

3 November 2022

Planning Department
Manchester City Council
Town Hall
Albert Square
Manchester
M60 2LA

FAO Angela Leckie

Dear Angela,

**Laystall Street, Manchester
Environmental Impact Assessment (EIA) Screening Request**

The Applicant, Ancoats Manchester Ltd, is bringing forward an application for Full Planning Permission for a hotel development of up to 160 hotel rooms (Use Class C1), with supporting internal amenity spaces, associated landscaping, cycle parking and other associated works (the 'Proposed Development') at land bounded by Laystall Street to the north, Great Ancoats Street to the east, vacant land at Lomax Street to the south and an apart-hotel to the west (the 'Site'). The Site is located within the Piccadilly Ward in Manchester City Centre.

In relation to the proposals as described in this letter and its appendices, the Applicant requests confirmation from Manchester City Council (MCC) as the Local Planning Authority (LPA) that the Proposed Development is not of a scale or type to fall under the Town and Country Planning (EIA) Regulations 2017 ("the EIA Regulations"), guidance or associated case law and therefore does not require an EIA to be undertaken to accompany the forthcoming planning application.

The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 require that any proposed development falling within the description of a 'Schedule 2 development' within the meaning of the Regulations, will be subject to an EIA where such development is likely to have 'significant' effects on the environment by virtue of such factors as its nature, size or location (Regulation 4(2)).

The Proposed Development falls under the category of "Infrastructure Projects – Urban Development Projects" (Schedule 2, 10, (b)) as described in the Regulations. The applicable threshold above which EIA is likely to be required is where development includes more than 1 hectare of urban development which is not dwelling house development; and/or the development includes more than 150 dwellings.

The indicative thresholds and criteria state that:

“In addition to the physical scale of such developments, consideration should be given to the potential increase in traffic, emissions and noise. EIA is unlikely to be required for the redevelopment of land unless the new development is on a significantly greater scale than the previous use, or the types of impact are of a markedly different nature or there is a high level of contamination”.

The Site covers an area of approximately 0.032 hectares and does not comprise any residential dwellings. Whilst this does not meet the prescribed thresholds and criteria set out in Schedule 2, the nature and scale of the proposed use is larger than the existing scenario. An EIA Screening exercise is therefore appropriate to test the likely significant effects of the Proposed Development on the surrounding environment and determine whether an EIA is required.

In accordance with Part 2, Regulation 6 of the EIA Regulations, this Screening Request contains the following:

- A Site Plan sufficient to identify the land (**Appendix A**);
- A description of the nature and purpose of the Proposed Development and its possible effects on the environment (contained within this letter); and,
- Consideration of the scheme against selection criteria of Schedule 3 of the EIA Regulations (**Appendix B**).

To further support the conclusions of this request for the Local Planning Authority to adopt a negative EIA Screening Opinion, the following additional appendices are provided:

- A table detailing the committed development schemes within 500m of the Site (**Appendix C**);
- A Phase 1 Preliminary Risk Assessment prepared by TEC (**Appendix D**);
- Transient Overshadowing Analysis prepared by GIA (**Appendix E**);
- Historic England Correspondence (**Appendix F**);
- Key Viewpoints, prepared by Simpson Haugh with input from Reform (TVIA) and Heritage Architecture (**Appendix G**), and
- Initial CFD Results (Initial Wind Microclimate Assessment) prepared by GIA (**Appendix H**).

Relevant Planning Framework

Local Development Plan

The Site is within the administrative boundary of MCC. The Manchester Core Strategy was adopted in July 2012 and is the key, overarching Development Plan Document.

The interactive Core Strategy Proposals Map designates the Site as being located within the Regional Centre and the City Centre.

Policy EC 3 Regional Centre states that within the Regional Centre development for employment generating uses including offices and other commercial development will be encouraged. The Core Strategy notes at paragraph 8.15 that the Council has identified the Regional Centre as the area which is most likely to support the development of agglomeration and to offer a range of sites able to support broad economic growth.

Policy SP1 states that all development should have regard to the character, issues and strategy for each regeneration area as described in their respective Strategic Regeneration Frameworks as well as the Manchester City Centre Strategic Plan. The core development principles of the policy require development to make a positive contribution to neighbourhoods of choice, minimise emissions and ensure efficient use of natural resources and previously developed land as well as improve access to jobs, services, education and open space.

The Site is located within the City Centre and is therefore subject to policies CC1 to CC10. Policies EN1 to EN19 will also apply. Policy CC1 states that the City Centre and fringe will be considered a suitable location for the consideration of high density buildings and commercially led mixed use schemes. Provision of a range of economic development uses, such as retail, leisure, entertainment, cultural and tourism facilities will be encouraged.

Policy CC4 states that the City Centre must have the infrastructure to accommodate the necessary volume of visitors to support its cultural assets. Hotels are identified as, *“an increasingly important use across the City, and these will be particularly important in the City Centre. New hotel development which contributes to the quality of the City Centre hotel offer will be supported. Proposals for new hotels outside of the City Centre will be supported where they support visitor-oriented development and where the Council is confident that they will be deliverable.”*

Policy CC6 states that, *“City Centre development will generally be high-density. It is a location where land should be used to maximise its efficiency. The appropriate scale, massing and height of development in the City Centre will significantly exceed what is appropriate elsewhere in the City.”*

Other Material Considerations

The Site is located within the HS2 Manchester Piccadilly Strategic Regeneration Framework (SRF) which was endorsed by Manchester City Council’s Executive Committee in 2014. Following the 2016 HS2 route realignment and the emergence of Northern Powerhouse Rail, additional work was carried out to inform Greater Manchester’s growth strategy, leading to the refreshed Manchester Piccadilly SRF (2018) that was endorsed by MCC in 2018.

The SRF divides the framework area into distinct neighbourhoods. The Site is located in the ‘East Village’ neighbourhood which is envisaged to be a mixed-use area with developments surrounding a series of public or private squares and places a strong emphasis on ‘intensity and diversity’. This is paired with strong permeability and connectivity between the City Centre and New Islington.

Project Details

Site Description

The Site is bounded by Laystall Street to the north, Great Ancoats Street to the east, vacant land at Lomax Street to the south and an apart-hotel to the west, in Manchester City Centre. The Site forms one half of a segment of vacant land located at the end of Lomax Street and Laystall Street, extending to approximately

0.032 hectares. A Site Location Plan is enclosed with this letter at **Appendix A** for the purposes of identification.

The Site is currently comprised as a construction compound for the alteration works to the adjacent apart-hotel (The Northern Quarters). On the Great Ancoats Street / Laystall Street corner of the Site there is a digital roadside billboard, providing 24/7 advertisement along Manchester's main arterial route. The Site is currently closed off for public access and is secured by temporary security fencing. The Site consists of previously developed land and is predominantly hard standing with a limited amount of vegetation.

The Site is surrounded by a mixture of uses. To the north of the Site is Urban Exchange Retail Park that comprises of Aldi Supermarket, Go Outdoors, M&S Retail Outlet, Pure Gym and associated car parking. To the east of the Site is the former Central Retail Park which remains as vacant land earmarked for comprehensive redevelopment. To the south of the Site is the other half of the segment of vacant land located at the end of Lomax Street and Laystall Street. To the south west and west of the Site there are a number of vacant buildings, surface level car parks and a small number of apartment blocks or small office spaces.

Environmental Designations

The Site is not located within a Conservation Area and there are no designated or non-designated heritage assets on or immediately adjacent to the Site. Using Historic England's Map Search, a total of 80 listed buildings and structures are identified as being within a 500m radius of the Site. A total of 11 of the 80 listed buildings and structures are Grade II* Listed.

The Site is located within Flood Zone 1, which means that there is less than 0.1% chance of flooding per annum. It falls within a Critical Drainage Area as prescribed by the Manchester, Salford and Trafford Strategic Flood Risk Assessment.

The Site is located within the Manchester Air Quality Management Area.

There are no statutory or non-statutory environmental designations on or in immediate vicinity of the Site.

Planning History

A planning history search for the Site has been undertaken using MCC's Planning Public Access System. This has been summarised in the table below:

Reference	Description of Proposals	Decision
081355/OO/2006/C3	OUTLINE APPLICATION for the erection of a 14 storey building comprising 145 bedroom hotel (use class C1) with ground floor commercial units comprising A1 (shops), A2 (professional services), A3 (restaurants), A4 (drinking establishments) and B1 (business) and associated services including 2 levels of basement parking	Approved 11 March 2008

Reference	Description of Proposals	Decision
095452/REP/2011/C2	Application to extend the time limit for previously approved outline application (Ref 081355/OO/2006/C3) for the erection of a 14 storey building comprising 145 bedroom hotel (use class C1) with ground floor commercial units comprising A1 (shops), A2 (professional services), A3 (restaurants), A4 (drinking establishments) and B1 (business) and associated services including 2 levels of basement parking	Approved 11 May 2011
107262/AOH/2014/C2	The installation of one internally illuminated LED 48 sheet advertisement hoarding.	Appeal decided and allowed on 16 June 2015

Proposed Development

In summary, the proposals are expected to include:

- Up to 160 hotel rooms (Use Class C1) with associated amenity spaces, front and back of house;
- Up to 20 secure cycle parking spaces; and
- 1 disabled car parking bay.

Use	Proposed Development
Proposed Site area	Approximately 0.032 hectares / 318.8 sqm.
Total Area of Proposed Development	Approximately 5,124 sqm (GIA) – Use Class C1
Proposed Hotel Use (Use Class C1)	Up to 160 hotel rooms.
Maximum heights	Up to a maximum of 22 storeys (including ground) and up to 75m in height.
Parking Strategy	1 disabled car parking bay

Note: All areas are approximate and subject to confirmation of design and measured survey.

In terms of programme, submission of an application for Full Planning Permission is scheduled for November 2022 with a target to secure Planning Permission in February 2023 and subject to this, enabling works are expected to start on Site in June 2023 with indicative completion in March 2025.

Potential for Significant Environmental Effects

Construction Phase

This section considers the potential for significant effects to arise during the construction phase and reflects input from the Project Team. Commentary on technical disciplines has been provided by the relevant technical consultant, as detailed below. *Deloitte is not responsible for the technical input of others.*

The construction phase impacts would be managed and controlled through the implementation of an appropriate Construction and Environmental Management Plan (CEMP) prepared by the contractor. At this stage it is anticipated that construction will commence in June 2023 and span a period of approximately 22 months.

Acoustics

An Acoustic Survey has been produced by Acoustic Consultants Ltd to assess the potential noise impacts related to the in support of proposals.

Construction projects regularly give rise to acoustic disturbance when undertaken in close proximity to local noise sensitive receivers (NSRs), although construction activities are temporary and generally transient by nature. With respect to the proposed construction of the proposed development, this will lead to a change in the levels of noise generated and the NSRs affected as construction progresses.

