manchester.gov.uk](mailto:Planning@manchester.gov.uk)>  
Sent: 23 February 2023 14:50  
To: Jennifer Atkinson <[jennifer.atkinson@manchester.gov.uk](mailto:jennifer.atkinson@manchester.gov.uk)>  
Subject: EIA scoping request - Echo Street

## The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) (the "EIA" Regulations) - Request for Scoping Opinion

### Echo Street

Under Part 4, Regulation 15 of the above regulations, I am informing you of a request made to Manchester City Council for a Scoping Opinion regarding the above development. A copy of the developer's Scoping request is attached, which sets out what they believe the scope of the Environmental Impact Assessment (EIA) should be. Further appendices to the report can be downloaded from the following link: <https://we.tl/t-ThWbQ0wqnV>

The purpose of the request is to enable the City Council to make clear to the developer what it considers the main effects of the proposed development are likely to be and therefore the topics on which the proposed EIA should focus.

I am required, under the Regulations, to remind you of your obligation to make available, if requested, any relevant information in your possession. However, you are only required to provide information that is in your possession and there is no obligation to undertake research or otherwise to take steps to obtain information that you do not already have.

The City Council has five weeks from the date of the request to provide a formal Scoping Opinion. If you wish to make any comments to aid the Council in the formulation of a Scoping Opinion, please can you respond to [jennifer.atkinson@manchester.gov.uk](mailto:jennifer.atkinson@manchester.gov.uk) no later than 16 March 2023.

Regards  
Anthony Moore  
Team Lead

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

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\*\*\*\*\*

## RE: EIA Scoping Request - Echo Street

Laura Wareing

Thu 16/03/2023 14:43

To: Jennifer Atkinson <jennifer.atkinson@manchester.gov.uk>; Planning <Planning@manchester.gov.uk>

Cc: Richard Thomas <Richard.Thomas1@manchester.gov.uk>

Hi Jen,

Highways would need to see more evidence that the Construction of the site will not cause considerable impact on the local highway before we can be fully satisfied that construction is scoped out. This should include information on trip generation but also traffic redistribution impacts associated with any traffic management during the construction phase. Information should also be provide on proposed/potential road closures, diversions, temporary signals and traffic management.

Thanks,

Laura

Laura Wareing (BSc Hons, MSc)  
Development Control Engineer  
Highways Development Control  
Growth and Neighbourhoods Directorate

Please Note my Working Hours: Mon - Fri 08:00 - 16:00

Email: [REDACTED]

Mobile: [REDACTED]

Web: <http://www.manchester.gov.uk>

POSTAL ADDRESS: Manchester City Council, The Highways Service, PO Box 532, Town Hall, Manchester, M60 2LA



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Upcoming Leave: Friday 17<sup>th</sup> March – Thursday 23<sup>rd</sup> March. Out of Office with limited access to emails on Friday the 24<sup>th</sup> March.

---

**From:** Jennifer Atkinson <jennifer.atkinson@manchester.gov.uk>

**Sent:** 16 March 2023 14:28

**To:** Laura Wareing [REDACTED]; Planning <Planning@manchester.gov.uk>

**Cc:** Richard Thomas [REDACTED]

**Subject:** Re: EIA Scoping Request - Echo Street

Laura

Thanks for this. Can you confirm you are happy that it is scoped out of the ES?

Thanks Jen

---

Jennifer Atkinson  
Principal Planning Manager

Development Management Central Core

Planning Building Control and Licensing - Growth and Development  
Manchester City Council

Tel: 0161 234 4517

Email: [jennifer.atkinson@manchester.gov.uk](mailto:jennifer.atkinson@manchester.gov.uk)  
[www.manchester.gov.uk](http://www.manchester.gov.uk)

Location address: Manchester City Council Town Hall Extension Lloyd Street Manchester M2 5DB.

Postal Address: Manchester City Council P.O. Box 532 Town Hall Manchester M60 2LA

---

**From:** Laura Wareing [REDACTED]  
**Sent:** 16 March 2023 14:26  
**To:** Planning <[Planning@manchester.gov.uk](mailto:Planning@manchester.gov.uk)>; Jennifer Atkinson <[jennifer.atkinson@manchester.gov.uk](mailto:jennifer.atkinson@manchester.gov.uk)>  
**Cc:** Richard Thomas [REDACTED]  
**Subject:** RE: EIA Scoping Request - Echo Street

Afternoon,

Please find below Highways and TfGMs comments in relation to the EIA Scoping request at Echo Street.

