



Mayfield, Poulton

EIA Addendum, Volume 1

March 2026

Contents

Summary	3	
1. Introduction	7	
2. Elements Scoped Out of Environmental Impact Assessment		15
12. Wind	19	
13. Daylight, Sunlight, and Overshadowing	24	
14. Townscape and Visual Impact	28	
15. Type 1 Cumulative Effects	31	
16. Residual Effects	32	
Appendix A – The Approved Environmental Statement	33	
Appendix B – Resubmission Documents	34	
Appendix C – EIA Screening and Scoping Letter	37	
Appendix D – Cumulative Developments Table	38	

Summary

Overview

This EIA addendum has been drafted in relation to proposed design changes to approved schemes for both the Poulton (planning permission ref: 137263/FO/2023) and Mobility Hub (ref: 137350/JO/2023). The procedural mechanisms for handling the proposed amendments, as agreed with the Local Planning Authority, are as follows:

- Mobility Hub – A S.73 Application (Minor Material Amendment), covering internal reconfiguration and external design changes.
- Poulton – A fresh planning application incorporating design amendments relating to the scale and massing of the approved scheme under LPA Ref. 137263/FO/2023

These changes require the approved documents, including the EIA, to be reviewed and updated in order to reflect the current design, as necessary.

Site Context and Planning History

In summary, Phase 1a of the Mayfield Development, comprising the Republic, the Poulton and Mayfield Mobility Hub as well as the park was approved in February 2020, through two primary permissions (124972/FO/2019 and 125248/FO/2019). Collectively, these original permissions along with subsequent amendments (137350/JO/2023 – Plot N, 141645/JO/2024 – Plot M, 137263/FO/2023 – Plot O) currently form the basis for the development of the Phase 1a Site.

Pursuant to these consents, Mayfield Park has now been completed, while Plot M is under construction. The buildings for Plot N and Plot O have progressed to the point of site remediation; however, require design changes as detailed within this ES addendum and associated planning application, in order to support their delivery.

Proposed Amendments.

Amendments are proposed to the Poulton in terms of height, massing and internal layout, while the massing of the Mobility Hub remains unchanged, however, the external appearance of the Mobility Hub is being amended to improve the quality of the design and there are some amendments to the internal configuration and location of the stair core.

These changes have been discussed in detail and agreed in principle with Manchester City Council as the Local Planning Authority (LPA) and are set out in detail within Section 1 of this EIA Addendum.

It is important to clarify that the proposed amendments under review relate solely to the Poulton and Mobility Hub located within Phase 1a of the Mayfield Site, and do not concern the Republic, the completed Mayfield Park, or the approved highway works.

EIA Approach

The proposed amendments will result in changes to the approved scale and massing of the Poulton, and to the external appearance of the Mobility Hub. However, it has been determined that only the modifications to the Poulton necessitate a reassessment of microclimate effects. Consequently, the impacts associated with the Mobility Hub amendments have been screened out of further reassessment within this ES Addendum, in accordance with the Screening and Scoping letter dated 20th February 2026 (Appendix C) The EIA supporting the original Phase 1a applications (124972/FO/2019 and 125248/FO/2019) comprised the October 2019 EIA

together with a December 2019 EIA Addendum. These two documents together form the Original EIA. A further EIA Addendum was submitted with amendment application 132255/JO/2021 to address proposed changes at Mayfield Park. An EIA Statement of Conformity subsequently supported amendment applications 137350/JO/2023 and 137263/FO/2023, which proposed changes to the Mobility Hub and to the Poulton respectively. The originally approved EIA, the subsequent EIA Addendum(s) and the Statement of Conformity are appended to this Addendum for completeness.

This EIA Addendum has updated the baseline position in relation to specific topic areas that have been reassessed, which is set out in each chapter for completeness. Primarily, this is because the Republic now forms part of the baseline of the Proposed Development and is assessed as part of the EIA, where it originally formed part of the Proposed Development scenario.

Whilst it is important that any revisions to EIA development is consistent in its approach to the established baseline and assesses or acknowledges the scheme against that original context, the commencement of at least one of the developments in the proposed or cumulative scenario necessitates a shift in the baseline scenario in this case.

This change in baseline does not alter the conclusions of the assessment in the cumulative scenario but instead alters the sequence of effects generated that have been previously tested. The remaining chapters, which have not been reassessed, utilise the same baseline information that was established in the most recently approved application (137263/FO/2023) and supporting EIA Statement of Conformity.

As per the Screening and Scoping Letter dated 20th February (Appendix C), agreed in consultation with the Local Planning Authority informally, the following disciplines have been scoped out of reassessment within this ES Addendum:

- Construction Management
- Noise and Vibration
- Traffic and Transport
- Air Quality
- Ecology
- Ground Conditions
- Water Resources and Flood Risk
- Socio Economic Impact

The table below sets out a summary of the effects relating to the disciplines being included for reassessment as part of the ES Addendum associated with the Proposed Amendments. This is broken down by technical discipline.

EIA Chapter	Summary of Changes
Introduction Chapters: Introduction, EIA Methodology, Site and Development Description, Consideration of Alternatives	<p>Updates are set out within this EIA Addendum to reflect changes in the Plot N and Plot O design. Whilst amendments have been made to these elements as described in this Statement, the broad description of development is unaffected by this change.</p> <p>No changes are required to the EIA Methodology, site description and consideration of alternatives sections as set out in the Original EIA as there has been no changes to the EIA Regulations since this application was submitted and approved. Updated development context in the local area has been taken into account within this addendum through assessment against an updated Cumulative Developments list.</p>
<u>Wind Microclimate</u>	The wind microclimate reassessment uses CFD modelling across baseline, proposed, cumulative and mitigated scenarios, building on the original EIA

EIA Chapter	Summary of Changes
	<p>which identified localised wind acceleration requiring mitigation. Baseline conditions were generally suitable for intended pedestrian uses with no safety exceedances inside the Plot O boundary. The proposed Poulton and Mobility Hub configuration introduced one safety exceedance along the eastern façade of the Mobility Hub (major adverse pre-mitigation) and marginally windier conditions in isolated locations that remained within acceptable comfort categories for their intended short-term or seasonal uses.</p> <p>An integrated landscape mitigation was modelled and shown to remove the Mobility Hub safety exceedance, leaving a single small marginal exceedance that is negligible in extent and duration. After mitigation all building entrances meet intended standing criteria and seating areas provide suitable conditions (year-round or seasonal as designed). The mitigation is to be secured through a CEMP/planning condition; no further measures are required, and the residual operational effects are not significant, consistent with the earlier ES conclusions.</p>
<p><u>Daylight, Sunlight, and Overshadowing</u></p>	<p>The updated assessment revisits the daylight, sunlight and overshadowing conclusions of the approved ES (and subsequent addendum). The increased massing and additional storey to Plot O (the Poulton) introduced a potential for additional overshadowing, so a focused reassessment was carried out using detailed 3-D models of the site and surroundings.</p> <p>The results show that the proposed amendments do not cause BRE-exceeding impacts. Mayfield Park would still receive two hours of sunlight on the spring equinox across 99% of its area in the proposed scenario and 89% under the cumulative scenario. Both comfortably above the 50% guidance and below the 20% loss threshold. Mill Point would receive two hours on 61% of its area in both proposed and cumulative scenarios (a 12% reduction versus baseline), also meeting BRE targets. On this basis no mitigation measures are required, and the residual effects remain consistent with the conclusions of the previously approved ES and addendum.</p>
<p><u>Townscape and Visual Impact</u></p>	<p>The reassessment for Representative Viewpoints 4 and 5 at Baring Street revisits the previously reported townscape and visual effects and confirms that the local context has low sensitivity. For both viewpoints the townscape receptor susceptibility and value are therefore judged low, and visual receptor sensitivity is also low.</p> <p>The revised proposals for Phase 1a were assessed against the earlier scheme. The results show a clear uplift in townscape quality and visual amenity at both viewpoints. The magnitude of the effect has been judged as moderate beneficial for both townscape and visual receptors. The overall significance of effect is assessed as minor beneficial for each viewpoint. No mitigation measures are identified as being required as a result of the proposed amendments and residual effects remain consistent with the conclusions of the previous assessment.</p>
<p>Type 1 Cumulative Impact Assessment</p>	<p>There are no significant changes to the Type 1 (intra-project) cumulative impact associated with the development on specific receptors as a result of the design changes to the Poulton.</p>

EIA Chapter	Summary of Changes
Summary of Residual Effects	No change as there are no significant anticipated impacts beyond those previously identified, subject to mitigation being implemented as recommended, as a result of the proposed scheme revisions and as set out in this EIA Addendum.
Non-Technical Summary	Amendments to the non-technical summary provided as part of the EIA Addendum to explain the revisions to the scheme and associated technical studies in non-technical language.

1. Introduction

Introduction

- 1.1. This Environmental Impact Assessment (EIA) Addendum Statement supports two planning applications within the Mayfield Strategic Regeneration Framework area, adjacent to one another and forming part of the original Mayfield EIA. The site, which includes Mayfield Park, is identified in Figure 1.1.
- 1.2. The Addendum Addresses the following applications:
 - A Variation of Condition (Section 73) for the Mobility Hub (Planning Permission Ref. 137350/JO/2023).
 - A new Full Planning Application for the Poulton office building (replacing previous approval 137263/FO/2023).
- 1.3. The primary purpose of this Addendum is to briefly describe these proposed amendments and confirm that the conclusions of the original EIA remain broadly unchanged, or to assess any new or materially different significant environmental effects arising from the changes.

Planning Background

- 1.4. The Phase 1a development at Mayfield was granted Planning Permission in February 2020, supported by an overarching Environmental Impact Assessment (EIA). Development was encompassed by two primary permissions, which have now been split into further separate phased permissions as set out below:
 - **LPA Reference 132255/JO/2021 (as amended):** Amendment to original Phase 1A planning permission (refs. 124972/FO/2019 and 125248/FO/2019) consisting of 11,142 sq. m. (GEA) office building (Plot O), a 581-space multi-storey car park (Plot N), and a 2.6-hectare public park, alongside associated highways and public realm works. This is now split into two permissions:
 - **Mobility Hub, Mayfield Park and Highways Works (LPA Reference 137350/JO/2023):** Revised Mobility Hub to accommodate approximately 450 cycle parking spaces, commercial uses, 488 car parking spaces, alongside external façade treatments and plant equipment updates. Mayfield Park and wider highways work also form part of this permission, which have been completed.
 - **Poulton (LPA Reference 137263/FO/2023):** Full Planning Application replacing the approved phase of development in 132255/JO/2021. This reflected an increased overall height, internal layout reconfiguration, and changes to external materials for the office development.
- **The Republic (LPA Reference 125248/FO/2019):** This covered the development of a circa 31,877 sq. m. (GEA) office building, with ground floor commercial and leisure spaces, and associated public realm, which is now governed by LPA Reference 141645/JO/2024, as amended.

- 1.5. Collectively, these original permissions along with subsequent amendments, form the basis for the development of the 'Phase 1a Site'. The Mobility Hub and Poulton have progressed to the point of site remediation, whereas the Republic is now fully under construction.
- 1.6. The proposed amendments set out in this ES Addendum and other supporting documents relate solely to the Poulton and Mobility Hub elements of the Phase 1a Site, and do not concern the completed Mayfield Park, or alter the approved highway works.

Proposed Amendments

- 1.7. The proposed amendments to the design of the Mobility Hub and the Poulton, are summarised as follows:
- Amendments are proposed to the Poulton in terms of height, massing, and internal layout. The footprint of the building is being extended, the basement previous approved is now largely removed, and an additional storey is being included in the middle volume of the building to increase the amount of floorspace and create scheme that is catered to the current commercial occupier market. The overall amount of NIA is proposed to increase by 1,910 sq. m.
 - The broad function and form of the Mobility Hub remains unchanged but the external appearance and layout has been amended to improve the quality of the design and access.
- 1.8. The site description and area as set out in the original EIA and its Addendums all remain consistent with the previously approved development and are therefore unchanged.
- 1.9. As per the above, the amendments will result in a change to the scale and massing of the Poulton as approved, and the external appearance of the Mobility Hub has also evolved. It is considered that only the former is likely to result in the need to reassess microclimate effects, as such the impact of changes to the Mobility Hub have been screened out of reassessment within this ES Addendum as per the Screening and Scoping letter dated 20th February 2026 (Appendix B).

Use and Amount

- 1.10. As a result of the design development the Proposed Development will provide the following accommodation:

Use	Currently Consented	Revised Application
Poulton (137263/FO/2023)	12,081 sq. m. (GEA) comprising: <ul style="list-style-type: none"> - Office space - Retail space 10 Storeys – 77.4m AOD	14,170 sq. m. (GEA)_comprising: <ul style="list-style-type: none"> - Office space - Retail space 11 Storeys – 81.23m AOD
Republic (141645/JO/2024)	circa 32,850 sq. m. (GEA)) 13 Storey	No change
Mayfield Mobility Hub (137350/JO/2023)	Mobility Hub Comprising of the following: <ul style="list-style-type: none"> - 488 Car Parking Spaces - 450 Cycle Spaces (located within the basement) 	Changes to internal layout with amendments to the stair and lift core locations and the routing of the car park internally.

Use	Currently Consented	Revised Application
	<ul style="list-style-type: none"> 1,282 sq. m. commercial space (located within the basement and at GF Level). 	<p>Reduction of 6 car parking spaces to a total of 482 spaces.</p> <p>No changes to cycle parking numbers, location moved from basement to GF level.</p> <p>Basement removed retail unit relocated to GF Level (reduction in commercial space to 1 retail unit at 190 sqm)</p> <p>Changes to external appearance and design.</p>
Park	2.4 ha (6 acres) of hard and soft landscaping, centred around the River Medlock and delivered in two phases, with relevant enabling and site remediation works associated with the delivery of each phase.	No Change
Other	Junction improvements to London Road, improvements to Baring Street and immediate surrounds and Traffic Regulation Orders and Stopping Up of Bond Street and Nether Street. – <i>no change</i>	

Phasing

- 1.11. No changes to the approved sequence of phasing for Phase 1a are proposed as part of these amendments, with all three Proposed Developments due to be under construction concurrently before their completion around similar timescales, now in 2028. However, the extent of the Poulton and Mobility Hub phases have been amended to reflect the revised footprints of both buildings.
- 1.12. Please refer to the following drawing prepared by SEW and submitted in support of this application:
- 0198-MAY-SEW-SWI-1000-DR-L-001124
- 1.13. In addition, please refer to the approved (discharged under CDN/20/0689) Phasing Strategy and Programme, which highlights the approach to phasing and delivery of the development.

Pre-Application Consultation

- 1.14. Revised designs for the Mobility Hub and Poulton follow pre-application consultation with officers at Manchester City Council and statutory consultees during the design development process regarding the principles of the proposed amendments, and the details and form of the forthcoming applications.
- 1.15. Discussions with the LPA have confirmed in principle support for the revised proposals. It has been agreed that the planning mechanism that should be used for handling the change is under Section 73 of the Town and Country Planning Act 1990, to amend Planning Permission Ref.

137350/JO/2023 (Mobility Hub), with a new planning application required to replace 137263/FO/2023 (Poulton).

- 1.16. Where agreed and relevant to do so, the studies and chapters prepared in relation to the original EIA have been updated via this EIA Addendum, as set out below.
- 1.17. This document summarises any additional likely significant effects, cumulative impact and residual impact because of the changes to both buildings either standalone, and/or in combination. Any updated technical appendices or figures are contained as an Appendix to this EIA Addendum with numbering that is consistent with the original EIA for ease of reference.

EIA Screening and Scoping

- 1.18. EIA is required when a project is likely to result in new or materially different significant environmental effects, either individually or cumulatively. Given that the original permissions, subsequent amendments, and superseding applications were previously supported by an EIA it is necessary to undertake an EIA Screening exercise. This exercise confirmed the project's continued status as EIA Development and facilitated a request for a Scoping Opinion to agree the scope of a proportionate ES Addendum, prepared in the context of these changes.
- 1.19. The proposed amendments that could potentially affect the conclusions of the EIA primarily concern the Poulton. For the Mobility Hub, only the external appearance is being amended by both the altered façade strategy and removal of the stair core, with its quantum and function remaining unchanged.
- 1.20. This process confirmed that the proposed amendments could potentially affect the conclusions of the original EIA primarily in relation to:
 - Wind Microclimate (Chapter 12)
 - Daylight, Sunlight, Overshadowing (Chapter 13)
 - Townscape and Visual Impact (Chapter 14)
- 1.21. All other EIA disciplines were scoped out of re-assessment, as the proposals introduce no additional significant effects not already considered in the approved EIA.
- 1.22. For 'Scoped Out' chapters, the EIA Technical Team confirms within this ES Addendum that the amendments will not result in significant environmental effects beyond those identified in the approved EIA apart from the aforementioned topics. All other disciplines are therefore scoped out of re-assessment, as the proposals introduce no additional significant effects not already considered. This is described in more detail in Section 2 of this EIA Addendum.
- 1.23. In summary, this EIA Addendum describes the proposed amendments to buildings approved in Planning Permissions ref.: 137350/JO/2023 and 137263/FO/2023, confirming that the original EIA's conclusions remain broadly unchanged, or the impact of the proposals on approved EIA Chapters. It should be read in conjunction with the Approved EIA (Appendix A) and the Planning Statement Addendums submitted with these Applications, which explains the rationale for the proposed amendments and assesses them against key planning considerations.

Submission Documentation

- 1.24. This EIA Addendum should be read together with the planning application documentation approved as part of 137350/JO/2023 (Mobility Hub, Park, and Highways work operative consent) and 137263/FO/2023 (the Poulton operative consent), as set out below and resubmitted for completeness.

