



**MANCHESTER
CITY COUNCIL**

Julie Roscoe

Director of Planning, Building
Control and Licensing

PO Box 532
Town Hall
Manchester M60 2LA

Chloe Patel
Associate Director
Turley

Contact: Miss Jennifer Atkinson
Tel: 0161 234 4517
Fax: 0161 274 0014
Email: jennifer.atkinson@manchester.gov.uk

18 November 2025

Our reference: EIASCO/25/009

Dear Ms Patel

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

SCOPING REQUEST UNDER PART 4 REGULATION 15(1)

**‘WESTON HALLS AND PENDULUM HOTEL’ (“THE PROPOSED
DEVELOPMENT”)**

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

Thank you for your request dated 30 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 ‘*Environmental Impact Assessment (EIA) Scoping Report*’ prepared by yourselves, on behalf of the Applicant iQ Student Accommodation, 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 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

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

Scoped out

- Archaeology;

- Transport;
- Air Quality;
- Noise and Vibration;
- Water Environment;
- Ground Conditions and Contamination;
- Biodiversity;
- Lighting;
- Major Accidents and/or Disasters; and
- Waste.

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 Arborist;
- 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 site is bounded by Charles Street to the north; a hotel and a ground-level parking lot to the west; Drover Lane, and Faraday Tower and George Begg Building (both buildings associated with The University of Manchester (hereafter referred to as 'UoM')) to the south; and Sackville Street to the east.

To the north of the Site beyond Charles Street is a multi-storey car park ('Charles Street Multi-Storey Car Park') which separates the Site from the Manchester Oxford Road, Manchester Piccadilly railway line, residential apartments and the wider City Centre. A bus stop is located along Charles Street, with services to West Didsbury and the Manchester Royal Infirmary.

To the west, beyond the hotel and ground-level parking, lie Princess Street (A34), further PBSA premise, commercial buildings, and the River Medlock. Another bus stop is also located along Princess Street (A34), with regular services through the City Centre and to East Didsbury.

To the south of the Site are educational facilities associated with UoM, including the George Begg Building and John Garside Building. The A57 motorway (Mancunian Way Ring Road) is located approximately 160m south.

Further educational facilities associated with UoM such as Pariser Building, The Masdar Building and Renold Building are located further to the east of the Site across Sackville Street.

The site currently comprises Weston Hall, an existing, operational student accommodation development of approximately 500 beds and Pendulum Hotel, a hotel with 117 rooms and a conference centre.

The site has no on-site parking or vehicular access.

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. The site is also situated 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. There are listed buildings close to the development site.

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 following works:

- Phased demolition of existing Weston Halls and Pendulum Hotel (Phase A and Phase B).
- Provision of 2,700 purpose built student accommodation units (Use Class Sui Generis) and associated amenity facilities, including cycles stores Up to 615m² of retail (including associated plant and back of house provision) (Use Class E);
- Provision of buildings up to 50 storeys (up to 191.850m AOD);
- The development is split into two phases, each with a tower and adjoining lower-level buildings;
 - o The Phase A tower, which will be up to 50-storeys, will be located to the south-east side of the site. Lower-level buildings will also be provided as part of Phase A adjacent to Charles Street and Sackville Street (anticipated to range from 9 – 18 storeys).
 - o The Phase B tower will be up to 33-storeys in height and located in the north-west corner of the Site. Lower-level buildings will also be provided as part of Phase B adjacent to Charles Street (anticipated to range from 9 – 25 storeys).
- There will be no provision for parking on-site.
- New landscaping would be proposed.

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 be 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 section 14 of your Scoping Report 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;
- Transport;
- Air Quality;

- Noise and Vibration;
- Water Environment;
- Ground Conditions and Contamination;
- Biodiversity;
- Lighting;
- Major Accidents and/or Disasters; and
- Waste.

Archaeology

Archaeology can be scoped out of the EIA. The planning application should be supported by a suitable desk based assessment.

Transport

Transport can be copied out of the EIA. The planning application should be supported by a Transport Assessment. This should include a multi-modal trip assessment.

A comprehensive review of the existing accessibility provision in the vicinity of the site for all pedestrians including those with disabilities including walking distances and pedestrian desire lines, pedestrian environment (including footway condition and widths) and pedestrian safety and security should be considered.