**Context:**

Vectos are advising iQ Student Accommodation in relation to a forthcoming planning application for a student accommodation development at Echo Street, Manchester. The scheme will offer 1,200 student accommodation units.

A similar scheme on the site was approved in 2018 (planning reference 118267/FO/2017) to provide 403 units of Co-Living residential accommodation with associated shared amenity spaces and 94 units of purpose-built student accommodation. Vectos also supported on that scheme.

Works has already been undertaken at the development site in clearing the site.

Pre-app meeting was held with Vectos on the 8th of February 2023.

As part of this pre-app meeting the EIA was discussed and MCC states that a transport chapter wouldn't be expected for the operational phase of the development, due to the car free nature of the site, but one would be required for the construction phase.

An EIA scoping request was sent to MCC.

**EIA Scoping Response:**

The EIA Scoping confirms that a Waste Management Strategy, Construction Management Plan, Transport Assessment and Framework Travel Plan (with the commitment to convert this into a Travel Plan) will be submitted as part of the planning application.

**Site Preparation and Construction:**

The EIA provides an examination into the proposed impacts the site preparation and construction will have. This reflects conversations MCC had with Vectos during a pre-application meeting in February 2023.

The summary states that access during the construction stage will be from Echo Street and Granby Row, where road closures will be required.

The proposed construction work will be carried out by a contractor that will comply with current legislation. The work will be captured within a Construction Environmental Plan. It is requested that the developer gets in

touch with The Events and Management Team during the early stages to discuss proposed construction details.

### **‘Scoped Out’ Environmental Topics:**

The EIA Scoping report states that traffic and access and waste will be ‘scoped out’ of the ES.

The report states that Traffic and Access and Waste has been identified as to not have significant impacts and therefore they will not be reported within the ES. However, as detailed above a waste management strategy, transport assessment and travel plan will be undertaken as part of the planning submission process, which is acceptable to Highways.

The EIA Scoping states that the proposed scheme will provide no new on-site car parking and is located in a sustainable location. A TRICS assessment has been undertaken that suggests the proposed development could generate a total of 60-70 vehicles per day, including one HGV. It was also acknowledged that there may be additional movements on specific days of the year associated with student arrival/departure at the start and end of term. The applicant has confirmed that a management plan will be in place to reduce the impact of this activity on the local highway network. This is welcomed by Highways and was discussed with the transport consultant at pre-app stage.

TfGM did note at pre-plan that a multi-modal trip generation impact should be undertaken that include a review of pick-up/drop off activity. This should be undertaken as part of a Transport Assessment.

### **Construction**

The EIA confirms that construction traffic has been forecasted and it is anticipated that vehicle movements will be below 100 per day. The daily movement of HGVs could be expected to vary between 2 and 6 per day.

It is acknowledged that the construction traffic forecasts are preliminary as the contractor has not been appointed and a robust assessment cannot be undertaken until that point. The EIA summarises that they anticipate the levels of construction traffic to have a negligible impact to the surrounding highway network. Therefore, construction was not further assessed within the EIA and will not be reported in the ES.

Whilst the Briefing Note scopes out Traffic and Transport impacts during the construction phase and states the CEMP will ensure that there are no significant impacts on the local highway network, MCC Highways require further data (including both daily trip generation and baseline traffic flows) which demonstrates that vehicle/HGV movements on the surrounding highway links do not meet the following IEMA assessment thresholds:

- Rule 1 - Include highway links where traffic flows will increase by more than 30% (or the number of heavy goods vehicles will increase by more than 30%); and
- Rule 2 - Include any other specifically sensitive areas where traffic flows have increased by 10% or more.

Assessment should not only consider trip generation but also traffic redistribution impacts associated with any traffic management during the construction phase. Information should also be provide on proposed/potential road closures, diversions, temporary signals and traffic management.

### **TfGM Comments:**

HFAS (Highway Forecasting and Analytical Services) and UTC (Urban Traffic Control) were consulted in relation to the trip generation and junction capacity assessments and provided the following comments.

- It was noted that no strategic model flows are to be used for assessment, only counted flows.
- It is noted that a parking strategy to be described fully. The strategy should explore if existing car parks are catering for the development and what happens to displaced trips i.e. those trips that are additional to existing trips to car park? Additional trips may be those from the development or those

existing trips that are displaced as a result of development trips originating and ending at the existing car park.

