CBRE Limited
St. Martin's Court
10 Paternoster Row
London EC4M 7HP

Switchboard +44 (0)20 718 22000
Direct Line +44(0)20 718 23313

Email patrick.little@cbre.com

Our Ref 50BCD0338401
Your Ref -

10th August 2021

Mr. Dave Roscoe
Development & Special Project Manager
Manchester City Council
PO Box 532
Town Hall
Manchester
M60 2LA
By email: d.roscoe@manchester.gov.uk

Dear Mr. Roscoe,

39 DEANSGATE, MANCHESTER – REQUEST FOR A SCREENING OPINION

This letter comprises a request for a screening opinion under Regulation 6(1) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended in 2018[1] and 2020[2]) (herein 'EIA Regulations 2017'). Its purpose is to ascertain whether, in the opinion of Manchester City Council (MCC), an Environmental Impact Assessment (EIA) is required for a proposed development at 39 Deansgate, Manchester (hereafter referred to as the 'application site').

A request for a screening opinion was originally submitted in relation to these proposals in November 2019. A screening opinion was subsequently provided by MCC confirming that EIA was not required. The planning application (ref. 126328/FO/2020) was refused by MCC in January 2021. The Applicant is now proposing to submit a new planning application in relation to the proposals including additional supporting information. This updated request for a screening opinion has also been prepared to take account any changes in the planning reports.

In accordance with Regulation 6(2), this request is accompanied by:

- a plan sufficient to identify the land;
- a description of the development, including in particular:
  - a description of the physical characteristics of the development and, where relevant, of demolition works;
  - a description of the location of the development, with particular regard to the environmental sensitivity of geographical areas likely to be affected;
- a description of the aspects of the environment likely to be significantly affected by the development;

[1] *The Town and Country Planning and Infrastructure Planning (Environmental Impact Assessment) (Amendment) Regulations 2018*

[2] *The Town and Country Planning (Development Management Procedure, Listed Buildings and Environmental Impact Assessment) (England) (Coronavirus) (Amendment) Regulations 2020*

- to the extent the information is available, a description of any likely significant effects of the proposed development on the environment resulting from:
  - the expected residues and emissions and the production of waste, where relevant; and
  - the use of natural resources, in particular soil, land, water and biodiversity; and
- such other information or representations as the person making the request may wish to provide or make, including any features of the proposed development or any measures envisaged to avoid or prevent what might otherwise have been significant adverse effects on the environment.

The opportunity to provide '*such other information or representations as the person making the request may wish to provide or make*' has been further utilised by the Applicant, Kames Property Income Fund. This takes the form of additional commentary on the development in the context of the EIA Regulations 2017.

1. SITE CONTEXT

The application site is located on Deansgate in Manchester City Centre and is centred on National Grid Reference (NGR) SJ 83766 98516. The location of the application site is illustrated on the drawing at Appendix A (Ref: 6145-SRA-XX-XX-DR-A-02101).

The application site is situated on a prominent corner plot located at the junction of Deansgate and St Mary's Gate on one of the city's busiest thoroughfares. The application site is bounded to the north by the junction of Deansgate and St Marys Gate where restaurants, retail units, a hotel and a residential development (No.1 Deansgate) are located. To the east of the application site are retail units and offices on St Mary's Gate and Exchange Square. To the south of the site lies Barton Arcade which houses retail units, offices, and, a small number of residential apartments. To the west of the application site lies offices and retail units with a car park beyond.

The application site sits at the north western boundary of the St Anne's Conservation Area and also on the edge of the adjoining Parsonage Gardens Conservation Area. Furthermore, it adjoins the Grade II* listed 'Barton Arcade', designated as one of the finest examples of Victorian arcades in the country. The surrounding area is characterised by a number of landmark buildings including the Grade II listed Royal Exchange, which dominates the north eastern boundary of the Conservation Area, and situated in the heart of the designated area is the Grade I listed Church of St. Ann. The Grade II Listed Hayward Buildings is located on the opposite side of Deansgate, and the Grade I Listed Cathedral Church of St Mary is situated approximately 200m north of the application site.

The majority of the surrounding area is characterised by 4-5 storey buildings with the occasional 10+ storey property representing a variety of typologies. The adjacent No. 1 Deansgate sits at 17-storeys at the highest point of its raking roof profile. The adjoining properties; 12-14 St Mary's Gate and Barton Arcade are 4-storeys in scale, which creates a strong reference line which follows the corner junction of the site. The existing building podium height broadly aligns with the surrounding context with a cut-back tower element of 8-storeys (9 storeys in total).

The wider area around the application site comprises a range of city centre uses, with retail, office and food and beverage outlets making up the majority of uses along with residential apartments and small pockets of green space comprising city centre parks and gardens.

2. SITE DESCRIPTION

The application site ('39 Deansgate') covers an area of approximately 0.12 hectares (1,227sq.m) and fronts onto Deansgate to the west and St Mary's Gate to the north. The application site is currently occupied by a nine-storey mixed-use building known as 'Speakers' House', constructed in 1963. It has been refurbished numerous times over the years, most recently in 2013, when new cladding was added to the main shop front façades.

The existing building has a net area of 3,754sq.m (40,408sq. ft) with accommodation arranged over ground, mezzanine, and eight upper floors. The ground floor, circa 1,116sq.m (12,013sq. ft) is occupied by a variety of retail

tenants whilst the upper floors are currently used as offices, with an area in excess of 2,638sq.m (28,395sq. ft).The offices are partially occupied and generally characterised by short term leases.

The existing 39 Deansgate building is described as a "*Concrete framed building of seven storeys over a two-storey coarse aggregate and brick podium*". The brick podium has since been re-clad but, it remains a modernist building which displays many of the architectural characteristics of the time. The building also includes a podium level parking deck which separates the tower element, with capacity for around 13 vehicles.

The site as a whole is relatively flat, rising approximately 100mm from Barton Arcade to the junction between Deansgate and St Mary's Gate. The River Irwell runs approximately 60m north west of the application site at its closest point.

3. THE NATURE AND PURPOSE OF THE PROPOSED DEVELOPMENT

3.1. The Nature of the Proposals

The Applicant is intending to submit a new full planning application for demolition of the existing building and replacement with a new building extending to 17 storeys in height. The proposed building comprises predominantly office use (E(g)(i)) with active ground floor commercial uses (E(a),(b), (c) and sui generis 'Drinking Establishments'). CGIs showing the proposed development are provided in Appendix B.

It is proposed that the new building will comprise a flexible arrangement of lettable spaces around a central core with associated back of house (BOH) spaces kept to a minimum and pushed to the rear of the building so as to maximise front of house (FOH) space and active frontages along Deansgate and St Mary's Gate. The new development is proposed to be 'car free'.

In line with the Ramada Complex Strategic Regeneration Framework (SRF) and St Ann's Square Conservation Area guidelines, the proposals include two retail units at ground floor level, maintaining and enhancing the existing character of the area. The upper office areas will be accessed via a prominent main entrance centrally located fronting onto Deansgate. The entrance will lead directly to a spacious main reception area and then on to the main core via the secure line of the building, usually in the form of a manned reception desk and speed gates. The reception area will have associated breakout seating and internal access to Retail Unit 2, which is potentially envisaged as a co-located food and beverage (F&B) outlet.

The estimated occupancy of the building would be approximately 1,116 Full Time Equivalent workers.

The building will be serviced from the existing BOH access road leading from Exchange Street. A bin store completes the BOH accommodation at ground floor. A Building Research Establishment's Environmental Assessment Method (BREEAM) compliant bike store with provision for 96 cycles will also be provided, to be accessed from the rear entrance. It will have a bicycle repair area and access to the basement level showers and drying room.

The proposals aim to tie into key facade datums of Deansgate and St Mary's Gate, in particular, the parapet levels of Barton Arcade and 12-24 St Mary's Gate. The facade concept aims to subtly reinterpret the surrounding Victorian context, notably from neighbouring Barton Arcade.

A 30-month construction period is anticipated, in addition to a subsequent 4-month tenant fit out period, with construction commencing in 2022 subject to grant of planning consent. The initial opening year of the scheme is expected to be 2024/2025 with Handover and Close Out anticipated to be Q1 2025.

3.2. Purpose of the Proposed Development

The existing building at the site is failing to maximise efficient use of the plot on such a prominent corner in Manchester's City Centre. Many of the novel design features have become a maintenance burden over the years, during which time, this end of Deansgate has transformed significantly. On this basis, the Applicant is proposing to redevelop the site in order to reflect the aspirations and ambitions of the modern city.

4. THE DEVELOPMENT IN THE CONTEXT OF THE EIA REGULATIONS

This section presents commentary on behalf of the Applicant as to whether, in their opinion, the proposals constitute 'EIA development'.

4.1. Is the proposed development of a type described in Schedule 1 of the EIA Regulations?

Schedule 1 developments are those for which EIA is mandatory. The proposed development is not of a type listed within the descriptions contained in Schedule 1.

4.2. Is the proposed development of a type described in Schedule 2 of the EIA Regulations?

Schedule 2 developments are those which require EIA if they are likely to have significant effects on the environment by virtue of factors such as their nature, size or location.

The proposals are of a type listed within the descriptions of development contained within Schedule 2, falling under category 10(b) urban development projects (including the construction of shopping centres and car parks, sports stadiums, leisure centres and multiplex cinemas).

4.3. Is the proposed development a 'Schedule 2 development'?

Typically, a development is considered to be Schedule 2 development if any part of it lies within a 'sensitive area' or if it meets or exceeds the relevant thresholds and criteria for the relevant category of development.

Is any part of the development to be carried out in a 'sensitive area'?

In the context of the EIA Regulations 2017 (Regulation 2(1)), a "sensitive area" means:

- land notified under section 28(1) (sites of special scientific interest) of the Wildlife and Countryside Act 1981;
- a National Park within the meaning of the National Parks and Access to the Countryside Act 1949;
- the Broads;
- a property appearing on the World Heritage List kept under article 11(2) of the 1972 UNESCO Convention Concerning the Protection of the World Cultural and Natural Heritage;
- a scheduled monument within the meaning of the Ancient Monuments and Archaeological Areas Act 1979;
- an area of outstanding natural beauty designated as such by an order made by Natural England under section 82(1) (areas of outstanding natural beauty) of the Countryside and Rights of Way Act 2000 as confirmed by the Secretary of State; or
- a European site.

The development proposals do not lie within a sensitive area, as defined in the EIA Regulations 2017.

Does it meet any of the relevant thresholds or criteria listed in Schedule 2?

The thresholds and criteria relevant to Category 10(b) urban development projects under the EIA Regulations 2017 are as follows:

> *(i) The development includes more than 1 hectare of urban development which is not dwellinghouse development; or*
>
> *(ii) the development includes more than 150 dwellings; or*
>
> *(iii) the overall area of the development exceeds 5 hectares.*

The proposed development does not exceed any of the EIA thresholds, consequently it is not considered to be a Schedule 2 development.

4.4. Conclusion

The proposed development is neither Schedule 1 nor Schedule 2 development. It therefore falls outwith the EIA Regulations and is not 'EIA development'. Further commentary is provided in the enclosure to this request.

5. NEXT STEPS

5.1. Screening Opinion

In accordance with Regulation 6(6), MCC shall adopt a screening opinion within 3 weeks beginning with the date of receipt of this request. Regulation 5(5) requires that in the screening opinion, the local authority states *"the main reasons for their conclusion with reference to the relevant criteria listed in Schedule 3"*.

Should MCC consider that it has not been provided with sufficient information to adopt a screening opinion, it can, in accordance with Regulation 6(5), notify in writing the person making the request of the points on which it requires additional information.