BS5228 – Part 1 (2009) is typically used as a calculation method to predict the impact of construction noise upon the NSRs. It provides recommendations for basic methods of noise control relating to construction sites.

Some of the information required to inform this calculation process will be clarified as the detail of each construction development phase emerges and in the latter stages when resources are mobilised, but other information (such as exact location of operating plant, duration of operations and details of where site plant will operate concurrently, etc.) would remain uncertain at this stage.

It could be considered that due to the existing ambient noise levels being mainly dominated by road traffic noise along Ancoats Street, with relatively high background noise levels throughout the day, that the impact of construction noise will be limited and is not expected to cause significant effect at the nearest NSRs.

The noise impact from construction vehicles during the construction phase is therefore expected to be insignificant, while noise and vibration during the construction phase will be controlled in accordance with best practice. Further to this, any other measures required by MCC, including specified working hours, will also be adhered to. With appropriate mitigation measures in place, it is expected that the residual effects from the construction phase activities would not be significant in EIA terms and an ES Chapter is therefore **not required**.

Air Quality

An Air Quality Assessment (AQA) will be submitted as a stand-alone report to accompany the planning application as the Proposed Development is located within an Air Quality Management Area. The AQA will

consider where any air quality impacts are likely to arise due to the Proposed Development and mitigation measures will be proposed, if required.

The standalone AQA will be completed in line with the current UK policy (National Planning Policy Framework¹ and National Planning Policy Guidance²) and guidance (Environmental Protection UK (EPUK) & Institute of Air Quality Management (IAQM)³, Defra Local Air Quality Management Technical Guidance⁴) and local policy (Manchester City Council (MCC) Local Plan).

A qualitative assessment of the anticipated effects of the construction phase on local air quality will be carried out in line with the IAQM construction dust guidance⁵ and appropriate mitigation will be proposed. The works being undertaken during the construction phase include demolition, earthworks, construction and track out. It is anticipated that dust and particulate matter emissions produced during construction phase activities would be inherently controlled through the implementation of a Construction Environmental Management Plan (CEMP). Therefore, the effects of dust and particulate matter emissions released during the construction phase of the Proposed Development from on-site activities are unlikely to be considered significant.

The approach for this assessment will remain subject to agreement with MCC and a consultation will be undertaken as part of the AQA.

Based on the information available and work on similar Proposed Development, it is not anticipated that the Proposed Development will cause significant impacts to the local air quality during the construction phases and as such an ES Chapter is **not required**.

Ground Conditions

A Phase 1 Preliminary Risk Assessment was undertaken by TEC, dated October 2022.

Geology

Available geological mapping records the underlying superficial geology as Devensian Till. Available geological mapping records the underlying solid geology as the Chester Formation described by the BGS as conglomerates and reddish brown, cross-bedded, pebbly sandstones with subordinate beds of red-brown mudstone.

Hydrogeology

The Chester Formation is recorded as a low vulnerability Principal Aquifer and the Superficial Till deposits are recorded as a low vulnerability Secondary (Undifferentiated) Aquifer. The site is not recorded to lie within 1km of an Environment Agency groundwater Source Protection Zone. A total of six groundwater abstractions are recorded within 1km (nearest 780m south) and five discharge consents to groundwater are recorded within 1km of site (nearest 920m southwest).

¹ National Planning Policy Framework, Department for Communities and Local Governments, February 2019

² Planning Practice Guidance Notes (PPG)

³ Environmental Protection UK and Institute of Air Quality Management (2017), Land-Use Planning & Development Control: Planning For Air Quality

⁴ Defra (2016) Technical and Supporting Guidance, Defra

⁵ Institute of Air Quality Management (2016), IAQM Guidance on the Assessment of Dust from Demolition and Construction version 1.1

Hydrology

The nearest surface water feature to site is approximately 140m northwest of site, identified as the Rochdale Canal, with a River Quality (GQA Grade) B. A total of 5 licensed discharge consents are recorded within 500m of site. No surface water abstractions are recorded within 500m of site.

Environmental Sensitivity

There was one sensitive land use is recorded within 500m to the site – The River Irk (Moston Brook to River Irwell) located approximately 430m north of site is recorded as a Nitrate Vulnerable Zone.

Unexploded Ordinance

A Stage 1 Preliminary Risk Assessment (**Appendix D**) was completed for the site and concluded a Stage 2 Detailed Risk Assessment is not considered necessary prior to works commencing. However, as the cause of the clearance on Site cannot be precisely ascertained at a preliminary stage (it is thought to be a result of slum clearance), the possibility of shallow buried UXO remaining on Site cannot be completely ruled out. Therefore, a UXO Safety Awareness Briefing to all personnel conducting ground works would be considered prudent.

Radon

No special precautions are required in relation to Radon.

Coal Mining

It is reported that the site is located within an area which may be affected by coal mining activity and a Coal Authority Consultant's report has been obtained for the site. This concludes that the site could have been affected by past underground coal mining, with a total of five seams known to have been historically worked to the east and northeast. The seams dip at between 13.3° and 19° to the south-west, with total thickness extracted recorded as varying between 120cm and 180cm. The final depths of these mines are reported between 412m and 1088mbgl at the time of their closure and as a result are not considered to adversely affect the development.

The Coal Authority is not aware of any damage in the area due to geological faults or other lines of weakness that have been affected by coal mining and has no record of a mine gas emission requiring action. In addition, the property is not within a surface area that could be affected by present underground mining.

Land Contamination

Based upon our current conceptual understanding of the site and the proposed end use, the main Significant Pollutant Linkages identified are considered as follows:

- Human Health (current and future site users and construction workers) - exposure to contaminants associated with potential made ground and potentially contaminative land uses on and in proximity to site through the ingestion, inhalation, and dermal contact pathways.

- Controlled Waters (Principal Aquifer and Secondary (Undifferentiated) Aquifer) - risk to controlled waters from potential onsite contaminants of potential concern (CoPC) and subsequent migration to identified groundwater receptors.
- Human Health (Future site end users and on site structures) - migration, ingress and inhalation of ground gas from nearby potentially infilled land.

Given the assessment presented within this report additional works would be recommended to fully define the geo-environmental issues associated with the site in relation to the Proposed Development. This phase of assessment would involve refinement of the Site conceptual model developed as part of the preliminary risk assessment based on the findings of an exploratory ground investigation.

Ground Engineering

Typical literature values are presented for the Boulder Clays and a tentative strength profile based on the nearby borehole data and the literature search is given.

As a result of the height of the proposed building, a piled foundation is considered likely and it should be noted that the proximity of adjacent structures will need to be carefully considered when choosing the most appropriate pile type and methodology. Based on the available limited data, it is anticipated that a bored pile system would be appropriate for the site.

Tentatively, based on the limited available data a 750mm bored pile installed to 25mbgl may provide a resistance in the region of 1800kN while a 900mm pile to this depth may provide around 2225kN. Extending the piles to 35m (i.e. 32m below the basement) gives resistances in the order of 2600kN and 3150kN, respectively.

Given the scale of the Proposed Development, the potential presence of made ground and the anticipated ground conditions, a suitable geotechnical intrusive investigation would be recommended to confirm the engineering conditions and the constraints associated with the Site as well as to ascertain foundation design parameters for the Proposed Development. The geotechnical intrusive investigation will detail the required remediation strategy for mitigating any potential risk arising from ground conditions of the Site. On this basis, it can be considered that the residual risk is considered low for the Proposed Development and as such an ES Chapter is **not required**.

Consideration of Cumulative Effects

The Site is in the vicinity of a number of committed developments that are expected to come forward in the short to medium term (please refer to **Appendix C** for a list). Depending upon the timing of the construction phases of committed developments, there may be potential cumulative impacts to the surrounding area in terms of construction traffic and associated noise and air quality emissions. It is considered that these can be managed through the adoption of appropriate mitigation measures on each Site, which would be secured through the CEMP as a requirement of any planning permission.

Overall, it is not considered there is potential for significant environmental effects to arise during the construction phase of the Proposed Development. As such, an ES is **not required** to assess any potential impacts during the construction stage.

Operational Phase

This section considers the potential for significant effects to arise during the operational phase and reflects input from the Project Team. Commentary on technical disciplines has been provided by the relevant technical consultant, as detailed below. *Deloitte is not responsible for the technical input of others.*

Acoustics

An Acoustic Survey has been produced by Acoustic Consultants Ltd to assess the potential noise impacts arising from the Proposed Development.

The report provides the results of a noise survey conducted on site and a noise impact assessment of external sources on the sensitive elements of the development. Additionally, the results of the noise monitoring were used to set plant limits that if met will satisfy the conditions of British Standard 4142:2014. This Standard is commonly applied by the Local Authority.

In summary, the report has been undertaken in accordance with the guidance in the National Planning Policy Framework (NPPF), Noise Policy Statement for England (NPSE), National Planning Practice Guidance (NPPG), British Standard 4142:2014 (BS4142), British Standard 8233:2014 (BS8233) and the local authority criteria and the hotel operator's own Brand Standards.

The main noise source affecting the site was found to be from Great Ancoats Street to the east. To determine noise levels across the proposed site/building, noise modelling has been undertaken using computer modelling package Cadna:A by DataKustik and the road traffic noise data obtained from the survey.

Calculations for the internal ambient noise levels have been undertaken using the calculation method provided by Annex G of British Standard 8233:2014. The calculations have been undertaken using traditional building façade constructions noted in the report and noise modelling and survey results.

The noise consultant has rationalised mitigation measures in order to keep the acoustic design of the scheme as concise as possible. In terms of external noise ingress, the development is to be mechanically ventilated. The ventilation attenuation requirements will be dependent on the terminal locations and ventilation approach.

The noise consultant has provided minimum sound level difference for the ventilation system, as well as minimum sound insulation performance of the other elements such as Façade, Roof and Window Constructions.

With the proposed fabric construction and suitable ventilation provisions noted above, the predicted internal equivalent noise levels are within the Brand Standards. The acoustic consultant considers external noise to be suitably controlled within the habitable rooms of the hotel development and good internal conditions can be achieved.

Road traffic noise is predicted to be predominant in relation to any potential future plant associated with the development when assessed against any nearest noise sensitive receivers. Nevertheless, noise from plant serving the development affecting nearby noise sensitive receivers will need to be suitably controlled. The plant final selection is not currently known at this stage. As such, the acoustic consultant

has provided noise limits for plant noise at the nearest receivers based on the assessment methodology of British Standard 4142:2014 and the hotel operator's own brand standards at the boundary of the development site.

Potential noise breakout from uses within the development, including a proposed gym and bar, will be fully assessed and inform fabric build-up and associated mitigation measures so as to mitigate any noise pollution in-line with MCC standards and the hotel operator's brand standards.

The development is not therefore predicted to give rise to significant environmental effects from noise pollution during the operational phase of development and therefore an ES Chapter is **not required**.

