



EIA Screening Report

Proposed Demolition Works

Renaissance Hotel Site, Manchester

March 2021

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For and on behalf of Avison Young

1. Introduction

- 1.1 Avison Young has been appointed by Deansgate SOF Alliance LeaseCo Limited (hereafter referred to as “the Applicant”) to obtain a Screening Opinion for a prior approval application which proposes the demolition works to facilitate future development on land to the west of Deansgate, Manchester (hereafter referred to as “the site”). The site is located within the administrative boundary of Manchester City Council (“MCC”). The proposed development red line boundary is identified in **Appendix I**.
- 1.2 The demolition works will, in part, help to facilitate a development site at the northern part of the Renaissance Hotel site for a new residential development, which itself is likely to be an Environmental Impact Assessment (“EIA”) development as a result of its potential height and proximity to heritage assets. This Screening Report considers the enabling works only, which can proceed independently and can be screened as its own project under the EIA Regulations¹. Consent for the residential application will be sought as part of a forthcoming detailed planning application which will be accompanied by an EIA to determine the likely significant effects of that development.
- 1.3 This Screening Report summarises the findings of the research and analysis undertaken by Avison Young and the assessment team in relation to the baseline conditions and the potential environmental effects of the proposed development. This report aims to determine whether there is a likelihood of significant environmental effects to enable an informed decision on the need for EIA to be made by the Local Planning Authority (“LPA”).
- 1.4 Provision for the request of a Screening Opinion from an LPA is made within Regulation 6 of the 2017 EIA Regulations, which states:

(1) “A person who is minded to carry out development may request the relevant planning authority to adopt a Screening Opinion.

(2) A person making a request for a screening opinion in relation to a development where an application for planning permission has been or is proposed to be submitted must provide the following:

(a) A plan sufficient to identify the land;

(b) A description of the development, including in particular:

¹ The Town and Country Planning (Environmental Impact Assessment) Regulations (England) (SI571/ 2017), DCLG, London

- i) *A description of the physical characteristics of the development and, where relevant, of demolition works;*
- ii) *A description of the location of the development, with particular regard to the environmental sensitivity of geographical areas likely to be affected;*
- (c) *A description of the aspects of the environment likely to be significantly affected by the development;*
- (d) *To the extent the information is available, a description of any likely significant effects of the proposed development on the environment resulting from:*
 - i) *The expected residues and emissions and the production of waste, where relevant;*
 - ii) *The use of natural resources, in particular soil, land, water and biodiversity; and*
- (e) *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."*

1.5 As required by the EIA Regulations, the request for a Screening Opinion is accompanied by a plan sufficient to identify the land, a description of the proposed development, a description of the aspects of the environment likely to be significantly affected by the development and a description of any likely significant effects of the proposed development on the environment. Additional information is provided in accordance with guidance presented in the Planning Practice Guidance² ("PPG").

1.6 In relation to the obligations on Local Planning Authorities, the EIA Regulations state within Regulation 6 that a screening opinion should be adopted within 3 weeks of receiving a request.

1.7 Regulation 5 (5) of the EIA Regulations states:

"Where a relevant planning authority adopts a screening opinion under regulation 6(6), or the Secretary of State makes a screening direction under regulation 7(5), the authority or the Secretary of State, as the case may be, 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 measure envisaged to avoid, or prevent what might otherwise have been, significant adverse effects on the environment; and*

² Department for Communities and Local Government (2014) Planning Practice Guidance <http://planningguidance.planningportal.gov.uk>

(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."

- 1.8 Accordingly, we request that MCC provides a Screening Opinion with details of the reason for their decision within three weeks of receipt of this report.
- 1.9 This report has been informed by the technical assessments which have been undertaken to support the application for prior approval.

2. Background to the Site

The Site Context

- 2.1 The site is irregular in shape and occupies approximately 0.8 hectares ("ha") of land to the west of Deansgate, Manchester, within the ward of Deansgate. The Site Location Plan for the site is presented at **Appendix I**.
- 2.2 The Renaissance hotel complex comprises the former hotel, Premier House office block, and NCP car park. It has long been earmarked for comprehensive development, including most recently within the adopted Ramada Complex Strategic Regeneration Framework (SRF), adopted by Manchester City Council in May 2018. Premier House is a four-storey vacant office building with over 100 metres of inactive frontage to Deansgate. The site was recently acquired by the Applicant as part of a joint venture between Property Alliance Group and Starwood Capital Group, with a view to redeveloping the wider site moving forward.
- 2.3 The Applicant is currently drawing up a comprehensive development for the whole Renaissance site in line with the broad aspirations of the adopted SRF that will look at the redevelopment of the existing buildings to provide high quality new hotel, office and residential uses, with new public realm. Initial public consultation on these development proposals occurred in March / April 2021, with a second consultation anticipated later in 2021.
- 2.4 The site is bound by Deansgate to the east, Blackfriars Street to the south, Victoria Bridge Street to the north and the Renaissance Hotel and River Irwell to the west.
- 2.5 The area surrounding the proposed development site is characterised by a range of uses including hotels, restaurants, and commercial developments.
- 2.6 The closest bus stop to the site is located adjacent to the sites eastern border on Deansgate. This stop serves "Route 3", a free bus service providing access around the City Centre during peak periods Monday – Friday, and "Route 8" between Shudehill Interchange and Bolton.
- 2.7 Manchester Victoria is the nearest railway station and is located approximately 360m northeast of the site. The station predominantly provides local and regional mainline services to the north of England.
- 2.8 Metrolink services are also available in the area, the closest of which is located at Exchange Square, approximately 200m east of the site.

- 2.9 There are no designated heritage assets (Scheduled Monuments, Grade I, II* and II Listed Buildings, Conservation Areas, Registered Parks and Gardens or Registered Battlefields) within the site boundary. There are 129 statutory listed buildings, one scheduled monument and eight conservation areas within a 500m radius of the site.
- 2.10 There are no statutory ecologically designated sites within 2km of the site. The nearest statutory designated site is the Rochdale Canal Site of Special Scientific Interest ("SSSI") and Special Area of Conservation ("SAC"), located approximately 5.7km northwest of the site boundary. The site lies within the Impact Risk Zone ("IRZ") of the Rochdale Canal SSSI and the Hollinwood Branch Canal SSSI. However, the proposed development does not exceed any threshold that would require MCC to consult with Natural England regarding the potential impacts on the SSSI.
- 2.11 No non-statutory designated ecological sites are located within 1km of the site. The closest non-statutory designated ecological site is the Rochdale Canal Stott's Lane – Ducie Street Basin Site of Biological Importance (SBI) located approximately 1.1km east of the site.
- 2.12 The closest watercourse to the site is the Manchester Ship Canal/Grey Irwell located adjacent to the sites western border.
- 2.13 The site is located entirely within Flood Zone 1, indicating a less than 1 in 1,000 annual probability of flooding. The site is at Very Low risk with regards to pluvial flooding. The western extent of the site is located within an area at risk from flooding from reservoirs.
- 2.14 The western extent of the site is located within the Greater Manchester Air Quality Management Area (AQMA). This AQMA covers the city centre and major roads in and out of the city.
- 2.15 The site is not located in an Area of Outstanding Natural Beauty (AONB) or any other area designated for its landscape value.
- 2.16 According to British Geological Survey (BGS) maps the superficial deposits on site comprise Devensian Glaciofluvial Sheet Deposits, and the underlying bedrock is that of the Chester Formation.
- 2.17 A review of the Coal Authority Mining Risk GIS System indicates the site is located within a coal mining reporting area, though the site is not located in a Development High Risk zone.
- 2.18 The existing noise climate is dominated by road traffic noise emanating from the surrounding highway network.