An audit of the footways in the vicinity of the development should also be undertaken and improvements identified.

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

The quality of the routes for pedestrians and cyclists should be described and this should include a description of any signing for cycle routes as appropriate.

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

The TA should include a plan clearly showing details of the proposed pedestrian and cycle access points serving the site and linkages into the surrounding area. Connectivity with local public transport networks should be highlighted.

The applicant should consider measures to encourage access by sustainable modes. Possible measures include but are not limited to the provision of pedestrian crossings, cycleways, cycle parking, new/improved footway ensuring that there are linkages into existing cycle and pedestrian facilities, as well as upgrades to existing bus stops (where appropriate).

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

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

You should also note the comments made in full by Highway Services which are appended to this letter.

Air Quality

Air Quality should be scoped into the EIA. This is a major development and there is likely to be significant environmental impacts which would arise from the construction phase which should be considered by the EIA.

Noise and Vibration

Noise and Vibration should be scoped into the EIA. This is a major development and there is likely to be significant environmental impacts which would arise from the construction phase which should be considered by the EIA.

Water Environment

Water environment can be scoped out of the EIA. The planning application should be supported by a suitable assessment including assessment on ground water.

Ground Conditions and Contamination

Ground Conditions and contamination can be scoped out of the EIA. The planning application should be supported by a suitable assessment including assessment on ground water.

Biodiversity

Biodiversity can be scoped out of the EIA. The planning application should be supported by a suitable biodiversity assessment.

Lighting

Lighting can be scoped out of the EIA. The planning application should be supported by a suitable assessment.

Major Accidents and/or Disasters

Major Accidents and/or disasters can be scoped out of the EIA. The planning application should be supported by a suitable assessment.

Waste

Waste can be scoped out of the EIA. The planning application should be supported by a suitable assessment

Summary

I agree that the matters you have identified to be scoped out of the ES are appropriate with the exception of noise and vibrations and air quality.

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 re-consider 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;
- Built Heritage;
- Townscape and Visual;
- Wind Microclimate;
- Daylight, Sunlight and Overshadowing;
- Solar Glare; and
- Climate Change.

As highlighted above, you should also include Air Quality and Noise and Vibration within relevant chapters within the ES.

Socio-Economics and Human Health

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.

Wind Microclimate

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

Daylight, Sunlight and Overshadowing

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

Solar Glare

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

Climate Change

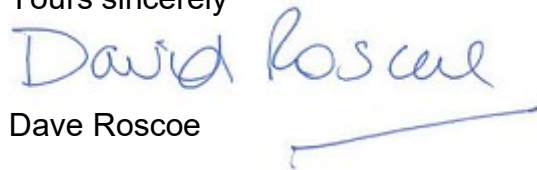
The comments within your Scoping Report are noted and are acceptable in terms of their consideration in the ES

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

Deputy Director of Planning



CONSULTATION RESPONSE: EIASCO/25/009

From Safeguarding MAN [REDACTED]

Date Tue 21/10/2025 13:17

To Jennifer Atkinson [REDACTED]

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

Weston Halls & Pendulum Hotel Sackville Street Manchester M1 3BB

Our Ref.: 2025-540

Dear Jennifer,

Thank you for consulting with the aerodrome safeguarding authority for Manchester Airport on the SO request for the EIA for development at Weston Halls & Pendulum Hotel Sackville Street Manchester M1 3BB.

Following review of the information available and in light of NATS Safeguarding response to this consultation dated 3 October 2025 detailing the potential impact upon the NATS M10 RADAR located at Manchester Airport, we conclude that it would be appropriate for a development of this scale at this location to be subject of an aeronautical assessment to determine the impact upon aviation and identify what mitigation measures, if any, are required to ensure the safety of aircraft.

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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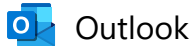
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C2 - Internal



EIASCO/25/009

From [REDACTED]
Date Thu 09/10/2025 15:53
To Jennifer Atkinson [REDACTED]

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Good afternoon Jennifer

Request for Scoping opinion under Part 4, Regulation 15 of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended)
Weston Halls & Pendulum Hotel, Sackville Street, Manchester

Thank you for seeking the views of Greater Manchester Police Design for security on this matter. In accordance with the regulations, the inclusion of a section within an EIA that analyses the existing crime environment, the effects of a development on existing crime patterns and perceptions of crime, and how crime patterns might alter in a neighbourhood should a development proceed seems appropriate. As an alternative, we respectfully recommend that a Crime Impact Statement be a required document to form part of the planning submission. We support either approach. In this instance, one of the agents acting for the prospective developer has made contact with Design for Security and is in the process of commissioning a Crime Impact Statement to support a future planning application for the development of the site in question.