5.2. Documents Proposed for Submission Alongside the Planning Application

The Applicant proposes to submit the following documents/reports alongside the planning application:

- Application Forms, Certificates, Notices and Covering Letter prepared by CBRE (August 2021);
- EIA Screening Letter prepared by CBRE (August 2021);
- Planning and Tall Building Statement prepared by CBRE (August 2021);
- Statement of Consultation prepared by CBRE (August 2021);
- Economic Statement prepared by CBRE (August 2021);
- Design and Access Statement (ref. 6145-SRA-XX-XX-RP-A-02003 P04 S2) prepared by Sheppard Robson Architects (July 2021);
- Heritage Statement: Significance and Impact prepared by Stephen Levrant Heritage Architecture (January 2020);
- Built Historic Environment Assessment prepared by Montagu Evans (August 2021);
- Daylight and Sunlight Assessment prepared by GIA (November 2018);
- Daylight and Sunlight Assessment Validation Letter prepared by GIA (July 2021);
- Wind Micro-Climate Assessment Report prepared by GIA (December 2019);
- Analysis of Impact on 1 Deansgate Louvres prepared by GIA (September 2020);
- Wind Microclimate Report/ 1 Deansgate Louvre Analysis Validation Letter prepared by GIA (July 2021);
- Crime Impact Statement prepared by GMP Design for Security (August 2021);
- Transport Statement (ref. 79464-CUR-00-XX-RP-TP-001 V02) prepared by Curtins (August 2021);
- Interim Travel Plan (ref. 79464-CUR-00-XX-RP-TP-002 V02) prepared by Curtins (August 2021);
- Waste Management and Servicing Strategy (ref. 79464-CUR-00-XX-RP-TP-003) prepared by Curtins (August 2021);
- Phase 1 Geo-environmental Report (ref. 1901-02 Rev P03) prepared by Renaissance (July 2021);

- UXO Risk Assessment prepared by IGE Consulting (July 2021);
- Flood Risk Assessment & Drainage Strategy (ref. 3174-03 Rev A) prepared by IGE Consulting (July 2021);
- Archaeological Desk-Based Assessment prepared by Orion Heritage (July 2021);
- Air Quality Assessment prepared by BWB Consulting (August 2021);
- Noise Impact Assessment prepared by BWB Consulting (August 2021);
- Preliminary Bat Roost Assessment (ref. 12095_R01b) prepared by Tyler Grange (July 2021);
- Landscape and Ecological Management Plan (LEMP) prepared by Tyler Grange (July 2021);
- Biodiversity Net Gain Assessment prepared by Tyler Grange (August 2021);
- Energy, Sustainability and Waste Management Statement (ref. Z30031 Rev. 1) prepared by Energy Council (August 2021);
- Ventilation Strategy (ref. 2217-EDPI-XX-XX-RP-Z-57-10001) prepared by EDPI (August 2021);
- Television and Radio Reception Impact Assessment prepared by G-Tech Surveys (August 2021);
- Operational Management Strategy prepared by CBRE (August 2021);
- Construction Management Plan including Demolition Management Plan prepared by CBRE (August 2021);
- Summary of Public Benefits prepared by CBRE (August 2021);
- Townscape and Visual Impact Statement Main Report (ref. 2071-06-LV-003-03) prepared by Planit-IE (August 2021);
- Townscape and Visual Impact Statement Appendix 1 - Townscape Assessment (ref. 2071-06-LV-002-02) prepared by Planit-IE (August 2021);
- Townscape and Visual Impact Statement Appendix 2 - Visual Assessment (ref. 2071-06-LV-001-02) prepared by Planit-IE (August 2021);
- Townscape and Visual Impact Statement Appendix 3 - Townscape Figures (ref. 2071-06-FB-003-01) prepared by Planit-IE (August 2021);
- Townscape and Visual Impact Statement Appendix 4 - Views (ref. 2071-06-FB-002-02) prepared by Planit-IE (August 2021);
- Townscape and Visual Impact Statement Appendix 5 - AVR Methodology (ref. 2071-06-FB-004-00) prepared by Planit-IE (August 2021)

The information proposed to be submitted in support of the planning application is in accordance with MCC's local validation list and is considered to be sufficient to enable a robust assessment of the impacts of the scheme prior to the determination of the planning application.

We would be grateful if you can confirm:

- your receipt of this request and therefore the start date for the 3-week determination period;
- that you are satisfied you have sufficient information to make your screening opinion; and
- your confirmation that you are able to determine this request under delegated powers.

If you have any questions on the above, please do not hesitate to contact me.

Yours sincerely,



PATRICK LITTLE
INTERIM HEAD OF ENVIRONMENTAL PLANNING & ASSESSMENT
CBRE LTD

Enc. Additional commentary on the development in the context of the EIA Regulations 2017

CBRE

cc. Julie Roscoe (Manchester City Council)
Harry Bolton (CBRE Planning)
Chris Sinton (CBRE Planning)

ADDITIONAL COMMENTARY ON THE DEVELOPMENT IN THE CONTEXT OF THE EIA REGULATIONS 2017

This enclosure provides further commentary on the development in the context of the EIA Regulations 2017.

If MCC determines this scheme not to be 'EIA development' then, in accordance with Regulation 6(6), the Council shall adopt a screening opinion within 3 weeks beginning with the date of receipt of this request. Regulation 5(5) requires that in the screening opinion, the local authority states *"the main reasons for their conclusion with reference to the relevant criteria listed in Schedule 3"*.

However, since the development lies out with the EIA Regulations 2017, it is understood that should MCC consider the scheme to be 'EIA development' they would be unable to determine it so. Under these circumstances, MCC may ask the Secretary of State for a screening direction under Regulation 5(7). In the event that MCC wishes to seek a screening direction, the Secretary of State should adopt a screening direction within 3 weeks, beginning with the date of receipt of the request, or such longer period as he may reasonably require. The request must be accompanied by all the previous documents relating to the original request for a screening opinion, together with any additional representations that the Applicant may wish to make.

In making a decision, in accordance with Regulation 5(5), the Secretary of State takes into account any information provided by the Applicant, the results of any relevant EU environmental assessment that are reasonably available, and the selection criteria relevant to Category 10(b) urban development projects, as set out in Schedule 3 to the regulations. In accordance with Regulation 5(5), where the Secretary of State adopts a screening direction, it must:

> *(a) "state the main reasons for their conclusion with reference to the relevant criteria listed in Schedule 3;*
>
> *(b) if it is determined that proposed development is not EIA development, state any features of the proposed development and measures envisaged to avoid, or prevent what might otherwise have been, significant adverse effects on the environment; and*
>
> *(c) send a copy of the opinion or direction to the person who proposes to carry out, or who has carried out, the development in question."*

In making their decision, the Secretary of State is required to take into account the selection criteria set out in Schedule 3 of the regulations that are relevant to the development. The selection criteria are split into 3 sections:

- Characteristics of development (Table 1);
- Location of development (Table 2); and
- Types and characteristics of the potential impact (Table 3).

Characteristics of development

Table 1 provides a consideration of the proposed development in the context of the selection criteria provided in Section 1, Schedule 3 of the EIA Regulations.

In line with case law on the matter of screening[3,4], the assessment of the possible effects on the environment takes into consideration any mitigation measures proposed that:

- are considered to be well-established and easily achievable;
- are not controversial; and
- do not in themselves have potential for significant environmental effects.

[3] [2003] EWHC 8 (Admin) (http://www.bailii.org/ew/cases/EWHC/Admin/2003/8.html)
[4] [2005] EWHC 191 (Admin) (http://www.bailii.org/ew/cases/EWHC/Admin/2005/191.html)

Table 1

Schedule 3, Section 1 – Characteristics of Development

SELECTION CRITERIA	DISCUSSION
The characteristics of development must be considered with particular regard to -	
The size and design of the whole development	The application site comprises an area of 0.11 hectares (1,100sqm). Information on the design of the development is provided in **Table 3** of this request for a screening opinion.
Cumulation with other existing development and/or approved development	In their response to the technical consultation on EIA thresholds[5], the Ministry of Housing, Communities and Local Government (MHCLG) stated that urban development projects below the revised EIA screening thresholds "*will not be likely to have significant effects either alone or in combination with other projects because of their nature, location or impact*". On this basis, the consideration of cumulative effects has been generally limited to those projects where: ■ the development includes more than 1 hectare (site area) of urban development which is not dwelling house development; or ■ the development includes more than 150 dwellings; or ■ the overall area of the development exceeds 5 hectares. To take account of tall, non-residential developments, any such schemes with over 10,000sqm of non-residential floorspace, have also been considered. With reference to these parameters, committed development within one kilometre of the application site (i.e. developments with planning consent) are detailed in Appendix C. Due to the city centre location, there are a relatively large number of committed schemes identified. Therefore, schemes within 400m of the application site are detailed below, as these have the most potential to cumulatively interact with the proposed development:

Site Address & Scheme Ref No.	Planning Ref	Description	Distance from application site
Land At Chapel Street Bounded By Clowes Street, River Irwell And Dearmans Place Salford	14/65224/FUL	Demolition of existing buildings and redevelopment to create four residential (use class C3) buildings ranging from 13 - 23 storeys creating 995 new dwellings, 1,469sqm ground floor commercial floorspace (flexible use classes A1 to A5, B1, D1, and D2) and ancillary community facility floorspace, 375 car parking spaces, cycling provision and related highway, access, servicing, landscaping, plant and associated works	230m
Embankment West Off Salford Approach And New Kings Head Yard Chapel Street Salford	17/70626/FUL	Erection of one 18 storey residential building (Block A, Use Class C3); one 16 storey residential building (Block B, Use Class C3); one 18 storey building providing a mix of residential and serviced apartment accommodation and amenity facilities including lounge, swimming pool and gym (Block C, Use Class Sui Generis); 536sqm of commercial floorspace (Use Classes A1, A2, A3, A4); new access from Greengate; car and cycle parking; public realm and landscaping; and other associated works.	290m

[5] [2015] DCLG Government response to the technical consultation on environmental impact assessment thresholds; Para 26.

SELECTION CRITERIA	DISCUSSION			
	Land Off Worsley Street Riverside Estate Salford	16/67780/FUL EIA	Erection of a 17 storey residential building (Use Class C3), consisting of 188 apartments ground floor residential, amenity areas and commercial units (Use Class A1, A2, A3, A4, B1 and D2), 427sqm floor space, public realm and landscaping, access and servicing arrangements and associated works.	330m
	Land At Bridge Street, New Bailey Street Riverside Estate Salford	16/67779/FUL EIA	Demolition of existing buildings, erection of a 35 storey residential building (Use Class C3), consisting of 318 apartments and mezzanine floor, residential amenity areas and commercial unit (Use Classes A1, A2, A3, A4, B1, D2), (404sqm floor space), public realm and landscaping, access and servicing arrangements and associated works, and construction of new entrance to office building	400m
	20 - 36 High Street Including Church Street Market Stalls Manchester M4 1QB	121375/FO/2018	Construction of a 22 storey building comprising 361 residential apartments (122 x 1 bed 2 person, 119 x 2 bed 3 person, 94 x 2 bed 4 person, 21 x 3 bed 5 person and 5 x 3 bed 6 person (34% 1 bed, 59% 2 bed and 7% 3 bed) ground floor commercial floorspace (Use Classes A1 (Shop), A3 (Restaurant and Cafe), A4 (Drinking Establishment) and A5 (Hot Food Take-away) associated landscaping, including new public realm and pedestrian route, together with servicing, cycle parking, access and other associated works following demolition of buildings at 20-22 and 24-26 High Street and 5 market stalls to Church Street.	400m

As with the proposed development, the construction works for the schemes listed in Appendix C will be undertaken in accordance with a Construction Environmental Management Plan (CEMP). The CEMP will include measures to mitigate potential impacts related to air quality, noise, transport, ground conditions and other environmental considerations. With these measures in place, significant residual impacts would not be expected. As such, should the construction phases of the 39 Deansgate scheme and the schemes listed in Appendix C coincide, significant cumulative impacts would not be anticipated in relation to these topic areas. The CEMP for the 39 Deansgate scheme will be prepared and agreed with the MCC prior to the start of construction works. It can be secured through a suitably worded pre-construction condition to any future planning consent.

As the proposed scheme is 'car free' and will generate very few additional trips on the highways network, significant cumulative transport effects – and therefore air quality and noise effects associated with road traffic – are not anticipated. Furthermore, the closest cumulative scheme is the development on land at Chapel Street bounded by Clowes Street, River Irwell and Dearmans Place Salford (Ref: 14/65224/FUL) which is approximately 230m away, and therefore none of the identified schemes are considered close enough to the application site to result in significant cumulative wind microclimate, daylight, sunlight or overshadowing effects.