3. The Proposed Development

Description of Development

- 3.1 This section provides context to the planning application and also describes the use and amount and access of the proposed development.
- 3.2 The extent of demolition subject to the prior approval application relates only to the existing Premier House building, which forms part of the larger Renaissance Hotel site.

Asbestos Removal

- 3.3 Asbestos Containing Materials will be identified and removed in accordance with legislation. Demolition of buildings from which asbestos has been removed will not commence until an independent analyst has issued a certificate of re-occupation for the building in question.

Soft Stripping Internal

- 3.4 All doors, frames, wall covering, floor coverings, suspended ceilings, windows, timber of any description, studded and non-structural/load bearing walls, toilets, pipe work, ducting, electrical items and any debris will be removed from the building.
- 3.5 Waste will be segregated into waste streams which will include:
- General Waste – Carpets, tiles, plastics, rock wool, roofing felt, MDF etc.;
 - Recycled Timber – Clean solid timber, non MDF, non tanned; and
 - Plasterboard.

Demolition

- 3.6 Demolition is to be undertaken on the northern section of Premier House. This includes the ramp canopy fronting Deansgate, removal of concrete upstand and window and demolition of circa 10m wide strip of the entire full height of the building down to slab level on Deansgate. The extent of the demolition works can be seen at **Appendix II**.
- 3.7 The building will be demolished in a sequence that commences with canopy removal first, then concrete upstands, then ramp, then ramp and finally the 10m wide section, working the building down towards the ground. Dust suppression will be carried out by use of a water spraying system.

- 3.8 The demolition process will be carried out sequentially in a “bay by bay” type operation to ensure that stability within the structure is always maintained at all times.
- 3.9 All rubble arising from the works will be removed from site using 8-wheel tippers.
- 3.10 Protection scaffolding will be in place during the demolition and at no stage will the structural integrity of the building be undermined or compromised.
- 3.11 Once the building has been demolished, it is confirmed that the remaining scaffolding will be removed and the site cleared of all demolition arisings then re-graded, compacted and left in a tidy condition.
- 3.12 A Demolition Method Statement has been prepared by the Applicant (March 2021) and is submitted in support of the prior approval application. this document provides further details of the proposed demolition works.

4. EIA Screening Analysis

- 4.1 When assessing whether an EIA is required, we have followed the guidance published in PPG in a step-by-step process, taking into account the requirements of Schedule 3 of the 2017 EIA Regulations. The analysis is presented below.

Step 1 – Is the Proposal Schedule 1 Development?

- 4.2 According to the EIA regulations and guidance, the application does not constitute Schedule 1 development.

Step 2 – Is the Proposal Schedule 2 Development?

- 4.3 The proposed development does not fall within any of the categories under Schedule 2 of the EIA Regulations. The best fit would be Schedule 2, Class 10 'Infrastructure Project' Subsection (b) 'Urban development projects'. For such development, an EIA may be required if;

- The development includes more than 1 hectare 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.

- 4.4 The proposed development is below the EIA Screening Thresholds. However, it is accepted that the upcoming planning application for a residential development on site is EIA development and as such will be accompanied by an Environmental Statement. Although the demolition works are not classified under Schedule 2 of the 2017 Regulations and there is not expected to be any potential for significant effects, this screening request is submitted as part of this planning application to demonstrate that there is no intention by the applicant to avoid the EIA process.

Step 3 – Is the Proposal in a Sensitive Area?

Archaeology and Heritage

- 4.5 There are 129 listed building located within 500m of the proposed development, the Grade II Victoria Bridge, located adjacent to the site's northern boundary. One scheduled monument is located within 500m of the site. This is the Hanging Bridge immediately south of Manchester Cathedral, located

approximately 50m northeast. The site is not located within a Conservation Area; however, several conservation areas are located in the surrounding area including:

- Cathedral Conservation Area – located adjacent to the sites northern border;
- Parsonage Gardens Conservation Area – located adjacent to the sites southern border;
- Flat Iron Conservation Area – located approximately 110m west;
- St Anns Square Conservation Area – located approximately 20m southeast;
- Shudehill Conservation Area – located approximately 250m east;
- Smithfield Conservation Area – located approximately 460m east;
- Upper King Street Conservation Area – located approximately 200m southwest; and
- Deansgate Conservation Area – located approximately 330m south.

4.6 The proposed development is demolition works and will not result in any built form on site. As such it is not anticipated to have a significant adverse effect on the nearby heritage assets or their setting. Consequently, an EIA is not required to assess the potential effects on heritage assets.

4.7 It is anticipated that any archaeological remains on site dating from Prehistoric to Post-Medieval would have been truncated or destroyed during the construction of the existing building on site.

4.8 The proposed demolition works will not impact any below ground archaeological remains that may be present on site.

4.9 It is not considered there would be significant effects on archaeology and heritage assets such that an EIA is required to assess them.

Townscape and Visual

4.10 The site is not situated within any areas designated in recognition of its landscape quality or value at either a statutory national level (Area of Outstanding Natural Beauty (“AONB”) and National Parks) or at a non-statutory local level (Special Landscape Areas).

4.11 The site lies within The Natural England National Character Area (“NCA”) Profile 55: Manchester Conurbation.

4.12 The proposed demolition relates to the northern extent of Premier House, a 4-storey office building which has been vacant for a number of years with minimal maintenance and as such is in a derelict condition.

- 4.13 During the demolition works there will be temporary effects associated with the construction type activities and their impact on views of the site and the townscape character as the site is developed. The townscape effects during the demolition works will be limited and localised, with the introduction of plant and vehicle movement into the townscape. The demolition works activities, including plant, vehicle movements and general activities will include those that will be prominent on the skyline and visible in the local townscape. However, it is not anticipated that these activities would lead to significant effects, such that they require assessment in an EIA.
- 4.14 Upon completion of the development, the proposals will not include any built form but instead will result in a development platform which will enable future development to come forward on site.
- 4.15 Overall, it is not considered there would be significant effects on townscape character or visual amenity such that they require assessment in an EIA.