Air Quality

An Air Quality Assessment (AQA) will be submitted as a stand-alone report to accompany the planning application as the Proposed Development is located within an Air Quality Management Area. The AQA will consider where any air quality impacts are likely to arise due to the Proposed Development and mitigation measures will be proposed, if required.

The standalone AQA will be completed in line with the current UK policy (National Planning Policy Framework⁶ and National Planning Policy Guidance⁷) and guidance (Environmental Protection UK (EPUK) & Institute of Air Quality Management (IAQM)⁸, Defra Local Air Quality Management Technical Guidance⁹) and local policy (Manchester City Council (MCC) Local Plan).

The energy strategy for the Proposed Development is expected to utilise Air Source Heat Pumps (ASHP) for heating and hot water requirements. As a result, there will be no on-site combustion and no significant air quality issues from the primary energy strategy.

The Proposed Development is intended to be car free, with the exception of single accessible on-street parking bay on Laystall Street. The only traffic associated with the operational phase of the Proposed Development will be between one or two services vehicles per day. Thus, road traffic is expected to be below the EPUK and IAQM criteria for potential impacts to air quality, requiring detailed assessment. As a result, the impact of road traffic on existing receptors is considered to be negligible.

The approach for this assessment will remain subject to agreement with MCC and a consultation will be undertaken as part of the AQA.

It is not anticipated therefore that the Proposed Development will cause significant impacts to the local air quality during the operational phase of development and therefore an ES Chapter is **not required**.

Archaeology

A review of historic records for the Site has been undertaken. It is noted that the likelihood for any remains in the locality from the Prehistoric and the Romano-British period is very low. Similarly, there is a low likelihood for any medieval archaeological remains. The Site was developed at the onset of the industrial revolution and is first captured on late 18th-century maps, which shows that the entire Site area

⁶ National Planning Policy Framework, Department for Communities and Local Governments, February 2019

⁷ Planning Practice Guidance Notes (PPG)

⁸ Environmental Protection UK and Institute of Air Quality Management (2017), Land-Use Planning & Development Control: Planning For Air Quality

⁹ Defra (2016) Technical and Supporting Guidance, Defra

had been developed into a quadrangle of buildings, fronting Lees Street (Laystall Street), Ancoats Lane (Great Ancoats Street) and Lomax Street. Presumably, commercial buildings lined Ancoats Lane and Lees Street, whilst domestic dwellings may have fronted Lomax Street. Mid-19th-century maps show the individual buildings within the Site in detail. These consisted of a lodging-house and candle-wick manufacturers along Lees Street, the White House Vaults Public House along Great Ancoats Street, and back-to-back dwellings off Lomax Street that were partly within the Site. Pavement lights and external staircases are shown on the maps, indicating that the buildings within the Site likely contained cellars. A similar configuration of buildings was within the Site in the late 19th century, except for the back-to-back dwellings, which had been replaced by a larger building and the public house had been expanded into an adjacent property.

Any surviving foundations of these buildings would be of local archaeological interest. It is therefore anticipated that trial trenching will be required on the Site prior to the commencement of any below ground works. This will ensure any archaeological remains can be recorded appropriately in line with an agreed Written Scheme of Investigation.

Following this initial review of the baseline conditions, it is concluded that the impact of development will not have a significant effect on archaeological remains. An Archaeological Desk Based Assessment will be submitted as part of the planning application. Therefore, an ES Chapter is **not required**.

Daylight and Sunlight

A daylight and sunlight assessment will be undertaken by GIA in line with the methodologies set out in Building Research Establishment (BRE) 'Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice', Second Edition, 2022. The assessment will focus on existing and consented residential buildings, as these have the highest expectation of daylight and sunlight. The majority of other uses neighbouring the Site are low rise retail and industrial units and surface car parking.

It is important that the location and nature of the Site and surrounding area is considered when determining the significance of any impacts. The BRE Guide is very clear that the context of the development is key. There should be an expectation that a higher degree of obstruction is inevitable in an area with modern high-rise buildings, and emerging density.

The Site has been considered for future development in the design of the existing residential receptors. As such, there are limited residential windows immediately overlooking the Site. Those limited windows that do overlook the Site serve bedrooms and circulation spaces, with the main living rooms and living kitchen diners facing away from the Site. Other residential receptors are sufficiently distant from the Site, such that no significant impacts are anticipated. This view has been supported through initial early massing analysis, and minimal impacts are anticipated.

Transient overshadowing analysis (**Appendix E**) also indicates that any additional shading will predominantly fall on Great Ancoats Street, adjacent retail units and the site of the former Central Retail Park. The shading on the site of the former Central Retail Park will be limited to late afternoon and early evening times only.

It is concluded therefore that the Proposed Development will not have any significant environmental effects on overshadowing of nearby receptors. A standalone Sunlight and Daylight Report will be submitted as part of the planning application. An ES Chapter is therefore **not required**.

Ecology

Penny Anderson Associates Ltd (PAA) was commissioned to carry out an ecological assessment of the site.

Baseline Conditions

The Site is a small, isolated area of land close to a busy well-lit junction of Great Ancoats Street (the A665) and has no buildings or structures of note present on it. Viewing online resources¹⁰ indicates some self-seeded short vegetation is likely present on Site. It is understood the site is currently used as an active compound for the adjacent development site, therefore the risk of any protected species being present is currently judged to be very low.

Assessments are currently underway and the proposed approach is provided below:

Method of Assessment

A request will be made to the Greater Manchester Ecology Unit (GMEU) to obtain local and site-specific ecological information. The results help to place the Site within a wider ecological context and inform any requirements for further survey work. A search zone of 1km radius from the centre of the Site will be used for details of statutory and non-statutory designations for nature conservation and for records of protected species or species of conservation concern within the search area.

A web-based search of relevant ecological and biodiversity information regarding the Site and its local environs will be undertaken, focussing on the MAGIC¹¹ mapping service along with information within available local plans and strategies.

A Phase 1 Habitat survey will be completed following standard methods as set out in the Handbook for Phase 1 Habitat Survey (JNCC 2010¹²) for classifying and mapping British habitats. This entails mapping, describing and collating plant species lists for habitats across the area delineated for the survey. The survey aims to provide a record of habitats that are present within the site and to further investigate those that are likely to be ecologically important. The condition of habitats in relation to Biodiversity Net Gain (BNG) assessment approaches will also be considered, to support any future BNG evaluation.

The survey will be 'extended' (Institute of Environmental Assessment 1995¹³, CIEEM 2017¹⁴) to include a general assessment for the presence or potential presence of protected species, noting any areas of suitable habitat and the location and type of any incidental field signs of protected species and considering any contemporary, relevant desk study records.

Advice will be given with regards to any detailed protected species surveys deemed necessary, however based on the information obtained to date no specific detailed surveys are likely to be required.

¹⁰ <https://www.google.co.uk/maps>

¹¹ <https://magic.defra.gov.uk/magicmap.aspx>

¹² JNCC, 2010. Handbook for Phase 1 Habitat Survey – a technique for environmental audit. Joint Nature Conservation Committee (revised edition 2010).

¹³ Institute of Environmental Assessment, 1995. Guidelines for Baseline Ecological Assessment. Chapman and Hall.

¹⁴ CIEEM, 2017. Guidelines for Preliminary Ecological Appraisal. Technical Guidance Series. Chartered Institute of Ecology and Environmental Management.

Summary of Assessment Scope

Enhancement opportunities will be identified for review and inclusion where possible in the design. These may include, but not be restricted to, the inclusion of native plant species in landscape designs and artificial bat roost/bird nest habitat features.

The design will be assessed in line with appropriate BNG methodologies, with a view to achieving measurable net gain in terms of biodiversity.

Summary of the predicted ecology assessment outcomes are provided below.

Receptor	Impact	Potential Effect	Scoped In / Out
Protected Species (in particular bats and breeding birds)	Low	Negligible	Out
Habitats	Low	Negligible	Out
Statutory and Non-statutory Wildlife Sites	Low	Negligible	Out

It is concluded therefore that the Proposed Development will not have any significant environmental effects on ecology. A standalone Ecological Report will be submitted as part of the planning application. An ES Chapter is therefore **not required**.

Flood Risk and Drainage

A Flood Risk Assessment and Drainage Strategy has been prepared by Shear Design for the planning application.

The Site is located within Flood Zone 1 and is within the Conurbation Core Critical drainage area. Sites within Flood Zone 1 are considered to have a low probability of flooding (Environment Agency Flood Map for Planning, 2022). The Site is at very low probability of flooding from fluvial and tidal flooding, not at risk from groundwater flooding, low risk from surface water flooding and has no extent of flooding from reservoirs as per the Environment Agency flood maps. The state of any existing drainage onsite will only be fully understood once a drainage CCTV survey has been completed.

Surface water drainage will be attenuated on-site. The preferred solution is to be confirmed and will be developed through detailed design, using one of the following two options:

1. The first option for dealing with surface water runoff is to have an attenuation tank in the basement. Surface water from the roof would discharge directly to the attenuation tank in the basement but the roof runoff would not be treated due to the lack of available roof space for a green roof. Permeable paving will be used for external surfaces and will also discharge to the attenuation tank.

2. The second option for surface water runoff is to utilise a lined permeable paving system with a permeable sub-base and a flow control device restricting discharge. With this second option, surface water runoff from the roof would discharge into the permeable paving system via diffuser units. This would provide treatment for surface water runoff to the entire site.

The required storage volume for surface water runoff for both drainage strategy options is approximately 6m³. The estimated surface water discharge rate for the site has been taken as 5 L/s based upon communication with the Lead Local Flood Authority.

The proposed foul water drainage strategy is to discharge foul water flows into a combined sewer, either in Laystall Street or Lomax Street. The estimated peak foul water flow is 5.41 L/s for the whole hotel, this value is subject to detailed design and agreement with United Utilities.

It is therefore not considered that the Proposed Development would not give rise to significant environmental effects in respect of water resources. An ES Chapter is therefore **not required**.

Ground Conditions

As above, TEC have undertaken a Phase I Preliminary Risk Assessment for the Site.

As above, it is considered that any sources of identified contamination will be remediated prior to the occupation of the Site. On this basis it is considered that the risks to end users will be appropriately mitigated. An ES Chapter is therefore **not required**.

Heritage

The Site until the 2000s was occupied by an early-19th century public house known as the White House, and other buildings; however, today it is a cleared site and as such it is clear that there is no potential for any direct (physical) impact upon the built historic environment.

Due to the proposed height and location of the Site, there is the potential for the settings of nearby heritage assets to be indirectly (visually) impacted.