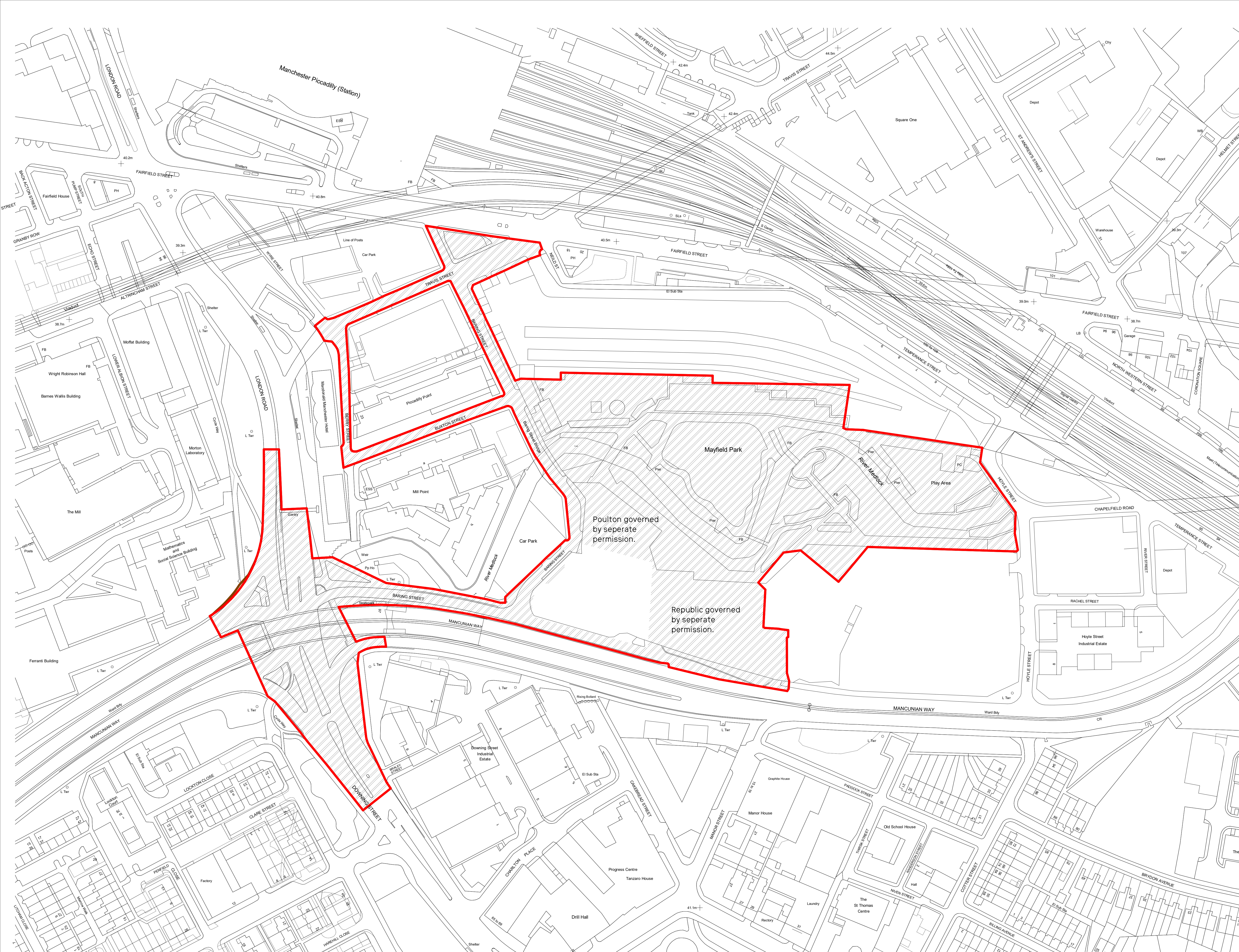
1.25. Specifically, this EIA Addendum makes explicit reference to the Planning Statement Addendums submitted concurrently with the two applications, the original EIA (Volume 1 and 2 and NTS) dated December 2019, updated by the ES Addendum dated November 2021, and EIA Statement of conformity dated June 2023, referred to as “The Approved Environmental Statement”. The documentation submitted with these Applications is as follows:

- Planning Statement Addendum and Appendices prepared by Deloitte LLP, with input from the other consultants as relevant;
- ES Volume 1 Addendum dated March 2026 (this statement)
- Technical appendices (Volume 2):
 - Appendix 14.2A - Townscape and Visual Impact Assessment updated views.
 - Figure 1.1 – Red Line Boundary
 - Figure 12.1– Scenario 1 (Baseline): Model Geometry
 - Figure 12.2 – Scenario (Baseline): winter and summer composite comfort map.
 - Figure 12.3 - Scenario 1 (Baseline): annual composite safety map.
 - Figure 12.4 - Ground-level pedestrian activities.
 - Figure 12.5 - Scenario 2 (Proposed): Modelled geometry
 - Figure 12.6 - Scenario 2 (Proposed): winter and summer composite comfort map.
 - Figure 12.7 - Scenario 2 (Proposed): annual composite safety map.
 - Figure 12.8 - Scenario 3 (Cumulative): Modelled geometry
 - Figure 12.9 - Scenario 3 (Cumulative): winter and summer composite comfort map.
 - Figure 12.10 - Scenario 3 (Cumulative): annual composite safety map
 - Figure 12.11 - Scenario 4 (Mitigation): Modelled geometry
 - Figure 12.12 - Scenario 4 (Mitigation): Proposed site landscaping (received from Egret West, 11/03/2026)
 - Figure 12.13 - Scenario 4 (Mitigation): winter and summer composite comfort map
 - Figure 12.14 - Scenario 4 (Mitigation): annual composite safety map
 - Figure 13.1 – Baseline Model Geometry
 - Figure 13.2 – Proposed Model Geometry
 - Figure 13.3 – Cumulative Model Geometry
 - Figure 13.4 – Assessed Amenity Spaces
 - Figure 13.5 – Baseline Scenario Amenity Spaces Solar Exposure
 - Figure 13.6 – Proposed Scenario Amenity Spaces Solar Exposure
 - Figure 13.7 – Proposed Scenario Amenity Spaces BRE Criteria
 - Figure 13.8 – Cumulative Scenario Amenity Spaces Solar Exposure
 - Figure 13.9 – Cumulative Scenario Amenity Spaces BRE Criteria

Structure of this Statement

- 1.26. The proposed amendments have been reviewed by the relevant EIA Consultants (Buro Happold, Chris Burnett Associates and Civic Engineers) to assess their potential environmental effects as compared to the conclusions presented within the approved EIA.
- 1.27. Section 2 sets out the consequences of changes in relation to the Approved Environmental Statement under Chapter headings, confirms that the methodology is consistent, and that the conclusions remain unchanged in order to robustly scope out their reassessment.
- 1.28. The three updated chapters are then set out in terms of the key changes from the Approved EIA or confirms where sections remain consistent with that previously Approved, before revising the relevant elements of the residual or cumulative effects sections.

Figure 1.1 – Red Line Boundary (Location Plan)



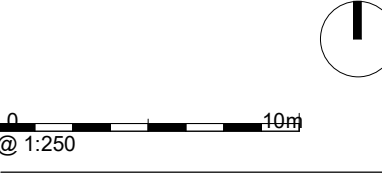
General Notes

No implied licence exists. This drawing should not be used to calculate areas for the purpose of valuation.
Do not scale this drawing for construction purposes. All dimensions to be checked on site by the contractor and such dimensions to be their responsibility.
All work must comply with relevant British Standards and Building Regulations requirements. Drawing errors and omissions are to be the architect's responsibility.

Notes

Key

2019 Planning Application



Key Plan

3 Brewhouse Yard
London, EC4V 4JQ
hello@egretwest.com
+44 (0) 20 7549 1730

Planning

Project No. 0198_MAY

Project Name
Mayfield Phase 1_Public Realm

Drawing Title

Contextual General Arrangement Plan

Client Mayfield Medlock
Scale @A1 Limited
AS indicated

Date 01/20/26

Drawn by TH

Checked by DP

Rev	Date	Reason	Chk
P01	13/03/26	DRAFT Planning	SEW
P00	23/02/26	Boundary Issue	SEW

Drawing Number Rev

0198_MAY-SEW-N01-1000-DR-L-001125

Figure 1.2 - 0198-MAY-SEW-SWI-1000-DR-L-001124 (Phasing Plan)

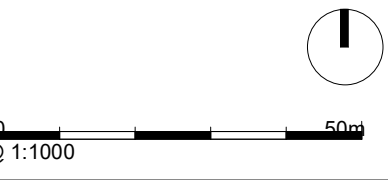
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Notes

Key

- Application 1 - Phase B Public Realm & Highways
- Application 1 - Phase C Baring Street MSCP
- Application 1 - Phase C Public Realm & Highways
- Application 1 - Phase C Temporary Finish
- Application 1 - Phase D Public Realm & Highways
- Application 1 - Phase E Baring Street Office No. 1, Park, Public Realm & Highways
- Application 1 - Phase F G, H & I, Park and Public Realm
- Application 1 - TROs only Refer to specific TRO plan in Transport Assessment report submitted with this application



Key Plan

3 Brewhouse Yard
London, EC4V 41Q
hello@egretwest.com
+44 (0) 20 7549 1730

Planning

Project No. 0198_MAY

Project Name

Mayfield Phase 1_Public Realm

Drawing Title

Phasing Plan

Client Mayfield Medlock Limited
Scale @A1 AS indicated
Date 01/16/26
Drawn by TH
Checked by DP

Rev	Date	Reason	Chk
P01	13/03/26	DRAFT Planning	SEW
P00	23/02/26	Boundary Issue	SEW

Drawing Number Rev

0198_MAY-SEW-SWI-1000-DR-L-00124

2. Elements Scoped Out of Environmental Impact Assessment

Introductory Chapters

- 2.1. The chapters that comprise the non-technical chapters of the original EIA are 1) Introduction; 2) EIA Methodology; 3) Site and Development Description; and 4) Consideration of Alternatives.
- 2.2. Updates set out within this EIA Addendum reflect the changes as described in paragraph 1.7 – 1.9 to both the Poulton and Mobility Hub. There are no changes to the EIA methodology, site description and consideration of alternatives sections as set out in the current Approved EIA.

Construction Management and Phasing

- 2.3. In relation to the construction methodology set out in the Approved EIA, there is no change to either Chapter 5 or supporting Technical Appendices 5.1A or 5.2A, as the broad construction methodology remains the same. Detailed Construction Management Plans for Poulton and the Mobility Hub are secured by way of condition discharge, which will be submitted prior to commencement of development and providing details of mitigation set out in respective sections of the Approved Environmental Statement.
- 2.4. In summary, the elements of the Planning Permissions that have been constructed or are under construction are the Mayfield Park (completed September 2021), Republic (started main contract construction in July 2025, due for completion in Q4 2027) and improvements to London Road and Baring Street (started construction in November 2025, due for completion in June 2026).
- 2.5. The timescale for construction of Poulton and the Mobility Hub is to commence by Q4 2026, subject to approval, and for these buildings to complete between Q4 2027 and Q2 2028. The Approved EIA has assessed the proposals based on a worst-case scenario, with all phases commencing concurrently and completing in stages. Given then phased completion of elements to date, the intensity of the construction period will be less than that previously assessed.
- 2.6. This information and construction methodology for the building plots will be refined through the condition discharge process, adding details regarding site-specific mitigation measures required to control the impact of the Proposed Development, as set out in Chapter 5 of the Approved EIA and cross-referenced in Chapters 6-15 as relevant.

Technical Chapters

- 2.7. As set out in paragraphs 1.17 to 1.21, these Applications have been subjected to pre-application consultation with the LPA. Through this process, an EIA Scoping Request was made informally to Manchester City Council, acknowledging that this is not a mandatory requirement of EIA development. This sought to agree the chapters that would need to be updated as part of the revised proposals.

- 2.8. The Chapters that remain as per the Approved EIA, submitted for completeness with these Applications, are as follows for the reasons set out below.

Noise and Vibration

- 2.9. The Approved EIA concluded no significant effects from operational noise and vibration. Construction noise and vibration were identified as having potential minor adverse, temporary effects, which would be negligible or minor adverse post-mitigation. Construction traffic noise was assessed as having no significant effects. The 2023 permissions confirmed that pre- and post-mitigation effect significance categories were equal to or less than those in the approved ES, with no significant effects predicted.
- 2.10. The demolition and excavation phases previously assessed have now been completed. The revised construction traffic forecast indicates a significant reduction (approximately 55% less) in peak vehicle arrivals compared to previous assessments. The proposed design changes to the Poulton or Mobility Hub are not expected to materially alter the operational noise and vibration conclusions.
- 2.11. Given that the most impactful construction phases (demolition and excavation) are complete, and construction traffic is substantially reduced, the potential for significant construction noise and vibration effects is lower than previously assessed. Operational changes are not deemed material enough to alter the original conclusions of no significant effects. Therefore, Noise and Vibration has been scoped out of the ES Addendum, and the original ES chapter conclusions remain valid.

Traffic and Transport

- 2.12. The Approved EIA concluded that the assessment of operational effects was robust, with no significant effects expected from the operation of the Proposed Development.
- 2.13. The 2023 reassessment included an increase in cycle parking and a reduction of 94 car parking spaces in the Mobility Hub, alongside an increase in commercial floor area for the Poulton. Crucially, the revised construction vehicle forecast shows a significant reduction (approximately 55% less) in peak construction vehicle movements due to the phased approach of the construction period.
- 2.14. The Approved EIA confirmed that, due to a reduction in vehicle trip generation from the proposed amendments (e.g., fewer car parking spaces, reduced construction traffic), the original assessment of operational effects remains robust and its conclusions valid. This is further supported by the wider Manchester Active Travel Strategy, which the Proposed Development continues to support. Therefore, Traffic and Transport has been scoped out of assessment as part of this ES Addendum, and the original ES chapter and subsequent updates remain current.

Air Quality

- 2.15. The Approved EIA identified a high risk for potential dust soiling during construction, necessitating mitigation. Operational effects were concluded to be not significant overall, with slight adverse impacts at some receptors and slight beneficial impacts at others.
- 2.16. The proposed scheme changes do not materially affect the construction dust assessment, meaning existing mitigation measures remain appropriate. The revised construction traffic forecast, showing a 55% reduction, allows the impact from construction traffic to be screened out as not significant. For operational effects, the reduction in vehicle trip generation means the original conclusions remain valid.
- 2.17. Construction dust and operational traffic emissions are scoped out because the proposed changes do not introduce new significant effects beyond those already assessed, and in some cases, reduce them (e.g., construction traffic). However, as per the EIA statement of Conformity (2023) submitted in support of LPA Ref. 137263/FO/2023 a detailed study of on-site exposure to poor air

quality for future site users is recommended at the detailed design stage, secured by planning condition.

Ecology

- 2.18. In relation to ecology, the approved ES chapter and addendum identified two positive residual effects: the creation of Mayfield Park and improvements to the River Medlock corridor. Potential adverse impacts included habitat loss, pollution, disturbance, and harm to bats and birds.
- 2.19. With Mayfield Park now fully delivered before plot construction commences, the potential for further effects on the completed Park and its ecological receptors during plot construction was considered in the EIA Statement of Conformity, forming part of the Approved ES.
- 2.20. Ecology has therefore been scoped out of this ES Addendum because the reassessment of potential impacts of plot construction on the completed Mayfield Park, and the incorporation of new ecological mitigation and enhancement details, such as swift nesting boxes, were factored into the Approved EIA. The original conclusions, updated with these considerations, remain valid and therefore the Chapter remains as approved.

Ground Conditions

- 2.21. In relation to ground conditions, the Approved EIA concluded that residual impacts during both construction and operational phases would not be significant, provided appropriate hazard identification, risk assessment, mitigation, and good practice procedures were adhered to. The 2023 amendments involved the submission of extensive ground investigations, providing a better understanding of baseline conditions. While Made Ground presents minor potential impacts during construction, the operational phase shows improvement due to clean cover.
- 2.22. The Approved EIA confirmed that construction risks are adequately managed through industry standards. The redevelopment is unlikely to generate any significant ground conditions-related environmental effects, and risks can be managed to prevent unacceptable harm. The proposed changes do not alter the assessment of baseline conditions, receptors, or significant impacts. Therefore, Ground Conditions has been scoped out of this ES Addendum and the approved chapter remains valid.

Water Resources and Flood Risk

- 2.23. The Approved EIA identified residual effects at the demolition and construction phase ranging from minor adverse to negligible (temporary) relating to protection of the River Medlock, with operational residual effects all concluded to be negligible.
- 2.24. The Drainage Strategy was updated in 2023 to amend climate change allowances, and the Flood Risk Assessment (FRA) included updates to guidance and flood modelling. Detailed hydraulic modelling of Mayfield Park, incorporating the proposed amendments, has been carried out and approved, showing no adverse impact on flood levels or extent. The surface water drainage strategy was refined and assessed against updated climate change allowances, confirming its capacity.
- 2.25. The Approved Environmental Statement confirms that the updated modelling and strategies align with previous conclusions, demonstrating no significant residual effects. The principles of foul water and potable water strategies remain unchanged, and no new cumulative schemes have been identified that would alter the conclusions. Therefore, Water Resources and Flood Risk is scoped out of this ES Addendum.

Socio-Economic Impact

- 2.26. The approved EIA chapter considered moderate beneficial impacts during construction (employment, local expenditure, education, training) and moderate to major beneficial impacts during operation (employment, local expenditure, open space, amenity).
- 2.27. The proposed amendments will not result in any substantial changes regarding socio-economic impact, despite the marginal increase in floorspace associated with the Poulton. The increase compared to the 2023 Application is ~1,900 sq. m. and, whilst this would lead to potential additional job creation, it represents a 3.8% increase in floorspace compared to the Approved Environmental Statement's assessment. This is highly unlikely to be significant in EIA terms regarding the above impacts.
- 2.28. The proposed amendments are therefore not expected to change the conclusions of the EIA chapter regarding socio-economic impacts. Therefore, this topic area is omitted from the EIA Addendum, and the original EIA Chapter remains up to date.

Type 1 Cumulative Impact

- 2.29. The EIA and other technical assessments included cumulative impact assessments, considering committed developments. These studies did not reveal any significant adverse effects with proposed mitigation.
- 2.30. An updated cumulative developments table includes two additional developments that have received planning permission, and some previously assessed schemes are now complete, forming part of the baseline.
- 2.31. While the conclusions of the EIA technical assessments in relation to cumulative impacts have not changed because of the proposed amendments, the change within the local context (new developments, completed schemes) necessitates a reassessment of the cumulative scenario. This is to identify whether any additional significant adverse effects are now identified which could require mitigation.