Ecology

- 4.16 An Extended Phase 1 Habitat Survey and Bat Survey has been undertaken by Penny Anderson Associates (March 2021) and is submitted in support of the prior approval application.
- 4.17 There are no statutory designated ecological sites located within 2km of the proposed development. The closest statutory designated site is the Rochdale Canal SSSI and SAC located approximately 5.7km east of the site. The site lies within the IRZ for the Rochdale Canal SSSI and Hollinwood Branch Canal SSSI (which is located 7.3km east of the site). In this instance, the type of development that would require MCC to consult with Natural England include industrial/agricultural development that could cause air pollution, or general combustion processes with greater than 50MW energy input. However, the proposed development does not fit the type of development that would require MCC to consult with Natural England regarding the potential impacts on the SSSI.
- 4.18 No non-statutory designated ecological sites are located within 1km of the site. The closest non-statutory designated ecological site is the Rochdale Canal Stott's Lane – Ducie Street Basin SBI located approximately 1.1km east of the site.
- 4.19 Given the distance from site and nature of the proposals, it is not anticipated that there would be any impact on designated ecological sites as a result of the proposed development.
- 4.20 The site comprises the following habitats:
- Building;
 - Hardstanding;

- Introduced shrub;
 - Ephemeral/short perennial; and
 - Scattered trees.
- 4.21 No plants listed as Schedule 9 Invasive Non-native Species (INNS) in the WCA, 1981 (as amended) were recorded within the site boundary.
- 4.22 The proposed development is located adjacent to the Manchester Ship Canal/Grey Irwell which is of moderate value to commuting and foraging bats. Despite the overall poorly vegetated aspect of the site and its immediate surroundings, as well as the presence of street and security lighting, bats, in particular pipistrelle species, are often recorded using this type of urban landscape within Manchester city centre.
- 4.23 Internally the building was poorly suitable and not accessible to bats. No pitched roofs or loft spaces were present on the structure.
- 4.24 There are some features on the outside of the building which have Low potential for roosting bats. It is therefore recommended that an emergence survey is undertaken to identify whether these features are being utilised by bats. If bat roosts are identified on the structure during the emergence survey then further roost categorisation surveys will be undertaken to support the preparation of suitable mitigation, along with advice on potential licensing requirements.
- 4.25 There is evidence that feral pigeon, and potentially other urban bird species, nest on the built structure during the active nesting season (March to August inclusive). There is also some limited potential for birds to nest in the semi-mature trees in the western area of the site. Therefore, works should occur outside of the key nesting period of March to August inclusive. If site clearance occurs during March to August then a suitably experienced and qualified Ecologist should undertake an inspection of the building no more than 48 hours prior to demolition starting, to confirm the absence of active nests.
- 4.26 It is not considered that the proposed development would lead to significant effects on ecological receptors, such that an EIA is required to assess them.

Highways and Access

- 4.27 Deansgate runs along the eastern boundary of the development and is a main road through Manchester City Centre. It has pedestrian walkways on either side of the road, streetlights and a 30mph speed limit. It runs roughly north-south in a near straight route through the western part of the city centre and is the longest road in the city centre at over one mile in length. To the immediate

north of the site, Deansgate was pedestrianised in May 2020 as a result of the coronavirus pandemic to allow for social distancing within the city. The draft City Centre Transport Strategy seeks to formalise this temporary arrangement, permanently removing traffic from Deansgate. The section of Deansgate adjacent to the site's eastern boundary remains open to traffic and is not intended to be pedestrianised.

- 4.28 Blackfriars Street to the south of the site is a single carriageway road with streetlights, pedestrian walkways on either side of the road and a 20mph speed limit.
- 4.29 To the south is Victoria Bridge Street. This is a single carriageway road with pedestrian walkways on either side, streetlights and a 30mph speed limit.
- 4.30 The site is well located to access bus services, with the nearest stops adjacent to the site on Deansgate. Services on Deansgate include Route 3, a free bus service around the city centre which operates between Monday and Friday during peak periods, and Route 8, which runs between Shudehill Interchange and Bolton.
- 4.31 Services are also available along Blackfriars Street. This includes regular services to Shudehill Interchange, Eccles, Bury, Glazebrook, Prestwich, and Warrington.
- 4.32 The closest Metrolink stop to the site is Exchange Square, which is located approximately 0.2km to the east of the site. Exchange Square is served by the pink Metrolink line, providing services between Rochdale and East Didsbury via the city centre, connections can be made at Victoria or Cornbrook for services covering the entire network.
- 4.33 The nearest train station to the development is Manchester Victoria Station located approximately 370m to the northeast of the site. The station predominantly provides local and regional mainline services to the north of England.
- 4.34 During the demolition phase of the development, it is not anticipated that the works would produce a significant number of vehicle trips.
- 4.35 The demolition works would not result in any traffic once completed.
- 4.36 Overall, the site is sustainably located in an urban area with good proximity to transport links which could be used by workers. It is anticipated there will be no significant effects on the highways network and therefore an EIA would not be required on the basis of highways and access.

Air Quality

- 4.37 The site is located within the Greater Manchester AQMA. This AQMA was designated for the potential exceedance of the annual mean NO₂ objective.
- 4.38 During the demolition works there is the potential for air quality impacts as a result of dust generation and vehicle emissions from the site. These effects will be managed in accordance with the Institute of Air Quality and Management (IAQM) guidance. Best practice dust control measures will be implemented during the demolition works, as such the residual significance of potential air quality effects during the demolition activities are considered to be not significant.
- 4.39 There will be no traffic associated with the completed development as it is demolition works to facilitate future development of the site.
- 4.40 Overall, it is not considered there would be significant effects on air quality such that it requires assessment in an EIA.

Noise

- 4.41 The prevailing noise climate is dominated by road traffic noise from the surrounding highway network.
- 4.42 The closest noise sensitive receptors to the site are the hotel building adjacent to the sites western border.
- 4.43 The demolition works will involve a number of activities which have the potential to generate short term, temporary increases in noise levels at nearby sensitive receptors if unmitigated. However, these activities will be managed by implementing best practice measures, and it is not anticipated there would be significant impacts.
- 4.44 There will be no noise producing activities associated with the completed development as it is demolition works to facilitate future development of the site.
- 4.45 It is not considered an EIA would be required on the basis of noise and vibration impacts during the construction and operation of the proposed development.

Ground Conditions

- 4.46 The geology beneath the site comprises the Chester Formation. This is overlaid by superficial deposits of Devensian Glaciofluvial Sheet Deposits.
- 4.47 There are no authorised or historic landfills on site or within 0.25km of the site boundary.

- 4.48 The site is located in a Coal Mining Reporting Area however is not located within a Development High Risk Area.
- 4.49 There is potential that localised contamination could be present on site as a result of the Made Ground. However, with the implementation of commonplace mitigation measures, which will be agreed in writing with the council, no significant adverse impacts relating to ground conditions are expected.
- 4.50 In addition, best practice mitigation measures will be implemented during the demolition process to identify, control and remediate previously unidentified contaminated areas and monitor the demolition activities in line with best practice guidance.
- 4.51 With the employment of mitigation measures, which will be agreed in writing with the Council, no significant adverse impacts relating to ground conditions are expected.
- 4.52 It is not considered an EIA would be required on the basis of ground conditions impacts during the demolition works.

Flood Risk and Drainage

- 4.53 The site is adjacent to the Manchester Ship Canal/Grey Irwell which is to the immediate west of the site.
- 4.54 The site is located entirely within Flood Zone 1 indicating a less than 1 in 1,000 annual probability of fluvial flooding.
- 4.55 The site is at Very Low risk from surface water flooding. Areas surrounding the site on the highways network are at Low risk from surface water flooding.
- 4.56 The site is within an area classified as within the maximum extent of flooding from reservoirs.
- 4.57 It is anticipated that the drainage of surface water will replicate the existing scenario. Drainage will be designed to avoid standing water during the demolition works and on completion of the works.
- 4.58 Any foul water resultant from site welfare facilities or other site operations during the demolition works will be drained to the foul sewerage network subject to the appropriate temporary discharge approvals from United Utilities (UU).
- 4.59 Potential effects include pollution during the demolition works associated with silt, oils, fuel and cement entering the hydrological network as a result of site clearance and ground works,

construction machinery and general site operations. Pollution control measures and best practice measures will be implemented to ensure that there are no adverse impacts on water quality.