Baseline Conditions

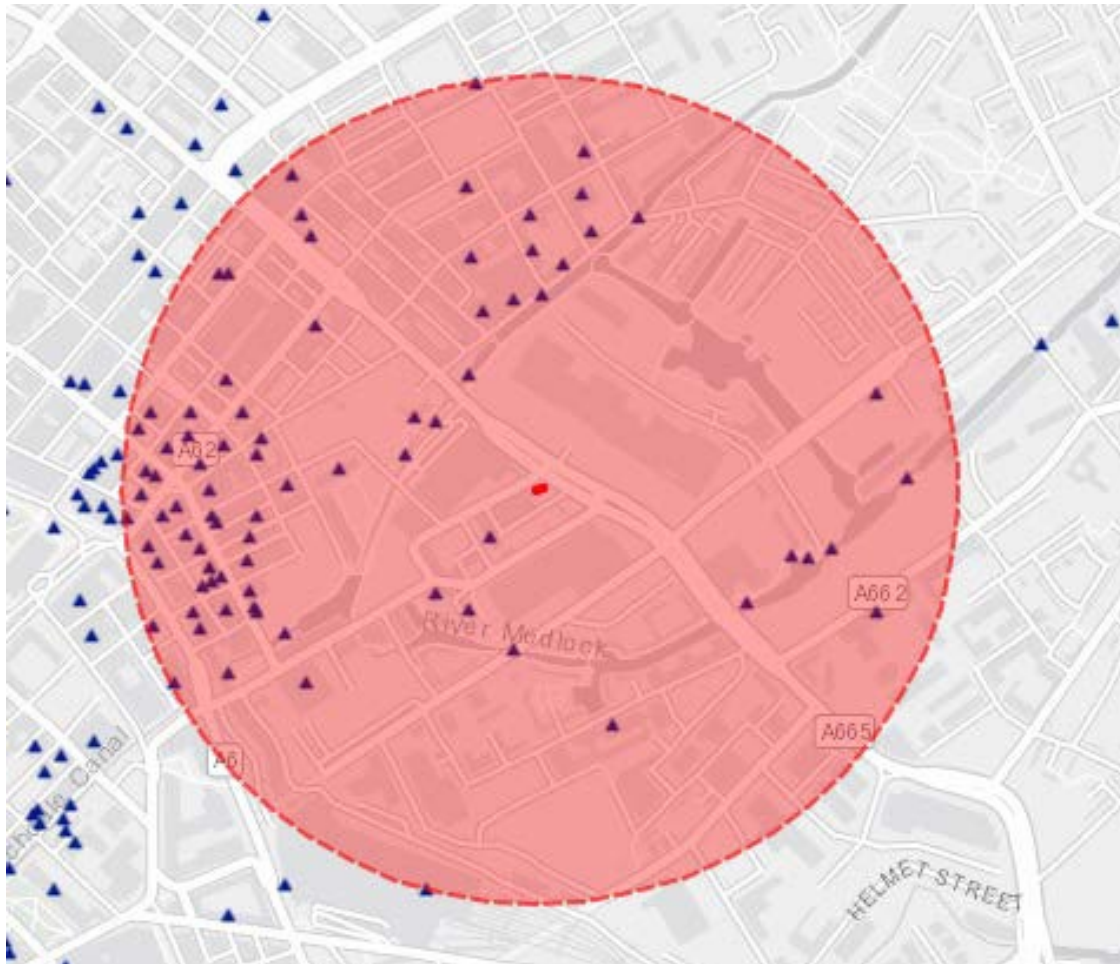
It is proposed that a standalone Heritage Statement will be prepared by SLHA to accompany the upcoming planning application. This Statement will provide a detailed and robust baseline assessment of the identified designated heritage assets surrounding the Site and assesses their significance. The Heritage Statement will be prepared in general accordance with or with reference to the following legislation, policy and guidance:

- Planning (Listed Buildings & Conservation Areas) Act 1990;
- National Planning Policy Framework (NPPF) Conserving and enhancing the historic environment (2021);
- Manchester City Council Core Strategy, 2012;
- Historic England's Good Practice Advice Note 2: Managing Significance in Decision-Taking in the Historic Environment (2015);
- Historic England's Good Practice Advice Note 3: The Setting of Heritage Assets (2017);

- Historic England's Advice Note 4: Tall Buildings (2022);
- Historic England's Advice Note 12: Statements of Heritage Significance (2019).

The Heritage Statement will cover potential impacts to the following sensitive receptors including:

- The settings of individual identified Heritage Assets (including conservation areas) (through indirect visual impact).
- It is considered that for the purpose of assessing the potential impact of the proposed development upon the settings of any designated heritage assets, a 500m search area is robust. The study area has been identified utilising professional experience and having regard to the presence of the development within the townscape and character of the area. Within the 500m radius there are 79 listed buildings and two conservation areas, which are identified in the map below:



The settings of any additional heritage assets, whether designated or non-designated, which have the potential to be affected by the Proposed Development, are to be incorporated into the impact assessment where necessary. It should be noted that Manchester City Council have not adopted a local list identifying non-designated heritage assets.

The Heritage Statement will draw upon site survey work, map regression analysis, and desk-based research to establish the baseline. This assessment will allow for a number of key heritage viewpoints (to be agreed with the LPA) to be tested with the Proposed Development, in order to assess the potential visual impact.

Potential impacts associated with construction and operation phases of the Proposed Development will be indirect temporary visual impact and indirect permanent visual impact, respectively. However, due to the recent completion of a number of high-rise towers to the immediate south of the site, and the recently consented Port Street development to the immediate north of the site, the immediate environs surrounding the Site is now largely characterised by buildings of considerable height and scale, and therefore the overall magnitude of change / impact upon the settings of designated heritage assets will be negligible/minor adverse at most. As such, the Proposed Development would, at most, result in limited instances of negligible and minor adverse impact.

An email was sent to Historic England on 12 October 2022, outlining the Proposed Development within its historical context. Historic England responded on 14 October 2022 stating that the proposals will have a limited impact on the significance of the assets that fall within Historic England's remit (**Appendix F**).

It is therefore considered that the Proposed Development would not incur any significant effects on the historic environment, and instead, a stand-alone Heritage Statement considering the impact of the Proposed Development will be submitted. An ES Chapter is therefore **not required**.

Townscape

A Townscape and Visual Impact (TVI) Assessment is being prepared by Re-form Landscape Architecture to assess the likely TVI impacts of the proposals upon the site and surrounding area.

A study area radius of 500m from the centre point of the Site has been defined. This is based upon a Zone of Theoretical Visibility (ZTV) exercise, which has identified the likely (or theoretical) extent of visibility of the Proposed Development. Townscape and visual receptors assessed within this TVIA are located within the Study Area boundary. Beyond this extent, it is considered that there will be no likely perceivable change to the townscape baseline or to views in the direction of the Site. This is due to the urban context of the Site and the resulting screening effects of surrounding buildings and structures, including railway viaducts, topography and intermittent vegetation and trees.

Utilising the Zone of Visual Influence mapping, numerous viewpoint locations have been identified to fully assess the impact on the surrounding townscape (**Appendix G**). These viewpoints have been formally agreed with the LPA case officer as well as Historic England. As part of refining the heritage viewpoints, draft wireline views will be used to sense check the extent of visual impact before initial rendering of the Proposed Development on Site is provided. This will then allow the potential indirect impact on the to be fully understood.

Townscape and visual effects during the construction phase are generally unlikely to be greater than those for the Proposed Development on completion, and will be of a temporary duration. It is assumed that a tower crane will be required and, due to its height, it is likely that the size of the area experiencing townscape and visual effects in the short term through the presence of the crane will be larger than for the completed development.

The operational phase of the development is likely to result in some adverse townscape and visual effects. Lighting of the development will cause night-time effects. These are, however, considered to be unlikely to be uncharacteristic of the city centre context, and will be seen in the context of highway and commercial lighting in the immediate vicinity, as well as lights from the university

A series of committed developments will be taken into account as part of the cumulative assessment.

The assessment of cumulative effects in the report will focus specifically on the effects of the proposed intervention in addition to other developments of a similar scale and type within a distance radius defined and justified within the main report. This is based upon a ZTV exercise. Beyond the extent of the defined radius, it is considered that there will be no likely perceivable change to views of the proposed intervention on Site, and no likely cumulative townscape effects in relation to the proposed intervention on Site.

It is therefore considered that the Proposed Development would not incur any significant effects on the surrounding townscape, and instead, a stand-alone TVIA considering the impact of the Proposed Development will be submitted. An ES Chapter is therefore **not required**.

Solar Glare

There is potential for solar reflections from the Proposed Development, due to the proximity of surrounding road junctions. The façade design of the Proposed Development is anticipated to comprise brick with punched windows, therefore it is unlikely that the façades will comprise large areas of highly glazed material. Reflective components, such windows, will be set into brickwork, which is solid and non-reflective, thereby breaking up potential reflections. It is considered that significant solar reflections are unlikely to occur.

Regarding solar reflections toward surrounding buildings, there are two types of glare: disability glare, which is a safety issue; and discomfort glare, which includes solar reflections impacting adjacent buildings. Discomfort glare does not impair the ability to see. Whilst it can be important where work involves continuous viewing of the outdoor space from a fixed vantage point, it can generally be managed where glare is an issue by using blinds or curtains for the periods of time where such glare occurs. For these reasons, surrounding buildings are classified as low-sensitivity receptors for solar glare and do not require assessment as no significant adverse effects could occur.

It is therefore concluded that the impact of development will not have a significant effect on solar glare. A Solar Glare Assessment will be submitted as part of the planning application. An ES Chapter is therefore **not required**.

Traffic and Transport

The Proposed Development will not have any dedicated car parking. As a result, it will not generate any additional vehicular movements during the AM and PM peak periods, except for a small number of taxi movements and servicing.

EIA guidance states that traffic flows need to increase by circa 10% in a sensitive area or 30% in a standard area to warrant further consideration. This will not occur as a result of this development and therefore Curtins (the transport consultant) concludes that the Proposed Development will not lead to significant environmental effects. An ES Chapter is therefore **not required**.

Wind

A Wind Microclimate Study is being prepared by GIA for the application that will determine the potential impacts to the local wind microclimate that may be generated through the Proposed Development. Prior to this, an initial assessment was undertaken in the form of a Computational Fluid Dynamics (CFD) study of the proposed development in a 400m of the existing surrounds. This is included within **Appendix H** which outlines the results of CFD analysis of the massing of the Proposed Development.

The initial results conclude that the wind conditions around the Site with the Proposed Development in Site are expected to be suitable for the intended use. For the current massing, all potential entrance locations would be suitable. The proposal is not having any adverse impacts on entrances or bus stops in the surrounding area.

Based on the above, it is concluded that the Proposed Development will not have significant effect on the wind environment. A full Wind Microclimate Study will be submitted with the final planning application. An ES Chapter is therefore **not required**.

Consideration of Cumulative Effects

The Site is in the vicinity of multiple committed developments, as is typical for an area undergoing regeneration. These are detailed at **Appendix C**. These committed developments will be considered as relevant within the technical reports submitted with the application.

Overall, it is not considered there is potential for significant environmental effects to arise during the operational phase of the Proposed Development and as such an ES is **not required**.