The potential impacts of the proposed development on surrounding views, heritage assets and townscape character have been a key consideration during the design development and consultation phase, and consequently, where feasible, mitigation of adverse impacts has been 'designed in'.

SELECTION CRITERIA	DISCUSSION
	The effects of the construction works on the surrounding townscape and visual receptors are expected to range from 'no change'/negligible to minor adverse, with one Moderate Adverse effect anticipated on one view (1: View from the south-eastern corner of St. Ann's Square facing northwest). Such effects are typically unavoidable, and all will be short-term, temporary and reversible. Once complete and operational, the effects of the proposed development on the surrounding townscape and visual receptors are expected to range from neutral to beneficial, with no adverse effects anticipated. Where the appearance of a building could potentially be considered harmful, the high quality of the design is expected to balance out that harm and result in a 'neutral' or 'beneficial' judgement. On this basis, and given that all cumulative schemes are located 230m or more from the application site, significant adverse cumulative effects are not expected to arise once the scheme is operational. Once complete and operational, the proposed development is expected to result in Minor Beneficial effects on Barton's Building and Haywards Building; Moderate Adverse effects on a group of Grade II listed townhouses to the west side of St. Ann's Square (No.16, St Ann's Square; Nos. 18 and 20, St Ann's Square; and No. 22, St Ann's Square), and Negligible or Neutral effects on all other statutory designated heritage assets within a 250m radius of the application site. The Heritage Statement concludes that "*despite the impact from one perspective (View 1) from within St. Ann's Square, the Heritage Statement demonstrates appropriate mitigation for adverse impacts of the Proposed Development are accrued in other views and the development offers substantial public benefits in terms of enhancing the vitality and appearance of this part of the city. Consequently, it is considered that whilst the proposed development would result in some adverse heritage impact this will be appropriately mitigated by the public benefits of the scheme.*" On this basis and given that all cumulative schemes are located 230m or more from the application site, significant cumulative effects on designated heritage assets are also not anticipated. **Overall, no significant cumulative environmental effects are anticipated as a result of the construction or operation of the proposed development alongside other local committed developments.**
The use of natural resources, in particular land, soil, water and biodiversity	The development will not result in the use of natural resources beyond those required to construct and heat/supply the buildings. The likely impacts of the proposals on land, soil, water and biodiversity are discussed in **Table 3**.
The production of waste	Material arising from any demolition and groundworks will require off-site disposal at an appropriately licensed facility, where it cannot be re-used within the site boundary. The scheme will be designed in accordance with MCC's requirements for waste collection and recovery, which encourage the separation of waste at source to minimise the volume taken to landfill.
Pollution and nuisances	Risks of pollution during construction will be minimised through adherence to a Construction Environmental Management Plan (CEMP), which will be conditioned to any planning permission. The CEMP will be prepared and agreed with MCC prior to the start of construction works and include measures in line with best practice guidance. Appropriate mitigation measures will be implemented accordingly at the application site to reduce the risk of pollution incidences and/or nuisances, such as noise.
The risk of major accidents and/or disasters relevant to the development concerned, including those caused by climate change, in accordance with scientific knowledge	**Natural Disasters** The following types of major natural disasters have been considered: ■ Epidemics; ■ Animal infestation; ■ Earthquakes;

SELECTION CRITERIA	DISCUSSION
	■ Mass movements; ■ Volcanic eruptions; ■ Storms; ■ Droughts; ■ Extreme temperatures; ■ Floods (including storm surges); and ■ Wildfires. Given the low risk of occurrence in the UK of many types of major natural disaster events, such as major volcanic eruptions, earthquakes, tsunamis or animal infestations, these disasters are not considered relevant to the proposed development and have been screened out from further consideration. Furthermore, given that the application site is located in an urban area on level topography, wildfires and mass movements have also been screened out from further consideration. Three types of natural disaster event are however considered to pose a material risk to receptors in the UK and are considered relevant in the context of the proposed development: storms, extreme temperatures and flooding. A consideration of the risk posed by these disasters is provided below. <u>Storms</u> The National Risk Register of Civil Emergencies (NRR)[6] is the unclassified version of the National Risk Assessment (NRA), a classified assessment of the risks of civil emergencies facing the UK over the next five years. According to the NRR, on a scale of 1 to 5, the likelihood of storms and gales occurring in the UK in the next five years has been given a score of 4. The most significant storms in the UK in recent decades were those of 16 October 1987 and 25 January 1990; the first of which brought down an estimated 15 million trees in the south-east of England. By contrast, the 1990 storm was more extensive and had higher peak wind speeds. The net effect was a much higher death toll but less damage to trees and property. More recently, on 28 October 2013, a severe storm, which the media named the 'St Jude's Day' storm, travelled across southern England. The timing of the storm meant that trees were still in full leaf and vulnerable to strong winds. The path of the storm was also significant – strong gusts of 70 to 80 mph are rare in southern England, making these areas more vulnerable to the impacts of severe weather. Falling trees were the main cause of disruption, contributing to widespread transport disruption and power outages, with more than 660,000 homes left without power. Four people also died as a result of falling trees. Under the proposed development, due to the increase in occupational capacity, new site users would be brought to the application site that could potentially be affected by any storm occurring in the area.

[6] Cabinet Office National Risk Register of Civil Emergencies 2017 Edition

SELECTION CRITERIA	DISCUSSION
	The proposed development will be required to meet building regulations, which will ensure that the proposed buildings will be capable of withstanding storms. The Met Office also operates a national severe weather warning service to inform the public and emergency responders of forthcoming severe or hazardous weather which would have the potential to cause loss of life or widespread disruption. The 999-emergency response procedure is also in place to allow any site users whose health may be affected by such an event (e.g. through trips and falls) to request an ambulance or other emergency assistance. On this basis, it is considered that suitable mitigation is already in place in regard to the safety of future site users, such that further assessment of potential risks would be unnecessary. Extreme Temperatures (Low Temperatures, Heavy Snow and Heat Waves) There have been a number of recorded occasions of snow covering large areas of the country for over a week. The winter of 2009–10 saw a prolonged spell of cold weather that lasted for approximately a month. During this time, snowfalls of up to 40cm were recorded in parts of north-west England and south and east Scotland. Many other areas experienced snow cover of 10cm or more throughout this period. In Northern Ireland in February 2001, strong north-easterly winds and heavy snow caused travel disruption for up to five days and brought down power lines. The Met Office uses a range of threshold temperatures, varying by region, to define a heatwave. High temperatures were widespread during August 1990, reaching a record 37.1°C in one part of England. In August 2003, the UK experienced heatwave conditions lasting 10 days and resulting in 2,000 excess deaths. During this heatwave, a record maximum temperature of 38.5°C was recorded at Faversham in Kent. In July 2019, similar conditions occurred, breaking records and resulting in the warmest month on record in the UK. According to the NRR, on a scale of 1 to 5, the likelihood of either heatwaves or extreme low temperatures with heavy snow occurring in the UK in the next five years has been given a score of 4. The consequences of such an event may include: ■ Fatalities and physical casualties, particularly among vulnerable groups (e.g. the elderly); ■ Some evacuation of residents or employees; ■ Damage to property and infrastructure, directly and via land instability (e.g. landslides); ■ Disruption to essential services, particularly transport, energy and communications; ■ Additional pressure on healthcare; and ■ Environmental damage. The proposed development would result in new site users being brought to the application site that could potentially be affected by prolonged periods of excessive hot or cold weather should they arise. The proposed development will be built to the latest Building Regulations requirements and with consideration of potential temperature highs and lows as part of their typical operation to ensure appropriate thermal comfort. This will include an allowance for climate change. It is therefore considered that an appropriate climate can be maintained within the proposed buildings. Cold Weather Alerts and a Heat Health Watch Service are currently provided by Public Health England. The purpose of these services is to provide health advice for the public and healthcare workers in England, according to levels of heat forecast/measured by the Met Office. The 999-emergency response procedure is also in place to allow any site users whose health may be affected by such an event to request an ambulance or other emergency assistance. On this basis, it is considered that suitable mitigation is already in place, such that further assessment of potential risks would be unnecessary.

SELECTION CRITERIA	DISCUSSION

Floods

The application site is generally considered to be at low risk of flooding from all sources and the site area falls below 1 hectare. As a result, there is no formal requirement for submission of a Flood Risk Assessment (FRA). Significant risks of a major flood event affecting the application site are not anticipated. Further information on flood risks is provided in **Table 3** below.

Major Accidents/Man-Made Disasters

The following types of major accidents/man-made disasters have been considered:

- Transport accidents;
- Industrial accidents;
- Electricity, gas, water supply or sewerage system failures;
- Urban fires;
- Famine / food insecurity;
- Displaced populations;
- Complex emergencies;
- Terrorist incidents;
- Cyber-attacks; and
- Public disorder.

Given the nature of the proposals and the location of the application site, cyber-attacks, famine, food insecurity, displaced populations and complex emergencies are not considered relevant to the scheme and are proposed to be screened out of further consideration as a result.

The proposals do not include the provision of any industrial land uses and the surrounding area is dominated by commercial properties. On this basis, significant risks associated with major industrial accidents are not considered likely. The nature of the proposals and the setting of the application site are such that accidents related to air and transport are also not considered relevant to the proposals.

In regard to electricity, gas, water supply or sewerage system failures, the utilities design for the proposed development is currently being considered and progressed. In consultation with all the respective utilities providers, existing and future capacity/demand will be considered, and appropriate measures implemented to ensure that the proposed development is sufficiently serviced. A new substation is provided as part of the proposed development. In addition to this, a consideration of resilience to potential systems failure will also be incorporated as appropriate. The utilities providers already have in place procedures to allow users to report a failure in supply of a particular utility so that repairs and continuation of supply can be enabled. On this basis, it is considered that suitable mitigation is already in place, such that further assessment of potential risks within the EIA would be a reiteration and hence unnecessary. For this reason, this disaster/accident type is proposed to be screened out of further consideration.

In regard to urban fires, the proposed development will be designed in accordance with the latest Building Regulations requirements, as well as the requirements of relevant fire safety guidance.

SELECTION CRITERIA	DISCUSSION
	As already highlighted, the 999-emergency response procedure is also in place to allow the general public to report urban fires, terrorist attacks, public disorder and other types of major accidents disasters to the emergency services, who would attend site and act to resolve the incident. As such, it is considered that suitable mitigation is already in place for these types of accident/disaster, such that further assessment of potential risks would be unnecessary. Once operational, vehicle traffic generated by the scheme is expected to be lower than what is generated at the application site currently due to the removal of the existing car parking spaces and the car free nature of the proposed development. It is anticipated that occupants and visitors to the building will utilise the existing extensive public transport links to the site. As such, the effects of the proposals on conditions on the local road network, including vehicle accidents, are considered likely to be minimal. Safety measures are already in place to ensure that risks of train accidents are also minimised.
The risks to human health (for example, due to water contamination or air pollution)	Further information on the baseline conditions at the application site and in the surrounding area, including information on the risks to human health (including flood risk, noise, air quality and contamination) is provided in **Table 3**.

Location of development

Table 2 provides a consideration of the proposed development in the context of the selection criteria provided in Section 2 of Schedule 3 of the EIA Regulations.

Table 2

Schedule 3, Section 2 – Location of Development

SELECTION CRITERIA	DISCUSSION
The environmental sensitivity of geographical areas likely to be affected by development must be considered, with particular regard, to -	
The existing and approved land use	The application currently consists of an occupied commercial/retail mixed use building, which is similar to the proposed development uses. Further information on current site conditions and the planning context is provided in **Sections 1 to 4** of this request for a screening opinion.
The relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground	The application site is not particularly sensitive in relation to natural resources. Further information on the baseline conditions at the application site and in the surrounding area, including information on the relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) is provided in **Table 3**.
The absorption capacity of the natural environment, paying particular attention to the following areas -	
Wetlands, riparian areas, river mouths	Not applicable. There are no wetlands, riparian areas or river mouths within 500m of the site boundary. The River Irwell runs approximately 60m north west of the application site; however, this is a heavily urbanised section of the river and the site is not situated within the flood zone.
Coastal zones and the marine environment	Not applicable. There are no coastal zones or marine environments within 500m of the site boundary.
Mountain and forest areas	Not applicable. There are no mountain or forest areas within 500m of the site boundary.
Nature reserves and parks	No significant nature reserves or parks are situated within close proximity to the application site.
European sites and other areas classified or protected under national legislation	There are no European sites (Special Protection Areas (SPAs) or Special Areas of Conservation (SACs)) or potential/candidate European sites within 500m of the site boundary.