- It is noted that if the development is car free then the above may be less relevant but predicted trips should still be assessed via TRICS or other method.

### **General Comments:**

#### Car free development

The development will be a car free development and therefore no parking spaces will be provided. Given the nature and location of this development, this is deemed to be acceptable to Highways.

#### Disabled Bays

It is requested that the development provide some on-site/on-street disabled parking.

#### Cycle Parking

MCC confirmed at the pre-app meeting that 25% cycle parking was acceptable as a minimum level for the proposed site. This is what has been agreed on other student resi sites.

It should be ensured that the cycle parking is secure and sheltered.

Cycle parking demand across the development should be monitored as part of the Travel Plan with additional cycle parking provision provided if necessary.

#### Servicing

The EIA Scoping confirms that waste and servicing will be included within the submitted documents.

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.

It is also noted that student residential sites are likely to have other trips such as drop-off/pick-up, taxi, uber eats/just eats and deliveries associated with them. Therefore, it is requested that the submitted documents consider these movements and how they will be managed at the site.

#### Off-Site Highways Works

It is anticipated that the proposed off-site highways works will be similar to those that were put forwards in the previous planning application:

- Loading bay on Echo Street and additional No Waiting at Anytime TROs;
- Public Realm works and materials on Granby Row;
- Parking bays and accessible bays on Granby Row; and
- Potential formalised cycling route along Echo Street and Granby Row.

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](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 the loss of on-street parking spaces on Granby Row would incur a commuted cost of £50,00 per space.

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.

### Public Realm

It is recommended that 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.

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 residents/visitors with restricted mobility.

### CMP

A construction management plan is required prior to any demolition or construction works commencing on the site which may impact on highway operations. This plan should provide details of the proposed construction traffic routes to and from the site, the site compound details, the controls to ensure deliveries and loading do not block the highway, traffic estimates and the measures for on-site / off-site car parking. A planning condition setting out the requirement for a construction management plan is therefore recommended.

The applicant is advised that access arrangements and any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will require discussion and agreement with

MCC Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

A Dilapidation surveys is also requested and the applicant 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.

### Travel Plan

If the Travel Plans are to be successful, they 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 occupiers 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:

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

Ideally 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 full Travel Plans should be included in the conditions of any planning consent.

Many thanks,

Laura

Laura Wareing (BSc Hons, MSc)  
Development Control Engineer  
Highways Development Control  
Growth and Neighbourhoods Directorate

Please Note my Working Hours: Mon - Fri 08:00 - 16:00

Email:

Mobile:

Web: <http://www.manchester.gov.uk>

POSTAL ADDRESS: Manchester City Council, The Highways Service, PO Box 532, Town Hall, Manchester, M60 2LA



Upcoming Leave: Friday 17<sup>th</sup> March – Thursday 23<sup>rd</sup> March. Out of Office with limited access to emails on Friday the 24<sup>th</sup> March.

---

**From:** Planning <[Planning@manchester.gov.uk](mailto:Planning@manchester.gov.uk)>

**Sent:** 23 February 2023 14:53

**To:** Jennifer Atkinson <[jennifer.atkinson@manchester.gov.uk](mailto:jennifer.atkinson@manchester.gov.uk)>

**Subject:** EIA Scoping Request - Echo Street

## The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) (the "EIA" Regulations) - Request for Scoping Opinion

### Echo Street

Under Part 4, Regulation 15 of the above regulations, I am informing you of a request made to Manchester City Council for a Scoping Opinion regarding the above development. A copy of the developer's Scoping report and appendices are attached, which sets out what they believe the scope of the Environmental Impact Assessment (EIA) should be.

-  [IQSM3015\\_Echo Street\\_Manchester EIA Scoping Report\\_Final Issue 170223.pdf](#)
-  [IQSM3015\\_Echo Street\\_Figure 9.2\\_Google Viewshed - Viewpoint Selection.pdf](#)
-  [IQSM3015\\_Echo Street\\_Appendix 5.3\\_Phase 1 Preliminary Risk Assessment.pdf](#)
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-  [IQSM3015\\_Echo Street\\_Appendix 5.2\\_Extended Phase 1 Habitat Survey.pdf](#)
-  [IQSM3015\\_Echo Street\\_Appendix 9.1\\_Townscape and Visual Assessment Methodology.pdf](#)

The purpose of the request is to enable the City Council to make clear to the developer what it considers the main effects of the proposed development are likely to be and therefore the topics on which the proposed EIA should focus.