Consideration of EIA Screening Criteria

Selection Criteria

The characteristics and location of the Proposed Development, and the types and characteristics of the potential impacts, have been considered both above and within Appendix B attached to this letter:

Characteristics of development

- Size and scale of the Development;
- Cumulation with Other Developments;
- Use of Natural Resources, including:
 - Production of Waste;
 - Land, Soil, Water and Biodiversity;
 - Pollution and Nuisances; and,
 - Risk of Accidents

Location of Development

- Existing and Approved Land Use;

- Historic Land Use;
- Abundance, Quality and Regenerative Capacity of Natural Resources; and,
- Absorption Capacity of the Natural Environment.

Additional factors:

- The risk of major accidents and/or disasters relevant to the development concerned, including those caused by climate change, in accordance with scientific knowledge;
- Any transboundary nature of impacts;
- Potential increase in traffic, emissions, and noise;
- Whether new development is on a significantly greater scale than the previous use, or the types of impact are of a markedly different nature or there is a high level of contamination;
- The risks to human health (for example, due to water contamination or air pollution).

Proximity to Sensitive Sites

The relationship between a Proposed Development and its location must be considered. For any given development proposal, the more environmentally sensitive the location, the more likely it is that the effects will be significant and will require EIA. Certain designated Sites are identified in Regulation 2(1) as 'sensitive areas' and the criteria in the second column of Schedule 2 do not apply there. Environmentally sensitive Sites are:

- Sites of Special Scientific Interest (SSSI) and European Sites;
- National Parks, the Broads, and Areas of Outstanding Natural Beauty (AONB); and
- World Heritage Sites and scheduled monuments.

The Site is not located within or in close proximity to a 'sensitive area' as defined by the EIA Regulations. The closest sensitive area is The Hanging Bridge, a Scheduled Ancient Monument immediately south of Manchester Cathedral, approximately 1.2 km to the west of the Site.

EIA Screening Assessment

Table 2 below summarises a screening assessment, taking account of the EIA Regulations and National Planning Practice Guidance. Further information is contained in the Screening Checklist enclosed with this letter at Appendix B.

Table 2: Screening Assessment Summary

Criteria		Discussion	EIA likely to be required?
EIA Regulations	Schedule 2 of the EIA Regulations	The Proposed Development covers an area of approximately 0.032 hectares and therefore does not exceed the 1.0 hectare threshold set	✗

Criteria	Discussion	EIA likely to be required?
	out within Part (i) of Schedule 2 10 (b) of the EIA Regulations. The Proposed Development does not contain any residential units and therefore does not exceed the 150 dwelling houses threshold set out within Part (ii) of Schedule 2 10 (b) of the EIA Regulations. The proposals do not exceed the 5.0 hectare threshold set out in Part (iii) Schedule 2 10 (b) of the EIA Regulations.	
	Does the Site lie within or adjacent to a “sensitive area” No, the closest sensitive area is The Hanging Bridge, a Scheduled Ancient Monument immediately south of Manchester Cathedral, approximately 1.2 km to the west of the Site.	✗
National Planning Practice Guidance	Scale of development compared to the previous use. The existing Site comprises vacant land at the corner of Great Ancoats Street and Laystall Street. Therefore, the Proposed Development would be of a greater scale than the existing use. However, the overall scale of the Proposed Development is in keeping with the surrounding context of taller developments that have come forward in the area and the Site’s location on the edge of the defined city centre boundary.	✗
	Whether the types of impact are of a markedly different nature It is considered that the proposed development is in keeping with its city centre location and existing and emerging buildings in the vicinity, which comprises a dense urban environment with a variety of uses.	✗
	Potential for a high level of contamination to exist A Phase I Preliminary Risk Assessment was undertaken in October 2022 by TEC. It is expected as part of the enabling works at the Site the majority of Made Ground will be removed from the Site and therefore the source of many contaminants will be removed. This will be agreed within a remediation strategy and followed up with a verification report prior to occupation of the site. On this basis, it can be considered that the residual	✗

Criteria		Discussion	EIA likely to be required?
		risk is considered low for the Proposed Development	
	Development of Sites not previously intensively developed if Site area is more than 5 hectares	The Site area is less than 5ha and has been previously developed.	✗
	Whether there would be significant urbanising effects in a previously non-urbanised area	The Site is located within Manchester City Centre, a substantially urbanised area which has been previously developed. It is not considered likely the proposals will result in a significant urbanising effect.	✗
	How will the proposals address the key issues to consider for a scheme of this type, as set out within the NPPG	The EIA Thresholds table considers that schemes of this type should consider the following issues: • Physical scale of such developments • Potential increase in traffic • Emissions and noise The overall scale of the Proposed Development is in keeping with the surrounding context of taller developments that have come forward in the area and the Site's location on the edge of the defined city centre boundary. The forthcoming planning application will be accompanied by a full suite of technical analyses to comply with MCC's validation checklist and comprehensively assess all potential impacts of development. Due to the scale of the proposals and their setting within the City Centre it is not considered that the proposals will result in any likely significant environmental impacts that cannot be mitigated against.	✗

This table, in conjunction with **Appendix B**, provides a summary of the Proposed Development in relation to the above EIA criteria, which has regard to the impact of the Proposed Development during construction and operational phases. It concludes that the Proposed Development, either independently or cumulatively, does not meet the tests of the Schedules 1, 2 and 3 and therefore an Environmental Impact Assessment is therefore **not required**.

Application Submission

The following documents will be submitted as part of the planning application, which demonstrates that proper consideration has been given to environmental factors through the development of the proposals:

- Application forms, ownership certificates and covering letter;
- Planning application Site boundary and location plan;
- Accommodation schedule;
- Existing Site Plan;
- Topographical Survey;
- Existing and proposed application drawings – plans, sections, elevations;
- Planning and tall building statement, incorporating blue and green infrastructure statement;
- Design and access statement (including landscaping strategy);
- Heritage statement;
- Solar glare assessment;
- Flood Risk and drainage strategy;
- Environmental standards and energy statement;
- Sustainability statement;
- Statement of consultation;
- Noise assessment;
- Air quality assessment;
- Phase 1 Ecological assessment;
- Transport statement;
- Framework travel plan;
- Waste management and servicing strategy (including MCC's waste proforma);
- Framework construction and environmental management plan;
- Local labour agreement: statement of intent;
- Crime impact statement;
- Ventilation strategy;
- Daylight and sunlight assessment;

- TV and Radio reception survey ;
- Aerodrome Assessment;
- Operational management statement;
- Wind Microclimate Study;
- Archaeological desk-based assessment; and
- Phase I Preliminary Risk Assessment;

Summary

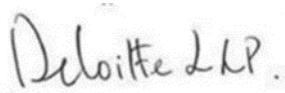
The Proposed Development comprises the construction of a hotel development with associated amenity uses, cycle parking, landscaping and associated works. This letter has considered potential sources of

Appendix B attached to this report provides a comprehensive assessment of the schemes in accordance with the EIA Screening Checklist, including the characteristics and location of development.

We would be grateful if you could provide a Screening Opinion for the Proposed Development within the statutory timescales and look forward to your response.

If you have any queries, or require any further information, please contact Sarah Hall (+44 20 7007 8523 / sarahhall@deloitte.co.uk) or Cameron Radford (+44 161 455 6768 / cameronradford@deloitte.co.uk).

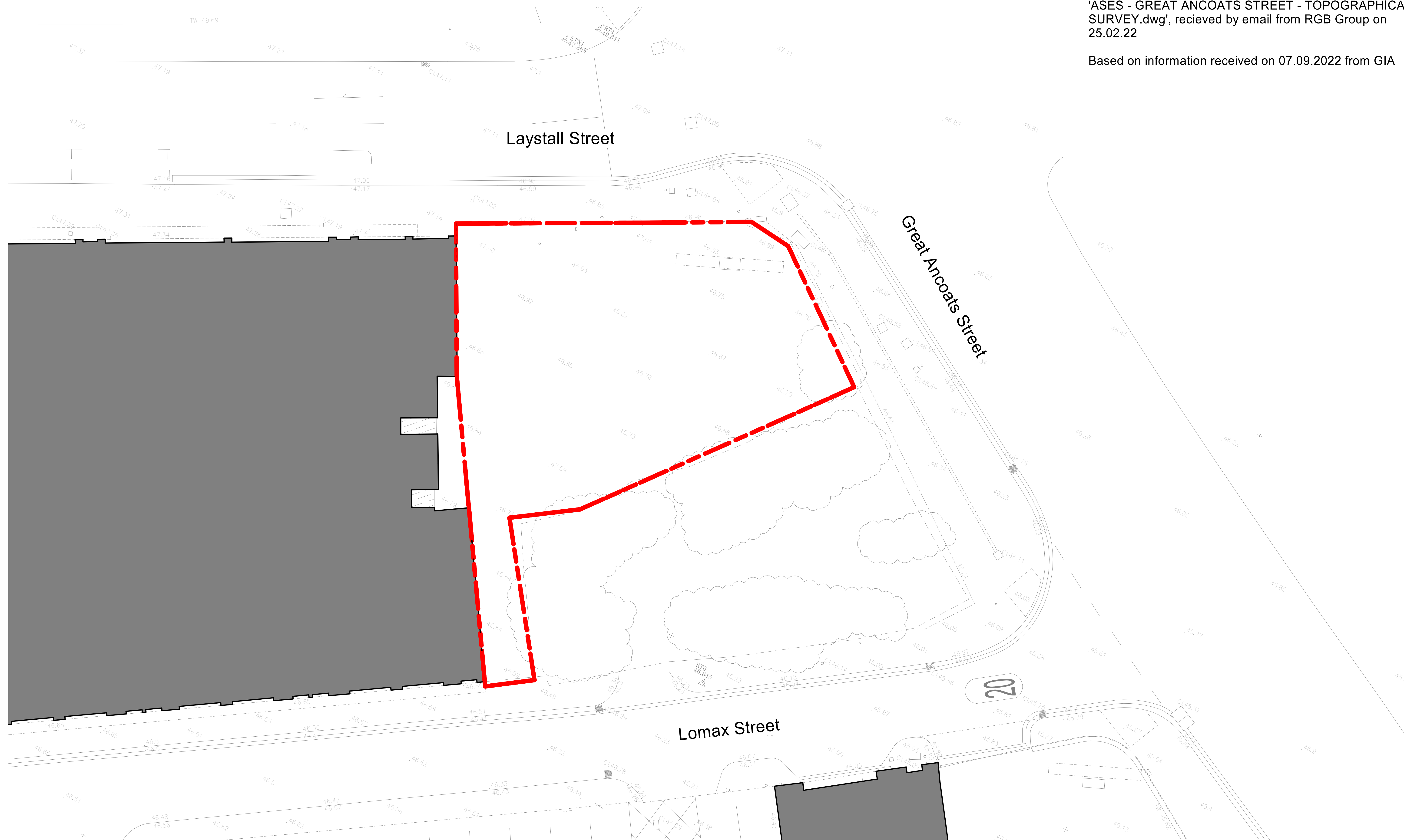
Yours sincerely

A handwritten signature in dark ink that reads "Deloitte LLP." The signature is written in a cursive, slightly stylized font.