SELECTION CRITERIA	DISCUSSION
	There are no statutory nature conservation sites on or directly adjacent to the application site.
Areas in which there has already been a failure to meet the environmental quality standards, laid down in Union legislation and relevant to the project, or in which it is considered that there is such a failure	The application site is located within the Greater Manchester Air Quality Management Area (AQMA). The AQMA has been designated on the basis that nitrogen dioxide (NO_2) are likely to exceed the annual mean national Air Quality Objectives (AQOs).
Densely populated areas	The application site lies within the administrative boundary of MCC, which has a resident population of 541,300 people and an average population density of 45.8 people per hectare[7]. A comparison with the average population density for England (4.1 people per hectare) illustrates the urban nature of the City.
Landscapes and sites of historical, cultural or archaeological significance	The application site sits at the north western boundary of the St Anne's Conservation Area and also on the edge of the adjoining Parsonage Gardens Conservation Area. Furthermore, the site adjoins the Grade II* listed Barton Arcade. There are 19 identified listed buildings within a 250m radius of the site. including the Grade II listed Royal Exchange, which dominates the North Eastern boundary of the conservation area. Situated in the heart of the designated area is the Grade I listed Church of St. Ann. No other statutory landscape/townscape designations have been identified within 500m of the site boundary (including Areas of Outstanding Natural Beauty (AONBs) or World Heritage Sites).

Types and characteristics of the potential impact

The selection criteria under Part 3 of Schedule 3 are as follows:

"The likely significant effects of the development on the environment must be considered in relation to criteria set out in paragraphs 1 and 2 above, with regard to the impact of the development on the factors specified in regulation 4(2), taking into account –

The magnitude and spatial extent of the impact (for example geographical area and size of the population likely to be affected)

- *the nature of the impact;*
- *the transboundary nature of the impact;*
- *the intensity and complexity of the impact;*
- *the probability of the impact;*
- *the expected onset, duration, frequency and reversibility of the impact;*
- *the cumulation of the impact with the impact of other existing and/or approved development;*
- *the possibility of effectively reducing the impact".*

The '*transboundary nature of the impact*' is not considered relevant for this scheme and the '*the cumulation of the impact with the impact of other existing and/or approved development*' is considered within **Table 1.**

Table 3 provides a consideration of the proposed development in the context of the other criteria. The table is sub-divided into the topic areas contained within Regulation 4(2). The potential effects of the scheme are considered for

[7] Source: Office for National Statistics – mid-2016 ward and local authority population estimates.

both the construction and post-construction phases of development. Interrelated issues are considered in the text where applicable.

Table 3

Schedule 3, Section 2 – Types and Characteristics of the Potential Impact

TOPIC	DISCUSSION
Population and Human Health	Socio-Economics An Economic Impact Assessment has been prepared by Ekosgen. The proposed development will support Manchester's growth and regeneration ambitions, delivering substantial economic benefits for the city and its residents, both in scale and the ability to support a continued reduction of the north's productivity gap, although the effects are not expected to be significant in EIA terms. In summary: ■ The £41m construction scheme will support a temporary economic uplift during a 30-month construction phase, supporting 387 construction job years, an average of 155 a year, and a further 878 indirect and induced jobs. The scheme is expected to support a GVA contribution of circa. £85m through the direct, indirect and induced construction effects; ■ The proposed development will deliver 141,000sqft (NIA) of 'best in class' Grade A office and retail space, accommodating 1,116 FTEs once fully occupied, generating GVA worth over £78.5m per year and wages totalling £36.2m; ■ The proposed development will target the fintech, software developers, banking, media, leisure sectors. These sectors are well established key growth sectors in Manchester, offering substantial further growth potential, particularly as Manchester is increasingly recognised as a national leader in the fields with a considerable cluster of activity; ■ The use of low and zero carbon technologies supports the City Council's ambition for a net zero carbon city by 2038; ■ A range of jobs, including highly-skilled roles, graduate-relevant opportunities, and entry-level roles will be accommodated helping to drive economic growth and productivity in the city and support inclusive growth objectives; and ■ Benefits to the public purse include £7.5m of national insurance and income tax each year and business rates of £8.5m over 10 years. There are no residential units associated with the proposed development and therefore it is not anticipated to have an impact on the local population or on local health and education services. **No significant socio-economic effects are anticipated as a result of the proposed development during the construction and operational phases.** Noise & Vibration A noise impact assessment has been undertaken by BWB and the output report will be submitted alongside the planning application. The assessment has been undertaken in accordance with relevant planning policy, British Standards and Guidance documents and the methodology for the assessment has been agreed with the Environmental Health Officer at MCC. To inform the assessment, a baseline noise survey was undertaken in October 2019 to determine the prevailing noise climate on the site and at the nearest noise sensitive receptors to the proposed development. The principal noise sources have been identified as road traffic generated along Deansgate and plant noise from the various commercial uses in the immediate area. Deansgate is listed as a major road noise source. The application site is bounded to the north by the junction of Deansgate and St Marys Gate where restaurants, retail units, a hotel and a residential development (No.1 Deansgate) are located. To the east of the application site are retail units and offices. To the south of the site lies Barton Arcade which houses retail units, offices and a small number of residential apartments. To the west of the application site lies offices and retail units with a car park beyond. Existing and proposed receptors are considered sensitive to items of fixed plant and patron noise from any outdoor seating areas to be associated with the proposed development. In addition, proposed receptors are also considered sensitive to road traffic noise generated along Deansgate.

TOPIC	DISCUSSION

Construction Impacts

Construction noise and vibration effects are temporary and short-term in nature. Such effects will be controlled in accordance with the guidance in BS 5228:2009 +A1:2014 '*Code of practice for noise and vibration control on construction and open sites*', including a best practicable means approach to noise and vibration mitigation, as will be outlined in the CEMP and agreed with MCC. Typical noise mitigation measures include selecting appropriate equipment; ensuring equipment is well maintained; keeping engines switched off when machinery is not in use; localised acoustic screening and acoustic enclosures; and controlling the hours of work for noisy activities. Typical vibration mitigation measures may include reviewing the proposed construction methodology to select a method and equipment which generates less vibration (for example continuous flight auger piling instead of vibratory or impact piling); and controlling the hours of work for vibratory activities. With these measures in place, significant noise and vibration effects on surrounding receptors are not anticipated.

Operational Noise Impacts

Noise related to the operation of the proposed development will be limited to that produced by fixed plant and equipment, and potentially noise from any rooftop leisure uses. Fixed plant can be designed so as to achieve suitable criteria, in line with MCC's guidance, so as not to significantly impact on surrounding uses. Similarly, outdoor leisure use on the roof can be mitigated against through effective design so as to achieve appropriate standards at nearest noise sensitive receptors. Given the city centre context of the application site, the close proximity to bars and restaurants, and various items of building services plant in the area, the noise generated by the development would be in keeping with this and therefore it is considered that any permanent adverse impacts would be minor at worst with appropriate mitigation. The Noise Impact Assessment Report concludes that based on the assessment findings, "*it is considered that noise levels can be satisfactorily controlled to within recommended acoustic design standards so that a suitable acoustic environment is provided to all future occupants and that impacts associated with the operation of the development can be controlled to an appropriate level.*"

No significant residual noise and vibration effects associated with the construction or operation of the proposed development are anticipated.

<u>Transport</u>

A Transport Statement has been prepared by Curtins in consultation with MCC. The document will be submitted alongside the planning application.

The application site's relative proximity to Manchester's City Centre means it is well connected to the existing public transport network. Multiple bus routes run north-south and east-west from the site, with the corresponding bus stops very close.

Key transport nodes at Manchester Victoria and Salford Central, reinforce this corner site as a strategic visual gateway into the city and the main retail routes and central business district. There a bus stops located along Deansgate directly outside the building, the tram is accessible via Exchange Square and Manchester Victoria Train Station is a short walk for national rail services. A relatively large taxi rank is available immediately north of the site. Users of the building will also have access to a BREEAM compliant bike store with provision for 96 cycles that is to be provided as part of the proposed development.

Additional traffic on local roads will be generated temporarily during the construction phase. However, the number of construction vehicle movements associated with the works is not expected to be substantial. Measures will be put in place to reduce potential impacts. During the works, the number of vehicular movements will be minimised as much as possible and trips will be timed to avoid peak traffic periods and to avoid vehicles having to wait to gain access onto site. Vehicle movements will also be limited to a specific route. This route will look to avoid roads with particularly high traffic levels, while also taking into account construction vehicle routing for any local cumulative schemes with construction periods likely to coincide with the proposals. The construction vehicle route will be agreed with MCC in due course. These measures will be detailed within the CEMP. With these measures in place, significant impacts on local road traffic levels would not be anticipated during the construction phase.

TOPIC	DISCUSSION

An assessment of the vehicular trips expected to be generated by the proposed development once operational has been undertaken. The primary trip generating land use at the site will be the proposed office floorspace. Office trip generation is expected to be concentrated around standard peak commuter hours, with employees arriving at the site during the AM peak and departing during the PM peak.

The proposed development could result in a small increase of 6 two-way vehicular trips in the normal AM peak period, equating to approximately one vehicle every ten minutes. During the PM peak, there is a potential reduction of 23 two-way vehicular trips.

However, due to the location, the accessible nature of the proposed development, and the lack of onsite parking, this is a conservative assessment, as less people would be motivated to travel by car. It is anticipated that the vast majority of trips would be made by public transport, bicycle or on foot, as the proposals comprise no car parking provision and high cycle parking provision. The Transport Statement concludes that the anticipated changes in vehicle trips would not have a significantly detrimental impact on the surrounding highway network. It is also considered the impact on car parking throughout the city centre would be insignificant.

No significant adverse transport residual effects are anticipated as a result of the proposed development during construction and operational phases.

Daylight, Sunlight & Overshadowing

Potential daylight, sunlight and overshadowing (DSO) effects have been assessed by GIA and a detailed output report will be submitted alongside the planning application. The purpose of this analyses has been to inform the design of the emerging scheme to ensure that impacts on sunlight and daylight levels at nearby properties and overshadowing effects on surrounding outdoor amenity areas are minimised and/or avoided wherever possible.

It is inevitable when constructing buildings in an urban environment that alterations in daylight and sunlight levels to adjoining properties will occur and the numerical guidance given in the Building Research Establishment (BRE) document should be treated flexibly, especially in dense urban environments, such as the area around the application site.

One residential property (No. 1 Deansgate) has been identified in proximity to the site, which could be affected by the proposed development.

No. 1 Deansgate will remain fully compliant in terms of NSL daylight and APSH sunlight with the proposed development in place.

The five rooms which do not meet the criteria for VSC daylight fall marginally short of the target reduction of 20%, and none are reduced by more than 25%. These rooms are dual aspect living kitchen dining rooms, with one room on each floor between the fourth floor and eighth floor falling marginally short of the BRE targets. These rooms will still achieve a good VSC level for a city centre and are only just outside the 20% reduction that the BRE states as being noticeable, with reductions between 21.4% and 24.8%.

GIA have obtained detailed floor plans of No.1 Deansgate, and have therefore also undertaken supplementary ADF tests.

The five living kitchen diners that fall short of the VSC targets will achieve ADF levels of between 7.2% and 8.4%. These are all well in excess of the 2% ADF target. All rooms within No.1 Deansgate will comply with the ADF targets.