Kind regards

[REDACTED]
Consultant

for Greater Manchester Police| Crime Prevention Team
designforsecurity - Local Policing and Criminal Justice Branch
4th Floor, Greater Manchester Police HQ, Northampton Road, Central Park, Manchester, M40 5BP
T: [REDACTED] E: [REDACTED] www.designforsecurity.org

Postal Address: Design for Security, Greater Manchester Police, Openshaw Complex, Lawton Street, Openshaw, Manchester M11 2NS

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- Flickr: www.flickr.com/gmpolice1
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Thank you for your co-operation.

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

Our ref: SO/2025/125285/01
Your ref: EIASCO/25/009
Date: 15 October 2025

Dear Jennifer Atkinson,

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

Weston Halls & Pendulum Hotel Sackville Street Manchester M1 3BB

Thank you for consulting us on the above Environmental Impact Assessment (EIA) scoping opinion request, on 1 October 2025.

Environment Agency position

We have reviewed the submitted Scoping report. The following comments, made in respect of the contamination risks, will help ensure that the environmental statement addresses the key environmental issues within our remit for this proposed development.

This development site appears to have been the subject of past industrial activity which poses an unacceptable risk of pollution to controlled waters.

However, we are unable to provide site-specific advice relating to land contamination as we have recently revised our priorities so that we can focus on:

- Protecting and improving the groundwater that supports existing drinking water supplies
- Groundwater within important aquifers for future supply of drinking water or other environmental use.

We recommend that you refer to our published '[Land contamination risk management \(LCRM\) - GOV.UK](#)' which outlines the approach which should be adopted when managing this site's risks to the water environment .

We also advise that you consult with your Environmental Health/Environmental Protection Department for advice on generic aspects of land contamination management. Where planning controls are considered necessary, we recommend that the environmental protection of controlled waters is considered alongside any human health protection requirements. This approach is supported by paragraph 187 of the National Planning Policy Framework.

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

Cont/d..

Our advice and comments are based on the information available to us at the time of the EIA scoping opinion request. In regard to any further enquiries and/or information submitted relating to the proposed development, our position may change if there have been changes to environmental risk, evidence or legislation and/or to planning policy and guidance.

Yours sincerely,



Sustainable Places Advisor

SPPlanning.RFH@environment-agency.gov.uk

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

Our ref: SO/2025/125285/01
Your ref: EIASCO/25/009
Date: 15 October 2025

Dear Jennifer Atkinson,

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

Weston Halls & Pendulum Hotel Sackville Street Manchester M1 3BB

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

Cont/d..

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Yours sincerely,



Sustainable Places Advisor

SPPlanning.RFH@environment-agency.gov.uk



EIASCO/25/009

From [REDACTED]
Date Fri 17/10/2025 08:35
To Jennifer Atkinson [REDACTED]
Cc Planning [REDACTED]

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Hi Jennifer,

Thank you for consulting the GMEU for the scoping opinion at Weston Halls & Pendulum Hotel, Sackville Street, Manchester (EIASCO/25/009).

I have reviewed the Environmental Impact Assessment (EIA) Scoping Report (Turley, September 2025) submitted and I would agree that biodiversity/ecology can be scoped out of any EIA that may be required.

As per the report, potential ecological constraints onsite would mainly be restricted to bats (potentially roosting in the buildings) and nesting birds. Biodiversity Net Gain (BNG) would also apply to a full planning application on this site if existing vegetation/trees are to be removed. The ecological aspects can be dealt with through provision of an Ecological Appraisal and BNG assessment/statement as opposed to EIA.