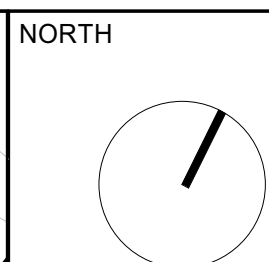
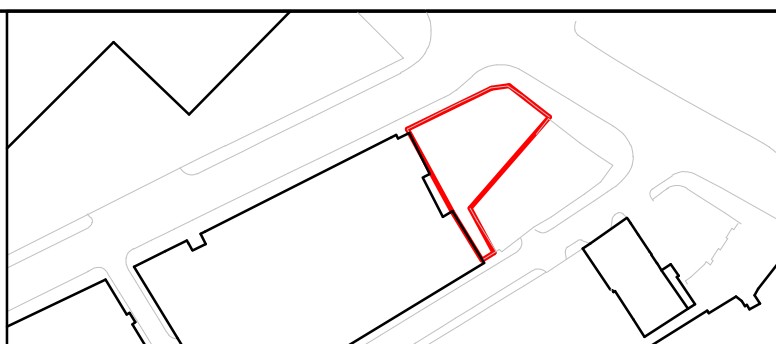
Deloitte LLP

Appendix A – Site Location Plan

Based on information received on 07.09.2022 from GIA



Contractor to report any dimensional discrepancies, errors or omissions prior to commencing on site.



Rev	Date	Description
P01	2022-04-07	First Issue
P02	2022-08-31	Issue to Shear for CCTV
P03	2022-11-02	Revised Boundary Update

Status	FOR INFORMATION
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PROJ - ORIG - ZONE - ROLE - CLAS - TYPE - LOC - SEQ
10403-SHP-A-Z460-PL-00-0001

Manchester London
+44 (0)161 835 2345 +44 (0)20 7549 4000

Appendix B – EIA Screening Checklist

Characteristics of the Proposed Development

Size of the Proposed Development

Will the proposed development be out of scale with the existing environment?

The Proposed Development would be on a Site comprising vacant, previously developed land and would therefore be of a greater scale than the existing use. However, the planning authority has previously approved large-scale development on the Site and the scale proposed would not be out of scale with the existing and future development context.

The previous planning permission was for outline consent for the development of a hotel building rising to 14 storeys in total and was approved by Manchester City Council Planning and Highways Committee on 11 March 2008.

The overall scale of the Proposed Development is in keeping with the surrounding context of taller developments that have come forward in the area including Oxygen Tower and Islington Wharf. Further development of a similar scale is set to come forward in the future as part of the Central Retail Park Strategic Regeneration Framework.

The Site is within Manchester City Centre an urbanised, previously developed area where Policy CC1 specifically supports high density development at a greater scale than elsewhere in the city. As such it is considered that the Proposed Development would be in keeping with the scale of the existing environment.

Will it lead to further consequential development or works (e.g. new roads, extraction of aggregate, and provision of new water supply, generation or transmission of power, increased housing and sewage disposal)?

The Proposed Development is not expected to produce any further consequential development, as existing utilities and highways have sufficient capacity to support the proposals. Engagement has been undertaken by the team with the identified utility providers.

Cumulative impact with other development

Are there potential cumulative impacts with other existing development or development not yet begun but for which Planning Permission exists?

A number of committed developments have been identified and are set out within the table at Appendix C. These developments will be considered by consultants as relevant within their assessments.

Should the application for this development be regarded as an integral part of a more substantial project? If so, can related developments which are subject to separate applications proceed independently?

The Proposed Development relates to the next stage of development within the Manchester Piccadilly SRF (2014 and 2018).

The proposals for the wider SRF area will not be assessed cumulatively as part of this application because there is insufficient detail available with which to undertake an assessment on them. Moreover, SRFs are only indicative of future development, not those schemes which have already been consented through the planning system. As a result of this it is not considered that the wider SRF area should affect screening of this application.

Furthermore, development of the Site can come forward independently of the wider SRF area. Whilst it is envisaged that other Sites within the area are likely to be developed at some point, they will not rely upon the Proposed Development coming forward, or vice versa.

Use of natural resources

Will construction or operation of the development use natural resources such as land, soil, water, materials or energy, especially any resources which are non-renewable or in short supply?

Land (especially undeveloped or agricultural land)?

Water?

Soil?

Biodiversity?

Minerals?

Aggregates?

Forests and timber?

Energy including electricity and fuels?

Any other resources?

The proposals relate to the construction of a hotel development that includes up to 160 hotel rooms. The Site comprises brownfield land.

The construction phase will involve the use of building materials some of which will be derived from natural resources. The extent of that impact will be mitigated through a sustainable design and construction approach to the development that accords with current legislative requirements and, where practicable, best practice advice.

The operational phase of the Proposed Development will be designed in order to minimise the use of natural resources and an Environmental Standards Statement and an Energy Statement will be submitted in support of the application to demonstrate the strategies that will be put in place to minimise the use of natural resources – through for example, the efficient use of energy, water and minimisation of waste. A Sustainability Statement or similar will be submitted in support of the application and will set out the credentials of the Proposed Development.

Production of waste

Will the development produce waste during construction or operation or decommissioning?

Spoil, overburden or mine wastes?

Municipal waste (household and/or commercial)?

Hazardous or toxic wastes (including radioactive)?

Other industrial process wastes?

Surplus product?
Sewage sludge or other sludges from effluent treatment?
Construction or demolition wastes?
Redundant machinery or equipment?
Contaminated soils or other material?
Agricultural wastes?
Any other solid wastes?
Liquid or solid wastes in suspension?

It is inevitable that the construction and proposed use of the Site will generate waste. There may be opportunities to reuse construction waste on-Site; however, there will also be waste taken for disposal off-site.

Any contaminated soil present on-Site may need to be treated in situ or appropriately disposed of off-site. This will be undertaken in accordance with all relevant legislation. It is not considered that these issues are significant, unusual, complex, or of any more than local importance.

A Waste Management Strategy will be provided with the application submission to explain how waste will be managed, including appropriate provision for recycling, during the construction and operational phases of the development.

Pollution and nuisances

Will the development release pollutants or any hazardous, toxic or noxious substances to air?
Emissions from: -

Combustion of fossil fuels from stationary or mobile sources?
Production processes?
Materials handling including storage or transport?
Construction activities including plant and equipment?
Dust or odours from handling of material including construction materials, sewage and waste?
Incineration of waste?
Burning of waste in open air (e.g. slash material, construction debris)?
Any other sources?

During the construction phase, activities may produce minor amounts of dust from the handling of building materials, and the production of particulate matter and emissions through the use of construction plant and equipment. Releases of emissions to the air during construction would be managed and controlled through the implementation of a Construction and Environmental Management Plan, prepared in accordance with the relevant legislation and environmental permits as required.

The proposals are expected to generate additional traffic during the construction phase. This has potential to generate noise and emissions. Construction traffic will consist of typically heavy goods vehicles movements. There is potential for emissions from the construction traffic, including on-Site activities and deliveries. However, any effects will occur on a temporary basis and are not considered to be of a significant nature. Appropriate mitigation measures can be put in place to ensure the suitable management of the construction phase including provisions to deal with Site logistics and traffic management.

The Proposed Development will be for a hotel use and will produce noise levels associated with such uses. In the context of the City Centre location of the Site, this is not considered to be significant and will be addressed within a Noise Impact Assessment, which will be submitted as part of the application.

Is there a potential risk from: -

Leachates?

Escape of wastes or other products/by-products that may constitute a contaminant in the environment?

The Proposed Development is not anticipated to generate a risk from leachates or the escape of products/by-products that may constitute a contaminant in the environment beyond that described above.

Best practice construction management techniques would be employed on the Site to prevent accidental spillage that may cause contamination. A Construction and Environmental Management Plan (CEMP) will be compiled in consultation with the statutory authorities and implemented on Site during all construction works.

Will the development cause noise and vibration or release of light, heat, energy or electromagnetic radiation?

From operation of equipment e.g. engines, ventilation plant, crushers?

From industrial or similar processes?

From blasting or piling?

From construction or operational traffic?

From lighting or cooling systems?

From sources of electromagnetic radiation (effects on nearby sensitive equipment as well as people)?

From any other sources?

The construction phase will generate increased levels of noise and vibration from plant operation and construction methods, such as breakout and piling activities. This will be temporary in nature and will be controlled in line with requirements set out in the CEMP, to be prepared in advance of works commencing. Best practice construction methods will be employed to reduce these impacts to an acceptable level.

No significant increase in heat energy or electromagnetic radiation is anticipated from the Proposed Development.

The Proposed Development may result in some light spillage associated with the building's uses. However, this would not be significantly out of character with the urban surroundings and can be mitigated through appropriate design.

From handling, storage, use or spillage of hazardous or toxic materials?

From discharge of sewage or other effluents (whether treated or untreated) to water or the land?

By deposition of pollutants emitted to air, onto the land or into water?

From any other sources?

Is there a risk of long-term build-up of pollutants in the environment from these sources?

A hotel development is not a highly contaminative land use so is not likely to lead to pollution of ground, air or water.

The construction phase of development poses the highest risk of contamination to land or water from the release of pollutants. This can occur by accidental spillages where a pollutant linkage exists and through existing contamination in ground, if there are pathways. Best practice construction management techniques will be employed on-site to prevent accidental spillage that may cause contamination.

Once operational, the Proposed Development would produce waste associated with a hotel development of this scale. The intended quantum and nature of the proposed uses is not anticipated to pose a risk of significant pollution.

Risk of accidents, having regard in particular to substances and technologies used

Will there be a risk of accidents during construction or operation of the development which could have effects on people or the environment?

From explosions, spillages, fires etc. from storage, handling, use or production of hazardous or toxic substances?

From events beyond the limits of normal environmental protection e.g. failures of pollution control systems?

From the effects of Climate Change or major accidents

From any other causes?

Could the development be affected by natural disasters causing environmental damage (e.g. floods, earthquakes, landslip etc.)?

The construction phase of development will give rise to increased risk of accidental spillage of hydrocarbon based fuels and lubricants stored on Site.

The construction phase will give rise to increased risk of accidental spillage of hydrocarbon-based fuels and lubricants stored on Site and will pose the highest risk of contamination to land or water. This can occur by accidental spillages where a pollutant linkage exists. Best practice construction management techniques should be employed to prevent accidental spillage that may cause contamination.

Operational uses of the Site for hotel purposes are not anticipated to pose a risk of significant pollution, or any of the above as listed.