- 4.60 No significant effects are anticipated, and it is not considered an EIA is required on the basis of flood risk and drainage.

Climate Change

- 4.61 The proposed development will not result in any greenhouse gas emissions on completion of the development as the proposals are for demolition works for future development.
- 4.62 The proposed development is not considered to potentially result in significant effects with regards to climate change. As such, it is not considered an EIA is required on the basis of climate change.

Step 4 – Is the proposal likely to have ‘Significant Effects’ on the Environment?

- 4.63 Schedule 3 of the EIA Regulations states that when determining whether EIA is required, the characteristics of the development, the sensitivity of the area to be affected and the characteristics of the potential environmental effects must be considered. There are three key tests which are to be undertaken:

- Consideration of the characteristics of the development;
- Consideration of the location of the development; and,
- Consideration of the characteristics of the potential impact.

- 4.64 Accordingly, we have considered these tests and applied the sub-criteria for each in turn:

Characteristics of the Development

(i) Size of the Development

- 4.65 As set out previously, the proposed development is screened under Schedule 2, Class 10 ‘Infrastructure Project’ Subsection (b) ‘Urban development projects’.
- 4.66 The proposed development is below the EIA Screening Thresholds; however, an EIA Screening Report has been prepared as it is accepted that the upcoming planning application for residential development on site is EIA development and as such will be accompanied by an Environmental Statement. Although the demolition works is not classified under Schedule 2 of the 2017 Regulations and there is not expected to be any potential for significant effects, this screening request is

submitted as part of this planning application to demonstrate that there is no intention by the applicant to avoid the EIA process.

- 4.67 An analysis of these environmental sensitivities and the potential for significant environmental effects forms that basis of this EIA Screening Request.
- 4.68 As presented earlier in the technical analysis within this report, it is not anticipated the proposed development would lead to significant environmental effects such that they require assessment in an EIA. In addition, future site users would not be subject to significant environmental effects associated with the existing environment.

(ii) Cumulation with Other Development

- 4.69 PPG states that in judging whether the effects of a development are likely to be significant, Local Planning Authorities should have regard to the possible cumulative effects with any existing or approved development. Following a review of MCC's planning portal, potential cumulative sites have been identified and are set out in Table 4.1 below. The parameters for the search included a review of all approved applications submitted within 0.5km of the proposed development.

Table 4.1: Cumulative Sites

Ref.	Proposal	Approx. Distance and Direction	Status
111777/FO/2016/C1	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.	390m northeast	Approved 29 th July 2016 – under construction
124995/FO/2019	Erection of a five storey educational building (18495 sqm) (Use Class D1) with associated access, servicing, landscaping, public realm and other associated works following	430m north	Approved 19 th December 2019 – under construction

Ref.	Proposal	Approx. Distance and Direction	Status
	removal of existing car park		
118831/FO/2018	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	490m north	Approved 28 th February 2019 – construction yet to commence
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 345 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	330m north	Approved 17 th December 2020 – construction yet to commence
19/74205/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	320m northwest	Approved 23 rd January 2020 – under construction

Ref.	Proposal	Approx. Distance and Direction	Status
	works.		
15/66806/FUL	Demolition of existing factory walls and river walk way to provide mixed use development comprising of 2 blocks ranging from 15 to 34 storeys in height total of 300 residential units with associated off street parking , together two commercial units comprising of 474sqm of floor space (A1, A2, A3 and B1) at ground floor level.	370m northwest	Approved 3 rd December 2015 – under construction
18/71330/FUL	Demolition of existing factory walls and river walk way to provide mixed use development comprising of 2 blocks ranging from 15 to 34 storeys in height total of 300 residential units with associated off street parking , together two commercial units comprising of 474sqm of floor space (A1, A2, A3 and B1) at ground floor level.	480m northwest	Approved 25 th October 2018 – under construction
19/74465/HYBEIA	Hybrid planning application for demolition of existing buildings on the site and comprehensive redevelopment to create between 1,407 and 1,521 dwellings, comprising of: (a) Phase 1 (submitted in full with no matters reserved) for development of a 50-storey residential building; commercial floor-space (Use Classes A1, A2, A3, A4, A5, B1, D1 and D2); new public park; highways and public realm improvements and other associated works; and, (b) Phases 2 and 3 (submitted in outline with all matters reserved) for the development of two residential buildings up to 42 storeys in height; commercial floor-space (Use Classes A1, A2, A3, A4, A5, B1, D1 and D2); new highways; a public square; public realm improvements and other associated works.	300m northwest	Approved 5 th March 2020

Ref.	Proposal	Approx. Distance and Direction	Status
	(EIA development, accompanied by Environmental Statement)		
18/72242/FUL	Demolition of existing and former light industrial / commercial units, and the construction of a residential-led mixed-use development. Erection of 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.	440m northwest	Approved 17 th January 2019 – under construction
20/74637/FUL	Demolition of existing building and erection of a new building (ground plus 17 storeys) comprising 115 residential units (Use Class C3) with associated residents' facilities at ground floor and other ancillary functions; associated access, public realm and other associated works.	470m northwest	Approved 5 th March 2020 – under construction
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.	140m northwest	Approved 21 st November 2017 – under construction
20/76134/FUL	Erection of 16-storey building plus plant comprising a hotel (Use Class C1) with ancillary bar and restaurant uses, access, servicing, landscaping and other associated works	140m northwest	Approved 4 th February 2021 – construction not yet started
126638/FO/2020	Erection of part 17 storey (plus roof top plant	475m east	Approved 26 th

Ref.	Proposal	Approx. Distance and Direction	Status
	behind parapet), part 6 storey building and the conversion with single-storey rooftop extension of the existing building at 1 & 3 Back Turner Street to comprise office accommodation (Class B1(a)) with front of house and commercial floorspace at ground floor Class A1 (Shop), A2 (Financial and Professional Services), A3 (Café and Restaurant), A4 (Drinking Establishment) B1 (Office) and D2 (gym and cinema) use with associated landscaping and other works following demolition of existing buildings at 30 & 32 Shudehill and 1 & 3 Nicolas Croft		June 2020 – under construction
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.	490m east	Approved 2 nd October 2020
111805/FO/2016/C1	Demolition of Brazenose House and associated structures and development of a new office building (Use Class B1), with ground floor retail uses (Use Classes A1, A2 and A3), basement car parking, servicing and cycle parking, highways works to Mulberry Street, new public realm and landscaping, and associated works.	420m south	Approved 4 th July 2016 – under construction
110078/FO/2015/C1	Demolition of existing buildings on-site.	380m south	Approved 11 th

Ref.	Proposal	Approx. Distance and Direction	Status
	Erection of basement plus ground plus 11 storey office building with flexible retail units (Use Class A1, A2, A3, A4) at ground floor level, access and landscaping and associated works.		December 2015 – under construction
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	408m west	Approved 7 th July 2016 – under construction
115200/FO/2017	Erection of an 8-storey building to form ground floor commercial (619 sqm) (Use Classes A1, A2, A3, A4 or A5) and upper offices (4055 sqm) (Use Class B1) with associated car parking, plant and other associated work	360m southwest	Approved 2 nd June 2017

4.70 It is not considered the proposed development in conjunction with these committed schemes would result in any further impacts not previously identified nor change the significance of these effects. During the construction phase each site will be expected to employ best practice construction management measures to minimise effects on receptors within the vicinity of each site. It is anticipated these measures will protect any receptors and minimise the impact of synergistic effects. Furthermore, it is unlikely that each development will be undertaken in tandem, and therefore the likely cumulative effects are minimised.