The proposed development will be very similar in height to No. 1 Deansgate. In order for the proposed development to match the scale and mass of the existing residential buildings, deviations on the published BRE targets are expected. This is anticipated in the BRE Guide, where it recognises that the levels of daylight and sunlight will be different in these locations to low rise, sub-urban development. It would be unrealistic for the surrounding residential properties to expect to maintain similar levels of daylight and sunlight as those currently enjoyed if the proposed development is to match their height and mass.

Furthermore, the density required to make efficient use of the site, means that achieving the published BRE targets (better suited to low-rise suburban development) would be an unrealistic expectation.

It is concluded in GIA's output report that "*The compliance levels for VSC and NSL daylight and APSH sunlight are considered very good and exceed our expectations for a city centre location. The ADF analysis indicates that all rooms within No.1 Deansgate will continue to significantly exceed their respective targets. Overall, we consider the results to No.1 Deansgate to be acceptable.*"

No significant adverse effects related to daylight, sunlight or overshadowing are anticipated as a result of the proposed development.

TOPIC	DISCUSSION
	Wind microclimate GIA have produced a Wind Microclimate assessment for the proposed development. The wind assessment has utilised a Computational Fluid Dynamics (CFD) methodology to predict wind velocities and air flow patterns in and around the site based on wind data from the nearest suitable meteorological station. For this assessment the wind climate in Manchester has been analysed based on wind data from Manchester Airport and it was found that the most frequent and strongest winds, at all times of year, come from the west. The results have been compared against the Lawson Comfort and Safety criteria to establish the suitability of each part of the site and surrounding area for its intended use. In order to do this, a CFD model of the site and surrounding areas has been created for the assessment. The extent of the model comprises the site and a surrounding context within a radius of approximately 400 metres taking into account existing and consented planning surroundings. Simulations have been performed at 18 wind angles, using annual mean wind speed. The following scenarios have been tested: i. Existing site with existing surroundings; ii. Existing site with proposed surroundings; iii. Proposed scheme with planning consented schemes. The results of the assessment indicate that the proposed development makes conditions a category windier around the corner of Deansgate and St Mary's Gate, but still suitable for their intended usage. For either the existing or cumulative surrounds scenarios, prior to mitigation, there was a substantial adverse wind effect in the service courtyard to the east of the development. For either existing or cumulative surrounds scenarios, prior to mitigation, there was a moderate adverse wind effect by the service entrance to the east of the development and a moderate adverse wind effect by the north west entrance, if the recess at this entrance was not accounted for. When the wind mitigation measure of a wall at the southern end of the bin store region was included, and the model fidelity was increased to account for the recess at the north west entrance, the conditions were rendered suitable for their intended usage. Residual effects in the service courtyard are negligible, and residual effects by the building entrances are moderate beneficial. **With the incorporation of suitable mitigation measures, no significant adverse effects related to wind microclimate are anticipated as a result of the proposed development.** Air quality and ground contamination, which also pose risks to human health, are discussed in subsequent sections of this table.
Biodiversity	A preliminary Ecological walkover survey was undertaken on the 2nd June 2019 by Tyler Grange, which included a Preliminary Bat Roost Assessment and Breeding Bird Survey of the application site. All survey work has been undertaken by suitably qualified and experienced ecologists according to best practice methodologies. Survey reports will be submitted alongside the planning application. The desk study exercise identified that no statutory nature conservation sites occur on or directly adjacent to the application site. The surveys undertaken have indicated that there is low potential for any protected species in close proximity to the site. The walkover survey did record that there was a feral pigeon nest at the rear of the building near to the upper level of the car park (on the ground with two well developed chicks). It is therefore proposed that a check of the building for nesting birds will be performed prior to works on the building commencing. Given the highly urbanised nature of the site and surrounding area, and the current commercial use of the site, the proposed development is not expected to result in any significant effects on biodiversity. The proposed development also includes biodiversity features, such as bat boxes, bug hotels and a roof level wild-flower bed. **No significant effects on biodiversity are anticipated as a result of the proposed development.**
Land	The site location is illustrated on the enclosed drawing (Ref: 6145-SRA-XX-XX-DR-A-00-100). The current uses and planning context are discussed in **Sections 1 to 4**.
Soil	A Phase 1 Environmental Risk Assessment report will be submitted alongside the planning application in due course.

TOPIC	DISCUSSION
	Early plans from 1750 depicts the city's early street pattern. Key routes such as Deansgate and St. Mary's Gate are shown to have been laid out by the mid-18th century, forming the distinctive corner on which the Site would later come to occupy. The mid-18th century map illustrates the early plan form around St. Ann's Square prior to the onset of industrialisation. The area was predominantly residential, characterised by neat rows of houses fronting onto the street. By 1813, being located close to the river front, the area quickly developed, exemplifying an eclectic mix of industrial, residential and commercial buildings. In 1850 the application site was occupied by a number of stock and share businesses centred around 'Riding's Court'. The map illustrates the area was heavily built up. Ordnance Survey mapping between 1922 - 1933 suggests no changes were made to the application site area. Surrounding the application site, the tramline infrastructure which had been laid out in the late-19th century is visible. During the Manchester Christmas Blitz in 1940-1941, the application site at the corner of St. Mary's Gate and Deansgate was obliterated. The Manchester Bomb Damage map illustrates landmark buildings such as the Victoria Buildings and the Royal Exchange were also heavily damaged during the bombing raid. As such, an Unexploded Ordnance (UXO) study and Detailed Risk Assessment Report was undertaken for the application site in view of the proposed works. This found that that UXO poses a Moderate Risk to the proposed works due to an elevated likelihood of German UXO remaining present in undisturbed virgin WWII-era soils. On this basis, intrusive site investigation and foundation piling activities are at risk due to the high force and the blind nature. Consequently, the following activities are proposed to mitigate any potential UXO risk: - Prior to any intrusive works, an appropriately experienced person must give a UXO Safety Awareness Briefing (toolbox talk) to all personnel conducting intrusive works. - For intrusive site investigation, an appropriately qualified EOD (Explosive Ordnance Disposal) Engineer (banksman) is required to provide a watching brief on all exploratory holes (trial pits, boreholes etc.). The EOD engineer is able to give the above recommended briefings, will identify UXO objects in open excavations and will clear exploratory hole locations using a portable magnetometer. - Prior to foundation piling, an Intrusive Magnetometer Probe Survey is recommended to clear all pile locations. This can be done using open-hole drilling techniques and an EOD engineer to use a portable magnetometer within each hole to clear to the maximum bomb penetration depth. One open hole per planed piled foundation location is usually required (the intrusive magnetometer probe survey method is dependent upon the ground conditions and will be finalised following site investigation). Due to the presence of the existing hardstanding at the application site, which would act as a barrier to any contamination present, current risks to site users from potential existing contamination are considered to be low. Under the proposals, the installation of new building foundations will be required, while additional groundworks may also be required (e.g. to allow installation of drainage infrastructure). The ground excavations will remove any contaminated soils within the footprint of the excavations. During the construction phase, when areas of hardstanding have been broken up, pollutant linkages could arise between any existing historic contamination and construction workers. However, provided that construction workers adopt suitable personal protective equipment (PPE) and hygiene precautions throughout the works, they should be suitably protected, such that risks to these receptors would be low. A site-specific risk assessment will be undertaken prior to works commencing on site. Relevant mitigation measures, including those described above, will be recorded in the CEMP. On the basis that these measures are implemented, the potential risk to ground workers is considered to be low. Once construction has been completed, the proposed buildings and hardstanding will cover the surface of the application site, acting as a barrier, breaking the majority of potential pollutant linkages between any remaining contamination present and future site users. The risk from onsite sources is considered low due to the lack of significantly contaminative processes and the removal of the majority of made ground through the development of the site. The risk from ground gas is considered low due to the inherent level of protection included within the proposed building design. The risk for offsite sources is also considered low. The risk to controlled waters is considered to be low due to the lack of significantly contaminative processes, the application site not being within 500m of a Source Protection Zone (SPZ) or within 2,000m of a potable water abstraction, and the site being covered by hard standing. Nevertheless, an appropriate intrusive investigation will be undertaken at the site in due course in order to further understand the ground conditions beneath the site.

TOPIC	DISCUSSION
	The uses proposed at the application site are generally considered to have an inherently low risk of ground contamination. Proposed service areas will include infrastructure that will direct any fuel/oil spills from vehicles into the on-site fowl drainage system, ensuring that contamination of soils is avoided. Standard waste management and pollution prevention measures would be put in place once operational and, as a result, the ground contamination risks associated with the other proposed uses would also be expected to be low. **No significant residual effects on or from soils are anticipated as a result of the proposed development.**
Water	A Flood Risk Assessment & Drainage Strategy Report has been produced by IGE Consulting and will be submitted as part of the planning application. According to the EA 'Flood Map for Planning (Rivers and Seas)', the application site is in Flood Zone 1 which is defined as land assessed as having a less than 1 in 1,000 annual probability of flooding from rivers or the sea. There are no rivers or streams located within or adjacent to the site boundary. The River Irwell runs approximately 60m north west of the application site, however this is a heavily urbanised section of the river. The EA indicative surface water flood map indicates the majority of the application site is at very low risk of surface water flooding which is defined as a chance of flooding of less than 0.1%. a localised area in the south east corner of the site identified to have a low to medium risk of surface water flooding. The application site is considered overall to be at low risk of flooding from other sources such as groundwater, sewers and reservoirs. There will be no change in hard surfaced area at the post-development site in relation to the current situation. It is proposed to discharge post-development surface water to the adopted combined sewer system at locations along the diverted sewer line (within the new building envelope) to suit the detailed building design. All feasible SuDS methods have been assessed; however, none are considered feasible given the nature and location of the development site. It is proposed to discharge post-development foul water to the adopted combined sewer system via connection(s) along the diverted sewer line to suit the detailed building design. It is concluded that the application site is at low risk of flooding. In addition, the proposed end use of the site is considered to pose an inherently low-risk in terms of flood risk and/or contamination of water resources. **No significant adverse effects on water resources are anticipated as a result of the proposed development.**
Air	BWB have undertaken a desk-based Air Quality assessment to be submitted alongside the planning application. The application site lies within the Greater Manchester Air Quality Management Area (AQMA) which was declared by the combined Greater Manchester local authorities for the potential exceedance of the annual mean nitrogen dioxide (NO_2) objective. No air quality monitoring has been undertaken by MCC on Deansgate. The closest monitoring location to the application site is situated on Princess Street, approximately 500m southeast of the site where the annual mean nitrogen dioxide concentration in 2018 was 40.3$\mu g/m^{-3}$ which is a minor exceedance of the annual mean objective. However, this concentration is well below 60$\mu g/m^{-3}$ which is used in the Defra Local Air Quality Management Technical guidance[8] as a threshold to identify locations where the hourly mean nitrogen dioxide objective may be exceeded. <u>Construction Phase</u> During the construction phase of the proposed development, the demolition of the existing structure, earthworks (especially in relation to the construction of a double basement) and construction activities, along with vehicle movements associated with the construction phase all have the potential to increase dust and other emissions, impacting local air quality. In accordance with Institute of Air Quality Management (IAQM) guidance[9] a construction phase dust assessment is required if: - Human receptors are located within 350m of the boundary of the site or 50m of routes used by construction vehicles on the public highways, up to 500m from the site entrances; or - Ecological receptors are located within 50m of the boundary of the site or 50m of routes used by construction vehicles on the public highways, up to 500m from the site entrances.