Kind regards,

[REDACTED]
Ecologist

**Greater Manchester Ecology Unit
Tameside MBC, Dukinfield Town Hall
King Street, Dukinfield,
Tameside, SK16 4LA**

[REDACTED]



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Historic England

Ms Jennifer Atkinson
Manchester City Council
PO Box 532
Town Hall
Manchester
M60 2LA

Direct Dial: [REDACTED]

Our ref: PL00800079

21 October 2025

Dear Ms Atkinson

Re: Request for Scoping opinion | EIASCO/25/009 | Weston Halls & Pendulum Hotel Sackville Street Manchester M1 3BB

Thank you for your consultation to Historic England on 1 October 2025 requesting a Scoping Opinion for the above proposed development site.

We have reviewed the EIA Scoping Report (Turley, Sept. 2025) and associated plans and agree with the proposed scope of assessment that has been set out. Our only comment is that we would like to see an additional viewpoint included - at the entrance to Oxford Road Station at the top of the slope in order to assess the view towards the site with the Former Refuge Assurance Company Offices (grade II* listed building) in the foreground.

Yours sincerely,

[REDACTED]

Inspector of Historic Buildings and Areas

[REDACTED]



SUITES 3.3 AND 3.4 CANADA HOUSE 3 CHEPSTOW STREET MANCHESTER M1 5FW

Telephone 0161 242 1416
HistoricEngland.org.uk

Historic England is subject to both the Freedom of Information Act (2000) and Environmental Information Regulations (2004). Any Information held by the organisation can be requested for release under this legislation.



Fw: EIASCO/25/009 - Weston Halls & Pendulum Hotel Sackville Street Manchester M1 3BB [SG40243]

From Planning [REDACTED]
Date Fri 03/10/2025 18:26
To Jennifer Atkinson [REDACTED]

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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From: NATS Safeguarding [REDACTED]
Sent: 03 October 2025 16:04
To: Planning [REDACTED]
Cc: NATS Safeguarding [REDACTED]
Subject: EIASCO/25/009 - Weston Halls & Pendulum Hotel Sackville Street Manchester M1 3BB [SG40243]

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Dear Sirs,

thank you for your consultation on the EIA for a 198mAOD building at Sackville St, Manchester. NATS always welcomes early engagement from Local authorities and developers.

From a preliminary look, based on the reduced information provided in the EIA consultation, this proposal is of a scale where an impact cannot be ruled out on the NATS M10 radar. This radar, owned and operated by NATS is located at Manchester airport and provides a service to various aviation stakeholders including Manchester airport itself. The height of the building, the terrain profile and relatively clear line of site back to the radar means that radar reflections may occur, causing false aircraft to appear on Air Traffic Control displays. NATS has previously raised concerns with the LPA in other areas of the City, but this high rise is relatively isolated and doesn't appear to benefit from any obvious shielding.

In order to assess the detail, NATS can either wait for a formal planning application to be submitted to the LPA, at which time it will undertake the assessment for free; OR an advance assessment, (including a possible indication of mitigation/conditional consent) can be undertaken for a fee of £1250+VAT. This normally takes 4-6 weeks but depending on workload can often be provided in a shorter timeframe. Any documentation and findings are treated in confidence.

Should the Applicant wish to undertake the assessment, this can be done using our portal.
<https://www.nats.aero/services/information/preplanning-assessment-buildings-structures/>

We also advise the Applicant to engage with Manchester airport so that their requirements can likewise be identified at an early stage. I trust this information is of use to the LPA and to the Applicant, but should there be any further queries, do not

hesitate to contact us.

Regards

[REDACTED]

NATS Safeguarding Office

NATS

[REDACTED]

ATC Systems Safeguarding Engineer

D: [REDACTED]

E: [REDACTED]

4000 Parkway, Whiteley,
Fareham, Hants PO15 7FL

www.nats.co.uk

NATS Internal

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Date: 08 October 2025
Our ref: 529110
Your ref: EIASCO/25/009



Manchester City Council

BY EMAIL ONLY

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

T 0300 060 900

Dear Jennifer Atkinson,

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: Weston Halls & Pendulum Hotel Sackville Street Manchester M1 3BB

Thank you for seeking our advice on the scope of the Environmental Statement (ES) in the consultation dated 01 October 2025, received on 01 October 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

[Redacted]

Yours sincerely

[Redacted]

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 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 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.

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

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.