4.71 In the long term, it is not considered the proposals in combination with the cumulative developments would lead to significant environmental effects. Each development would be required to implement a comprehensive drainage strategy to ensure there are no off-site flooding or drainage issues. The proposed development has no built form and as such will not significantly alter the townscape. The proposals will not produce any traffic movements on completion. It is not anticipated there would be

significant highways impacts as a result of the proposed development in combination with the identified cumulative sites.

4.72 It is not considered an EIA would be required on the basis of cumulative impacts.

(iii) Use of Natural Resources, in particular Land, Soil, Water and Biodiversity

4.73 The proposed works are in full accordance with the waste hierarchy to minimise natural resource consumption, and maximise the opportunity to re-use, recycle or recovery. The site is not particularly sensitive from an ecological or water environment perspective. There would be no significant impact on the use of natural resources such that an EIA would be required.

(iv) Production of Waste

4.74 Measures will be implemented to minimise the amount of waste being produced and ensure this is dealt with in accordance with the waste hierarchy and reused and recycled where possible.

4.75 All material will be dealt with in accordance with the waste hierarchy. The contractors will apply best working practices appropriate on the site with the intention of avoiding significant or unnecessary environmental effects, managing the production of waste and maximising recycling and reuse of materials. Waste will be segregated into a number of waste streams including general; recycled timber; and plasterboard. This will be detailed further in the Demolition Method Statement. Waste transfer notes will be issued for all waste materials removed from the site.

4.76 It is not considered an EIA would be required on the basis of waste arisings.

(v) Pollution and Nuisances

Contamination

4.77 The potential effects of contamination have been discussed earlier in this report.

Traffic

4.78 It is not anticipated that the demolition works will generate significant numbers of trips. As such, the proposals will not result in significant adverse impacts during the demolition phase. At the completed development phase, the development will not produce traffic flows and as such no adverse effects on the local highway network are anticipated. Any development which comes forward in the future on the site will undertake its own Transport Assessment to ensure no significant adverse effects on the highway network. It is not considered an EIA would be required on the basis of traffic.

Air Quality and Dust

- 4.79 Dust generation and plant vehicle emissions will be short term effects and will be suitably reduced through the implementation of best practice mitigation measures approved by the IAQM. These measures include damping down. These are standard processes and an EIA would not be required to specify them.
- 4.80 The proposals will not produce traffic flows at the completed development phase and as such will not contribute to poor air quality in the surrounding areas of the site. An Air Quality Assessment will be undertaken for any future development on site which will ensure that there are no significant adverse effects on air quality and propose mitigation measures if required.
- 4.81 Therefore, it is not considered that an EIA would be required on the basis of air quality.

Noise

- 4.82 Noise associated with demolition works is inevitable but would be minimised as far as reasonably practicable through the application of best practice mitigation measures. Construction work effects would be short term and as such it is not considered that an EIA would be required on the basis of noise.
- 4.83 The proposals will not result in noise producing activities and as such no significant effects are anticipated on local receptors. An EIA is therefore not required on the basis of noise.

(vi) The risk of major accidents and/or disasters relevant to the development concerned, including those caused by climate change, in accordance with scientific knowledge.

- 4.84 It is not considered that the proposed end-use is associated with a risk of accident significant for the purposes of requiring an EIA. Risks of accidents during the construction process will be controlled by health and safety measures in full compliance with national standards and legislation.

(vii) The risks to human health

- 4.85 The end activity of the proposed development is not an activity at such high a risk as to require EIA to assess it.

Location of the Development

(i) The Existing Land Use

- 4.86 Discussion on the sensitivity of the existing site features have been presented earlier in this report.

(ii) The relative abundance, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground

4.87 Discussion on the sensitivity of natural resources has been presented earlier in this report.

(iii) Absorption Capacity of the Natural Environment

4.88 The EIA regulations state that particular attention should be paid to wetlands; coastal zones; mountain and forest areas; nature reserves or parks; areas designated under European Union (EU) Directives on the conservation of wild birds, natural habitats, flora and fauna; areas in which environmental standards have been exceeded; densely populated areas; or landscapes of historical, cultural or archaeological significance. The site possesses none of these characteristics and is therefore considered to possess sufficient absorption capacity to allow development to proceed.

Characteristics of Potential Impact

(i) Magnitude and Spatial Extent of the Impact (for example geographical area and size of the population likely to be affected)

4.89 Construction phase effects such as noise and vehicle movements will be limited to the site and the immediate surrounding area. The impacts associated with construction can also be easily controlled by enforceable good practice.

4.90 Physical impacts will be limited to the site itself and are short term. Potential off-site operational impacts relate to the change in the townscape character. Overall, potential impacts are not assessed as significant, such that an EIA is required to evaluate them.

(ii) The Nature of the Impact

4.91 The nature of potential impacts has been discussed earlier in this report.

(iii) Transboundary Nature of the Impact

4.92 Transboundary impacts are not applicable for a development of this nature and scale in this location.

(iv) Intensity and Complexity of the Impact

4.93 Given the location and surrounding area, the impacts during the construction phase would be of a relatively small scale and would relate to standard construction impacts such as noise and vehicular movements that they could be addressed through standard best practice operating procedures.

4.94 Overall, it is not considered that the magnitude and complexity of potential impacts is sufficient so as to require an EIA to evaluate and offset them.

(v) Probability of the Impact

- 4.95 Impacts such as noise are considered likely to occur on a localised level only and are easily addressed through appropriate site best practice measures. Constraints regarding ground conditions are well understood and will be robustly mitigated through commonplace measures set out within a remediation strategy and environmental management plans.
- 4.96 Other potential impacts are considered highly unlikely due to the low sensitivity / risks on the site, the proposed works and the ease of applying enforceable and commonplace mitigation measures.

(vi) Expected onset, duration, frequency and reversibility of impact

- 4.97 Any impacts linked to demolition works would be short term or temporary in nature. In the longer term, technical assessments have been undertaken which confirm there will be no long term significant adverse effects associated with the proposed development.

(vii) Cumulation of the impact with the impact of other existing and/or approved development.

- 4.98 The cumulation of the proposed developments impact with existing and/or approved development has been discussed previously in the report.

(viii) Possibility of effectively reducing the impact

- 4.99 Measures to effectively reduce any potential impacts have been discussed throughout the report in each relevant section.

5. Summary of Proposed Mitigation

5.1 As required by the EIA Regulations, the request for a Screening Opinion should provide a description of the likely significant effects on the environment. It should also provide details of proposed mitigation measures which may avoid or prevent what might otherwise have been significant adverse effects. In accordance with the EIA Regulations, Table 5.1 sets out the mitigation proposed to reduce any likely effects of the proposed development. It is envisaged that these measures could be secured to a planning permission through suitably worded planning conditions.