[8] Defra (2018) Local Air Quality Management Technical Guidance 2016
[9] IAQM (2016) Guidance on the assessment of dust from demolition and construction

TOPIC	DISCUSSION
	The application site is bounded to the north by the junction of Deansgate and St Marys Gate where restaurants, retail units, a hotel and a residential development are located. To the east of the application site are retail units and offices. To the south of the site lies Barton Arcade which houses retail units, offices and a small number of residential dwellings. To the west of the application site lies offices and retail units with a car park beyond. These receptors are considered sensitive to dust soiling and human health impacts from construction phase activities and therefore a construction phase dust assessment has been undertaken. There are no ecological designations within the screening distance of the site and therefore, potential impact of construction phase activities on ecological receptors is not required. A qualitative construction phase dust assessment has been undertaken in accordance with Institute of Air Quality Management guidance and measures have been recommended for inclusion in a Dust Management Plan to minimise emissions during construction activities. With the implementation of these mitigation measures, which will be included within the CEMP, the impact of construction phase dust emissions is considered to be 'not significant' in accordance with Institute of Air Quality Management guidance. The proposed development's operational trip generation has been screened using the Institute of Air Quality Management and Environmental Protection UK two stage screening process, to determine whether a detailed road traffic emissions impact assessment is required. The proposed development trip generation does not exceed the relevant screening criteria and therefore detailed dispersion modelling of development-generated road traffic is not necessary. There is not considered to be the potential for any other significant operational phase air quality effects **No significant air quality residual effects are anticipated as a result of the proposed development during the construction or operational phase.**
Climate	In the context of EIA, the climate impact of developments is usually considered with an emphasis on carbon dioxide (CO_2) emissions. By using standard building practices, such as MHCLG statutory guidance *'Conservation of fuel and power: Approved Document L'* which deals with energy efficiency requirements, the proposed development aims to mitigate its potential impacts in terms of CO_2. Impacts arising from the construction and operation of the proposed development are not considered to be significant in the local, regional, national or international context. Climate adaptation to avoid natural disasters, such as flooding and storms, will be taken into consideration within the drainage strategy, which is being designed to accommodate climate projections in terms of frequency and intensity of rainfall events. **No significant effects related to climate change are anticipated as a result of the proposed development.**
Material Assets, Cultural Heritage, including Architectural and Archaeological Aspects, and Landscape	<u>Archaeology</u> Orion Heritage Ltd has prepared an archaeological desk-based assessment, which will be submitted alongside the planning application. Designated heritage assets associated with the application site, are detailed in the 'Built Heritage' section below. The archaeological desk-based assessment draws together the available archaeological, historic, topographic and land use information in order to clarify the heritage significance and archaeological potential of the site. The assessment has established that there are no recorded archaeological remains from the prehistoric, Roman, Saxon, Early Medieval and Medieval periods within the site, and limited evidence in its surroundings. Therefore, the assessment concludes that, based on the available evidence, the application site has a moderate/low potential for remains of all archaeological periods which pre-date the Post-Medieval period. It is possible that there may be below-ground archaeological remains associated with the late 17th and 18th century buildings on the site which relate to the age of Manchester's early industrial expansion. The archaeological potential across the site will be reduced due to previous development associated with the construction of modern buildings in the 1960s and by bomb damage which effected the whole site. This will have had substantial below-ground impacts and it is unlikely that any evidence that pre-dates this will be present within the site. A low/nil potential for Post-Medieval remains is therefore identified in the assessment. Given the lack of potential for any notable archaeological remains in the vicinity of the application site, and the heavily developed nature of the surrounding area, the proposed development is not considered likely to result in significant archaeological effects. **No significant effects related to archaeology are anticipated as a result of the proposed development.**

TOPIC	DISCUSSION

Built Heritage

Stephen Levrant Heritage Architecture Ltd hasundertaken a Heritage Impact Assessment for the proposed development, which is reported in a Heritage Statement, while Montagu Evans have also prepared a Heritage Statement Addendum.

The application site was cleared following severe bomb damage in 1940. The replacement building erected on the land in 1963 yields no historical or architectural significance following extensive renovations to both the interior and exterior in the early 21st century.

Whilst the application site yields no significance in isolation, it demonstrably respects and allows for the surrounding Listed Buildings to be easily read within the context of the wider, urban townscape. Therefore, it is considered that the application site at 39 Deansgate, as existing, makes an overall negligible contribution to the settings of designated heritage assets nearby.

The potential impacts of the proposed development on surrounding views, heritage assets and townscape character have been a key consideration during the design development and consultation phase, which has included consultations with MCC and Historic England, and consequently, where feasible, mitigation of adverse impacts has been 'designed in'.

The potential impacts of the completed development upon the settings of identified heritage assets, primarily within 250m of the application site (heritage assets outside of the study area have been included where relevant) have been assessed through appraisal of 10 views.

The completed development is expected to have Minor Beneficial effects on Barton's Building, Including Barton Arcade, and Haywards Building. The development will re-establish the historic street wall and avoids compromising these two Listed Buildings. The design of the proposals has taken careful consideration of the surrounding historic environment, most notably, to the architectural qualities of the adjacent Grade II* Barton Arcade Building. The double heighted arch detail to the street frontage of the proposed development emulates that of the Barton Arcade, this relationship is further enhanced by the inclusion of decorative metal banding to the design. This is intended to reflect and articulate key features of the Grade II* building, such as the opulent use of ironwork and foliated capitals. The recessed corner detail of the proposed development pays further tribute to the character and appearance of the St. Ann's Square Conservation Area, with a modern approach to the corner emphasis found on many buildings within the designated area. The development thus avoids any compromise of the heritage values of these designated heritage (and the ability to appreciate those values) to a clearly discernible extent. Whilst remaining distinctive and contemporary in materials and design execution. It will be clear that the proposed development will improve the public realm at street level, facilitating pedestrian friendly environment which at present, is poor and incoherent.

A Moderate Adverse impact is expected on a group of Grade II listed townhouses to the west side of St. Ann's Square (No.16, St Ann's Square; Nos. 18 and 20, St Ann's Square; and No. 22, St Ann's Square), and on the spatial character of the square, which is at the heart of the Conservation Area. This is due to the proposed development introducing a 'dominant modern vertical element' above the low level building line of the listed buildings, when viewed from Viewpoint 1. The impact on these assets is considered to result in "less than substantial harm".

The completed development is expected to have a Negligible or Neutral effect on all other listed buildings within a 250m radius of the application site.

The Heritage Statement concludes that "*despite the impact from one perspective (View 1) from within St. Ann's Square, the Heritage Statement demonstrates appropriate mitigation for adverse impacts of the Proposed Development are accrued in other views and the development offers substantial public benefits in terms of enhancing the vitality and appearance of this part of the city. Consequently, it is considered that whilst the proposed development would result in some adverse heritage impact this will be appropriately mitigated by the public benefits of the scheme.*"

No residual significant adverse effects on built heritage are anticipated as a result of the proposed development.

Townscape and Visual Amenity

TOPIC	DISCUSSION

Planit – IE have completed a Townscape and Visual Impact Assessment (TVIA) of the proposed scheme including production of visually verified photomontages, for submission alongside the planning application.

The proposed viewpoint locations are shown on Figure 1 below. The selected views widely encompass the setting of Listed Buildings within the 250m radius. Additional views from both the Parsonage Gardens and St. Ann's Square Conservation Areas have also been selected.

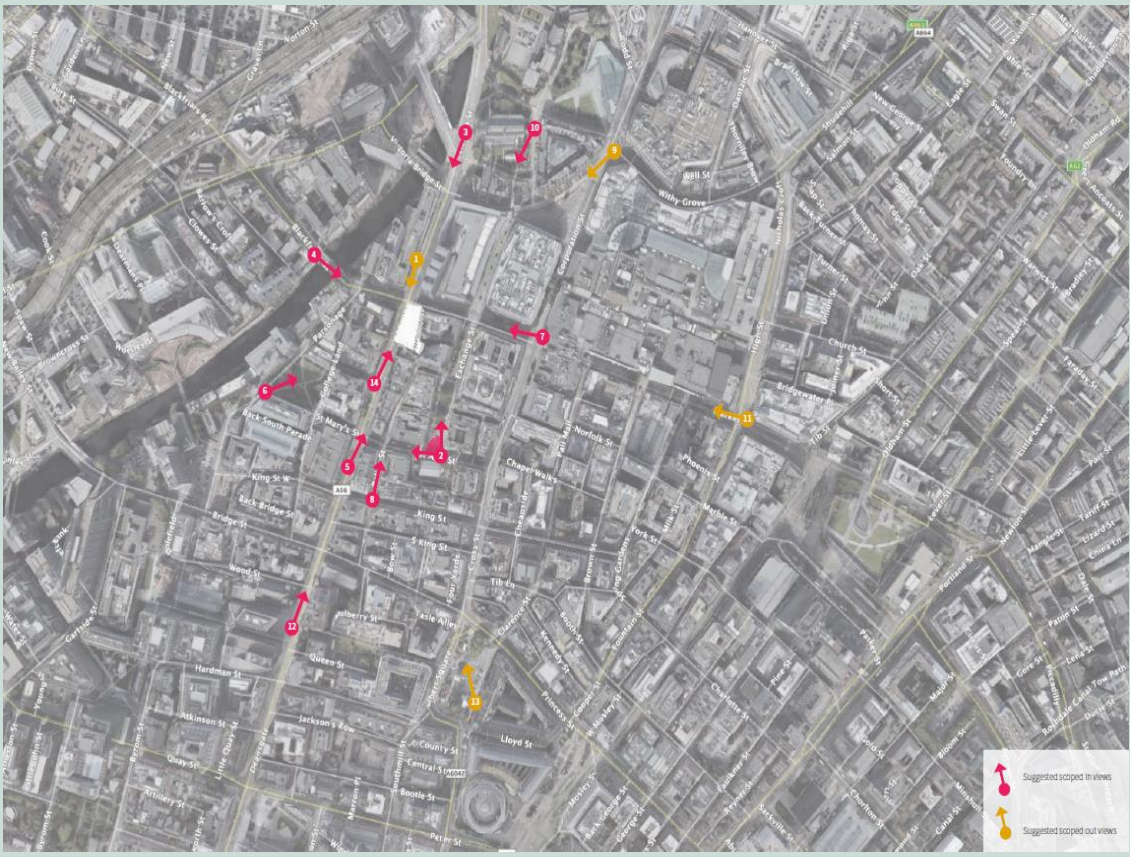


Figure 1 – Proposed Viewpoints looking towards the Application Site.

The area surrounding the application site is characterised by a number of landmark buildings including the Grade II listed Royal Exchange, which dominates the North Eastern boundary of the conservation area. Situated in the heart of the designated area is the Grade I listed Church of St. Ann. The Council's policy does not define any specifically protected views of particular building groups, although it is evident that views into and across St. Ann's Square (towards the church) are of greatest significance. Although there are many other fine individual buildings, it is their relationship to each other as components in a coherent streetscape that defines the conservation area.

Barton Arcade as a contextual reference point is discussed in further detail in Section 1 of this report. The other neighbouring building is 12-14 St. Mary's Gate known colloquially as the 'Woolworth's' building in reference to its original occupier. Built in 1950, it is a modernist building that has remained largely unchanged over the years and, whilst not listed, is considered to have architectural merit and, as such, potentially subject to local interest.

As noted in the Built Heritage section above, the potential impacts of the proposed development on surrounding views, heritage assets and townscape character have been a key consideration during the design development and consultation phase, and consequently, where feasible, mitigation of adverse impacts has been 'designed in'.

TOPIC	DISCUSSION
	The effects of the construction works on the surrounding townscape and visual receptors are expected to range from 'no change'/negligible to minor adverse, with one Moderate Adverse effect anticipated on one view (1: View from the south-eastern corner of St. Ann's Square facing northwest). Such effects are typically unavoidable and all will be short-term, temporary and reversible. Once complete and operational, the effects of the proposed development on the surrounding townscape and visual receptors are expected to range from neutral to beneficial, with no adverse effects anticipated. Where the appearance of a building could potentially be considered harmful, the high quality of the design is expected to balance out that harm and result in a 'neutral' or 'beneficial' judgement. **No significant effects on townscape and views are anticipated as a result of the proposed development.**

DESIGN INTERVENTION & MITIGATION MEASURES

Under Regulation 6(2)(e) of the EIA Regulations 2017, a request for a screening opinion should provide "*any measures envisaged to avoid or prevent what might otherwise have been significant adverse effects on the environment*". Information on the mitigation and enhancement measures envisaged are provided in Table 3.

IS THE PROPOSED DEVELOPMENT 'EIA DEVELOPMENT'?

This section presents the Applicant's commentary on whether, in their opinion, the proposals constitute 'EIA development'.

The determining factor in whether Schedule 2 development constitutes 'EIA development' is its likelihood for significant effects on the environment by virtue of its nature, size or location.