Scoping Conclusion

- 2.32. The proposed amendments are considered minor relative to the overall approved scheme. The EIA Technical Team has reviewed the proposed changes against the original EIA conclusions and confirmed that most chapters remain broadly unaffected.
- 2.33. Only Wind Microclimate and Daylight, Sunlight, Overshadowing and Solar Glare require reassessment and will form part of the ES Addendum due to the potential for new or altered significant effects arising from the increased massing of Plot O. All other disciplines are proposed to be scoped out, as the original conclusions remain valid and robust in light of the proposed changes.

12. Wind

Introduction

- 12.1. The Approved Environmental Statement identified areas of wind acceleration and potential concerns, with mitigation measures to be conditioned to ensure effects were not significant. Quantitative assessments were undertaken, identifying a localised safety issue at the Republic and a marginal exceedance at the Poulton.
- 12.2. While previous assessments concluded no significant residual impacts with mitigation, the specific mitigation measures need to be detailed upfront to address a planning condition. Overall, with suggested mitigation, no significant residual impacts were anticipated.
- 12.3. The increased massing of the Poulton is considered to have the potential for microclimate effects that need to be updated. Therefore, Wind Microclimate has been scoped into this ES Addendum to detail these specific measures.

Policy Context

- 12.4. There is no change to the Policy or Legislative environment in relation to wind microclimate since the original EIA was prepared in 2019.

Baseline Conditions

- 12.5. A quantitative assessment of the likely wind environment has been performed via CFD simulations, based on the existing site and existing surrounding context, including the existing surrounding landscape elements to determine baseline conditions at the Site.
- 12.6. This section studies the comfort and safety of pedestrians in 'Scenario 1: Baseline - Existing Site in the context of existing surroundings (including Republic)', as shown in Figure 12.1. The Republic building is currently under construction and is therefore included within the updated Baseline scenario.
- 12.7. The wind conditions have been analysed for the whole year, as well as for the summer and the winter season. These composite wind comfort maps are presented in Figure 12.2.
- 12.8. Under winter conditions, most of the Site is suitable for pedestrian walkthrough activities. The northwest and southeast ends of the Site show milder conditions in the sitting to standing category. During summer, the entire Site supports sitting to standing conditions.
- 12.9. The annual composite safety map for the updated Baseline scenario is shown in Figure 12.3. No existing safety exceedance locations have been identified within the Site boundary. Some small safety exceedance locations are found outside the Site at the corners of the Republic building. These are being resolved in a separate planning application and are, therefore, not elaborated on within this ES.

Summary of Previous Results

- 12.10. The Approved Environmental Statement identified areas of wind acceleration and potential concerns, with mitigation measures to be conditioned to ensure effects were not significant. The EIA Statement of Conformity (2023) confirmed that quantitative assessments were undertaken to analyse the wind environment based on the proposed amendments, consistent with the approved ES.

- 12.11. A localised safety issue was identified at the southeast corner of Plot M (the Republic) requiring mitigation (e.g., a safety screen), and a marginal exceedance at the northwest corner of Plot O (the Poulton) was noted. However, the overall conclusion was that with the suggested mitigation measures, the Proposed Development will have no significant residual impacts in relation to wind. The final wind mitigation will be submitted as part of a planning condition.
- 12.12. So that the condition can be linked to the latest results, the assessment of wind microclimate will be scoped into this ES Addendum to detail the specific mitigation measures required. It is anticipated that the overall conclusions of no significant residual effects will remain valid.

Assessment Methodology

- 12.13. This assessment includes a direct comparison between the baseline conditions and those created by the Proposed Development for 12 wind directions based on the wind statistical data translated to the Site. This Chapter describes the quantitative assessment of the likely wind environment, and the qualitative judgements made to identify areas of potential concern. This analysis includes an assessment of the relative forms, layouts and massing of the existing Site and the Proposed Development, as well as surrounding landscaping and topography.
- 12.14. Impacts of the likely wind conditions have been judged based on the Computational Fluid Dynamics (CFD) modelling results and Buro Happold's extensive experience of wind assessments, full-scale testing, CFD and wind tunnel modelling of similar developments.
- 12.15. Wind microclimate comfort strongly depends on an individual's activity and so has, therefore, been defined separately for each activity in terms of an average (mean) wind speed exceeded for a certain percentage of the year. The pedestrian comfort criteria have been developed around the Beaufort scale (Lawson's Comfort Criteria (LCC), Lawson, 2001), extending its applicability to environments around buildings.
- 12.16. The assessment has been undertaken to investigate the likely pedestrian conditions in and around the Proposed Development when it is subject to wind from different directions. An assessment of the appropriateness of different parts of the Site for their intended use has also been made.
- 12.17. For a detailed description of the CFD model setup and assumptions, wind data analysis and the Lawson comfort criteria used in the assessment, please refer to the original EIA (124972/FO/2019 and 125248/FO/2019).
- 12.18. The seating areas on the Site are intended for occasional sitting. These will be more frequently used during summer.
- 12.19. The assessment is supported by CFD modelling of the full range of wind speeds and directions for the four configurations as listed below.

Scenarios Tested

- 12.20. Four scenarios (including one mitigated scenario) have been tested within this assessment. These scenarios are as follows:
- Scenario 1: Baseline - Existing Site in the context of existing surroundings (including Republic);
 - Scenario 2: Proposed Development Plot O (Poulton) + Mobility Hub in the context of existing surroundings (including Republic);
 - Scenario 3: Proposed Development Plot O (Poulton) + Mobility Hub in the context of future surroundings (Mayfield Phase 1b and cumulative developments);

- Scenario 4 (mitigation scenario): Proposed Development Plot O (Poulton) + Mobility Hub (as in Scenario 2) plus wind mitigation in the context of existing surroundings including Republic.

Likely Significant Effects

- 12.21. The 3D model of the geometry used in the CFD simulations for this scenario (Scenario 2) is shown in Figure 1.5. This configuration only includes the buildings of the Proposed Development; without the proposed landscaping.
- 12.22. Detail of the intended uses of the Site is required in order to assess the effects of the wind environment on pedestrian comfort. For neighbouring buildings and open spaces, the likely pedestrian activity will be business walking to access the surrounding buildings and car parks. For the Proposed Development, information regarding the intended usage of different areas and indicative building plots has been taken from the design information provided by the design team. This includes seating areas, building entrances, bicycle parking locations, pedestrian thoroughfares and additional areas where outdoor activities are likely to take place. The ground-level pedestrian activities identified for the Proposed Development (at full completion) are shown in Figure 12.4.
- 12.23. The seating areas within the Proposed Development are intended for occasional sitting. These will be more frequently used during summer.
- 12.24. The winter and summer composite comfort maps for this scenario are given in Figure 12.6.
- 12.25. The main entrances on the north and west façade of the Poulton building show conditions up to one category better than the intended use (standing) throughout the year. The two plant room and emergency entrances on the east façade show suitable conditions for standing during summer, but windier conditions up to the pedestrian walkthrough category during winter. However, these are not permanent public access doors.
- 12.26. Two seating benches are located in the northwest corner of the Site. These show suitable conditions for the intended sitting use during summer. A similar conclusion holds for the seating bench in the eastern corner of the Site.
- 12.27. Furthermore, the two bicycle stands (one in the northwest corner and one in the southeast corner of the Site) show conditions in the pedestrian walkthrough category during winter and sitting to standing conditions during summer. Standing to walking conditions are considered suitable for bicycle stands due to their typical short-term usage.
- 12.28. The annual composite safety map for the Proposed scenario (Scenario 2) is shown in Figure 12.7. No safety exceedance locations were found within the red line boundary of Plot O. One safety exceedance zone has been identified along the eastern façade of the Mobility Hub building which results in as a major adverse effect prior to mitigation. An additional mitigation scenario was run to assess the effectiveness of the incorporated landscaping mitigation at this location. This is elaborated in the final section of this chapter.
- 12.29. The safety exceedance shown around the southeast corner of the Republic building has reduced in size, resulting in a minor beneficial effect. As explained above, an updated wind assessment is being undertaken as part of a separate planning application and is therefore not elaborated on within this ES.
- 12.30. Although not publicly accessible and not formally forming part of this assessment, some areas of the terraces on the Poulton have identified accelerated wind speeds that may not be appropriate for intended uses without mitigation. This may require mitigation through soft landscaping, alterations to the terrace balustrades to include porosity, or closing off of areas during extreme weather conditions.

Cumulative Effects

- 12.31. In this section, the effects of 'scenario 3: Proposed Development Plot O (Poulton) + Mobility Hub in the context of future surroundings (Mayfield Phase 1b and cumulative developments)' in comparison to scenario 2 are summarised.
- 12.32. The 3D model of the geometry used in the CFD simulations for this scenario is shown in Figure 12.8. The winter and summer composite comfort maps for this scenario are provided in Figure 12.9.
- 12.33. The following cumulative schemes have been included in the wind assessment of the Proposed Development in the cumulative surroundings (Scenario 3). Any other cumulative schemes not mentioned in the list below are located outside the boundary of the explicit zone of the CFD context model (530m radius from the centre of the Proposed Development) and it is not anticipated that these other schemes would have any significant effect on the wind conditions on the Site.
- Cumulative Scheme 15: Mayfield Phase 1B (141788/FO/2024)
 - Cumulative Scheme 17: Sister Plot C (143024/FO/2025)
 - Cumulative Scheme 21: Sparkle Street (139986/FO/2024)
 - Cumulative Scheme 29: 48 Store Street (144771/FO/2025)
 - Cumulative Scheme 30: Chapelton Street (132214/FO/2021)
- 12.34. The wind conditions within the red line boundary of Plot O are very similar to those in the Proposed scenario, with no changes to the conclusions with respect to the described pedestrian activity locations.
- 12.35. The wind conditions between the Republic building and Plot O and the Mobility Hub are also similar to those in the Proposed scenario. Although the impact of the Mayfield 1B cumulative development is evident in the area to the east of the Republic building, it does not significantly alter the wind comfort conditions around Plot O and the Mobility Hub.
- 12.36. The Cumulative scenario comfort maps show several windy locations above the safety threshold around the Mayfield 1B development, but these are not caused by the Poulton building and are analysed in separate planning application. Note that the results shown in this scenario do not include the site landscaping strategies for either of the Mayfield 1A and Mayfield 1B developments.

Residual Effects

- 12.37. An additional Mitigation Scenario was run to assess the effectiveness of the integrated landscape strategy at improving the wind conditions that were found in the Proposed Scenario, primarily in regard to the safety exceedance zone along the east façade of the Mobility Hub.
- 12.38. The final landscape strategy as received from Egret West (11/03/2026) that was integrated within the CFD model for the Mitigation Scenario is shown in Figure 12.12.
- 12.39. Effects prior to the installation of the mitigation measures are expected to be of very short duration and negligible in nature (see Table 1). As soon as the mitigation is in place, the wind conditions will transition to the operational phase effect described below.

Table 1: Summary of residual effects (construction phase)

Likely Significant Effect	Receptors	Mitigation Measure	Means / Responsibility of Implementation of Mitigation	Post Mitigation Residual Effect – Significance and Duration (Temporary/Permanent)
None (Negligible)	N/A	N/A	N/A	N/A

- 12.40. The residual effects for the operational phase are summarised in Table 2. As can be seen from the annual composite safety map in Figure 1.14, the previously identified zone of safety concern along the eastern façade of the Mobility Hub is successfully mitigated. One marginal spot remains (small, localised spot at the tree with marginal exceedance, slightly above 2hrs, above the annual hours threshold) which is considered negligible.
- 12.41. The comfort conditions within the Plot O red line boundary as well as between the Mobility Hub and Republic building are also improved significantly compared to Scenario 2, as can be seen in Figure 12.13.
- 12.42. With the integrated landscape strategy, all entrance doors of both the Poulton (Plot O) and Mobility Hub buildings are suitable for the intended standing use.
- 12.43. In the mitigated scenario, the seating areas in the east corner of the Plot O site boundary and near the southeast corner of the Mobility Hub building both provide suitable conditions for year-round sitting. The seating area to the northwest of the Poulton building provides comfortable conditions for the intended sitting use during summer.

Table 2: Summary of residual effects (operational phase)

Likely Significant Effect	Receptors	Mitigation Measure	Means / Responsibility of Implementation of Mitigation	Post Mitigation Residual Effect – Significance and Duration (Temporary/Permanent)
Major adverse effect (safety exceedance) along eastern façade of Mobility Hub (outside the Plot O planning application boundary), identified in Scenario 2	Pedestrian walkthrough area	Integrated site landscaping as shown in Figure 1.12. This includes 6 + 4 no. deciduous trees between the Mobility Hub and Republic building as well as 4 no. deciduous trees to the north of the Republic building corner.	CEMP to be secured through planning condition and implemented by contractor.	Negligible (removal of safety exceedance apart from a small marginal spot at a tree that is negligible both with respect to the extent, annual number of hours and pedestrian access).

- 12.44. Overall, the results of this scenario show that the integrated landscape strategy results in improved conditions on the site as well as between the Mobility Hub and Republic buildings, where the wind distress area is eliminated. No supplementary mitigation is required in order to provide suitable conditions for the planned activities.

13. Daylight, Sunlight, and Overshadowing

Introduction

- 13.1. The approved ES chapter and addendum concluded that Mayfield Park would be suitable as an amenity space, particularly after relocating park areas with specific sunlight requirements, meeting BR209 guidance. The increased massing of the Poulton introduces the potential for additional overshadowing of sunlight on sensitive park areas, such as Mayfield Park.
- 13.2. Due to the potential for increased adverse effects on sensitive receptors from the increased massing of the Poulton, Daylight, Sunlight, Overshadowing and Solar Glare has been scoped into this ES Addendum for reassessment. The findings of this assessment are reported in this updated ES chapter.

Policy Context

- 13.3. There is no change to the Policy or Legislative environment in relation to daylight, sunlight and overshadowing since the original EIA was prepared in 2019.

Baseline Conditions

- 13.4. The baseline conditions have progressed beyond the Approved Environmental Statement given the Mayfield Park element has now completed construction, completion of the IQ Development to the northwest of the Site and the progression of works at the Republic on site, which previously formed part of the Proposed Development. No other baseline conditions have changed around the Site regarding daylight, sunlight and overshadowing.
- 13.5. Despite the completion of the park and the altered baseline, the delivery of the park and the impact of the proposed buildings on that new receptor was assessed as part of the Approved Environmental Statement. Therefore, the change in baseline has no bearing on the operational stage assessment.

Summary of Previous Results

- 13.6. The approved ES chapter and subsequent addendum concluded that Mayfield Park is likely to be suitable as a proposed amenity space, particularly following the relocation of park areas with specific sunlight requirements. This was based on achieving the necessary sunlight hours on a sufficient portion of the park to meet BR209 guidance.
- 13.7. The increased massing of the Poulton introduces the potential for additional overshadowing of sunlight on sensitive amenity spaces, such as Mayfield Park. The potential adverse effects on daylight and sunlight availability on amenity spaces were assessed and the findings of this assessment reported in an updated ES chapter.

Assessment Methodology

- 13.8. 3-D models of onsite buildings and landscaping and surrounding context were constructed from drawing and model information provided by Bennetts Associates, Stripe Consulting and Studio Egret West.

- 13.9. With reference to the 3D models and BRE209 guidance, a qualitative assessment considering relative heights and separation distances of the proposed development and adjacent residential receptors identified a negligible effect on daylight and sunlight access at existing and proposed dwellings. Therefore, the scenarios tested in this ES Addendum consider only the sunlight exposure of relevant amenity spaces, identified as Mayfield Park and Mill Point amenity space.
- 13.10. Quantitative assessments of sunlight exposure of amenity spaces were made against BRE209 recommended criteria that:
- It is recommended that for it to appear adequately sunlit throughout the year, at least half of a garden or amenity area should receive at least two hours of sunlight on 21 March; and
 - If as a result of new development an existing garden or amenity area does not meet the above, and the area that can receive two hours of sun on 21 March is less than 0.80 times its former value, then the loss of sunlight is likely to be noticeable. If a detailed calculation cannot be carried out, it is recommended that the centre of the area should receive at least two hours of sunlight on 21 March.

Scenarios Tested

- 13.11. The scenarios tested consider the following proposed amendments to Phase 1a of the Mayfield development:
- Amendments are proposed to Plot O (the Poulton) in terms of in terms of height, massing, and internal layout. The footprint of the building is being extended, the basement previous approved is now largely removed, and an additional storey is being included in the middle volume of the building to increase the amount of floorspace and create scheme that is catered to the current commercial occupier market. The overall amount of NIA is proposed to increase by 1,910 sqm.
 - The massing of Plot N (the Mobility Hub) remains unchanged but the external appearance is being amended to improve the quality of the design.
 - The Republic and all areas of public realm remain in line with the approved planning permissions set out above.
- 13.12. Three scenarios have been tested within this assessment, as follows:
- Baseline: Existing site in the context of existing surroundings (including Republic);
 - Proposed: Plot O (Poulton) + Mobility Hub in the context of existing surroundings (including Republic); and
 - Cumulative: Proposed Development Plot O (Poulton) + Mobility Hub in the context of future surroundings (Mayfield Phase 1b and cumulative developments).
- 13.13. The 3D models representing the above scenarios are shown in Figure 13.1 to Figure 13.3.

Potentially Significant Effects

Construction Phase Effects

- 13.14. The level of daylight and sunlight will evolve during the construction phases. Therefore, it is not possible to determine what the effect of this will be on the receptors at any given time. The use of scaffolding, hoardings and site plant, will temporarily increase the obstruction to daylight and beyond the baseline conditions. During construction, the scheme will transition from the baseline

to the fully operational state; the fully-built scenario represents the worst case, so construction effects have been scoped out of this assessment.