Table 5.1 Proposed Mitigation Measures

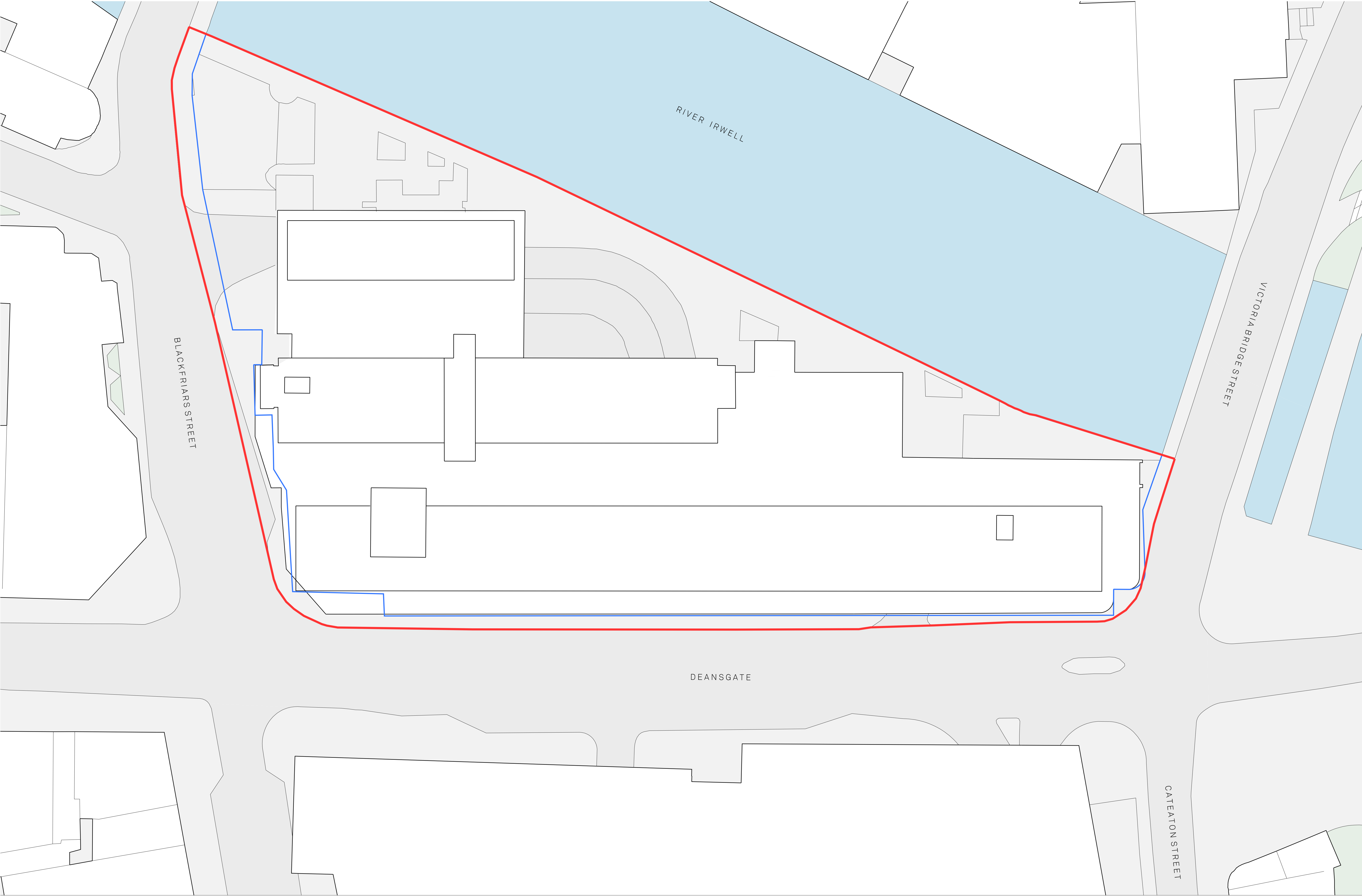
Topic	Proposed Mitigation During Enabling Works	Proposed Mitigation During Operation
Archaeology and Heritage	Best practice measures.	None required.
Townscape and Visual	Best practice measures.	None required.
Ecology and Trees	Best practice measures. Bat emergence survey.	None required.
Highways and Access	Best practice measures.	None required.
Noise and Vibration	Best practice measures.	None required.
Air Quality	Best practice measures.	None required.
Ground Conditions	Best practice measures.	None required.
Drainage and Flood Risk	Best practice measures.	None required.

6. Summary and Conclusion

- 6.1 The proposed development is located at land west of Deansgate, Manchester. The proposed development is below the EIA Screening Thresholds; however, a Screening Report has been prepared as it is accepted that any future planning application for residential development on this part of the wider Renaissance Hotel site is likely to be EIA development and as such will be accompanied by an Environmental Statement.
- 6.2 The report has identified the following key points:
- The site is not particularly sensitive in terms of the receiving environment or surrounding receptors;
 - The impacts associated with this type of development are not of a level of magnitude, complexity or significance such that an EIA would be required to evaluate them; and
 - The potential for significant effects at the site is low and can be managed through the use of best practice measures to be conditioned as part of the planning permission.
- 6.3 In accordance with the above, we consider that an EIA of the proposals would not be required. In order to confirm this, we request a formal Screening Opinion on the requirement for EIA and would be grateful if MCC would respond by way of a formal Screening Opinion within three weeks.
- 6.4 We request that this opinion contains the main reasons for the conclusions reached with reference to the relevant criteria in Schedule 3 and state any features of the proposed development and measures envisaged to avoid or prevent what might otherwise have been significant effects, in accordance with Section 5(5) of the EIA Regulations.
- 6.5 If the Local Authority requires any additional information in order to make a decision, please do not hesitate to contact Avison Young.

Appendix I

Site Location Plan



Notes:

- Site Application Boundary
- Site Ownership Boundary



Project Name: Renaissance		Title: Existing Site Plan		Scale: 1:250@ A1	
Drawn: FM	Checked: JC	Status: Planning	Project: 150	Drawing No: MP_00_1001	Rev: -
Details: - 29.01.21		Issued for Information			