The Planning Practice Guidance for Environmental Impact Assessment states that the exclusive thresholds offer only a broad indication of the scale of development, which is likely to be a candidate for EIA, but that the requirements need to be considered on a case-by-case basis.

Table 3 presents an indication of the possible effects of the development on the environment. In the Applicant's view, provided the recommended mitigation measures are implemented – all of which are well-established and easily achievable – the development is not anticipated to have any significant environmental effects and as such should not therefore be considered 'EIA development'.

Appendix A – Site Location Plan

A1

© COPYRIGHT
The copyright in this drawing is vested in Sheppard Robson and no license or assignment of any kind has been, or is, granted to any third party whether by provision of copies or originals or otherwise unless agreed in writing.

DO NOT SCALE FROM THIS DRAWING
The contractor shall check and verify all dimensions on site and report any discrepancies in writing to Sheppard Robson before proceeding work

FOR ELECTRONIC DATA ISSUE
Electronic Data / drawings are issued as "read only" and should not be interrogated for measurement. All dimensions and levels should read, only from those values stated in test, on the drawing.

AREA MEASUREMENT
The areas are approximate and can only be verified by a detailed dimensional survey of the completed building. Any decisions to be made on the basis of these predictions, whether as to project viability, pre-letting, lease agreements or otherwise, should include due allowance for the increases and decreases inherent in the design development and building processes. Existing buildings may present anomalies in relation to surveyed/drawn plans that may also effect the stated areas. All areas are subject to Town Planning and Conservation Area Consent and detailed Rights to Light analysis.
Figures relate to the likely areas of the building at the current stage of the design and are calculated using one of the following (as stated in the accompanying areas schedule) IPMS1, IPMS2, IPMS 3, Gross External Area (GEA), Gross Internal Area (GIA) or Nett Internal Area (NIA) methods of measurement from the RICS Property Measurement 1st edition.



N

2 4 6 8 10
m

REV.	DATE	AMENDMENT
P01	20/12/19	Planning Issue
P02	July 2021	Planning Issue

KEYPLAN

CLIENT

Kames Property Income Fund

SHEPPARD ROBSON
77 Parkway Camden Town London NW1 7PU
T: +44 (0)20 7504 1700 E: london@sheppardrobson.com

PROJECT
39 Deansgate

SCALE@A1	DATE	ORIGINATOR	CHECKED	AUTHORISED
1 : 200	DEC.19	AA	MM	TOB

Site Plan

Stage 3

STATUS	PURPOSE FOR ISSUE	SR NO.
S2	PLANNING	6145

DRAWING NO. — REV.
6145 - SRA - XX - XX - DR - A - 02001 — P02

30/06/2021 13:26:18

Appendix B – CGIs of the Proposed Development


39
39
Deansgate


39


Irregular Choice
Chocolat
scribbler
LUSH
L'OCCITANE
YES
YES
YES
YOU'RE
BACK!!!
MARKS&SPENCER
M&S

Appendix C – Cumulative Developments

	ADDRESS / PLANNING APPLICATION REFERENCE	SCHEME DESCRIPTION	COMMENTS
1	Land Corner New Bridge Street And Greengate Salford19/74205/FULEIA	Erection of a mixed use development comprising a single building with two blocks (14 and 55 storeys) to include: 545 residential apartments, associated residents' facilities and basement parking; and 3 no. commercial units (use classes A1, A2, A3, B1 & D1) with associated landscaping and public realm works.	Pending Determination
2	Land at Bridge Street, New Bailey Street Riverside Estate Salford (16/67779/FULEIA)	Demolition of existing buildings, erection of a 35 storey residential building (Use Class C3), consisting of 318 apartments and mezzanine floor, residential amenity areas and commercial unit (Use Classes A1, A2, A3, A4, B1, D2), (404sqm floor space), public realm and landscaping, access and servicing arrangements and associated works, and construction of new entrance to office building.	Discharging Conditions – Hoardings up
3	Land Off Worsley Street Riverside Estate Salford (16/67780/FULEIA)	Erection of a 17 storey residential building (Use Class C3), consisting of 188 apartments ground floor residential, amenity areas and commercial units (Use Class A1, A2, A3, A4, B1 and D2), 427sqm floor space, public realm and landscaping, access and servicing arrangements and associated works.	Discharging conditions – hoardings up
4	Land At Chapel Street Bounded By Clowes Street, River Irwell And Dearmans Place Salford (14/65224/FUL)	Demolition of existing buildings and redevelopment to create four residential (use class C3) buildings ranging from 13 - 23 storeys creating 995 new dwellings, 1,469sqm ground floor commercial floorspace (flexible use classes A1 to A5, B1, D1, and D2) and ancillary community facility floorspace, 375 car parking spaces, cycling provision and related highway, access, servicing, landscaping, plant and associated works.	Discharging Conditions
5	20 - 36 High Street Including Church Street Market Stalls Manchester M4 1QB (121375/FO/2018)	Construction of a 22 storey building comprising 361 residential apartments (122 x 1 bed 2 person, 119 x 2 bed 3 person, 94 x 2 bed 4 person, 21 x 3 bed 5 person and 5 x 3 bed 6 person (34% 1 bed, 59% 2 bed and 7% 3 bed) ground floor commercial floorspace (Use Classes A1 (Shop), A3 (Restaurant and Cafe), A4 (Drinking Establishment) and A5 (Hot Food Take-away) associated landscaping, including new public realm and pedestrian route, together with servicing, cycle parking, access and other associated works following demolition of buildings at 20-22 and 24-26 High Street and 5 market stalls to Church Street.	Resolution to Grant -17th October
n/a	Great Northern Complex (118568/FO/2017)	Refurbishment, restoration and re-use of Great Northern Warehouse building as mixed-use development including retail units (Use Classes A1 shop, A3 restaurant/cafe and A4 drinking establishment), gym (Use Class D2), casino (sui generis) and 118 no. residential apartments (Use Class C3), refurbishment, restoration and extension of 223-255 Deansgate Terrace and Goods Yard Entrance to accommodate ground floor retail units (Use Classes A1 shop, A3 restaurant/cafe and A4 drinking establishment) and 24 no. residential apartments (Use Class C3) on upper floors, reconfiguration of Great Northern Square to allow for redeveloped and additional public realm, to include hard and soft landscaping, and formation of Dean Street parallel to Deansgate, together with associated highway works, access, car parking, servicing, rooftop plant, removal of non-original modern installations and making good and associated works.	Change of Use so discounted
6	Land Bounded by Quay Street And Manchester College To The North,Gartside Street And New Quay Street To The East, Old Granada Studios To The South And The Victoria And	Erection of a 9 storey building (including ground) comprising workspace (Use Class B1) and flexible commercial floorspace at ground level (Use Class A1, A3 and / or B1), referred to as Building 2, above basement level for car and cycle parking, together with new public realm, landscaping, provision of external seating areas, access and other associated works.	Approved – discharging conditions.

	ADDRESS / PLANNING APPLICATION REFERENCE	SCHEME DESCRIPTION	COMMENTS
	Albert Marriot Hotel And Water Street To The West Manchester (121721/FO/2018)		
7	Land Bounded By Quay Street & Manchester College To The North, Gartside Street & Quay Street To The East, Granada House & Studios & The Victoria & Albert Marriott Hotel To The South & Water Street & The River Irwell To The West Manchester (109660/FO/2015/C1)	Demolition of existing buildings and structures, including Albert Shed and Globe and Simpson Building, to enable the construction of four buildings comprising : hotel use (Class C1) and residential use (Class C3) within building 1 (ground floor plus 51 storeys); hotel use (Class C1) within building 2 (ground floor plus 7 storeys); residential use (Class C3) within building 3 (ground floor plus 17 storeys); and, residential use (Class C3) within building 4 (ground floor plus 3 storeys), providing a total of 387 residential units; retail use (Class A1) or Financial and Professional Services use (Class A2) or Restaurant and Cafe use (Class A3) or Drinking Establishment use (Class A4) at the lower floors of all buildings, together with associated external seating areas; creation of new public realm and landscaping, riverside walkway, car and cycle parking, access arrangements and highways works, rooftop plant, and other associated works.	Approved – discharging conditions
8	Land Surrounding Stanley Street Bound By Trinity Way, Irwell Street And River Irwell M3 5DA (16/68325/OUT – Salford)	Outline application for the comprehensive phased regeneration of Zone A/C of the Salford Central masterplan area for a residential led (maximum 843 dwellings) mixed use development including tall building (up to 100 metres / 33 storeys) and ground floor commercial units with potential for offices, retail, food and drink, entertainment and leisure uses (Use Classes A1, A2, A3, A4, A5, B1 and D1) together with associated car parking, landscaping and infrastructure.	Not commenced – reserved matters applications lodged.
9	3 St Peters Square (formally Peterloo House) Manchester M1 4LF (116189/FO/2017)	Demolition of an existing building and construction of a 20 storey building (and basement) comprising a 328 bedroom hotel (Use Class C1) (with ancillary food and drink uses) on ground floor to 8th floor and a 262 bedroom apart-hotel (Class C1) with ancillary reception area, food and drink uses and staff facilities on floors 9-20.	Approved – discharging conditions
10	115871/FO/2017	Erection of a 40 storey building to form 375 residential apartments (Use Class C3a) and the erection of a 14 storey building for form offices (Use Class B1) (31,756 sqm) together with ground floor commercial space (Use Class A1, A3 or A4) (1010 sqm) with associated enclosed service yard, public realm including staircase and lift to connect with viaduct, car and le parking, landscaping and other associated works.	Approved
11	10-12 Whitworth Street West Manchester M1 5WY 111003/FO/2016/C1	Demolition of existing building at 10 - 12 Whitworth Street West, and redevelopment of the site for a new 35 storey residential building (Use Class C3) comprising 327 apartments, with associated residents' services, facilities and communal spaces: servicing, highways, public realm and associated works.	Approved – discharging conditions
12	113617/FO/2016 - Plot G Slate Wharf Castlefield Manchester	Erection of a four storey building to form 24 residential apartments (Use Class C3) with associated hard and soft landscaping and ancillary development thereto.	Approved – not started
13	113870/FO/2016 |2 - 4 Chester Road Manchester M15 4QG	Construction of two residential apartment buildings with ancillary amenity facilities for residents including a gym, landscaped terrace and swimming pool, new public realm and landscaping including two new pedestrian	Approved – under construction

	ADDRESS / PLANNING APPLICATION REFERENCE	SCHEME DESCRIPTION	COMMENTS
		connections to the Castlefield basin from Chester Road, basement car parking and related highway, access, servicing and associated works.	
15	17/70626/FUL Embankment West Off Salford Approach And New Kings Head Yard Chapel Street Salford	Erection of one 18 storey residential building (Block A, Use Class C3); one 16 storey residential building (Block B, Use Class C3); one 18 storey building providing a mix of residential and serviced apartment accommodation and amenity facilities including lounge, swimming pool and gym (Block C, Use Class Sui Generis); 536sqm of commercial floorspace (Use Classes A1, A2, A3, A4); new access from Greengate; car and cycle parking; public realm and landscaping; and other associated works.	Approved
16	16/67809/FUL - Greengate Salford M3 7NG	Erection of a residential development consisting of a single building (44 Storeys) to include 349 residential apartments, associated residents facilities and basement parking.	Approved
17	18/71330/FUL Land North Of Senior St Springfield Lane M3 7GE	Erection of three residential blocks, comprising of a total of 156 apartments, together with car parking and landscaping.	Approved
18	18/71538/FUL | Canon Green Drive Salford M3 7DB	External refurbishment and overcladding of Westminster House and Canon Green Court and erection of a part 9, part 11 storey building to accommodate 108 apartments and supporting commercial floor-space, with associated car parking, landscaping and other external works.	Approved
19	122280/FO/2019	Erection of new mixed-use development to comprise of one 10 storey building fronting Mirabel Street to accommodate 45 no. Use Class C3 residential apartments (9 no. 1-bed studios, 27 no. 2-bed 3 person apartments and 9 no. 2-bed 4 person apartments) and 8 no. residential car parking spaces at ground level and one part 10, part 14 storey building fronting Great Ducie Street to accommodate 84 no. Use Class C3 residential apartments (31 no. 1-bed 2 person apartments, 26 no. 2-bed 3 person apartments, 18 no. 2-bed 4 person apartments and 9 no. 3-bed 5 person apartments) and 334 sq. m of commercial floor space at ground level (flexible use Use Class A1 shop, Use Class A2 financial and professional services and Use Class A3 cafe/restaurant) together with creation of roof terrace amenity space, cycle parking, access, servicing and associated works following demolition of existing building | Land Bounded By Great Ducie Street And Mirabel Street Manchester M3 1PJ.	Pending Determination
20	118831/FO/2018 Former Boddingtons Brewery Site Dutton Street Manchester M3 1LE	Erection of two buildings (a part 17, part 12 storey building and a part 26, part 23 storey building) to form 556 residential units (Use Class C3a) together with the creation of 3490 sqm of commercial floor space (Use Classes A1, A2, A3, B1 and D1) with associated landscaping, access and other associated works.	Approved 28th Feb 2019
21	113914/FO/2016 Land Bounded By Cheetham Hill Road, Lord Street & Fernie Street Manchester M4 4EX	Erection of a 16 storey building to form 192 residential apartments (Use Class C3a) together with ground floor commercial unit (172 sqm) (Use Class A1, A2, A3 or B1) with associated vehicular access from Fernie Street, car parking and hard and soft landscaping following demolition of existing buildings.	Approved 21st November 2016
22	116366/FO/2017 |	Erection of four residential buildings (22 storey building, 17 storey building, 40 storey building and part 12, part 9 storey building) to form 756 residential apartments (Use Class C3a) together with ground floor commercial uses (616 sqm) (Use Classes A1, A2, A3, A4, A5, D1 and B1) with associated car parking, landscaping, amenity	Approved 25th August 2017