I am required, under the Regulations, to remind you of your obligation to make available, if requested, any relevant information in your possession. However, you are only required to provide information that is in your possession and there is no obligation to undertake research or otherwise to take steps to obtain information that you do not already have.

The City Council has five weeks from the date of the request to provide a formal Scoping Opinion. If you wish to make any comments to aid the Council in the formulation of a Scoping Opinion, please can you respond to [jennifer.atkinson@manchester.gov.uk](mailto:jennifer.atkinson@manchester.gov.uk) no later than 16 March 2023.

Regards

Anthony Moore

Team Lead

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

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## Scoping Opinion - Echo Street

Laura Miller [REDACTED]

Mon 13/03/2023 13:57

To: Jennifer Atkinson <jennifer.atkinson@manchester.gov.uk>

Hi Jennifer,

I have looked at the updated scoping report for this one and agree with their proposals for ground conditions, air quality and noise.

Kind Regards

Laura

Laura Miller (MRes, MA, BSc(Hons))

**Please note that due to working compressed hours Wednesdays are a non-working day for me, I will respond to your email when I return to the office**

Environmental Protection Officer  
Environmental Protection Section  
Environmental Health  
Neighbourhoods Directorate  
Manchester City Council

email: [REDACTED]

website: [www.manchester.gov.uk](http://www.manchester.gov.uk)

Telephone: [REDACTED]

Internal: [REDACTED]

We are now on Twitter, for latest news and updates follow us [@EnvHealthMcr](https://twitter.com/EnvHealthMcr)

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**The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) (the “EIA” Regulations) - Request for Scoping Opinion**

**Echo Street**

**LLFA Comments 28 March 2023**

**The proposed ES scope is accepted on the basis of the project commitments as-defined in the following sections of the scoping statement:**

- 2.54 (provision of a standalone Flood Risk Assessment and a standalone Surface Water Drainage Strategy)

A Flood Risk Assessment and Surface Water Drainage Strategy must be submitted to support the Planning Application.

The Flood Risk Assessment and Surface Water Drainage Strategy should demonstrate design compliance with national and local policy.

The scheme’s masterplan should consider the Shooters Brook culverted ordinary watercourse which is indicated to be beneath Granby Row in the LLFA Asset Register.

Where required, pre-application consultation with the LLFA can be arranged via the Planning Officer.

**Fw: EIA Scoping Request - Echo Street**

Ian Mulligan [REDACTED]

Wed 08/03/2023 10:08

To: Jennifer Atkinson &lt;jennifer.atkinson@manchester.gov.uk&gt;

Hi Jen

*"No comments from Work and Skills in relation to Local Labour, assuming we will be consulted on Local Labour conditional requirements as and when progressing to full planning applications(s)."*

Thank you,

Kind Regards

Ian Mulligan

Work &amp; Skills Officer

Work &amp; Skills Team | Growth and Development | Manchester City Council

[REDACTED] [REDACTED]

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[manchester.gov.uk/work](https://manchester.gov.uk/work)

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**From:** Work Skills Admin [REDACTED]**Sent:** 23 February 2023 14:56**To:** Ian Mulligan [REDACTED]; Westley Robinson [REDACTED]**Subject:** Fw: EIA Scoping Request - Echo Street

Kind Regards

Work and Skills Team

Growth and Development Directorate

Manchester City Council

Town Hall Extension, Albert Square,

Manchester, PO Box 532,

M60 2LA

Sign up for The Work and Skills Bulletin here <https://public.govdelivery.com/accounts/UKMANCHESTER/signup/19569>

For the latest support and information about the coronavirus visit

<https://secure.manchester.gov.uk/info/500361/coronavirus>

Direct Number [REDACTED]

Follow us on Twitter- @MCCWorkSkills

Email:

Web: <http://www.manchester.gov.uk>

---

**From:** Planning <Planning@manchester.gov.uk>**Sent:** 23 February 2023 14:53**To:** Jennifer Atkinson <jennifer.atkinson@manchester.gov.uk>**Subject:** EIA Scoping Request - Echo Street**The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) (the "EIA" Regulations) - Request for Scoping Opinion****Echo Street**

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Regards

Anthony Moore

Team Lead

Information, Delivery &amp; Support Team

Planning, Building Control &amp; Licensing

Growth &amp; Development Directorate

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