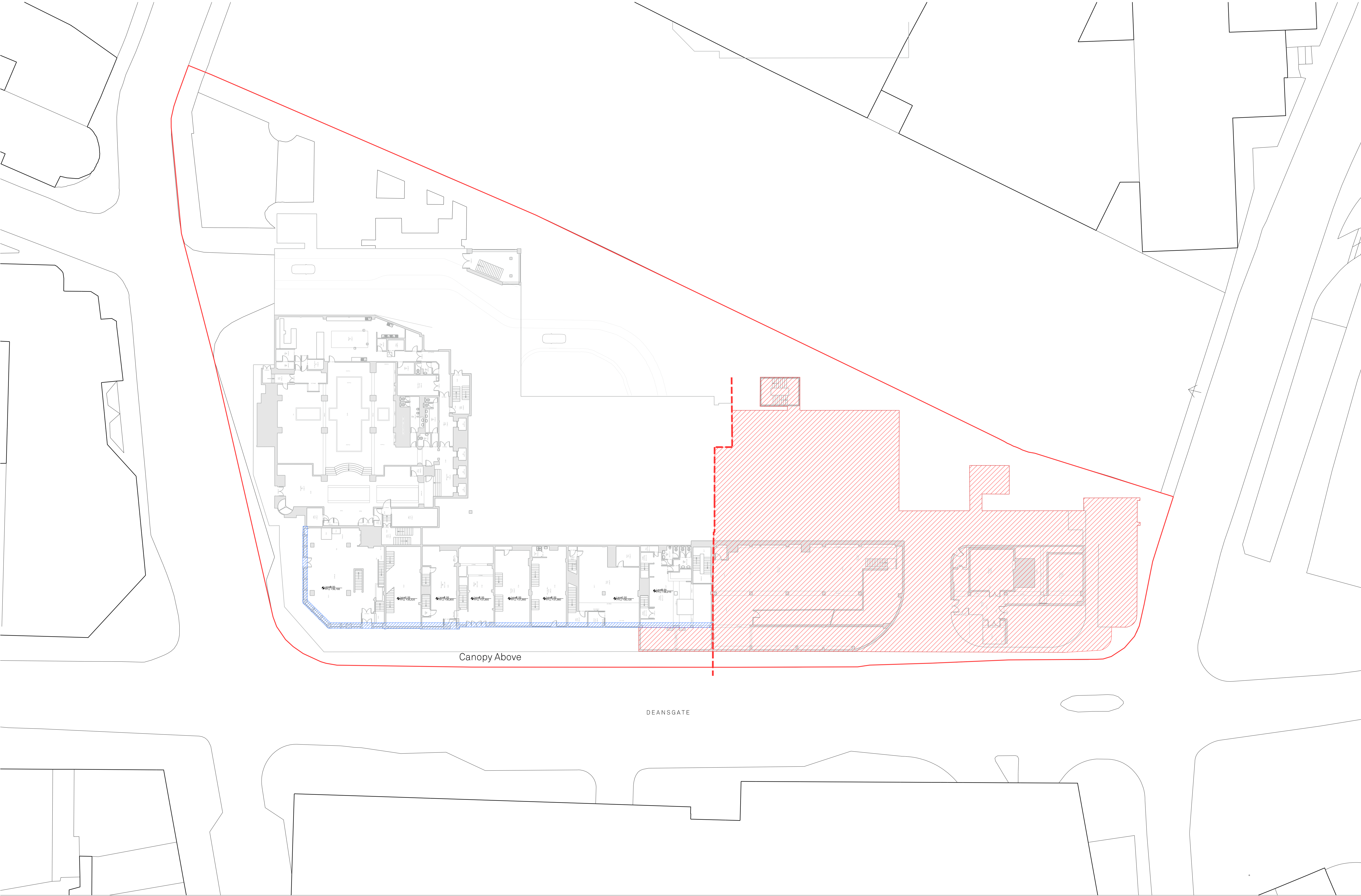
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22 City Tower, Piccadilly Plaza, New York St, Manchester, M1 4BT 0161 974 3690

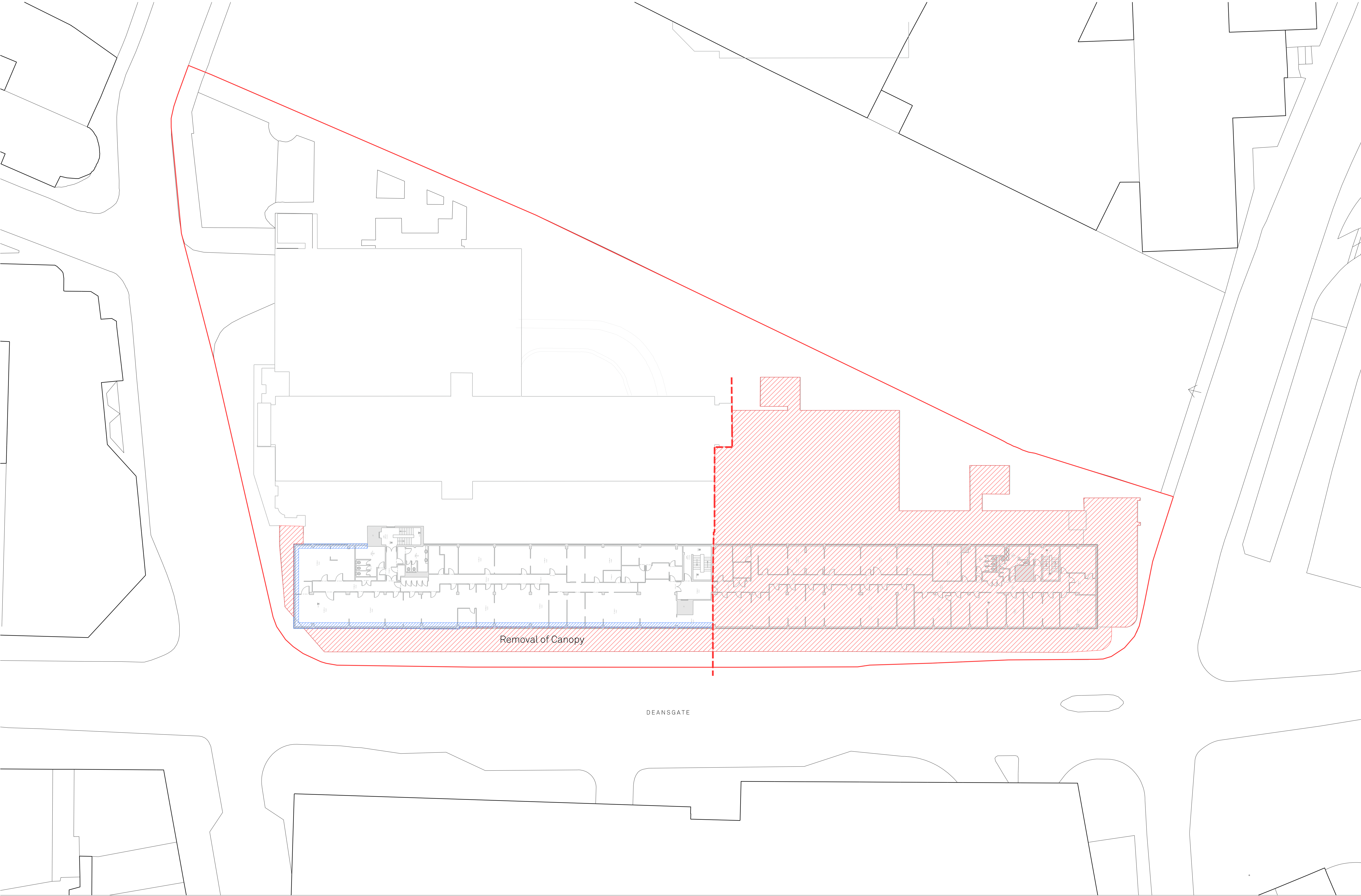
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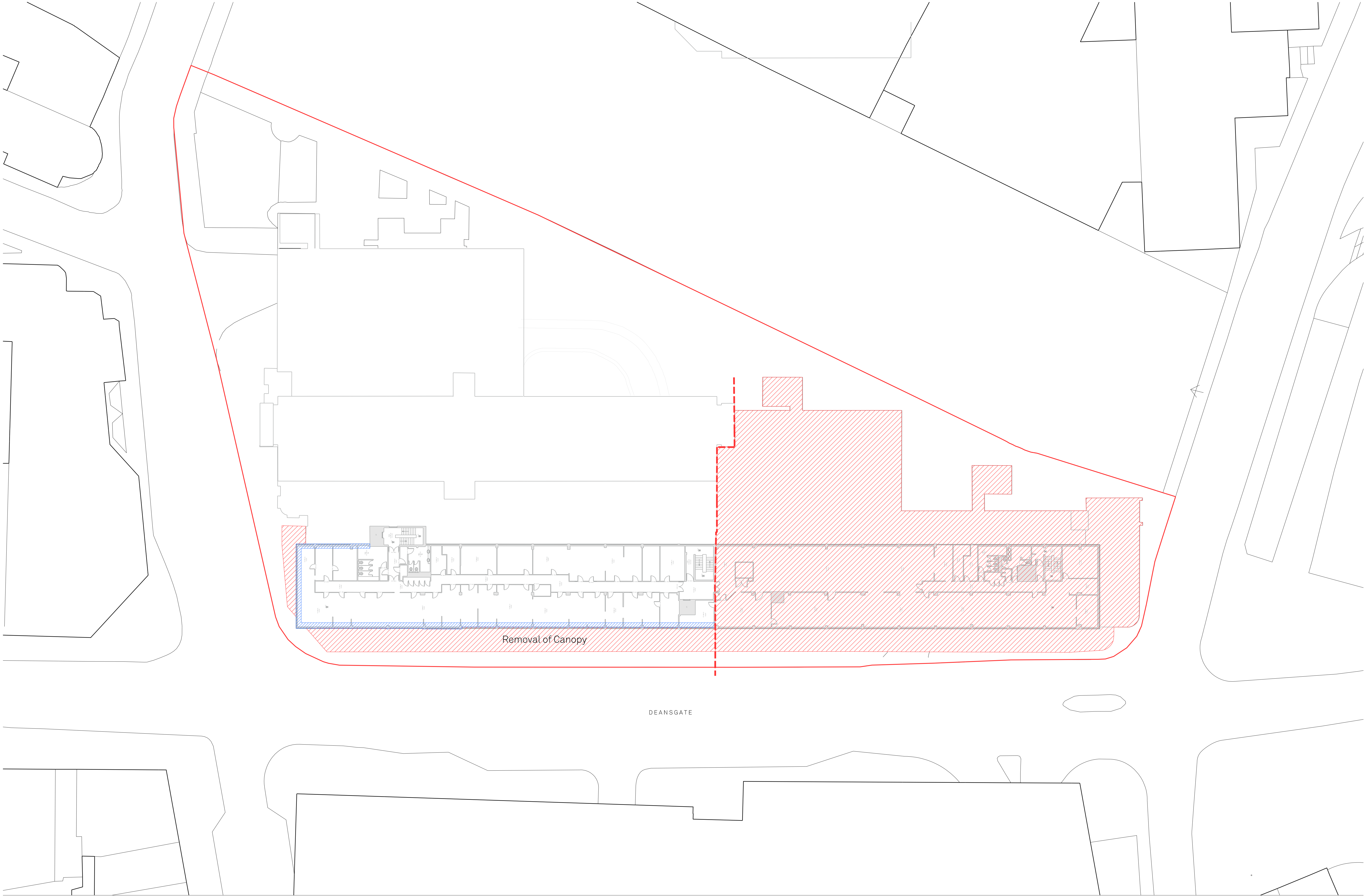
Appendix II