The proposals fall within an area of low flood risk and is not likely to be adversely affected by the impacts of climate change.

Will the development involve use, storage, transport, handling or production of substances or materials which could be harmful to people or the environment (flora, fauna, water supplies)?

Use of hazardous or toxic substances?

Potential changes in occurrence of disease or effect on disease carriers (e.g. insect or water borne diseases)?

Effect on welfare of people (e.g. change of living conditions)?

Effects on vulnerable groups (e.g. the elderly)?

Effects on human health (e.g. due to water contamination or air pollution)

It is not considered that the proposed uses are likely to give rise to any potential risk. Prior to development commencing any ground contamination will be identified and remediated. The application will be supported by an Air Quality Assessment that considers the impact of the proposals in this regard.

Other characteristics: potential physical changes (topography, land use, changes in waterbodies etc.) from construction, operation or decommissioning of the development

Will the development cause permanent or temporary change in land use, land cover or topography including increases in intensity of land use?

Clearance of existing land, vegetation and buildings?

Creation of new land uses?

Pre-construction investigations e.g. boreholes, soil testing?

Construction or demolition works?

Temporary Sites or housing for construction workers?

Above ground buildings, structures or earthworks including linear structures, cut and fill or excavations?

Underground works including mining or tunneling

Reclamation works?

Dredging?

Coastal structures (seawalls, piers)?

Offshore structures?

Production and manufacturing processes?

Facilities for storage of goods or materials?

Facilities for treatment or disposal of solid wastes or liquid effluents?

Facilities for long term housing of operational workers?

New road, rail or sea traffic during construction or operation?

New road, rail, air, waterborne or other transport infrastructure including new or altered routes and stations, ports, airports etc.?

Closure or diversion of existing transport routes or infrastructure leading to changes in traffic movements?

New or diverted transmission lines or pipelines?

Impounding, damming, culverting, realignment or other changes to the hydrology of watercourses or aquifers?

Steam crossings?

Abstraction or transfers of water from ground or surface waters?

Changes in waterbodies or the land surface affecting drainage or run-off?

Transport of personnel or materials for construction, operation or decommissioning?

Long term dismantling or decommissioning or restoration works?

Ongoing activity during decommissioning which could have an impact on the environment?

Influx of people to an area either temporarily or permanently?

Introduction of alien species?

Loss of native species or genetic diversity?

Any other changes?

The Proposed Development will introduce hotel development to a Site currently that is currently vacant. Potential physical changes to the Site as a result of the Proposed Development are anticipated to include:

- Construction of new buildings and associated works;
- Earthworks including excavations;
- Facilities for storage of goods and materials associated with construction;

- New road traffic during construction;
- Transport of personnel or materials for construction and operation activity which could have an impact on the environment in terms of noise, vibration and dust; and,
- Influx of construction workers to the area temporarily.
- Introduction of visitors into the area as a result of the hotel use.

However, the effects are likely to be of local significance only, will not affect an environmentally sensitive area, and are unlikely to give rise to unusually complex and potentially hazardous effects.

Location of the Development

Existing land use

Are there existing land uses on or around the location which could be affected by the development, e.g. homes, gardens, other private property, industry, commerce, recreation, public open space, community facilities, agriculture, forestry, tourism, mining or quarrying?

There are a number of existing land uses in the vicinity of the Site including a mixture of residential and commercial uses, together with places of worship and educational facilities; however, this is as may be expected in a dense urban environment and the proposals are not considered to be of a type or density to give rise to significantly affect these uses.

The intended use of the Site is entirely compatible with the surrounding area as well as Manchester's ongoing planning objectives, as detailed in the Core Strategy. The proposal is intended to continue the successful regeneration of the Piccadilly area.

Are there any areas on or around the location which are occupied by sensitive land uses e.g. hospitals, schools, places of worship, community facilities, which could be affected?

As highlighted above, there is a place of worship in close proximity to the Site. The Eternal Life Sanctuary is a place of worship that is located approximately 20m to the south. Islington Free School is located 170m to the north. As detailed in the body of this letter, the proposals are not considered to give rise to significant environmental effects on these receptors.

Is the development located in a previously undeveloped area where there will be loss of greenfield land?

No, the Site is located on brownfield land which has been previously developed.

Are there any areas on or around the location which contain important, high quality or scarce resources which could be affected by the development?

Groundwater resources

Surface waters

Soil

Water

Biodiversity

Forestry

Agriculture

Fisheries

Tourism *Minerals*

The surrounding area does not contain important, high quality, or scarce resources which could be affected by the Proposed Development.

Absorption capacity of the natural environment

Are there any areas on or around the location which are protected under international or national or local legislation for their ecological, landscape, cultural or other value, which could be affected by the development?

The Site is located 140m south of the Rochdale Canal; however, the section of the canal that is designated as a Special Area of Conservation (SAC) is located 4.7km north of the Site. Due to this designation the canal is an off-site ecological receptor along with two Sites of Biological Interest (SBI) – Rochdale Canal: Stott's Lane – Ducie Street Basin and Ashton Canal (West) located 265m south east. It is anticipated that there will be no off-site ecological receptor adverse impacts on the SAC and two SBIs.

An Ecological Assessment will be submitted in support of the planning application to assess the impact of the proposal on statutory or non-statutory designated Sites.

Are there any other areas on or around the location which are important or sensitive for reasons of their ecology or the absorption capacity of the natural environment, paying particular attention to:

Wetlands, watercourses or other waterbodies

The coastal zone and the marine environment;

Mountains, forests or woodlands

Nature reserves and parks

European Sites and other areas classified or protected under national legislation;

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;

Densely populated areas;

Landscapes and Sites of historical, cultural or archaeological significance.

The Site is not located within a Conservation Area and there are no designated or non-designated heritage assets on or immediately adjacent to the Site. There are 80 listed buildings and structures were identified within the 500m radius. 11 of the 80 listed buildings and structures are Grade II* Listed, with the remainder being Grade II.

Mitigation of potential indirect harm on the designated heritage assets will be considered and achieved through careful design development and response to context.

A Heritage Assessment, in accordance with Historic England and NPPF guidance will be sufficient to capture the potential impacts of the Proposed Development in a manner that is proportional to the significance of the Site. The Heritage Assessment will be written based on a British Standards and ICOMOS methodology.

It is not considered that the Proposed Development will give rise to significant environmental effects in respect of heritage and townscape and therefore does not require EIA from a heritage perspective.

There may be some limited items of below-ground archaeology of local significance only on the Site.

Are there any areas on or around the location which are used by protected, important or sensitive species of fauna or flora e.g. for breeding, nesting, foraging, resting, overwintering, migration, which could be affected?

The Site covers approximately 0.032 ha and is in central Manchester within a highly urban location.

The Site is a small, isolated area of land close to a busy well-lit junction of Great Ancoats Street (the A665) and has no buildings or structures of note present on it. Viewing online resources¹⁵ indicates some self-seeded short vegetation is likely present on site. It is understood the site is currently used as an active compound for the adjacent development site, therefore the risk of any protected species being present is currently judged to be very low.

A Phase 1 Habitat survey will be completed following standard methods as set out in the Handbook for Phase 1 Habitat Survey (JNCC 2010¹⁶) for classifying and mapping British habitats.

Are there any inland, coastal, marine or underground waters on or around the location which could be affected?

The Rochdale Canal is located 160m to the west of the Site and the Ashton Canal is located 250m to the east. New Islington Marina is located 200m to the north. None of these waters are considered likely to be affected by the Proposed Development. The Site is not in an area at risk of groundwater flooding, as indicated in the Groundwater Flooding Map produced for the Manchester City, Salford City and Trafford Councils for the Level 2 Hybrid SFRA.

Are there any groundwater source protection zones or areas that contribute to the recharge of groundwater resources?

The Site is not recorded to lie within 1km of an Environment Agency groundwater Source Protection Zone. A total of six groundwater abstractions are recorded within 1km (nearest 780m south) and five discharge consents to groundwater are recorded within 1km of site (nearest 920m southwest).

During construction best practice construction methodology will be employed in order to minimise any release of pollutants during the demolition and construction phases of the proposed development.

¹⁵ <https://www.google.co.uk/maps>

¹⁶ JNCC, 2010. *Handbook for Phase 1 Habitat Survey – a technique for environmental audit*. Joint Nature Conservation Committee (revised edition 2010).

Are there any areas or features of high landscape or scenic value on or around the location which could be affected?

There are no areas or features of high landscape or scenic value on or around the location that could be affected.

Are there any routes or facilities on or around the location which are used by the public for access to recreation or other facilities, which could be affected?

Details of any affected routes during the construction phases of development will be provided within a CEMP and will be subject to review with the contractor and MCC Highways.

Once the Proposed Development is completed, pedestrian access to and around the Site will be improved.

Are there any transport routes on or around the location which are susceptible to congestion or which cause environmental problems, which could be affected?

The Site is located within the City Centre and on the Inner Ring Road along Great Ancoats Street. The location of the Site means that it is accessible by a range of sustainable transport modes, including the Metrolink and Rail. Cycling will be encouraged through the provision of cycle parking spaces and the promotion of sustainable travel options through the Framework Travel Plan being submitted with the planning application.

It is not anticipated that any problems relating to congestion or the environment will be caused, particularly given that the Proposed Development contains no car parking spaces. A Transport Statement will be provided as part of the application documentation.

Is the development in a location where it is likely to be highly visible to many people?

Yes; however, it is considered that the Proposed Development will not give rise to any undue visual impacts due to the development context in which the Site is located. The proposals will be designed to be in keeping with their immediate context taking into account current and future development proposals.

Are there any areas or features of historic or cultural importance on or around the location which could be affected?

The Site is not located within a Conservation Area and there are no designated or non-designated heritage assets on or immediately adjacent to the Site. There are a total of 80 listed buildings and structures were identified within the 500m radius. A total of 11 of the 80 listed buildings and structures are Grade II* Listed.

An email was sent to Historic England on 12 October 2022 (**Appendix F**), outlining the Proposed Development within its historical context. Historic England responded on 14 October 2022 stating that the proposals will have a limited impact on the significance of the assets that fall within Historic England's remit.

Mitigation of potential indirect harm on the designated heritage assets will be considered and achieved through careful design development and response to context.

A Heritage Assessment, in accordance with Historic England and NPPF guidance will be sufficient to capture the potential impacts of the Proposed Development in a manner that is proportional to the significance of the Site. The Heritage Assessment will be written based on a British Standards and ICOMOS methodology.

It is not considered that the Proposed Development will give rise to significant environmental effects in respect of heritage and townscape and therefore does not require EIA from a heritage perspective.

There may be some limited items of below-ground archaeology of local significance only on the Site. The Proposed Development will be carefully considered in terms of its design response to the historic environment and will this be presented in the Heritage and Views Assessment, which will accompany the application. The Assessment will demonstrate how the Proposed Development will have an appropriate scale relationship and will sit comfortably within the heritage context immediate area.