EIASCO/25/009 - Weston Halls & Pendulum Hotel Sackville Street Manchester M1 3BB

From [REDACTED]
Date Fri 17/10/2025 14:14
To Jennifer Atkinson [REDACTED]

Hi Jennifer,

We have read through the scoping opinion and objection to Air Quality and Noise and Vibration being scoped out, these topics have been scoped into all the surrounding developments (Charles Street Multistorey, Faraday Tower and Sister) which some significant impacts being identified for noise in particular during the demolition and construction stages. These topics are scoped in for almost all EIA sites in the city too.

We agree with ground conditions being scoped out for this site.

We can also see that they propose to include all nearby committed and pending developments in their cumulative impact assessment too.

Kind Regards

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

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

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

We are on X, for news and updates follow us [@EnvHealthMcr](#)

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Application details:	The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) (the "EIA" Regulations) Reference: EIASCO/25/009
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LLFA Comments 04/11/2025

The following Information has been considered:

Planning Portal uploads:	30/09/2025
Further submission emails:	-
Pre-Application Advice:	N/A

Any LLFA Comments to LPA

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

- **5.90: A Flood Risk Assessment and standalone Drainage Strategy will be submitted with the planning application.**
- **5.76: A flood risk activity permit (FRAP) will need to be applied for through the Environment Agency (EA) for activities within 8m of a main river. The EA will expect to see measures in place for any requirements to surface water management during construction.**
- **5.89: Commitment to consult UU on appropriate safeguards for the public sewer assets onsite 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 and restrict surface water runoff rates in line with MCC policy.

The proposed development is a major development with a flood risk vulnerability of 'More Vulnerable' and is located within Flood Zone 2. **The LPA is advised to consult the EA** on any subsequent planning application for this site.



Memorandum

To Jennifer Atkinson

From [REDACTED]

Date 23 October 2025

Subject **EIASCO/25/009**

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:

EIASCO/25/009 EIA Scoping Response

Weston Halls & Pendulum Hotel, Sackville Street, EIA Screening and Scoping Report

Document Submission

The proposals are for the redevelopment of Weston Halls and Pendulum Hotel for new purpose-built student accommodation (PBSA). The Proposed Development is for up to 2,700 purpose built student accommodation units (Use Class Sui Generis) and associated amenity facilities, including cycles stores.

The Scoping Note states that demolition, site preparation and construction of the proposed development is anticipated commence in 2027. Phase A is anticipated to be completed over 3.5 years and open for the 2030/31 academic year. Phase B construction is anticipated to commence in 2030 and be complete over 3.5 years and open for the 2033/34 academic year.

The Scoping Note confirms that the proposed development will be supported by a Travel Plan, Student Move In/Move Out Strategy and CEMP.

MCC Highways also require a Waste Management Strategy, Servicing Management Strategy and Delivery Management Strategy.

A Stage 1 RSA should also be provided at planning stage for any proposed reconfiguration of the highway network.

A Transport Assessment should be submitted as part of the planning submission. For the avoidance of doubt the Transport Assessment should comprise of:

- o A description of current baseline traffic conditions in the area.
- o An analysis of injury accidents during the most recent five-year period, commenting on whether there are any underlying patterns of injury accidents that might be affected by the development.
- o Up-to-date traffic counts should be used in any assessments - scope to be agreed with the Local Highway Authority (LHA), TfGM UTC and HFAS. TfGM UTC can be contacted in respect of the availability of any traffic counts in the area that could be used for the assessment.
- o A clear estimate of the level of new multi-modal trips likely to be associated with the development, based on an inspection of similar (and similarly-located) developments across the UK (excluding London) via the TRICS (or similar) database. The assessment work should be undertaken using a person-trip approach and applying the appropriate modal share percentages from local Census data. Other methodologies to determine trip rates are acceptable but these should be fully explained in the TA.
- o A clearly defined methodology for determining the distribution / assignment of development trips onto the network i.e. understanding of where such new traffic is likely to distribute to/from, based on data sources such as a Census Journey-to-Work statistics and/or vehicle turning proportions at nearby junctions.
- o An assessment of traffic levels and impacts at the specified year of opening of the development, and at a future year at least five years later, with due regard for traffic growth (if any).
- o An understanding of the likely impacts of the proposed development considered alongside any other nearby committed developments.
- o In the relevant TA, clear diagrams should be provided illustrating the following elements, each individually:
 - o Base Flows
 - o Committed Development Flows
 - o Proposed Flows
 - o Proposed Distribution
 - o Base plus Committed plus proposed development
 - o Future plus Committed plus proposed development
- o TfGM HFAS recommends an increase of about 30vehs/hr at a junction as an appropriate threshold for considering the necessity of a traffic impact assessment; this is in preference to a percentage-increase threshold, which tends to favour development in already heavily-trafficked areas.
- o The scope of the junctions to be assessed by detailed modelling should be agreed with TfGM (UTC) and the LHA in advance and will depend upon the outcome of the trip assessment and distribution exercise. For this reason, TfGM would advise that a trip generation and distribution exercise should be issued before submission of the planning application. Once this is undertaken it will be possible to finalise TfGM requirements in terms of the TA. This will largely depend on the amount of trip generation.
- o Provide justification for the proposed level of car parking;
- o Clear details of proposed vehicular access arrangements including general servicing arrangements. An engineering drawing should be supplied showing the changes to the road network to fully understand the impact of the proposed development.
- 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 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 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).
- o Provide details on the management of student move in/move out.
- o Provide details on the construction arrangements.
- o An assessment of the likely environmental/traffic impacts of HGVs during the construction process.