Operational Phase Effects

- 13.15. The impact of the Proposed Development to existing receptors is only to one elevation of student residential block, Liberty Point. Further supplementary mitigation measures beyond those included and embedded within the scheme design would involve considerable changes to massing, e.g. reduced block heights and setbacks from existing surroundings, which are not considered appropriate to meet the accommodation brief for the development.
- 13.16. Results of the proposed scenario assessment are shown in Figure 13.6 and Figure 13.7 which show:
- Mayfield Park receives two hours of sunlight on the spring equinox on 99% of its area under the proposed scenario and 89% of its area under the cumulative scenario, meeting the BR209 target of at least 50%.
 - The corresponding reduction in area of Mayfield Park receiving two hours of sunlight on the spring equinox, compared to the Baseline scenario, is 0% under the proposed scenario and 10% under the cumulative scenario, meeting the BR209 target of no more than 20% reduction.
 - Mill Point receives two hours of sunlight on the spring equinox on 61% of its area under the proposed scenario and 61% of its area under the cumulative scenario, exceeding the BR209 target of at least 50%
 - Compared with the baseline, the area of Mill Point receiving at least two hours of sunlight on the spring equinox is reduced by 12% in both the proposed and cumulative scenarios, which is within the BR209 limit of a maximum 20% reduction.

Mitigation Measures

- 13.17. The impact of the Proposed Development to existing receptors is only to one elevation of student residential block, Liberty Point, so no further mitigation is considered necessary. Further supplementary mitigation measures beyond those included and embedded within the scheme design would involve considerable changes to massing, e.g. reduced block heights and setbacks from existing surroundings, which are not considered appropriate to meet the accommodation brief for the development.

Cumulative Effects

- 13.18. The following committed development was included in the cumulative scenario assessment. Any other cumulative schemes identified in the site surroundings were at a sufficient distance from the site to have no effect on the assessed amenity space receptors.
- Cumulative Scheme 15: Mayfield Phase 1B (141788/FO/2024)
- 13.19. The results of the cumulative scenario assessment are shown in Figure 13.8 and Figure 13.9 which show:
- Mayfield Park receives two hours of sunlight on the spring equinox on 89% of its area under the cumulative scenario, meeting the BR209 target of at least 50%.
 - The corresponding reduction in area of Mayfield Park receiving two hours of sunlight on the spring equinox, compared to the baseline scenario, is 10% under the cumulative scenario, meeting the BR209 target of no more than 20% reduction.
 - Mill Point receives two hours of sunlight on the spring equinox on 61% of its area under the cumulative scenario, meeting the BR209 target of at least 50%.

- The corresponding reduction in area of Mill Point receiving two hours of sunlight on the spring equinox, compared to the Baseline scenario, is 12% under the cumulative scenario, meeting the BR209 target of no more than 20% reduction.

13.20. Based on the assessment results of the cumulative scenario, it is considered that no mitigation measures are required and the proposed amendments to Phase 1a will not change the conclusions of the approved ES chapter and subsequent addendum.

Residual Effects

13.21. Based on the above assessment results, the mitigation measures, cumulative impacts and residual impacts are consistent with those set out in the approved ES chapter and subsequent addendum and associated technical appendices.

14. Townscape and Visual Impact

Introduction

- 14.1. The approved EIA chapter concluded that the Proposed Development would have a limited effect on the townscape of central Manchester, making a positive contribution to the locality and fitting appropriately in terms of form, height, scale, and design.
- 14.2. Whilst the proposed amendments will not result in any significant difference in effects on the townscape and visual impact, as the buildings largely remain unchanged, the increased massing of the Poulton and altered visual appearance of the Mobility Hub. However, it has been agreed that only select views would be updated and reassessed as part of the Planning Application with the LPA. The revised views for locations 4 and 5 are appended to this Chapter.

Policy, Legislation and Guidance Context

- 14.3. While the broader planning policy landscape has seen some evolution since 2019, a review confirms that the specific policy and legislative frameworks directly governing the assessment of Townscape and Visual Impact for this type of development remain consistent with those applied in the Approved Environmental Statement.
- 14.4. Notwithstanding the above, there has been an altered emphasis on design codes and beauty in relation to the National Planning Policy Framework (2024). Whilst not strictly any form of design code, the Mayfield SRF (2018) provides the basis for how the designs are conceived. This is reflected the design intent in this Application and its predecessors. Every effort has been made to enhance the visual quality of both buildings to further align with the increased prominence of good design in the NPPF (2024).

Baseline Conditions

- 14.5. The baseline conditions have progressed beyond the original ES given the Mayfield Park element has now completed construction, as well as the completion of the IQ development to the northwest of the Site and progression of works to the Republic on the adjacent plot. The works proposed to Baring Street have also now progressed and are due to complete in June 2026.
- 14.6. However, the baseline imagery for the baseline conditions have not been updated. Instead, the assessment focuses on the Proposed Development and cumulative scenario given the nature of the amendments and the specific views that have been agreed for updating with the LPA. Only the Mobility Hub and Poulton are visible in the two views that have been updated, forming the basis of this assessment.

Potentially Significant Effects

Construction Phase Effects

- 14.7. The change in townscape will evolve during the construction phase and it is not possible to determine what the exact effect of this will be on the receptors at any given time. The use of scaffolding, hoardings and site plant, will temporarily screen the developments during construction and will ultimately transition from the baseline to the fully operational state.

- 14.8. The effects of the construction phase are temporary and non-significant. This was set out in the previously Approved Environmental Statement with no changes compared to that previously assessed, so construction effects have been scoped out of this assessment.

Operational Phase Effects

- 14.9. Effects of the operational phases of development are now summarised with respect to the effects of the Proposed Development on the Townscape Character through a narrative description of the nature of the effect on each of the Representative Viewpoints, which lie within each character area.
- 14.10. The ZTV confirms that the Proposed Development will have a relatively limited effect in the core residential neighbourhood areas largely because of topography and the scale of the Proposed Development itself. In consultation with Manchester City Council, it was agreed that two views would be updated as they are the most prominent two immediate short-range views of the Site. The updated assessment from these two viewpoints, located in Appendix 14.3A, is set out below.

Representative Viewpoint 4 Baring Street

- 14.11. The susceptibility of the townscape receptor at this location is judged to be low as the area is judged to have the ability to accommodate the Proposed Development without undue harm. Townscape value is judged to be low here as well as the viewpoint and surrounding area lie outside any conservation area and there are no listed buildings or designated sites nearby and the Site is currently clear with only remnant warehousing remaining. The urban grain is very open at this point. Similarly, visual receptor sensitivity is low as most receptors are car borne travellers or pedestrians using a minor street. Both townscape and visual receptor sensitivity are, therefore judged to be low.
- 14.12. The revised proposal allows for improved separation between the office block (now known as the Poulton) and the Multi Storey Car Park ('Mobility Hub') and there will also be an increase in height to reflect the addition of one more storey, but the Proposed Development continues to remain sensitive, at this point, to the scale and massing of the urban context in which it is situated.
- 14.13. The material palette, established in the 2023 scheme, also remains unchanged, drawing inspiration, as it does, from the industrial character and robust architectural language of the surrounding historic depot structures. Townscape quality is markedly improved as a result and the magnitude of effect for both townscape and visual receptors remains moderate beneficial. Significance of effect value is therefore recorded as being **minor beneficial** which is not significant in EIA terms.

Representative viewpoint 5 Baring Street

- 14.14. This viewpoint provides a view into the Site from the intersection of Baring Street with the Mancunian Way. The susceptibility of the townscape receptor at this location is judged to be low as the area is judged to have the ability to accommodate the Proposed Development without undue harm. Townscape value is judged to be low here as well as the viewpoint and surrounding area lie outside any conservation area and there are no listed buildings or designated sites nearby and the Site is cleared with only remnant warehousing remaining. The urban grain is also very open at this point. Similarly, visual receptor sensitivity is low as most receptors are car borne travellers whose view is fleeting at best.
- 14.15. This is a close-up view of both the office block, the Poulton, and the Baring Street Mobility Hub and illustrates the radical transformation of townscape character that will result from this development. The relationship of the two buildings has been improved with the addition of a further storey and revisions to the crown of the Poulton, and there is also now a clear distinction between the two buildings which improves legibility.

- 14.16. At ground floor level improvements are also manifest with a strengthened datum. Here, the defined, robust and solid pattern of fenestration, with recessed panels, adds to the articulation at street level, echoing references of the datum lines established as part of the surrounding Mayfield development. Magnitude of effect for both townscape and visual receptors is judged to be moderate beneficial here as the Proposed Development is judged to improve the condition and character of both townscape and view noticeably. The significance of effect is therefore judged to be **minor beneficial**, which is not significant in EIA terms

Cumulative Effects

- 14.17. No cumulative schemes affect either of the viewpoints that have been reassessed and therefore the conclusion of the previous cumulative assessment remains. Where cumulative schemes have changed since the previous EIA Statement of Conformity it has been considered this does not impact the analysis in terms of Townscape and Visual Impact.

Mitigation Measures

Construction Phase

- 14.18. Mitigating the effects of the construction phase will involve high quality hoardings that will be used to limit unsightly visual impacts during the construction phase at street level. These will secure and protect the Site and prevent views of an unsightly construction site.

Operational phase

- 14.19. Mitigation measures for the operational phase are focussed on embedded mitigation measures which are an integral part of the design of the Proposed Development and fully described in the Design and Access Statements that accompany the planning applications. These mitigation measures deal with the Proposed Development's relationship to neighbouring buildings and its location.

Residual Effects

- 14.20. The Townscape and Visual impact assessment has been carried out based on the assumption that all the necessary mitigation measures have been accounted for in the design process. The predicted significance of effect values is therefore the same for each representative viewpoint and Townscape Character Area as set out above.

15. Type 1 Cumulative Effects

Introduction

- 15.1. This section gives further consideration to 'Type 1' cumulative effects, in response to Mayfield Phase 1.
- 15.2. The assessment is informed by the results of the technical assessments as set out in Chapters 6-15 of the Environmental Statement.
- 15.3. Type 1 cumulative effects are also known as 'inter-project' effects, which are the combined effects arising from the development upon a set of defined sensitive receptors.
- 15.4. Type 2 cumulative effects are considered within the Environmental Statement technical chapters. The technical chapters also had regard to the potential for Type 1 cumulative effects, however for robustness the results of a standalone assessment of these are provided below.

Legislation, Policy and Guidance

- 15.5. Regarding the reassessed chapters, there are no changes to legislation, policy or guidance that would alter the conclusions of the Type 1 cumulative effects section.

Methodology

- 15.6. This assessment is primarily concerned with where there is a likelihood of significant Type 1 cumulative effects occurring, in accordance with EIA practice and the NPPG guidance.
- 15.7. The assessment is based on experience and professional judgement, drawing upon relevant guidance set out above and the residual environmental effects identified within the results of the EIA technical assessments. The assessment has been undertaken by suitably qualified and experienced EIA practitioners.
- 15.8. For the purposes of the assessment, receptor groups have been identified as those surrounding the Site and those identified within the individual technical assessments. There is no change to the Significance Criteria set out in the Approved Environmental Statement.
- 15.9. Due to the reliance on qualitative data and subjective opinion, there are limitations related to the range and depth in which the cumulative effects have been investigated. It must be realised that analysing the cumulative effects of developments is often speculative and cannot be predicted as clearly as individual effects such as the effects upon traffic of a development, which relies heavily upon quantitative data to inform the assessment.

Likely Significant Effects

- 15.10. There are no significant or altered effects in relation to the construction phase of the development on identified receptor groups beyond those set out in the Approved Environmental Statement.
- 15.11. With regard to the Operational Effects, there are no altered conclusions to the assessment set out in Table 16.2 in the Approved Environmental Statement, despite the changing environment from a wind, daylight, sunlight, overshadowing and townscape perspective.

16. Residual Effects

Introduction

- 16.1. Where relevant to the updated disciplines, this chapter summarises the mitigation measures that will be employed during the Proposed Development. Mitigation measures will be employed to mitigate and minimise adverse environmental effects. Further detail on these mitigation methods can be found in the technical chapters of the Approved Environmental Statement (6-15).

Mitigation and Enhancement by Design

- 16.2. In relation to the updated disciplines, the EIA process has played a key part in the evolution of the design for the Proposed Development. This has resulted in various features built into the design acting as inherent mitigation and enhancement measures. This includes:
- Design of the buildings to minimise visual impact and appropriately relate to the historic and wider contexts;
 - Concentrating heights in less sensitive areas of the Site; and
 - Inclusion of strategic landscaping in order to minimise wind microclimate effects.
- 16.3. Notwithstanding the above efforts to minimise the effects of the Proposed Development on environmental receptors, some adverse effects are anticipated during the construction and operational phases of the scheme. However, these will not be of relevance to the reassessed chapters in this Environmental Statement Addendum.
- 16.4. Following reassessment of the environmental effects of the revised proposals and associated mitigation measures, the conclusions of the Approved Environmental Statement remain the same in relation to the three disciplines scoped into this assessment, with regard to the significance of residual effects.

Appendix A – The Approved Environmental Statement



Mayfield, Phase 1
EIA Statement of Conformity

June 2023

Contents

Summary	3
1. EIA Addendum	6

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Summary

This Environmental Impact Assessment (EIA) Statement of Conformity (the “Statement”) has been prepared to support planning applications submitted under the Town and Country Planning Act 1990. The applications seek design amendments to Phase 1 of the Mayfield development (herein referred to as the “Proposed Development”).

Three applications are being submitted to the Local Planning Authority on different plots within the Mayfield Strategic Regeneration Framework (SRF), as follows:

1. **Multi-storey car park (MSCP):** Application for a variation of condition under Section 73 of the Town and Country Planning Act 1990 to amend Planning Permission Ref. 132255/JO/2021. The revised proposals introduce a cycle hub, commercial space and reduce the car parking spaces within the multi storey car park to 488.
2. **The Poulton:** Application for Full Planning Permission for 9 storey (plus basement) 12,095 sq. m (GEA) office building with ground and basement floor flexible commercial space. This supersedes development currently approved as Phase E under Planning Permission Ref. 132255/JO/2021.
3. **The Republic:** Application for a variation of condition under Section 73 of the Town and Country Planning Act 1990 to amend Planning Permission Ref. 125248/FO/2019 (as amended by 134907/NMC/2022 and 135956/NMC/2023) for a 13 storey 32,989 sq. m. (GEA) office building, with ground floor commercial spaces.

Together, these applications comprise the EIA Development. Other elements of the development approved under 132255/JO/2021, comprising park and highways works, remain unchanged.

These revisions to each of the building plots requires the approved documents, including the EIA, to be reviewed and updated to reflect the current design in revised documentation as necessary. Planning applications for all three buildings were assessed as part of the same Environmental Statement (‘ES’) approved under the original, alongside the remediation of the Site, delivery of the new park and works to the River Medlock.

In summary, the changes are sought to the designs of each of the buildings, primarily in relation to external appearance, massing, and ground floor alterations and are set out in detail within Section 1 of this Statement, supporting additional technical appendices, Planning Statement Addendums, Design and Access Statements and updated drawings. No changes are proposed to Mayfield Park, which was completed in September 2022.

This Environmental Statement of Conformity has been prepared and submitted with these Applications to clarify that there are no significant changes from the approved ES because of the design amendments proposed

This Statement supplements, updates, and should be read in conjunction with the following planning documents:

- Mayfield (Phase 1) EIA Volume 1, dated December 2019
- Mayfield (Phase 1) EIA Addendum Volume 1, dated January 2020
- Mayfield (Phase 1) EIA Addendum Volume 1, dated November 2021
- Mayfield (Phase 1) EIA Volume 2 (Technical Appendices), dated December 2019
- Mayfield (Phase 1) EIA Addendum Volume 2 (Technical Appendices), dated January 2020
- Mayfield (Phase 1) EIA Addendum Volume 2 (Technical Appendices), dated November 2021

Copies of all these documents have been re-submitted (electronically) along with this planning application and forms the basis of the “Approved EIA”.

The updated EIA work, summarised in this EIA Statement of Conformity, has considered the scheme amendments in the context of any changes in legislation and planning policy since the 2021 ES Addendum. A review of the previously identified environmental effects for each technical discipline assessed to date has been undertaken in relation to baseline conditions, residual effects for the construction and operational phases and the cumulative effects.

It should be noted that this Statement utilises the same baseline information that was established in the Original EIA dated September 2019, which is considered to be robust. The structure of this Statement is set out as follows:

- Executive Summary - introductory section briefly setting out the purpose and structure of the EIA Statement of Conformity and previous environmental reporting undertaken, the EIA Regulatory context,
- EIA Statement of Conformity comprising:
 - Planning history;
 - Proposed amendments;
 - Review of national, regional, and local planning policy;
 - A technical review of baseline conditions, and previously predicted residual demolition/construction, operational effects, and cumulative effects because of the proposed amendments; and
 - Conclusions.
- EIA Statement of Conformity Appendices
 - Drainage Strategies and FRA Statement of Conformity

This EIA Statement of Conformity has been prepared to ensure that the LPA has sufficient environmental information before them, for the purposes of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) (hereafter referred to as the “2017 EIA Regulations”), when determining the planning applications.

The 2017 EIA Regulations deal with subsequent applications (“subsequent applications where environmental information previously provided”) under Regulation 9, which states:

Subsequent applications where environmental information previously provided

9.—(1) This regulation applies where it appears to the relevant planning authority that—

(a) an application which is before them for determination—

(i) is a subsequent application in relation to Schedule 1 or Schedule 2 development;

(ii) has not itself been the subject of a screening opinion or screening direction; and

(iii) is not accompanied by a statement referred to by the applicant as an environmental statement for the purposes of these Regulations; and

(b) either—

(i) the application for planning permission to which the subsequent application relates was accompanied by a statement referred to by the applicant as an environmental statement for the purposes of these Regulations; or

(ii) the application is for the approval of a matter where the approval is required by or under a condition to which planning permission deemed by section 10(1) of the Crossrail Act 2008(a) (Planning) or section 20(1) or 50(5)(a) of the High Speed Rail (London - West Midlands) Act 2017(b) (Deemed planning permission) and (Enforcement of environmental covenants) is subject.