Is the location of the development susceptible to earthquakes, subsidence, landslides, erosion, flooding or extreme or adverse climatic conditions e.g. temperature inversions, fogs, severe winds, which could cause the development to present environmental problems?

The Environment Agency has classified the Site as falling within Flood Zone 1, which means it is within an area at low risk of flooding from rivers or the sea without flood defences. In addition, the Site is not at risk from any of the other hazards mentioned above.

Is the proposed location such that the size of the development might cause interference with vital broadcasting services?

The Proposed Development is not considered to be of a scale that would significantly disrupt telecommunications infrastructure. Therefore, significant effects are not considered likely. A TV Reception Survey will be conducted in order to assess baseline reception and identify and mitigate potential impacts on telecommunications infrastructure, and will be submitted in support of the application.

Is there likely to be any transboundary impacts?

Considering the scale, nature, and location of the Proposed Development this is not considered likely.

Appendix C – Committed Developments

Application Reference	Description of Development Proposals	Date Approved	Map No	Distance from Site	Status
Baseline					
40 Laystall Street 125369/JO/2019	Variation of conditions 2 (Specified Drawings), 3 (Cycle Parking), 9 (Waste Management) and 10 (Disabled Access) imposed upon planning approval reference 121344/JO/2018 under section 73 of the Town And Country Planning Act 1990 to allow a decrease in the number of hotel rooms from 172 rooms to 155 rooms, amended internal layouts, the provision of an external fire escape stair, changes to cycle parking locations, changes to the waste storage arrangements and an update to the disabled access measures due to the amended internal layout	3 February 2020	1	0m	Under construction, using Site as compound
New Islington Phase 3 122598/FO/2019	Proposed erection of a residential development comprising 34 no. 3 storey dwellinghouses, 2 no. 6 storey apartment blocks comprising 60 no. apartments with commercial space at the ground floor (Use Classes A1, A2, A3, A4, B1 and D1) with outdoor seating, all with associated car parking, landscaping, public realm works and boundary treatments	2 March 2020	2	170m	16/05/2022 - Stalled in construction due to developer issues.
New Islington Wharf – Phase 4 126669/FO/2020	Erection of a Part 16/ Part 11 storey building to form 106 no. apartments (C3 Use Class) together with ground floor commercial uses (Use Class A1, A2 A3 and/or B1), with associated ancillary space, surface car parking, landscaping and associated works	5 August 2020	3	235m	Under construction
Crusader Mill 113363/FO/2016	Conversion of former Crusader Works to create 126 apartments (Use Class C3) and associated elevational alterations; the erection of a 10 storey building containing 75 apartments (Class C3) following the demolition of Block 4; the creation of a new landscaped courtyard following the demolition of existing buildings within a shared yard space; and, the provision of 201 cycle parking spaces, lighting and other associated works	21 October 2016	4	275m	Under construction
Victoria House 122000/FO/2018	Erection of a part 25 part 3 storey residential tower (Use Class C3) for 177 apartments comprising 59 x 1 bed (34 x 1 bed 1 person and 25 1 bed 2 person), 113 x 2 bed (44 x 2 bed 3 person and 69 x 2 bed 4 person) and 5 x 3 bed (3 bed 5 person) with ground floor commercial space (Use Class A1, A2, A3, A4 and D1) above partial basement level associated shared amenity spaces at 3rd floor level, realm enhancements following demolition of existing buildings.	26 August 2020	5	320m	Under construction

Application Reference	Description of Development Proposals	Date Approved	Map No	Distance from Site	Status
The Castings 127317/FO/2020	Erection of a part 25 part 21, part 14, part 7 storey building 2 for 352 apartments comprising 39 Studios, 77x 1 bed, 227 x 2 bed and 9 x 3 bed (Use Class C3) with ground floor commercial space within 4 units (494m ²) for Class A1 (Shop), A2 (Financial and Professional Services) A3 (Café and Restaurant), A4 (Drinking Establishment), A5 (Hot Food Take Away), B1 (Office) and D1-D2 uses, ancillary indoor and outdoor amenity space (including 1st and 21st floor external areas) car parking for 20 vehicles, cycle parking and associated hard and soft landscaping works, following demolition of existing buildings	February 2021	6	330m	Under construction
Ancoats Dispensary 130356/FO/2021	Creation of 39 residential apartments (Use Class C3a) within retained and refurbished facades of the former Ancoats Dispensary Building facilitated by partial demolition works and the erection of a ground plus 5 storey extension, re-instatement of the central tower, removal of the entrance steps and lowering of the ground floor together with associated external cycle and bin store, boundary treatment and other associated works	Approved 20 July 2021	7	385m	Under construction
57 – 59 Ducie Street 120149/FO/2018	Erection of 7 to 8 storey residential building (Class C3) to provide 41 apartments (7 x 1-bedroom 1-person apartments, 6 x 1-bedroom 2-person apartments, 6 x 2-bedroom 3-person apartments, 22 x 2-bedroom 4-person apartments) with associated landscaping and other works	19 March 2019	8	35m	Under construction
32-34 Laystall Street 128911/FO/2020	Erection of 9 storey residential building (Use Class C3) comprising 89 residential units (28 x 1 bed and 61 x 2 bed) and conversion of and 3 storey extension to 32-34 Laystall Street for use as offices (Class E) with associated external works following demolition of outrigger and associated structures along with other associated works including access, servicing, landscaping and secure cycle parking	2 February 2022	10	55m	Under construction
The Fairfax 121099/FO/2018	Construction of two residential buildings (Use Class C3) comprising Block 1 (29 storeys) (224 apartments (4 x 1 bed 1 person, 52 x 1 bed 2 person, 64 x 2 bed 3 person and 104 x 2 bed 4 person) 25% 1 bed and 75 % 2 bed) Block 2 (23 storeys) (264 apartments 44 x1 bed 1 person, 44 x 1 bed 2 person, 92 x 2 bed 3 person and 84 x 2 bed 4 person) (33% 1 bed and 67%% 2 bed) with a linked central podium, to deliver 488 units, shared amenity space, 27 car parking spaces, 492 cycle spaces, landscaping (including new public park) , lighting, highways and associated works following demolition of existing buildings and structures	16 March 2021	17	320m	Under construction
Cumulative					
Presbar (The Foundry) 133523/FO/2022	Change of use (for a temporary period of three years only) from an industrial foundry (Class B2) to a mixed-use development with retail, leisure and office uses (Use Class	31 May 2022	9	50m	No start on site

Application Reference	Description of Development Proposals	Date Approved	Map No	Distance from Site	Status
	E and Sui Generis (drinking establishment)), external alterations including creation of new entrances and over-cladding of the roof, temporary installation of new structures within the forecourt and associated works including cycle parking and new electric vehicle charge points, the erection of external pergolas				
Store Street 126608/FO/2020	Erection of part 4, part 11 storey residential (Class C3) development (with roof top plant room) comprising 66 (Class C3) residential units (3 x 2 bed town houses, 46 x two bed apartments and 17 x one bed apartments) together with associated car parking (10 spaces including 5 EVC spaces), cycle parking (66 spaces) communal roof terrace (level 6), landscaping and ancillary infrastructure including rooftop PV panels, alterations to access onto Store Street	13 November 2020	11	150m	No start on site
Eider House 115178/FO/2017	Erection of 2 linked buildings ranging in height from 8 to 10 storeys (plus roof top plant room) to provide residential accommodation (Use Class C3) comprising 18 x 1 bed, 84 x 2 bed, 15 x 3 bed, 2 x duplex (4 bed) and 9 townhouses (7 x 3 bed, 1 x 2 bed and 1 x 4 bed) (128 units in total) works to create provision for access and servicing, hard and soft landscaping (to include a secure external area and public realm linking Ducie Street to the Rochdale Canal) and associated works following the demolition of existing buildings. Development to include 128 cycle parking spaces.	16 January 2018	12	160m	No start on site
Port Street 132489/FO/2021	Erection of a part-33, part-11, part 9 part 7 storey residential building above semi-basement level, with associated residents' amenity space including gym (Use Class C3) (comprising 481 dwellings), commercial space (Use Class E), basement car parking (47 spaces), cycle parking (481 spaces) landscaping, and other associated works	28 July 2022	13	185m	No start on site
Electric Park 128191/FO/2020	Erection of five office buildings and new public realm comprising: 3 no. 8 storey mixed use buildings (Buildings A, D and E) comprising workspaces (Use Class E) together with flexible uses at ground floor (Use Class E) and/or theatre/bar (Sui Generis) together with a multi use rooftop amenity area to Building A; and 2 no. 5 storey mixed use buildings (Buildings B and C) comprising workspaces (Use Class E) together with flexible uses at ground floor (Use Class E) and/or theatre/bar (Sui Generis); together with cycle parking, creation of pedestrian and cycle routes, external amenity spaces, new public realm and other associated engineering and infrastructure works	18 December 2020	14	270m	No start on site
Ferrous 132214/FO/2021	Erection of a 15 storey building to form 107 apartments (Use Class C3) at floors 1 to 15, residential amenity facilities including a roof terrace (level 14), associated ground floor		15	270m	Awaiting decision notice

Application Reference	Description of Development Proposals	Date Approved	Map No	Distance from Site	Status
	cycle storage (68 spaces), two ground floor commercial units (Use Class E/ Sui Generis (Drinking Establishment), multipurpose events Pavilion (Use Class E/ Sui Generis (Drinking Establishment), associated landscaping to site perimeter and rooftop PV panels.				
M1 Piccadilly, Store Street 132626/FO/2022	Erection of 15 storey building comprising 54 apartments (Use Class C3) with associated residential facilities (residents lounge and terrace and office space), 2 car parking spaces and 57 cycle parking spaces, landscaping, access and associated development	16	280m		Awaiting decision notice
Meininger Hotel 124495/FO/2019	Erection of a 12 storey building to create a 212-bedroom hotel (Use Class C1) with ancillary facilities at ground and first floor level and associated servicing, disabled car parking, drop-off area, public realm and hard landscaping works, with access from Pollard Street	19 December 2019	18	410m	No start on site
67 Piccadilly 127538/FO/2020	Erection of 11 storey building on site of 67 Piccadilly, as a Hotel (Use Class C1) with associated ground floor retail and leisure uses (Use Class A3 (Restaurant and Café), A4 (Drinking Establishment) and D2 (hotel leisure gym/ fitness area); provision of flexible amenity space at roof level; installation of external plant at roof level; provision of new public realm and associated works following demolition of 67 Piccadilly/4 - 6 Newton Street ('67 Piccadilly') including internal and external alterations to 69-75 Piccadilly (Halls Building) (comprising refurbishment and infilling of an existing rear void of to provide a 9-storey infill) relating to the reuse, refurbishment of the building for use along with the new 11 storey building	16 December 2020	19	455m	No start on site