The applicant/consultants should engage with neighbouring sites and ensure a cohesive proposal.

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.

Construction traffic increases on the A34 Princess Street represent less than 1% increase in total traffic (62/6964) and 21% increase in HGV flows (40/191) during the busiest construction period and for much of construction these flows are notably lower. 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.

The operational traffic increases represent a small percentage of existing traffic flows, with the A34 Princess Street experiencing less than 1% increase (30/6,964) and local streets estimated to be well below the ISEP screening thresholds based on observed traffic levels. Mitigation measures will include a Framework Travel Plan developed into a detailed Travel Plan prior to occupation and a Student Move In / Move Out Strategy.

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.

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

General Comments:

Trip Generation:

The Scoping Note states that the current land use is anticipated to generate 191 two-way movements per day (93 arrivals, 97 departures) and 5 HGV movements (3 arrivals, 2 departures).

A TRICS analysis anticipated a c. 2,700 bed PBSA could generate 275 two-way vehicle trips per day ((135 arrivals, 140 departures) and 6 HGV movements per day (3 arrivals, 3 departures). Therefore, the net operational increase is 84 two-way vehicle movements per day. Traffic distribution is expected to be 70% via Charles Street (given the Site's frontage

and two-way traffic capacity) and 30% via Sackville Street (primarily for drop-off, pick-up and use of on-street parking bays).

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

Site Accessibility by Sustainable Modes:

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

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

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

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

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

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

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

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 Assessment should provide information on the proposed access arrangements to the site for pedestrians and cyclists.

The applicant is requested to note the proposals at the site opposite. The applicant should consider what improvements are required along Charles Street and ensure that both sites work in conjunction.

Cycle Parking

Highways requested a minimum of 25% student cycle parking.

It is requested that visitor parking is also available.

Consideration should be given to location of cycle parking for delivery riders.

Staff cycle parking will be required and should be secure and sheltered.

Details of cycle parking (e.g. number of spaces, location and type) should be provided and shown on plan and included in the submitted Transport Assessment.

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 Assessment 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 Assessment 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 Shelters@tfgm.com.

Student Move In/Move Out Strategy:

A Student Move In / Move Out Strategy should be prepared for the development. The Strategy should detail arrival arrangements and move-in procedure at the beginning of term and the departure arrangements and move-out procedure at the end of term.

It is noted that there are other PBSA sites within the area and it is recommended that the end user liaise with the other PBSA sites during the move in and move out periods.

It is requested that the applicant work closely with the potential development site opposite to ensure that the move in strategy works closely with similar events.