(2) Where it appears to the relevant planning authority that the environmental information already before them is adequate to assess the significant effects of the development on the environment, they must take that information into consideration in their decision for subsequent consent.

(3) Where it appears to the relevant planning authority that the environmental information already before them is not adequate to assess the significant effects of the development on the environment, they must serve a notice seeking further information in accordance with regulation 25.

Consistent with Regulation 9(1bi), the applications are accompanied by this Statement for the purposes of the 2017 EIA Regulations. The Statement is submitted to Manchester City Council as Local Planning Authority and comprises the 2019 ES and subsequent ES Addendums as previously listed.

1. EIA Statement of Conformity

Introduction

- 1.1. This Statement briefly describes the proposed amendments and confirms that the conclusions of the original EIA remain unchanged because of the proposed amendments. It should be read together with the approved planning documents and the addendum to the Planning Statement and the technical information, which further explains the rationale for the proposed amendments and assesses them against key planning considerations. Discussions with the LPA have confirmed in principle support for the revised proposals.

Planning Background

- 1.2. Mayfield is a regeneration area within Manchester City Centre that seeks to act as a catalyst for increased economic activity in this part of the city centre and provide a significant outdoor public amenity space in the form of a new park.
- 1.3. The Original Environmental Impact Assessment (EIA) accompanied two applications for Full Planning Permission, submitted to Manchester City Council (MCC), in respect of land within the Mayfield Strategic Regeneration Framework (SRF) area.
- 1.4. Permission was approved in February 2020 under planning permission references 124972/FO/2019 (Application 1) and 125248/FO/2019 (Application 2), which have since been partially delivered, as amended (via approval of LPA Ref.: 132255/JO/2021). The first Application was approved on 14 February 2020 and comprised the following:
- **Enabling works:** Phased demolition and site clearance, earthworks including re-profiling and construction of retaining walls for the land bounded by the Mancunian Way to the south, Mayfield Depot to the north, Baring Street to the west and Hoyle Street to the east.
 - **Mayfield Park:** provision of circa 2.4 ha (6 acres) of public park, including hard and soft landscaping to be delivered in phases with new bridges across the River Medlock;
 - **Baring Street Office 1 (Poulton):** 9 storey office development including ground, mezzanine and plant level comprising 11,142 sq. m. (GEA) including active ground floor uses (A1, A2, A3, A4 or B1), public realm and a riverside walkway;
 - **Baring Street Multi-Storey Car Park (MSCP):** 10 storey MSCP including ground for 581 car parking spaces; and
 - **Highways and Infrastructure Works:** creation of a new junction from London Road with required access to the multi-storey car park, works to Baring Street, and Traffic Regulation Orders to Buxton Street, Berry Street and Travis Street, which will be delivered and implemented prior to the MSCP becoming operational.
- 1.5. The second Application (Ref.: 125248/FO/2019) was approved on 14 February 2020 and encompassed a 13-storey office development including ground and mezzanine floors comprising 29,315 sq. m. (GIA) (circa 31,887 sq. m. (GEA)) with active ground floor uses, highways and associated access and public realm. This was amended (LPA Reference: 135956/NMC/2023) to

revise condition wording and alter the timing of submission of information relating to the development.

- 1.6. Construction commenced on site for both permissions in March 2021, comprising the enabling works for the development comprising the removal of onsite structures, reprofiling of the site, works to the River Medlock, infrastructure delivery and remediation works. This commencement of development on site followed the submission and subsequent discharge of conditions that provided the detail of the site investigation works, remediation strategy details, river channel works and methodology and management of construction activities on site.
- 1.7. The Mayfield Park was completed in September 2022 and design changes, driven by further investigatory and modelling works, were incorporated as part of 132255/JO/2021 (a variation of condition for 124972/FO/2019). That permission confirmed the amendments the final design's profile, river strategy, ecological planting, design and approach to drainage and other civil engineering elements. This helped to significantly improve the sustainability of the design through reuse of materials and construction approach, which in turn added authenticity to the delivery scheme.
- 1.8. The revised proposals will continue to capitalise on the substantial progress made since the formation of the Mayfield Partnership, and the introduction of Landsec to the Partnership, as set out above. The opening of the park, of which the details are described in this Statement, represented a landmark moment for the city through the creation of a new verdant greenspace that sits at the heart of the emerging neighbourhood.

Proposed Amendments

- 1.9. The primary driver for amending the extant permissions relates to sustainability credentials for the development as a whole and the component parts, as well as reflecting the new regulatory environment and more stringent accreditations building designs.
- 1.10. Overall, the occupier market has matured since 2019, partially due to COVID-19 health crisis and the needs of modern offices, which has also driven design changes. There are greater opportunities for ecological and landscaping improvements now that Mayfield Park has been delivered, and commercial drivers within the Mayfield Partnership. Updates to Planning Permissions Ref.: 125248/FO/2019 (as amended) and 132255/JO/2021 are required because amendments are sought to the applications approved.
- 1.11. The design changes from the Planning Permissions granted, as set out in the updated and enclosed planning drawings, Planning Statement Addendums, Design and Access Statements and supporting technical appendices, are summarised against each building as follows:

The Poulton (revision of Plot O / Phase E identified on 132255/JO/2021):

- **Height and massing:** increase in the overall height and massing of the building through alteration to the approved terrace area, additional terrace on level 08, removal of the cantilever, and new outdoor terrace and integrated rooftop pavilion on level 09. Floor to floor heights have also been adjusted alongside the rooftop plant enclosure. This improves the amenity space for tenants, the quality of the internal workspace and helps to reduce embodied carbon whilst resulting in an uplift from 11,142 sq. m. to 12,095 sq. m. (GEA) (953 sq. m. (GEA), or ~10%, increase).
- **External appearance:** in addition to the formation of roof terraces across several levels of the building, there is a change to the external materials that are proposed at ground and first floor level to deliver a new "datum" level, which will be consistent with The Republic and multi-storey car park adjacent.

- **Internal reconfiguration:** revised floorplans now align with the new massing and structural layout, including revised lift core and riser design.

The MSCP (Plot N identified on 132255/JO/2021):

- **Activation of ground floor and basement:** increase in the basement area to provide a full basement comprising circa 450 cycle parking spaces, lockers, shower facilities, and active commercial uses that are physically linked to new ground floor areas. The ground floor now comprises additional commercial space and active frontage comprising 1,295 sq. m., as well as dedicated entrances for different uses within the building.
- **Car parking alterations:** redistribution of car parking and reduction in overall spaces (reducing from 581 spaces to 487 spaces in total) to reflect the inclusion of new active uses within the ground and basement levels. The provision of EV spaces has also increased, with 10% active provision and 10% passive provision on day 1 of opening, with a further 30% (50% in total) to be available for retrofit in the future in line with demand.
- **External appearance:** revised façade treatments are proposed to facilitate the inclusion of active ground floor uses, align with the emerging 'Mayfield datum' on adjacent buildings with a complementary brick palette, and better reflect history of the Mayfield area at the upper levels of the building by referencing patterns from the Calico Dye Works that formerly occupied the Site.
- **Structural changes:** alterations to the approved structural grid to simplify the method of construction and allow for demountable modular car park, which sits above a concrete two-storey plinth forming the basement and ground floors. This allows the plot's foundations to be reused and adapted in the future and could allow for a new building and use to be established if the car park reached the end of its life, representing a potential future significant carbon saving.
- **Plant, back of house and servicing:** the building now has a full PV array at roof level to assist with EV charging, as well as including plant space for powering, heating, cooling, and ventilating the building's new commercial areas at roof level. This application also proposed revised locations for the security room, storage areas, servicing areas and back of house facilities..

The Republic (Plot M identified on 125248/FO/2019 (as amended):

- **Massing:** alterations to the southern elevation of the building and adjustments to the terrace areas to improve the southern aspect from a design perspective and occupier amenity, which results in an uplift in floorspace from 31,887 sq. m. to 32,989 sq. m. (GEA; 1,108 sq. m. or 3.5% increase). The new terraces align with the new structural grid solution to eliminate the need for structural transfer loads and minimising the embodied carbon.
- **External appearance and materiality:** alterations to the façade appearance which optimise the balance of solid and glazed elements to control solar gain to minimise operational carbon whilst maintaining occupier amenity. In addition, the choice of façade materials has been refined to minimise embodied carbon associated with the construction of the building.
- **Internal layout and entrances:** the internal layout of the building has been adjusted to create appropriately sized lobby areas to the office floors as well as more flexible retail and commercial space at ground floor, better able to respond to a range of potential high quality occupier requirements, and therefore better capable of supporting the placemaking objectives for the scheme. The core and entrance locations to the building at ground level have been repositioned to suit this revised internal layout.

- 1.12. The Site description and 5 ha site area, and the now completed Mayfield Park, as set out in the Approved EIA all remain consistent with the previously approved development and are therefore unchanged.

Phasing

- 1.13. Phase A (enabling works) and Phases F, G, H, and I (Mayfield Park) identified in the previously prepared Environmental Statements and Addendums have been completed as of September 2022. The remaining phases for the development are as follows:
- Phase B - London Road junction & temporary access road.
 - Phase C – MSCP, public realm and associated works.
 - Phase E - Baring Street Office 1, public realm, and associated works.
 - Plot M – Baring Street Office 2, public realm, and associated works
 - Phase D - Baring Street and associated highways and public realm.
 - Phase X – temporary retention of Freight Island that is to be replaced at a later date.
- 1.14. Please refer to drawings 0343-SEW-ZZ-ZZ-DR-Z-001000 and MAY101-WSL-EXT-GIL-DR-7060-0129-S4-01 submitted with this Application, in addition to the phasing strategy and programme submitted and approved against Condition 3 (LPA Ref.: 132255/JO/2021), which highlights the phases of development.

Changes to Planning Policy

- 1.15. In July 2021, the National Planning Policy Framework (NPPF) was updated, representing a change to the policy context following submission of the Planning Application in October 2019 and approval in February 2020. At the heart of the 2021 revised NPPF lies the ‘presumption’ in favour of sustainable development, which supports proposals that are in accordance with policies in an up-to-date Development Plan. Sustainable development is about growth – making economic, environmental, and social progress for this and future generations.
- 1.16. There have been no changes to planning policy at the local level since the approval of the ES Addendum. The 2012 Manchester City Council Local Plan remains valid and unchanged. There have been no other updates to adopted planning policy and national guidance since the planning permission was granted that would change the conclusions of the ES work to date.

Alternatives to design

- 1.17. The alternatives and design evolution described in the ES work to date continues to have contributed to the proposed development. The amendments to the proposed development described in this Statement, which have occurred due to design refinement, provide a further update on the design evolution of the proposed development. The potential environmental effects of the amendments to the proposed development, and how these differ from the effects identified in the Approved ES and as updated in the subsequent ES updates, are reported in this document.

Review of cumulative schemes

- 1.18. Cumulative schemes for assessment were identified based on their proximity to the site, nature, and/or scale, and overall consent status. In line with good practice, major developments coming forward within 1km of the proposed development were identified as cumulative developments.
- 1.19. Since the submission of updates to the ES, there have been two new planning applications submitted in the local area and some schemes previously identified have now been completed as reflected in the updated cumulative scheme list included in Appendix A. It is considered that the cumulative schemes are broadly in line with the Approved development.

Characteristics of the Potential Effect of the Proposed Amendments

- 1.20. The EIA Technical Team confirms within this EIA Addendum that the proposed amendments would not result in any significant effects on the environment beyond the extent identified in the conclusions of the approved EIA.
- 1.21. Although the conclusions of the originally approved EIA remain broadly unchanged, this EIA Addendum is submitted in order to clarify the changes to the overall proposed development and the set out revised mitigation measures needed in order to reduce any potentially significant effects.

Introductory Chapters

- 1.22. The chapters that comprise the non-technical chapters of the original EIA are 1) Introduction; 2) EIA Methodology; 3) Site and Development Description; and 4) Consideration of Alternatives. This Statement reflects the changes as described above.

Construction Management and Phasing

- 1.23. In relation to the construction methodology set out in the approved ES and ES Addendums, there is no change to either Chapter 5 or supporting Technical Appendices 5.1, 5.1A, 5.2, 5.2A, as the broad construction methodology remains the same.
- 1.24. This information and construction methodology for the building plots will be refined through the condition discharge process, adding details regarding site-specific mitigation measures required to control the impact of the Proposed Development, as set out in Chapter 5, and cross-referenced in Chapters 6-15 as relevant.

Noise and Vibration

- 1.25. Buro Happold, the authors of the approved ES chapter, have reviewed the package of information relating to the proposed amendments to the design of the multi-storey car park (Plot N), Poulton office building (Plot O) and Republic office building (Plot M), including the proposed mitigation measures, and have confirmed that the conclusions of the original EIA will not change in relation to Noise and Vibration as a result. The baseline data included in the approved ES chapter is considered to remain valid and has been referred to as required during the review.

Construction Noise and Vibration

- 1.26. Regarding construction noise and vibration, the demolition and earthworks phases as previously assessed have now been completed which included all works associated with Mayfield Park. However, the proposed amendments indicate that, while the construction programme has been extended until the end of 2026, changes in phasing may lead to some activities overlapping that weren't originally considered; on this basis, a reassessment has been undertaken.
- 1.27. The primary consideration is noise from the on-site construction works. These remain largely unchanged from the approved ES chapter, consisting of piling, concreting and main build activities. While the main earthworks have been completed, it is understood that excavation works will be required in relation the basement floors of the buildings; on this basis, earthworks has also been included in the list of activities to account for these excavation works. In general, these will be undertaken sequentially on each of the three plots in turn; however, it is understood that the following overlapping works may be possible:
- Concreting on Plots N and O (MSCP and Poulton), and on Plots M and O (Republic and Poulton); and
 - Main build on Plots N and O (MSCP and Poulton), and on Plots M and O (Republic and Poulton).

- 1.28. The assumptions previously used in the prediction of noise from these activities has been reviewed and revised where necessary. Noise from the four construction activities has been predicted at the nearest noise sensitive receptor, i.e., the student residences at Mill Point to the west of the Mayfield site. Where the overlaps as detailed above are considered, a correction has been applied to account for the associated plant being split across both plots.
- 1.29. A summary of the results can be found in Table 1 along with the worst-case effect significance for each type of works calculated using the same method as in the approved ES chapter, which remains current, as well as the corresponding effect significances from the approved ES chapter. Full calculations are provided in Appendix 6.1A. Note that the predictions take no account of any mitigation.

Table 1: Results of revised construction noise predictions and effect significance, pre-mitigation

Works	Predicted construction noise levels for works location (dB L _{Aeq,T} façade)					Worst-case significance (pre-mitigation)	Worst-case significance from approved ES (pre-mitigation)
	Plot M (Republic)	Plot N (MSCP)	Plot O (MSCP)	Plots M+O	Plots N+O		
Earthworks	62	67	67	N/A	N/A	Minor adverse	Moderate adverse
Piling	59	64	64	N/A	N/A	Negligible	Negligible
Concreting	69	74	74	72	74	Moderate adverse	Moderate adverse
Main build	70	74	74	73	74	Moderate adverse	Moderate adverse

- 1.30. From Table 1, the pre-mitigation effect significance categories for the predictions associated with the proposed amendments are equal to or less than those included in the approved ES chapter.
- 1.31. As in the approved ES chapter, the use of Best Practicable Means (BPM) to control construction noise will be implemented to mitigate the potential effects, including site boundary fencing, the selection of quieter plant and equipment and localised screening/enclosures. Use of these measures is expected to reduce construction noise levels by a minimum of 5 dB. On this basis, the post-mitigation effect significance categories are presented in Table 2 below, along with the equivalent categories from the approved ES chapter.

Table 2: Results of revised construction noise predictions and effect significance, post-mitigation (minimum 5 dB reduction expected)

Works	Predicted construction noise levels for works location (dB L _{Aeq,T} façade)					Worst-case significance (post-mitigation)	Worst-case significance from approved ES (post-mitigation)
	Plot M (Republic)	Plot N (MSCP)	Plot O (MSCP)	Plots M+O	Plots N+O		
Earthworks	57	62	62	N/A	N/A	Negligible	Minor adverse
Piling	54	59	59	N/A	N/A	Negligible	Negligible
Concreting	64	69	69	67	69	Minor adverse	Minor adverse
Main build	65	69	69	68	69	Minor adverse	Minor adverse

- 1.32. From Table 2, the post-mitigation effect significance categories for the predictions associated with the proposed amendments are equal to or less than those included the approved ES chapter, and therefore no significant effects are predicted from construction noise.

- 1.33. In terms of construction traffic, it is understood that due to the works that have already been completed, the typical number of construction vehicle arrivals per month for the future peak quarter in 2025 is 62% lower than the peak quarter for the programme included in the previously approved scheme. On this basis, construction traffic noise will be lower than is already consented and subsequently no significant effects are expected from this source.
- 1.34. Regarding construction vibration, the changes in phasing are not expected to change the results of the predictions or assessment included in the approved ES chapter. The original assessment stated that the only phase that may have the potential to result in significant vibration effects was the construction of Mayfield Park. As this has already been completed, no significant effects from construction vibration are expected for the remaining works.

Operational Noise and Vibration

- 1.35. As stated in the EIA Screening and Scoping Request submitted prior to this addendum, with respect to operational noise and vibration, none of the proposed design changes are expected to alter the conclusions of the original assessment, which concluded that no significant effects were expected from operation of the Proposed Development. Vehicle trip generation is anticipated to reduce due to the proposed amendments and therefore the original assessment of road traffic noise is considered robust. The likely worst-case noise levels from commercial units as assessed are not expected to be materially altered due to the changes to the scheme. The target noise levels for plant noise egress as defined remain valid in terms of the effective control of noise from this source. Therefore, the reassessment of operational noise and vibration has been scoped out of this addendum. A summary of the residual noise and vibration effects is presented in Table 3 below.