Extent of Demolition Works









Notes:

- Demolition Line
- Demolition Area
- Demolition of Facade



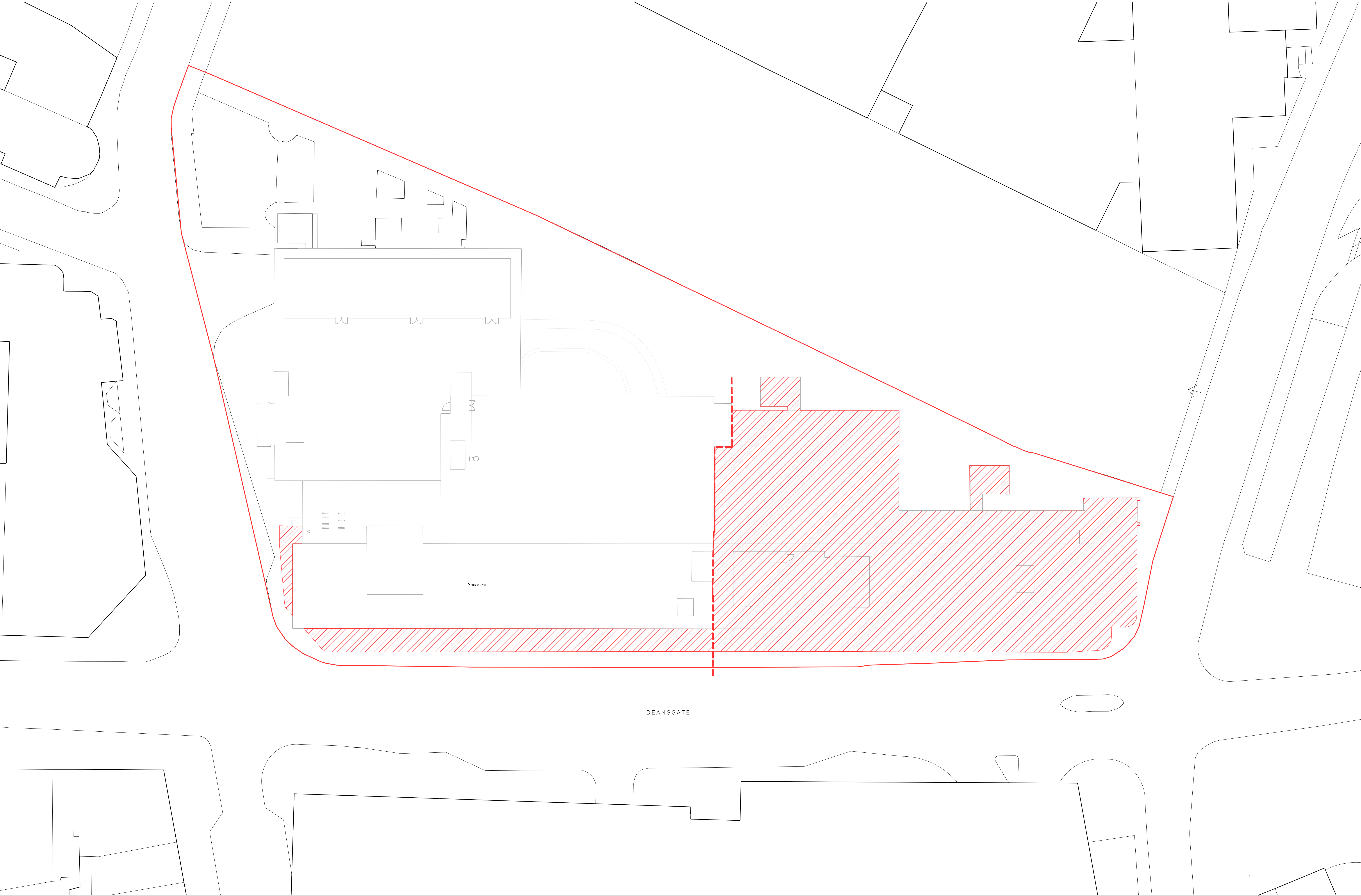
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Drawn:	RW	Checked:	FM	Status:	Planning
Project:	150	Drawing No:	MP_02_1103	Rev:	-
Details:					
- 26.03.21 Issued for Information					

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Notes:

- Demolition Line
- Demolition Area
- Demolition of Facade



Project Name: Renaissance		Title: Renaissance Site		Scale: 1:250@ A1	
Drawn: RW		Checked: FM		Status: Planning	
Details: - 26.03.21		Project: 150		Drawing No: MP_02_1104	
		Issued for Information		Rev: -	

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