Delivery Management:

Consideration should be given to private taxi, food & drink and parcel delivery movements. In order to fully understand the potential impacts of private taxi & food / parcel deliveries for new PBSA developments within the city and the impact of this type of pick up / drop off activity, applicants will be expected to follow the below suggested guidance:

- o All developments will ideally provide an off-highway location to accommodate all drop off / pick up activity at the site, including vehicular and cycle activity;
- o The applicant must justify the numbers of trips associated with Taxi & Food / Parcel Deliveries as part of the planning submission. The methodology of the assessment should be agreed with MCC and utilise industry standard tools i.e. TRICS;
- o Whilst it is accepted that current data is limited in terms of this type of activity, any additional justification and evidence from recently occupied sites would also be of benefit;
- o Once a robust and agreed trip generation has been established, the applicant will be required to demonstrate how this activity can be accommodated either within the site itself or within the adopted highway. This should account for peak hour activity where the most likely period of conflict will occur.
- o In terms of an internal drop off / pick up facility - the applicant will be expected to illustrate that all vehicle / cycle activity can be accommodated within the site. This should not impact on the adopted highway, including footway.
- o Should drop off / pick up not be accommodated internally, the applicant will be required to assess the exiting highway layout and Traffic Regulation Orders (TROs) and demonstrate that the parking restrictions can accommodate the peak number of movements associated with Taxi & Food / Parcel Deliveries. This should include surveys of existing on-street parking and loading / unloading activity within the vicinity of the site.

- o Where amendments are required to the adopted highway, in order to provide a safe and functional drop off / pick up location, this will be captured as part of a S278 agreement to be fully funded by the applicant.

All developments will be expected to provide a Management Strategy for Food / Parcel Deliveries. This strategy will need to provide clear direction as to how the below considerations are to be brought forward and managed for the duration of the site's occupation:

1. Designate a Delivery Drop-off Point: Work with the management or housing staff of the development to establish a designated drop-off point for deliveries. This could be a specific lobby area or a central location easily accessible to delivery drivers.
2. Display Signage: If permitted, put up clear signage in the development's common areas to guide delivery drivers to the drop-off point. This will help prevent confusion and ensure timely deliveries.
3. Inform Residents: If possible, notify all residents of the new delivery process. Inform them about the designated drop-off point and any specific rules or guidelines they need to follow when receiving deliveries.
4. Set Delivery Hours: Establish specific delivery hours for residents of the development where possible. This could help manage the flow of deliveries, especially during peak times.
5. Regularly Review the Process: Periodically review how the drop-off process is working. Gather feedback from residents, delivery drivers, and staff to identify any areas for improvement and make necessary adjustments.
6. Consider a Delivery Holding Area: If feasible, set up a secure delivery holding area within the development. This can be especially helpful for residents who may not be immediately available to receive their orders.
7. Monitor Security Concerns: Ensure that the delivery process does not compromise the security and safety of the residents of the development. Address any security concerns promptly and collaborate with building management to implement appropriate measures.
8. Encourage Feedback: Encourage residents to provide feedback on their delivery experiences. This will help you assess the efficiency of the process and identify any potential issues that need to be addressed.

Travel Plan

A 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:

The Scoping Note confirms that temporary fencing/hoarding will be in place around the perimeter of the site. The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004) Email - highwaylicences@manchester.gov.uk.

Access during demolition, enabling and construction stage will be via Charles Street.

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: 17613/PREAPP/2025



Fw: EIA Regulation Request for Scoping Opinion - Weston Halls & Pendulum Hotel

From [REDACTED]
Date Wed 01/10/2025 15:24
To Jennifer Atkinson [REDACTED]

 1 attachment (99 KB)
ufm8_Request_for_EIA_Scoping_Opinion.pdf;

Hi Jen

Thanks for sending this scoping doc through for Weston halls & **Pendulum Hotel**, no comment at this time from work & skills, I assume we will be consulted when the planning for local labour come through at the appropriate time.

Kind Regards

[REDACTED]

[REDACTED]
Work & Skills Officer
Work & Skills Team | Growth and Development | Manchester City Council

Upcoming leave 20-24 October

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 manchester.gov.uk/work

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Please visit our web pages for more information about the help and advice available in the city - [Help with the cost of living crisis | Manchester City Council](#)
Please don't print this email unless absolutely necessary - save paper!*

From: Work Skills Admin [REDACTED]
Sent: 01 October 2025 15:17
To: [REDACTED]
Subject: Re: EIA Regulation Request for Scoping Opinion - Weston Halls & Pendulum Hotel

Please see the email below.

Work and Skills Team
Growth and Development Directorate
Manchester City Council
Town Hall Extension, Albert Square,
Manchester, PO Box 532,
M60 2LA

Follow us on Twitter- @MCCWorkSkills
Email: [REDACTED]
Web: <http://www.manchester.gov.uk>

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

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