Table 3 Summary of residual effects relating to noise and vibration

Effect	Approved 2019 ES chapter (and subsequent ES addendum)	2023 amendments ES addendum residual effects	
	Effect significance (after mitigation)	Further supplementary mitigation	Effect significance
Demolition and construction			
Construction noise at nearest sensitive receptor – earthworks (worst-case individual plots)	Minor adverse, temporary	None required	Negligible
Construction noise at nearest sensitive receptor – piling (worst-case individual plot)	Negligible	None required	Negligible
Construction noise at nearest sensitive receptor – concreting (worst-case overlapping plots)	Minor adverse, temporary	None required	Minor adverse, temporary
Construction noise at nearest sensitive receptor – main build (worst-case overlapping plots)	Minor adverse, temporary	None required	Minor adverse, temporary
Construction vibration at nearest sensitive receptor –	Minor adverse, temporary	None required	Minor adverse, temporary

Effect	Approved 2019 ES chapter (and subsequent ES addendum)	2023 amendments ES addendum residual effects	
	Effect significance (after mitigation)	Further supplementary mitigation	Effect significance
earthworks (building preparation)			
Construction vibration at nearest sensitive receptor – piling	Negligible	None required	Negligible
Construction vibration at nearest sensitive receptor – concreting	Negligible	None required	Negligible
Construction vibration at nearest sensitive receptor – main build	Negligible	None required	Negligible
Operation			
Noise ingress	Negligible	None required	Negligible
Commercial noise egress	Negligible	None required	Negligible
Plant noise emissions	Negligible	None required	Negligible
Operational traffic noise	Negligible	None required	Negligible

Traffic and Transport

- 1.36. There are no significant changes in transport terms to the existing baseline conditions described in the original (2019) ES chapter. The future baseline set out in the 2019 ES assumed that the consented Phase 1 development would be complete in its entirety by 2023.
- 1.37. Phase 1 includes Mayfield Park, three buildings (Plots M, N and O) and associated highway works. Mayfield Park is now complete, and the three buildings have been constructed to the point of site remediation, installation of drainage infrastructure and undertaking initial piling works.
- 1.38. However, given the on-going design development of the three buildings and proposed changes to the scale and massing of these buildings, the construction phasing programme has been extended to allow for these buildings to be delivered. The anticipated opening year for these buildings is 2027.
- 1.39. It is considered that 2027 future baseline flows would not be significantly different to 2023, considering the following:
- No additional cumulative schemes have been identified

- There are aspirations / policies in place to reduce vehicle trips in Manchester city centre with the Manchester Active Travel Strategy aiming to reduce the city centre car mode share from 21% in 2019, to 18% in 2025 and 10% in 2040.
- A reduction of 94 spaces is proposed in the multi-storey car park, which would significantly reduce Phase 1 vehicle trips from that assessed as part of the 2019 ES.

1.40. The future baseline traffic conditions assessed in the 2019 ES are therefore considered to remain valid and is in the process of being discussed with TfGM and formalised through this EIA Scoping process.

Construction Effects

- 1.41. The construction phasing assessed previously in the 2019 ES assumed that the entire Phase 1 development would be constructed at the same time, with completion in previously anticipated in 2023. Mayfield Park is now complete and operational, and the three buildings have been constructed to the point of site remediation, installation of drainage infrastructure and undertaking initial piling works.
- 1.42. Given the on-going design development of the three buildings and proposed changes to the scale and massing of these buildings, the construction phasing programme has been extended to suit and the anticipated opening year for these buildings is 2027.
- 1.43. The revised construction vehicle forecast shows that the peak construction year (2021) remains unchanged from than assessed previously in the 2021 ES Addendum, but the peak construction vehicle forecast is around 55% less given that the demolition, earthworks, and site remediation works have already been completed.
- 1.44. Table 4 shows the revised forecast number of construction vehicles based on this change in construction phasing.

Table 4 Change in Provisional Forecast of Construction Vehicles

Period		2021 ES Addendum		2023 ES		Change	
		Typical Vehicle Arrivals	Per Hour	Typical Vehicle Arrivals	Per Hour	Typical Vehicle Arrivals	Per Hour
		Per Month		Per Month		Per Month	
2020	Q1	0	0	0	0	0	0
	Q2	0	0	0	0	0	0
	Q3	102	0	48	0	-54	0
	Q4	646	2	342	1	-304	-1
2021	Q1	1143	4	481	2	-663	-2
	Q2	1053	4	484	2	-569	-2
	Q3	732	2	351	1	-381	-1
	Q4	496	2	270	1	-227	-1

Period		2021 ES Addendum		2023 ES		Change	
		Typical Vehicle Arrivals	Per Hour	Typical Vehicle Arrivals	Per Hour	Typical Vehicle Arrivals	Per Hour
		Per Month		Per Month		Per Month	
2022	Q1	309	1	94	0	-215	-1
	Q2	287	1	0	0	-287	-1
	Q3	298	1	0	0	-298	-1
	Q4	158	1	0	0	-158	-1
2023	Q1	-	-	0	0	0	0
	Q2	-	-	0	0	0	0
	Q3	-	-	0	0	0	0
	Q4	-	-	0	0	0	0
2024	Q1	-	-	33	0	33	0
	Q2	-	-	37	0	37	0
	Q3	-	-	123	0	123	0
	Q4	-	-	107	0	107	0
2025	Q1	-	-	232	1	232	1
	Q2	-	-	430	1	430	1
	Q3	-	-	419	1	419	1
	Q4	-	-	266	1	266	1
2026	Q1	-	-	189	1	189	1
	Q2	-	-	108	0	108	0
	Q3	-	-	76	0	76	0
	Q4	-	-	11	0	11	0

1.45. Therefore, the assessment of construction effects set out in the 2019 ES is robust and the conclusions remain valid.

Operational Effects

- 1.46. The resultant net change in trip generation by mode, because of the changes described in this Statement, is set out in Tables 5 and 6.

Table 5 Net Change in Trip Generation by Mode

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Car	-39	-4	-43	-3	-37	-40	-198	-197	-395
Car Passenger	4	0	4	0	4	4	19	19	38
Taxi	1	0	1	0	1	1	3	3	6
Bus	30	5	35	7	32	39	191	190	380
Tram	28	6	34	9	30	39	191	190	382
Rail	9	2	11	3	10	13	64	64	127
Pedestrians	45	31	76	49	63	111	567	566	1,133
Cycle	4	1	5	1	4	5	25	25	51
Motorbike	1	0	1	0	1	1	6	6	13
Total	83	41	123	66	107	173	868	866	1,734

Table 6 Net Change in Vehicle Trips by Mode

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Trip Gen	-37	-4	-41	-3	-35	-38	-189	-188	-377
Servicing	2	2	3	0	0	0	18	18	35
Total	-36	-2	-38	-3	-35	-37	-171	-170	-342

- 1.47. Given the reduction in vehicle trip generation, the assessment of the operational effects set out in the 2019 ES are robust and the conclusions remain valid.

Air Quality

Policy Context

- 1.48. A review of the policy context has shown that the following national and regional policy guidance documents have been updated since the original 2019 ES chapter and 2021 ES Addendum.

The Environmental Targets (Fine Particulate Matter) Regulations 2023 (HM Government, 2023)

- 1.49. The Environmental Targets (Fine Particulate Matter) Regulations 2023 sets out a new PM_{2.5} concentration target, fulfilling the legally binding duty outlined in the Environment Act (Part 1). The new target aims to achieve a maximum annual average PM_{2.5} concentration of 10µg/m³ across England by 2040.

Manchester Air Quality & Planning Technical Guidance (Manchester City Council, 2022)

- 1.50. The Air Quality & Planning Technical Guidance aims to provide help and advice about air quality in a planning context to encourage good practice and mitigate potential impacts. The guidance outlines what is expected in relation to the current guidance and policy with the aspiration that new developments achieve the highest possible standards without compromising the health and well-being of people that live and work within the City of Manchester. The approach set out within this document is based on guidance provided by Environmental Protection UK and the Institute of Air Quality Management.

Greater Manchester Clean Air Plan (GMCA, 2022)

- 1.51. The ten Greater Manchester (GM) local authorities have been instructed by the government to bring NO₂ pollution levels within legal limits through a Clean Air Plan (CAP), featuring a GM-wide category C charging Clean Air Zone (CAZ). Despite the CAZ not being approved in the first phase, a new CAP without charging CAZ has been submitted and is due to undergo consultation in early 2023.
- 1.52. Since 2018, GM has carried out a separate air quality monitoring survey for the launch of the CAP, consisting of 222 non-automatic monitoring sites. Together with LAQM monitoring (20 automatic and 446 non-automatic monitors), the two monitoring schemes provide a more thorough picture of the air quality condition across GM.

Baseline Conditions

- 1.53. An overview of baseline conditions was presented in the 2019 ES chapter, this included monitoring data up to 2018. Since then, MCC have deployed additional air quality monitoring stations, to inform both the Local Air Quality Management (LAQM) process and the CAZ scheme. Updated monitoring site locations (see **Figure 1**) have therefore been reviewed and most recently published results are presented in and **Table 7**.
- 1.54. 2019 is the most relevant year for establishing baseline conditions as this is the most recent year with fully ratified data that has not been impacted by the COVID-19 pandemic. The restrictions imposed in response to the COVID-19 pandemic, in addition to the changes in travel patterns and industrial processes, significantly impacted pollutant concentrations making monitoring results from 2020 and 2021 atypical from previous years. Therefore, the baseline assessment assumes 2019 to be the most representative year of typical baseline conditions.
- 1.55. Five monitoring sites are within 10m of the proposed site boundary; hence data collected by these sites could better represent the onsite air quality condition. Apart from site MAN-J6, which has not been operating since 2020, the annual average NO₂ concentration at all remaining monitoring sites in immediate proximity to the proposed development exceeded the national Air Quality Objective (AQO) level (40µg/m³), which suggests that the onsite NO₂ level is likely to exceed this air quality objective at roadside locations.
- 1.56. Despite the considerable decrease in NO₂ annual average concentrations in 2020 due to the impacts of the COVID-19 pandemic detailed above, most monitoring sites witnessed increases in NO₂ concentrations in 2021, owing to the lifting of COVID-19 restrictions.

1.57. Compared to the data from monitoring sites along major roads (A635 Mancunian Way and A6 Downing Street/Ardwick Green South), lower NO₂ concentrations are collected by the three monitoring sites located in residential areas that are away from major roads (MA72NO, MANJ4, and MAN-J3). This highlights the correlation between distance from major roads and pollution concentrations.

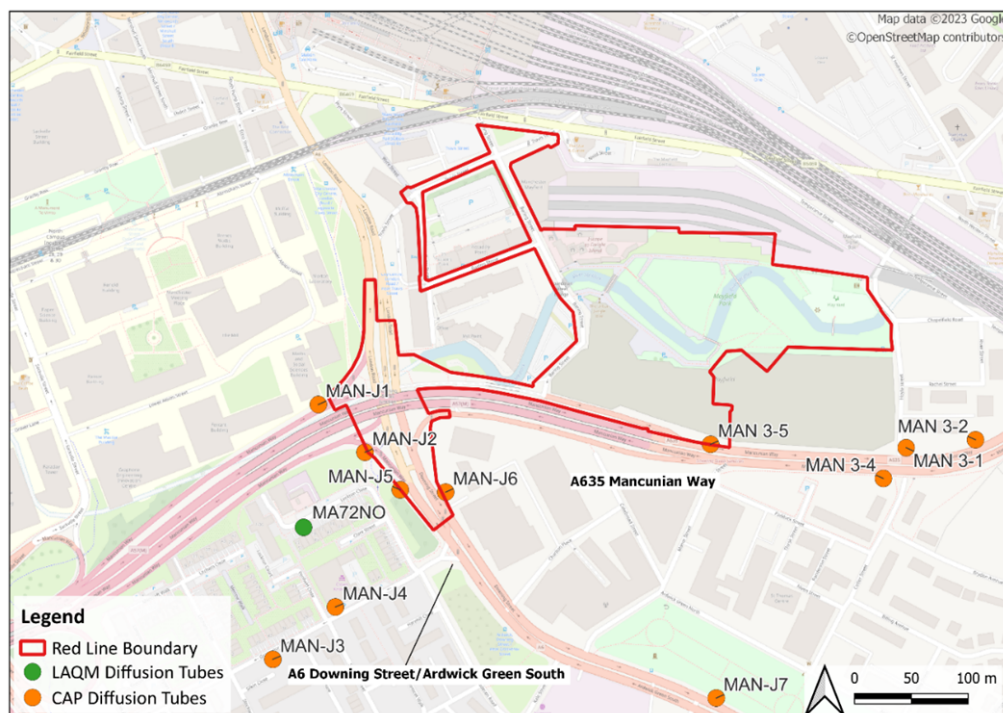


Figure 1 Local authority monitoring sites in proximity to the proposed development

Table 7 2017-2019 monitoring results from local authority monitoring sites in proximity to the proposed development

Site ID	Distance from the site (m)	Site classification	Annual average NO ₂ concentration (µg/m ³)				
			2017	2018	2019	2020	2021
MAN 3-5	0	Roadside	-	45.3	41.6	31.3	37.8
MAN-J5	1	Roadside	-	-	46.9	28.4	31.2
MAN-J2	2	Roadside	-	-	49.5	32.9	32.7
MAN-J6	3	Roadside	-	-	-	32.2	33.8
MAN-J1	10	Roadside	-	-	42.7	26.9	29.9
MAN 3-1	86	Roadside	-	41.3	39.2	29.0	31.7
MA72NO	89	Urban Background	34.6	33.4	32.8	24.5	27.5
MAN 3-4	113	Roadside	-	50.1	43.9	33.5	37.3

Site ID	Distance from the site (m)	Site classification	Annual average NO ₂ concentration (µg/m ³)				
			2017	2018	2019	2020	2021
MAN 3-2	107	Roadside	-	37.1	36.2	27.1	29.3
MAN-J4	109	Roadside	-	-	-	22.1	25.6
MAN-J3	181	Roadside	-	-	-	21.7	24.8
MAN-J7	282	Roadside	-	-	51.6	29.8	33.7

Notes: Exceedances of the NO₂ annual mean AQO of 40 µg/m³ are shown in **bold**. NO₂ annual means more than 60 µg/m³, indicating a potential exceedance of the NO₂ hourly mean AQO are shown in **bold and underlined**

- 1.58. There are two automatic monitoring sites within 1km of the site, as presented in **Figure 2**. Similar to the monitoring results collected by diffusion tubes, NO₂ concentrations at both automatic sites reached their lowest level in 2020, primarily due to the traffic flow reduction as a result of the COVID-19 pandemic, followed by slight NO₂ concentration increases in 2021, owing to the lifting of virus containment restrictions. For both sites, the number of short-term AQO exceedances is well below the maximum 18 instances, and continued to reduce or remain at 0 since 2017. Therefore, the hourly average NO₂ level is unlikely to exceed the short-term AQO.
- 1.59. The annual average PM₁₀ concentrations at the two automatic monitoring sites have been within the AQO level (40µg/m³) in the last five years (**Table 9**). No short-term PM₁₀ exceedance has been recorded at the two sites, apart from one instance at MAN 3 in 2017. The annual average PM_{2.5} levels at both sites over the recent five years are well below the relevant AQO of 20µg/m³ (**Table**). Therefore, no further concerns result from baseline levels of PM₁₀ and PM_{2.5}.



Figure 2 Location of automatic monitoring sites in proximity to the proposed development

Table 8 Annual average NO₂ concentrations and the number of 1-hour mean NO₂ exceedance at the two automatic monitoring sites in proximity to the proposed development

Monitoring sites	Distance from the site (m)	Annual mean NO ₂ concentration (µg/m ³)					Number of 1-hour mean NO ₂ exceedances >200 µg/m ³ (18 allowable)				
		2017	2018	2019	2020	2021	2017	2018	2019	2020	2021
MAN 1	590	<u>65</u>	<u>62</u>	59	36	44	6	2	1	0	0
MAN 3	853	36	35	36	27	30	1	0	0	0	0

Notes: Exceedances of the NO₂ annual mean AQO of 40 µg/m³ are shown in **bold**. NO₂ annual means in excess of 60 µg/m³, indicating a potential exceedance of the NO₂ hourly mean AQO are shown in **bold and underlined**

Table 9 Annual average PM₁₀ concentrations and the number of 24-hour mean PM₁₀ exceedances at the two automatic monitoring sites in proximity to the proposed development

Monitoring sites	Annual mean PM ₁₀ concentration (µg/m ³)					Number of 24-hour mean PM ₁₀ exceedances >50 µg/m ³ (35 allowable)				
	2017	2018	2019	2020	2021	2017	2018	2019	2020	2021
MAN 1	20	21	20	15	15	0	0	0	0	0
MAN 3	13.4	14.2	14.2	11.9	12	1	0	0	0	0

Table 10 Annual average PM_{2.5} concentrations at the two automatic monitoring sites in proximity to the proposed development

Monitoring sites	Annual mean PM _{2.5} concentration (µg/m ³)				
	2017	2018	2019	2020	2021
MAN 1	7.6	8.1	-	-	6.3
MAN 3	8	11	12	8	9

Defra-modelled background concentrations of the OS grids at which the proposed development is located are presented in

- 1.60. **Table .** For the new baseline year (2019), the modelled background air pollution concentrations are below relevant AQOs. They are lower than the previously adopted 2017 background concentrations, due to the effects of air quality-focused policies and regulations, as well as the change in national fleet composition.

Table 11 Defra mapped 2019 background concentrations of NO₂, PM₁₀, and PM_{2.5}.

Pollutant	2019 Annual mean background concentrations (µg/m ³)	
	OS grid centred at (384500, 397500)	OS grid centred at (385500, 397500)
NO ₂	28.2	24.6
PM ₁₀	14.4	13.1
PM _{2.5}	9.1	8.6

Construction Effects

- 1.61. The construction dust assessment carried out in the original air quality ES chapter identified that the site represents a high risk in terms of potential dust soiling impact. Mitigation measures were subsequently recommended for implementation to minimise construction dust and emissions to ensure that any residual impact would be not significant. The proposed scheme changes would not materially affect this construction dust assessment; therefore, the construction dust assessment and associated mitigation measures remain fit for purpose and no further assessment is required.
- 1.62. Owing to a lack of construction traffic data, the impact from construction traffic was not assessed quantitatively for the original ES chapter. Construction traffic data was produced to inform the subsequent 2021 addendum, which indicated a maximum increase in annual average daily traffic of 23 heavy duty vehicles (HDVs) per day, below the IAQM screening threshold for proceeding to a detailed assessment of 25 HDVs per day.
- 1.63. In accordance with the transport assessment, the revised construction traffic indicates that there will be a reduction in construction traffic of around 55%. given that the demolition, earthworks and site remediation works have already been completed. The impact from construction traffic can therefore be screened out as not significant.