	ADDRESS / PLANNING APPLICATION REFERENCE	SCHEME DESCRIPTION	COMMENTS
		areas, creation of new public realm following the closure of Aspin Lane, Mincing Street and Irk Street and other associated works following demolition of existing structures.	
23	111777/FO/2016/C1 Land At Corporation Street Manchester M3 1NX	Erection of two residential buildings of a maximum 21 and 26 storeys to accommodate 520 apartments (178 x 1 bed, 286 x 2 bed and 56 x 3 bed apartments) (Use Class C3). Erection of one office building of maximum eight storeys comprising up to 11,647 sq. m (GIA) of office accommodation. Ground floor commercial space (Use Class A1, A2, A3 and B1), lower ground level car parking, access and servicing arrangements, alterations to Corporation Street, new public realm and other associated works.	Approved 26th Sept 2006
24	121380/FO/2018 | Swan House Swan Street Manchester M4 5DF	Erection of a part 31, part 13, part 5 storey building to form 373 residential apartments (Use Class C3a) and 12 serviced apartments (Use Class C1) together with a ground floor commercial unit (408 sqm) (Use Class A1, A2 or A3) with associated car parking, public realm and other associated works following demolition of existing buildings.	Approved
25	118120/FO/2017 Land Bounded By Thompson Street / Mason Street / Bendix Street And Rochdale Road Manchester	Erection of a part 15, part 9, part 7 storey building to form 155 residential apartments together with ground floor commercial uses (Use Classes A1, A3 and B1) (288 sqm) with associated car parking, access arrangements and other associated works following the demolition of existing buildings and structure and the closure of Hatter Street.	Approved
26	116777/FO/2017, 25 Rochdale Road Manchester M4 4HT	Proposed erection of a part 8, part 15 storey building to provide 100 no. residential apartments (Class C3a), with ground floor commercial uses (Class A1, A3 or B1), basement level car and cycle parking, and access arrangements and associated highways works following the demolition of existing building and structures.	Approved
27	109840/FO/2015/N1 40 Swan Street Ancoats Manchester M4 5JG	Erection of a part 5, part 7 storey building for form 103 residential apartments (C3a) with ground floor commercial unit (Use Class A1, A2, A3, B1 or D1) (570 sqm) with associated basement car parking following demolition of existing buildings	Approved
28	119731/FO/2018 Cheshire Cheese PH & Vacant Land (Formerly Nos 32-38) Oldham Road Manchester M4 5FE	Erection of 7 storey building to form 38 apartments and ground floor retail unit (Class A1) together with associated car and cycle parking following demolition of existing building.	Approved
29	112256/FO/2016 - Land Bounded By Great Ancoats Street, Henry Street, Gun Street And Blossom Street Manchester M4 5AE	Erection of 1 x 8 storey building and 1 x 7 storey building to form 140 residential apartments and 3 townhouses (143 units in total) with ground floor commercial uses (Use Class A1, A2, A3, A4, A5, B1 and / or D1) (378 sqm), car parking, boundary treatment, public realm works, access and servicing arrangements and other associated works following demolition of existing buildings.	Approved
30	109287/FO/2015/C2 74-88 Great Ancoats Street Ancoats Manchester M4 5AG	Demolition of existing buildings and redevelopment of the site for a residential building (Class C3) varying in height from 9 to 15 storeys with ground floor commercial uses (Class A1, A2, A3, B1) with associated landscaping, highways and other associated work.	Approved (2015)
31	112034/FO/2016/C2 Former Manchester Metropolitan University Aytoun Campus	Creation of approximately 478 residential units (160 x 1 bed and 318 x 2 bed) and commercial space comprising: (a) Conversion and extension of existing 12 storey building to 15 storeys (The Tower) comprising residential	Approved

	ADDRESS / PLANNING APPLICATION REFERENCE	SCHEME DESCRIPTION	COMMENTS
	Aytoun Street Manchester M1 3GH	accommodation (Class C3 - 123 units) above ground and first floor (Class A1 (Shop), A2 (Financial and Professional Services), A3 (Restaurants and Cafe), A4 (Drinking Establishment), B1 (Office), D1 (Non-residential institutions - creche, nursery, clinic and health centre, art gallery only) and D2 (Assembly and Leisure - Gymnasium, indoor sport and recreation only), (b) Erection of 2 x 14-16 storey buildings (Block C and F comprising residential accommodation (Class C3 - 136 units (C) and 209 units (F)) above ground and first floor (Class A1 (Shop), A2 (Financial and Professional Services), A3 (Restaurants and Cafe), A4 (Drinking Establishment), B1 (Office),D1 (Non-residential institutions - creche, nursery, clinic and health centre, art gallery only) and D2 (Assembly and Leisure - Gymnasium, indoor sport and recreation only), Building F and Tower to be linked by podium; and (c) change of use of existing 1 storey building on stilts (The Bungalow) to Class A1 (Shop), A2 (Financial and Professional Services), A3 (Restaurants and Cafe), A4 (Drinking Establishment), B1 (Office), D1 (Non-residential institutions - crèche, nursery, clinic and health centre, art gallery only) and D2 (Assembly and Leisure - Gymnasium, indoor sport and recreation only) and hard and soft landscaping comprising central public square, commercial and retail terraces, private residents terrace and public/private roof top gardens with car parking for 69 vehicles located at ground and first floor levels and associated works to facilitate servicing and access following demolition to existing teaching and library buildings.	
32	Land At Chandos Hall Between Echo Street, Granby Row, Vimto Gardens And Manchester South Junction And Altrincham Railway Viaduct Manchester M1 3QJ	Full planning permission for the demolition of existing buildings on site and their replacement with a mixed use (sui generis) development comprising 3 towers ranging in height (from 14, 20 and to 25 storeys (including lower ground floor level) and intermediary link buildings and providing: 403 units of Co-Living residential accommodation with associated shared amenity spaces; 94 units of purpose built student accommodation with associated shared amenity spaces; ground floor commercial floor space and children's day nursery together with cycle parking, recycling and refuse bin storage, associated plant and public realm enhancements to Granby Row, Echo Street, Cobourg Street and Back Acton Street.	Approved
33	Land Bounded By Princess Street/Whitworth Street/The Rochdale Canal And Venice Street Manchester M2 4DF	Erection of 17 storey building (Use Class C1 Hotel) with associated plant accommodation, vehicular access and drop off point and associated landscaping works as revision to planning permission 081209/FU/2006/C3 approved 27/03/2007.	Approved
34	1-5 New Wakefield Street Manchester M1 5NP	Erection of a 30 storey building to form 573 student apartments (Use Class Sui Generis) with associated basement, ground and first floor commercial unit (use class A1, A2, A3, A4 and A5 and D1) (454 sqm) following demolition of existing buildings and other associated works.	Approved
35	120635/FO/2018 Hotspur Press 2 Gloucester Street Manchester M1 5QR	Part demolition and redevelopment and part retention and refurbishment of the former Hotspur Press Complex (Medlock Mill) to deliver 171 residential units (10 no. 1 bed, 1 person apartments, 49 no. 1 bed, 2 person apartments, 2no. 2 bed, 3 person apartments and 110 no. 2 bed 4 person apartments) - Use Class C3, within refurbished mill space and 28 storey building (including two levels of basement), commercial floorspace (Use Classes A1 (shop), A2 (financial and professional services), A3 (restaurants and cafes), B1 (office), D1 (medical clinic, health centre, art gallery and museum only) and / or D2 (gymnasium or bowling alley only) together with	n/a

	ADDRESS / PLANNING APPLICATION REFERENCE	SCHEME DESCRIPTION	COMMENTS
		servicing, access, landscaping including a new public space and pedestrian route between Gloucester Street and First Street, and other associated works.	
36	114664/FO/2016 Land Bounded By Jacksons Row, Bootle Street, Southmill Street & 201 Deansgate Manchester M2 5GU	Partial demolition of existing buildings. Development up to 171.6m AOD comprising residential (Use Class C3), offices (Use Class B1), hotels (Use Class C1), place of worship (Use Class D1) and leisure/food and drink uses (Classes A1, A3, A4, A5 and D2). Creation of public spaces and new public realm, provision of basement car parking, highway alterations, landscaping and associated works.	Approved
37	28 King Street And 49-51 Queen Street Blackfriars Salford M3 7DG	Demolition of existing and former light industrial / commercial units, and the construction of a residential-led mixed-use development. Erection off a building ranging from 7-14 storey high comprising 104 residential apartments (C3 use) with ancillary communal spaces, a commercial unit (A1, A2, A3, B1, D1), together with associated parking and amenity space.	Approved
38	Land Bounded By Trinity Way, Blackfriars Road, Bury Street And Garden Lane Salford - 14/65407/FUL	Demolition of existing buildings with the exception of the former Black Friar public house and erection of two buildings (ground plus 12 storeys and ground plus 16 storeys) comprising 380 residential units (Use Class C3) and 889 sqm commercial space (Use Classes A1, A2, A3, A4, A5, B1, D1 and D2); ancillary basement providing space for refuse, cycle parking, car parking, plant and core; change of use of the vacant former Black Friar public house to accommodate offices, management suite and other ancillary functions; associated access, car parking, public realm and other associated works.	Approved
39	118040/FO/2017 |Granada House Atherton Street Manchester M3 3GS	Part redevelopment and part refurbishment of the site, following demolition of existing buildings and structures, including the Annex Building fronting Atherton Street, the Administration Block and Security Lodge fronting Quay Street, Mechanical Workshop areas and Stores to the rear of Studio 8, former Staff Welfare Suite to the rear of Studios 2 and 6, to allow the erection of 10 storey residential and office building (use Class C3 / B1) comprising 22 residential units with rooftop pool, ground floor retail units (Use Class A1, A2 or A3) and amenity space; conversion of Studios 2, 6, 8 and 12 to event spaces and filming studios (Sui Generis); conversion of the existing Granada House building into a hotel (Use Class C1) with associated private members club (Sui Generis); restaurant and cafe use (Use Class A3) and drinking establishment uses (Use Class A4); erection of a new single storey rooftop bar / restaurant associated with the hotel and private members club; erection of 4 storey modular office building the rear of Granada House; inclusion of a Combined Heat and Power (CHP) Energy Centre; creation of temporary car parking to the rear of Granada House; works associated with access and servicing of the wider development, and associated public realm and landscaping works.	Approved
40	325-327 Deansgate	21 Storey Tower	Pre-application