Operational Effects

- 1.64. The original air quality ES chapter included a detailed modelling study to assess the impact from operational traffic generated by the proposed development. The study predicted that there would be a slight adverse impact at nine considered receptor locations, and a slight beneficial impact at six receptor locations, concluding that overall the impact from traffic generated would be not significant. In accordance with the transport, as there is likely to be a reduction in vehicle trip

generation as a result of the proposed amendments, it is considered that the conclusions of the original air quality ES chapter remain valid, and assessment of operational traffic emissions is to be scoped out of the ES addendum.

- 1.65. Owing to the lack of sensitive use proposed on site, the original ES chapter did not consider onsite exposure to poor air quality. Nonetheless in order to comply with current best practice, and owing to the high roadside pollution levels identified in the updated baseline review, it is recommended that a detailed study of the exposure to future site users to poor air quality and any recommended mitigation measures should be considered at the detailed design stage.

Bibliography:

GMCA, 2022. Greater Manchester Clean Air Plan. <https://cleanairgm.com/clean-air-plan/>

HM Government, 2023. The Environmental Targets (Fine Particulate Matter) (England) Regulations 2023. <https://www.legislation.gov.uk/uksi/2023/96/contents/made>

Manchester City Council, 2022. Manchester Air Quality & Planning Technical Guidance. https://www.manchester.gov.uk/download/downloads/id/28690/air_quality_and_planning_guidance.pdf

Ecology

- 1.66. Buro Happold, the authors of the original ecology chapter contained in the December 2019 ES and subsequent 2021 ES addendum, has reviewed the previous conclusions in light of the proposed changes set out in paragraph 1.15 and supporting information in order to quantify the effect of the proposals.
- 1.67. The approved ES chapter concluded that two positive residual effects were identified: the creation of the Mayfield Park and the improvements to the River Medlock corridor, both of which will provide habitats to support a number of local and UK biodiversity priority species including bat, bird and invertebrate species. The following 2021 ES Addendum concluded that there was no material change to the 2019 ES residual effects as a result to the amendments of the Park design, and so the positive residual effects were still considered likely.
- 1.68. The proposed amendments to be assessed as part of this ES Addendum include updates to the proposed buildings that form the Plot N and O areas of the Phase 1 Application 1 and the Plots M, N and O that are included in the Application 2 area of the site. Areas of proposed landscaping have been included within plots and the associated public realm, as well as consideration of further biodiversity enhancements that the plots may be able to deliver.

Assessment approach

- 1.69. The methodology for the assessment remains unchanged from that used and set out in the original 2019 EIA. There have been no changes to the assessment limitations since the original 2019 EIA. The baseline data used for this assessment remains consistent with the original EIA.
- 1.70. The Phase 1 area now comprises a site that is partially complete with the Park built out and fully operational. The areas of the plots associated with Phase 1, and wider across the area to the south of the Park, have been cleared and remediated as required. The area was used as a compound and site office area whilst the Park was under construction, but they are now largely vacant as a site prepared for future construction. This has resulted in the removal of vegetation across the Phase 1 site from the 2019 baseline, but also the installation of the vegetation associated with the new Park, alongside the provision of further habitat features such as bird and bat boxes.
- 1.71. Despite these recent changes to the site, the assessment baseline (2017) referred to in the original 2019 EIA remains the baseline for this EIA addendum as it represents the baseline ecological conditions prior to any development intervention on the site associated with the Mayfield

proposals and is directly relevant for the continuation of the Phase 1 assessment in the context of the 2019 ES. The inclusion of the Park, as a 'future baseline' consideration was not assessed in such a way to account for a completed Park during plot construction in the 2019 ES as the phasing has since been amended to allow for the Park to be delivered in a single phase. Therefore, the potential for construction impacts to the now established Park will be reassessed here to update the future baseline assessment presented in 2019.

Legislation and Policy

- 1.72. As part of this ES addendum, a review of Manchester local plans and policies has been undertaken to identify any additional policies that have been implemented since the 2019 ES and the 2021 ES addendum. Those found to be relevant to ecology, biodiversity and/or green infrastructure are summarised below and considered within the context of this addendum.

Biodiversity Strategy 2022-2030¹

- 1.73. An updated 10-year biodiversity strategy has been developed by Manchester City Council with the support of the Lancashire Wildlife Trust. The over-riding ambition is to improve places for nature across Manchester. The strategy lays out objectives and priorities as well as key priority actions.

Objective 1 -Managing and understanding biodiversity

- 1.74. Key Priorities:

- A Nature Recovery Network Strategy, which is contextualised for the urban character of Manchester, must be developed for Greater Manchester. This should guide the focus of all future habitat management work.
- All priority wildlife sites must be in active management by 2030.
- Key indicator species must be identified and action plans for each key indicator species written. These action plans should sit alongside the Nature Recovery Network Strategy to guide any habitat management work across the Recovery Network. Key indicator species will also need to be recorded regularly to measure our impact.

Objective 2 - Involving people

- 1.75. Key Priorities:

- Find creative ways to connect and involve new audiences with nature and the natural environment in Manchester.
- The Manchester Biodiversity Action Group (MBAG) must support and empower local communities to take meaningful action for nature in the city.
- Land managers and practitioners in the city must be provided with the necessary knowledge and skills to protect and recover biodiversity.

Objective 3 – Planning, policy and partnerships

- 1.76. Key Priorities:

- Biodiversity should be embedded into Manchester City Council's policies to help protect and enhance nature.

¹ <https://democracy.manchester.gov.uk/documents/s35928/Appendix%201%20Biodiversity%20Strategy.pdf>

- Strong working relationships must be established with partners delivering against climate change, health and wellbeing, and air quality to ensure new and effective collaboration in the city.
- Long-term funding opportunities for the recovery of nature in Manchester must be identified, particularly through the planning and development process.

Likely Significant Effects

Demolition and Construction Effects

- 1.77. It was considered in the original EIA that the proposals had the potential to result in a number of significant adverse effects on habitats within or close to the site and the species which utilise the site for breeding, resting and/or foraging. The identified effects included:
- Habitat loss to the River Medlock and of higher value habitats on site, including semi-improved neutral grassland;
 - Damage and disturbance from noise/ vibration, lighting, dust, and run-off during demolition and construction to retained habitats including the broadleaved woodland and River Medlock;
 - Potential spread of Schedule 9 listed (WCA) invasive non-native species;
 - Destruction of bat roosts and the potential for killing and injury of bats;
 - Loss of foraging habitat for bats and indirect impacts to retained roosts and foraging areas from noise/ vibration, light, dust and run-off during demolition and construction; and
 - Severance of commuting routes from retained bat roosts elsewhere on site due to habitat loss and/ or night-time construction lighting.
- 1.78. The original EIA also identified intermediate year construction effects due to the phased programme of works to deliver the Park and development plots associated with Application 1 and Application 2. Whilst the phasing of the development has changed to deliver the Park in a single phase, the previously highlighted intermediate year construction effects are now relevant in terms of the potential for impacts from plot construction on the completed Park, rather than on a completed phase of the Park or considering concurrent construction of both.
- 1.79. Habitats associated with the development plots have already been removed as part of the remediation works of the site and utilising the plot area for compounds. Therefore, further habitat loss is not considered likely. Potential construction impacts associated with the plot development include specifically, by receptor:
- Completed Mayfield Park and improved River Medlock corridor - Damage and disturbance from noise/vibration, lighting, dust and run-off during construction.
 - Retained and new bat roosting and bird nesting features - Damage and disturbance from noise/vibration, lighting, dust and run-off during construction.
- 1.80. The amendments to the proposed development are not considered to result in a material change in the assessment of the significant effects of the demolition and construction phases of the proposed development. Therefore, the effects outlined in the 2019 EIA and 2021 addendum remain accurate.

Operational Effects

- 1.81. The most significant operational effects from both the 2019 EIA and 2021 addendum were moderate beneficial impacts to the River Medlock as a result of the naturalisation of the river corridor and the beneficial impacts of the new Park soft landscaping on local fauna including bats, birds and invertebrates.
- 1.82. No likely adverse significant effects were considered as a result of the operation of the Park, including the operation of the plots once they are in use. Whilst the plots will increase human presence on the site and will have associated public realm lighting, the already highly urban nature of the site and Park means that species occurring within the Park and wider area are likely to be already urban adapted and more resilience to associated disturbance.
- 1.83. The Park is also designed to maintain space between the network of footpaths and native habitats, including the river, reducing disturbance area where fauna species are more likely to be utilising the habitats in the Park.
- 1.84. The development plots are set back from the Park, and none immediately border the edge of the Park, with public realm, including planting, creating a space between the Park edge and built development. This supports the reduction in potential impacts from the buildings such as noise associated with plant, cars using the MSCP and potential light spill from the public realm as well as out of the buildings themselves. Detailed lighting designs for the public realm area will be produced, and the design will incorporate consideration of maintaining the existing lighting conditions within the Park to protect ecological features.

Biodiversity net gain

- 1.85. The original EIA was supported by biodiversity net gain (BNG) calculations using version 2.0 of the Biodiversity Metric, which was the most up to date version of the metric available at the time of the design process supporting the original planning submission. Updated BNG calculations have been undertaken to support the 2021 and this EIA addendum and to provide an updated assessment of habitat value change as a result of the Park and incorporating landscaping design into the plots and associated public realm area.
- 1.86. Detailed calculations are provided in an Updated Ecology Strategy, which is included within Appendix 9.1A.
- 1.87. As with the original EIA, two sets of calculations have been undertaken for the amended proposed development design. The first demonstrates how the Park and plots deliver BNG for Phase 1 in isolation, comparing the pre- and post-development habitats and subsequent BNG delivered by this application alone in the event that future phases of the Mayfield SRF do not come forward. The second calculation supports the delivery of BNG across the wider Mayfield site and the core development area within the Mayfield Strategic Development Framework, working on the assumption that the majority of the recorded habitats in 2017 will be lost.
- 1.88. The updated calculations identify that the Park and plot design continues to provide a substantial BNG for Phase 1 in isolation. The calculations also identify that the Park and Phase 1 plots do not deliver a net gain for the wider SRF by itself, and so the future plots across the SRF area, and areas proposed for hard and soft landscaping will need to consider habitat contributions to support BNG across the wider site. It is considered that given the areas of the future phases and plots that this should be achievable whilst making use of built landscaping techniques including green roofs and green walls.
- 1.89. There are currently no detailed designs available to support the production of BNG calculations for these future development plots and work will continue to identify ways in which these can support biodiversity improvements as proposals are brought forward. A summary of the pre and post development BNG scores are presented in Table 12.

Table 12 Summary of the pre and post development BNG scores

Application	Calculation area	Post-Development Biodiversity Units		Pre-Development Biodiversity Units	Change in Biodiversity Units	Change in Biodiversity Units
Update EIA Addendum Park design (2021)	Wider Mayfield site	11.89	minus	13.25	=	-1.36
	Phase 1 site	11.60		5.90	=	+5.70

Mitigation Measures

Demolition and Construction Mitigation

- 1.90. The mitigation measures set out in the 2019 EIA remain valid to mitigate the potential impacts summarised previously, and no further supplementary mitigation measures for the demolition and construction activities relating to the amended proposed development are required. The proposed mitigation measures are summarised in the Updated Residual Effects and Conclusions section below.

Operational Mitigation

- 1.91. The amendments to the proposed development are not considered to result in a material change in the assessment of the significant effects of the operational phase of the proposed development. The potential for impacts from the plots on the Mayfield Park was previously assessed and it is considered that the previous conclusions made in the 2019 EIA remain valid.
- 1.92. The Park, in combination with the landscaping associated with the plots, will deliver a 97% net gain in biodiversity value for Phase 1 when considering both Application 1 and Application 2, for which the original EIA was undertaken. Therefore, the effects following the application of mitigation outlined in the original EIA remain accurate.
- 1.93. In addition, habitat features have been included within the detailed design of the Park, which mitigated for removal of features for species as part of the works, such as crevices for roosting bats, as well as to provide additional enhancements to support the Park in providing improved ecological resource for species in Manchester. The plots represent the first built development in Mayfield and the opportunity to provide further enhancement features for species that are typically associated with features in buildings. Therefore, across the three buildings of the Phase 1 plots, up to 30 swift nesting boxes will also be provided on the north and northeast elevations which face the Park.
- 1.94. It is considered therefore that the development also continues to provide a moderate beneficial effect for local species including bats, birds, and invertebrates. Details of the habitat features included within the Park, design are provided within the Updated Ecology Strategy in Appendix 9.1A. Details of the swift nesting boxes will follow further detailed design to ensure the correct type of box is selected and positioned in the correct place in relation to each building and its construction and façade type. This detail should be secured through a planning condition.

Residual Effects

- 1.95. A summary of the residual effects anticipated as a result of the amendments to the proposed development design is provided in Table .

- 1.96. It should be noted that the residual impacts for the Application 1 and Application 2 development are not considered to have materially changed as a result of the amendments to the Park design. However, due to potential impacts to the wider SRF, the design of future development plots across the SRF should seek to retain and protect more valuable habitats, in line with the mitigation hierarchy where possible, and create habitats of value for biodiversity to contribute to biodiversity net gain for the SRF as a whole.
- 1.97. Additional habitat provision within the developed plots included within this assessment has not been included at this stage due to the absence of detailed designs. As these details are developed, they should be added to the biodiversity metric calculations, as provided within the Updated Ecology Strategy, to contribute to the net gain delivered by Phase 1 and to further support BNG delivery across the wider SRF.

Table 13 Summary of residual effects relating to ecology

Ecological feature	Description of effect	Approved 2019 ES chapter (and subsequent ES addendum)	2021 park amendments ES addendum residual effects	
		Effect significance (after mitigation)	Further supplementary mitigation	Effect significance
Demolition and construction				
The River Medlock	Habitat loss in Application 1	Moderate beneficial	None required	Moderate beneficial
	Damage and disturbance from noise/vibration, lighting, dust and run-off during demolition and construction of Application 1 and Application 2	Negligible	None required	Negligible
	Potential spread of Schedule 9 (WCA) INNS in Application 1	Negligible	None required	Negligible
Broadleaved woodland	Damage and disturbance from noise/vibration, lighting, dust and run-off during demolition and construction of Application 1 and Application 2	Negligible	None required	Negligible
Semi-improved neutral grassland	Loss of habitat in Application 1	Negligible	None required	Negligible
Roosting, and foraging and commuting bats	Loss of roosts in Application 1. Destruction and potential for killing or injury of bats	Negligible	None required	Negligible

Ecological feature	Description of effect	Approved 2019 ES chapter (and subsequent ES addendum)	2021 park amendments ES addendum residual effects	
			Effect significance (after mitigation)	Further supplementary mitigation
	Indirect impacts from noise/vibration, light, dust and run-off during demolition and construction in Application 1 and Application 2.	Negligible	None required	Negligible
	Loss of foraging and commuting habitat across the site in Application 1	Negligible	None required	Negligible
Breeding birds	Possible killing and injury of birds, by the destruction of active nests in Application 1	Negligible	None required	Negligible
Completed phase of Mayfield Park and improved River Medlock corridor (future receptor)	Damage and disturbance from noise/vibration, lighting, dust and run-off during demolition and construction in Application 1 and Application 2	Negligible	None required	Negligible
Operational				
River Medlock, Mayfield Park and habitats used by fauna of conservation value	Impacts from noise, human disturbance and lighting from Application 1 and Application 2	Negligible	None required	Negligible
Roosting, and foraging and commuting bats	Impacts from noise, human disturbance and lighting from Application 1 and Application 2	Negligible	None required	Negligible
	Biodiversity enhancements in Application 1	Moderate beneficial	None required	Moderate beneficial
Local fauna including black redstart, generalist birds and invertebrates	Impacts from noise, human disturbance and lighting from Application 1 and Application 2	Negligible	None required	Negligible

Ecological feature	Description of effect	Approved 2019 ES chapter (and subsequent ES addendum)	2021 park amendments ES addendum residual effects	
			Effect significance (after mitigation)	Effect significance
	Biodiversity enhancements in Application 1	Moderate beneficial	None required	Moderate beneficial

Ground Conditions

1.98. The approved (2019) ES chapter and subsequent ES Addendums conclude that the residual impact of the Proposed Development during both the construction and operational phases will not be significant provided that:

- Appropriate hazard identification and risk assessment of potential contamination and ground gas are undertaken as part of the site works to confirm baseline conditions;
- Mitigation measures are reviewed and adopted based on site observations during the works; and
- Good practice procedures are adhered to in both construction and health and safety during remediation and site development.

1.99. Based on the 2023 baseline conditions, which are now more widely understood through extensive ground investigations, the required mitigation measures have been reviewed and set out in detailed Site Investigation results and Remediation Strategies for the site. Good practice measures are also set out in a Construction Management Plan, relating to the enabling/construction phase of the works to protect against the risk of contaminant pathways.

1.100. Information from the 2021/2022 ground investigations has not identified any significant ground constraints that might render the site unsuitable for the proposed development. The presence of Made Ground presents minor potential impacts on the construction phase but an overall improvement for the operational phase of the proposed development due to clean cover (hardstanding and soft landscaping build ups).

1.101. The risks during construction can be adequately managed (through industry recognised standards and best practice measures), and so the redevelopment of the site is unlikely to generate any significant ground conditions (including groundwater) related environmental effects. The risks can also be adequately managed so as not to cause unacceptable harm to human health, the built environment, ecology, or controlled waters. As such, it is considered that the risks and resultant effects are sufficiently well understood and that based on the information currently available, it is likely that the residual effects associated with ground conditions and groundwater would be negligible.

1.102. It is therefore considered that the proposed changes to the development will not change the assessment of the baseline conditions, receptors or significant impacts during the construction or operation of the plots within the site boundary.

- 1.103. As such, the additional work undertaken since planning permission was granted ensures that, with all mitigation measures in place, no significant impacts to human health or environmental receptors are expected to arise from the ground conditions at the site. Based on this information, given that the baseline position of the site has not substantially changed since 2019 and that significant effects are unlikely, it is considered that ground conditions can be scoped out of this ES Addendum.

Water Resources and Flood Risk

- 1.104. The proposed amendments include proposed alterations to Plots O (Office 1 – ‘The Poulton’), Plot N (multistorey car park) and Plot M (Office 2 – ‘The Republic’), located on the south side of the River Medlock in the southwest of the site. Changes include alterations primarily related to building massing and materials. No changes are proposed to building finished floor levels.
- 1.105. This Statement of Conformity considers the impact of the proposed amendments on flood risk, including commentary on any updates to planning policy, guidance, or baseline data, and should be read in conjunction with the original Flood Risk Assessment (FRA) for the development, dated September 2019 and prepared by Buro Happold, hereafter referred to as the ‘2019 FRA’.
- 1.106. Since the submission of the 2019 FRA, Buro Happold has also carried out detailed hydraulic modelling of the proposed development to support the discharge of Condition 22 of planning application ref. 124972/FO/2019. This Statement of Conformity should therefore also be read in conjunction with the following Buro Happold hydraulic modelling reports, which have been approved by the Environment Agency (EA):
- Hydraulic Modelling – Mayfield Park Enabling Works (Rev. 01, dated 05/02/2021) – Assesses the impact of the Mayfield Park development during the construction phase; and
 - Hydraulic Modelling – Mayfield Park Full Build Out (Rev. 02, dated 20/04/2021) – Assesses the impact of the Mayfield Park development in the case where all landscaping works are complete, referred to as the Full Build Out model.
 - Hydraulic Modelling – Mayfield Park Design Changes (Rev. 02, dated 11/02/2022) – Assesses the impact of amendments to the Mayfield Park development, proposed since consent was granted under planning application ref. 124972/FO/2019, referred to as the Design Changes model.
 - Hydraulic Modelling – Mayfield Park As-Built Model Update (Rev. 00, dated 06/05/2022) – Assesses the impact of as-built amendments to the landscape design in the Mayfield Park development that differed to the proposals given consent under planning application ref. 124972/FO/2019, referred to as the As-Built model.
- 1.107. Further commentary on the hydraulic modelling is included in this Section.

Planning Context

- 1.108. There have been no changes to the National Planning Policy Framework (NPPF) since the S73 application in July 2021. However, the Flood Risk and Coastal Change Planning Practice Guidance was updated in August 2022. The main changes are summarised as follows:
- The guidance on Sequential and Exception Tests have been updated;
 - The definition of the design flood (for fluvial, tidal and surface water flooding), including the impact of climate change and the definition of development lifetime have been updated;

- Guidance on change of use, flood mitigation, off-site impacts and safe access and egress has been updated;
- The definition of a functional floodplain (Flood Zone 3b) and residual risks has been updated;
- Clearer requirements for Sustainable Drainage Systems (SuDS); and
- Increased promotion of Natural Flood Management (NFM) in new developments.

1.109. The EA's guidance of climate change was last updated in May 2022. Since the 2019 FRA was written, updates have included changes to peak river flow allowances and peak rainfall allowances. The updates reflect the UKCP19 projections and focus on management of catchments instead of at a national scale (for England). Table 2.1 and Table 2.2 illustrate the 2019 FRA guidance compared to the EA 2022 updates. The values shown in bold indicate those relevant for the proposed uses at Plots O, N and M.

Table 14 Comparison of peak river flow allowances between the 2019 FRA and subsequent updates in the EA guidance for the 2080 epoch for the different categories.

Category	Central	Higher	Upper
2019 North West River Basin	30%	35%	70%
2022 Irwell Management Catchment	35%	46%	75%

Table 15 Comparison of peak rainfall allowances between 2061 to 2125, for the 1% annual exceedance rainfall event.

Category	Central allowance	Upper end allowance
2019 National	20%	40%
2022 Irwell Management Catchment	30%	45%

1.110. The implication of these updates to the revisions of the plots is discussed further under the "Changes to Flood Risk" heading. There have been no changes or revisions to any of the other planning documents referred to in the 2019 FRA.

Flood risk assessment

1.111. Several stages of detailed hydraulic modelling of Mayfield Park have been carried out over the course of the project. This included work to discharge Condition 22 of planning application ref. 124972/FO/2019, and updates to reflect amendments to the development layout and landscape design. The latest hydraulic modelling was approved by the EA in July 2022.

1.112. The proposed amendments were included in the layout of the proposed development used in the hydraulic modelling approved by the EA. No further updates to the hydraulic modelling are therefore required for this ES Addendum. The modelling report results are in line with the conclusions reported in the 2019 FRA and demonstrate that the completed Mayfield Park development does not cause an adverse impact on flood levels or extent, either upstream or downstream of the site.

1.113. Although the proposed basement footprint has increased as part of the alterations to the MSCP, the 2019 FRA concluded that there was no information to indicate that the site was at risk from groundwater flooding. This Statement of Conformity concludes that the flood risk from fluvial,

surface and ground waters, as well as artificial sources, remains unchanged from that presented in the 2019 FRA.

Drainage strategy

- 1.114. The surface water drainage strategy has been refined to reflect the proposed amendments. The strategy has been assessed against the latest increase in climate change allowance, whereby peak rainfall intensities are based on the River Irwell Management Catchment and a 1% annual exceedance rainfall event. An upper end allowance of 45% was included for climate change. The analysis confirms that the proposed surface water drainage strategy has capacity for the 45% increase in rainfall intensity due to climate change.
- 1.115. The proposed peak discharge rates for surface water run off remain the same as presented in the 2021 Drainage Strategy, as agreed with the LLFA. The flow from the Poulton, Republic and MSCP catchments will also remain as presented in the 2021 Drainage Strategy.
- 1.116. The Drainage Strategy Addendum now proposes a minor element of infiltration for part of the site. However, most of the site drainage will continue to discharge to watercourse.

Updated potential effects and mitigation measures

- 1.117. A review of the proposed amendments and report updates against the conclusions of the 2019 ES and 2021 ES Addendum has been undertaken to determine any changes to the identified residual effects. It should be noted that the 2021 ES Addendum did not conclude any changes to the residual effects as identified in the 2019 ES, therefore this ES Addendum will review potential updates against the findings of the original 2019 ES.

Construction phase

- 1.118. The 2019 ES concluded no significant residual effects for the construction phase in regard to water resources and flood risk. The updates to the FRA and Drainage Strategy do not require any changes to the construction assessment or proposed supplementary construction mitigation. Therefore, the construction effects relating to water resources and flood risk remain unchanged.
- 1.119. No further supplementary mitigation is required for the construction phase.

Operation phase

- 1.120. As outlined in the FRA Statement of Conformity, the proposed amendments do not alter the conclusions of the 2019 FRA in relation to flood risk from all sources. Therefore, the significance of effects relating to flood risk during the operational phase of development remains unchanged since the 2019 ES.
- 1.121. The overarching principles of the surface water drainage strategy remain unchanged from that most recently assessed in the 2021 ES Addendum, with the exception of a minor part of the site now including infiltration as opposed to discharge to watercourse. The 2021 ES Addendum and planning application 132255/JO/2021 proposed an updated drainage strategy that superseded the 2019 proposals. The surface water drainage strategy has capacity for the 45% climate change event, and peak discharge rates and restricted flow rates are maintained to the levels presented in 2021. Therefore, it is considered that the potential effects to downstream flood risk and capacity in the surface water infrastructure network remain unchanged.
- 1.122. The 2021 Drainage Strategy proposed a below ground drainage network to convey water directly to outfalls into the River Medlock. Surface water would also be conveyed into the designed wildscape, to then discharge overland into the river. This has potential implications for water quality effects if pollutants were to be conveyed directly into the River Medlock.

- 1.123. The Drainage Strategy Addendum now proposes a minor element of infiltration for part of the site. Whilst this reduces slightly the direct discharge of surface water into the River Medlock, the predicted effect remains the same. It is considered that the residual effects upon water quality remain unchanged compared to the 2021 ES Addendum.
- 1.124. There are no proposed changes to the design and principles of the foul water strategy. The minor increase in floor space will alter discharge volumes, however this change is negligible when compared to the foul drainage strategy assessed in 2019. The operational effects relating to foul water services predicted in the 2019 ES will remain unchanged, with the significance of effects being negligible.
- 1.125. The proposed amendments are not considered to change the residual effects related to potable water demand.
- 1.126. No further supplementary mitigation is required for the operational phase.

Cumulative effects

- 1.127. No new cumulative schemes have been identified since the last assessment for the 2021 ES Addendum. The 2021 ES Addendum concluded no significant changes (from 2019) to the cumulative impact because of the then-proposed amendments.
- 1.128. Considering that there are no changes to the predicted residual effects of the proposed development because of the proposed amendments, it is considered that the conclusions regarding cumulative water resources and flood risk effects remain as previously reported in the 2019 ES.

Summary

- 1.129. Table 16 summarises the residual construction and operational phase effects, compared to assessments in 2019 and 2021. There are no changes to the residual effects identified in the 2019 ES and 2021 ES Addendum because of the proposed amendments.

Table 16 Summary of residual effects relating to water resources and flood risk

Receptor	Description of effect	Residual, post-mitigation significance in 2019 ES (and 2021 ES Addendum)	Further supplementary mitigation	Residual, post-mitigation significance for this ES Addendum
Demolition and construction				
River Medlock	Increased sediment loads	Minor adverse (temporary)	None required	Minor adverse (temporary)
	Accidental release of hydrocarbons	Minor adverse (temporary)	None required	Minor adverse (temporary)
	Accidental release of hazardous materials	Minor adverse (temporary)	None required	Minor adverse (temporary)
	Leak or breakage of temporary sewerage system	Minor adverse (temporary)	None required	Minor adverse (temporary)

Receptor	Description of effect	Residual, post-mitigation significance in 2019 ES (and 2021 ES Addendum)	Further supplementary mitigation	Residual, post-mitigation significance for this ES Addendum
	Dust and debris	Minor adverse (temporary)	None required	Minor adverse (temporary)
	Direct pollution and / or disturbance from in river works	Minor adverse (temporary)	None required	Minor adverse (temporary)
Water services infrastructure (supply)	Increased water demand during construction period	Negligible	None required	Negligible
Water services infrastructure (surface water)	Increased sediment loads	Negligible	None required	Negligible
	Sediment clogging and pollution from dewatering of excavations	Minor adverse (temporary)	None required	Minor adverse (temporary)
Site users	Flood risk to site workers (from groundwater, surface water, and fluvial flooding from the river Medlock)	Negligible	None required	Negligible
Operational				
River Medlock	Pollutants contained in surface water	Negligible	None required	Negligible
	River naturalisation	Minor beneficial to moderate beneficial	None required	Minor beneficial to moderate beneficial
	Increased flood risk	Negligible	None required	Negligible
Water services infrastructure (surface water)	Flood risk and changes to run off rates	Negligible	None required	Negligible

Receptor	Description of effect	Residual, post-mitigation significance in 2019 ES (and 2021 ES Addendum)	Further supplementary mitigation	Residual, post-mitigation significance for this ES Addendum
Water services infrastructure (foul water capacity)	Increased foul water demand	Negligible	None required	Negligible
Water services infrastructure (supply)	Increased potable water demand	Negligible	None required	Negligible
Site users	Flood risk to site users	Negligible	None required	Negligible

Wind Microclimate

- 1.130. This section considers the wind studies carried out during 2019 and 2021 and the likely environmental effects of the Proposed Development with respect to wind microclimate. The section also describes the methods used to assess the effects; the baseline conditions currently existing at the site and surrounding area; the mitigation measures required to prevent, reduce or offset any significant adverse effects; and the likely residual effects after these measures have been adopted.
- 1.131. A quantitative assessment has been undertaken to predict and analyse the wind environment at the site and to support appropriate mitigation.
- 1.132. The site, for the mitigated case, has been modelled with the landscape within the red lines of each plot (and within Mayfield Park adjacent to the plots) in place, assuming a conservative scenario. The chapter concludes with a summary of residual effects, considering the results of the modelling and influence of proposed mitigation in the form of landscaping treatment. Cumulative effects associated with wind microclimate have additionally been considered within the ES and can be found below.

Planning Context

- 1.133. There have been no changes to the National Planning Policy Framework (NPPF), local policy nor national codes of practice or legislative policies relating to the assessment of environmental wind flows in the built environment. since the S73 application in July 2021. The 2021 ES Addendum dated therefore remains valid.

Assessment Methodology

- 1.134. The wind study includes a direct comparison between the baseline conditions and those created by the Proposed Development for 12 wind directions. In line with the amended plots(site boundaries shown in Figure 3 below), the same four scenarios have been tested compared to that in the approved ES as follows:
- Current Baseline scenario 1: Current baseline scenario (2019);
 - Proposed scenario 2: Phase 1a (Plot N (MSCP), M (Republic) and O (Poulton)) in existing surroundings.
 - Cumulative scenario 3: Phase 1a (Plot N (MSCP), M (Republic) and O (Poulton)) with future committed developments; and

- Cumulative scenario 4: Phase 1a (Plot N (MSCP), M (Republic) and O (Poulton)) with future committed developments plus the SRF.



Figure 3 - Phase 1a Site Plans

- 1.135. In line with the approved ES, the Lawson assessment has included a direct comparison between the baseline conditions (existing) and the Proposed Development. A quantitative assessment of the likely wind environment has been carried out, with any areas of potential concern identified. The methodology is therefore consistent with the approved ES.
- 1.136. As set out within the 2019 ES chapter, the prevailing wind across Manchester is from the south and southwest, with some lesser contribution from all other directions. During the spring and winter there are some contributions from the northeast.
- 1.137. Wind speeds are generally highest in the winter with the seasonal pattern showing a very similar range of wind directions for winter, spring, and autumn. Summer has southerly and westerly prevailing winds with the highest speeds from the south and southwest.

Identification and Evaluation of Likely Significant Effects

Construction

- 1.138. During construction of plots N, O and M, localised wind effects are likely that will result in a gradual transition to the new conditions. These effects will be negated at ground level through the provision of hoarding (causing negligible effects).

Operation

- 1.139. A detailed safety map is shown on Figure 6. This shows a small area located adjacent to the northwest corner of Plot O (the Poulton) of approximately 1m by 1m that exceeds the safety criteria. This is considered as a major adverse effect. However, the exceedance at this location is 2.5 hours (1.9 hour threshold) and can be considered marginal. Therefore, no mitigation is recommended for this exceedance.
- 1.140. The southeast corner of Plot M (the Republic) shows a small area around 2m by 2m that exceeds safety criteria by 8 hours and therefore requires mitigation. The exact type and location of mitigation will need to be determined in conjunction with the project architects. One mitigation option could be a form of ground level screening around the entrance door to resolve the issue.
- 1.141. As in the approved ES and planning permissions, the final wind mitigation will be submitted as part of a planning condition, which will ensure effects are mitigated so they are not significant, and the entrance is comfortable to use. On the basis that the wind mitigation is conditioned, further testing will be carried out as part of discharge of this planning condition, ahead of construction and occupation of Plot M, to verify that the measures are successful. No further safety exceedances are shown in the surrounding areas to the Phase 1a Application.

- 1.142. A summary of the potential effects identified during operation, with the absence of any mitigation, can be found in Table 17.
- 1.143. Regarding comfort, the results of the 2019 ES presented similar areas of wind acceleration conditions across the masterplan suitable for walking, standing, and sitting. However, compared with the 2019 ES, the new massing presents a setback and a new entrance on the southeast corner of block M. This location shows wind accelerations, and the area is currently unsuitable as an entrance, therefore mitigation is required.
- 1.144. Regarding safety, the 2019 ES showed three areas of wind acceleration to the northwest of Plot O, in between Plot N and Plot M, and southeast of Plot M. The 2023 ES addendum shows two areas (to the northwest of Plot O and at the southeast corner of plot M). The magnitude of these safety exceedances have been discussed above (northwest of plot O is marginal and no mitigation is required, while southeast of Plot M will require mitigation).

Table 17 - Summary of effects during operation of Phase 1a Application.

Receptor	Sensitivity	Description of effect	Magnitude of change/impact	Effect significance
Entrances of Plots M, N and O	Moderate	Localised wind acceleration	Negligible after mitigation	Negligible after mitigation
Sitting Areas North of Plots O and M	High	Localised wind acceleration	Negligible	Negligible
Thoroughfares	Low	Localised wind acceleration	Negligible after mitigation	Negligible after mitigation
Thoroughfare localized small area at southeast corner of Plot M	Low	Localised wind acceleration	Minor adverse	Minor adverse
Roads and Carparks	Low - Negligible	Localised wind acceleration	Negligible	Negligible
Terrace at Plot O	Moderate - High	Localised wind acceleration conditions	Negligible	Negligible
Parking roof level	Moderate - High	Localised wind acceleration	Minor adverse	Minor adverse
Wind Safety	High	Localised safety issue identified at northwest corner of Plot O,	Major adverse	Major adverse (no mitigation required as this is a marginal exceedance).
Wind Safety	High	Plot M southeast corner mitigation in the form of a screens or similar.	Negligible after mitigation	Negligible after mitigation

Receptor	Sensitivity	Description of effect	Magnitude of change/impact	Effect significance
		Details of final wind mitigation to be committed to via a planning condition.		

Mitigation Measures

- 1.145. Due to a localised wind acceleration issue at the south east corner of Plot M (the Republic), a safety screen or similar will be delivered following testing of a range of mitigation options to determine the type of mitigation and optimum location. Details of the final wind mitigation will be submitted as part of a planning condition for the Republic, to be discharged ahead of construction and operation of the plot.

Residual Effects

- 1.146. Based on the suggested mitigation measures, it is considered that the Proposed Development will have no significant residual impacts in relation to wind. Other than the two occurrences above mentioned, no safety exceedances are found within the site boundary and outside the site boundary for Phase 1a applications.

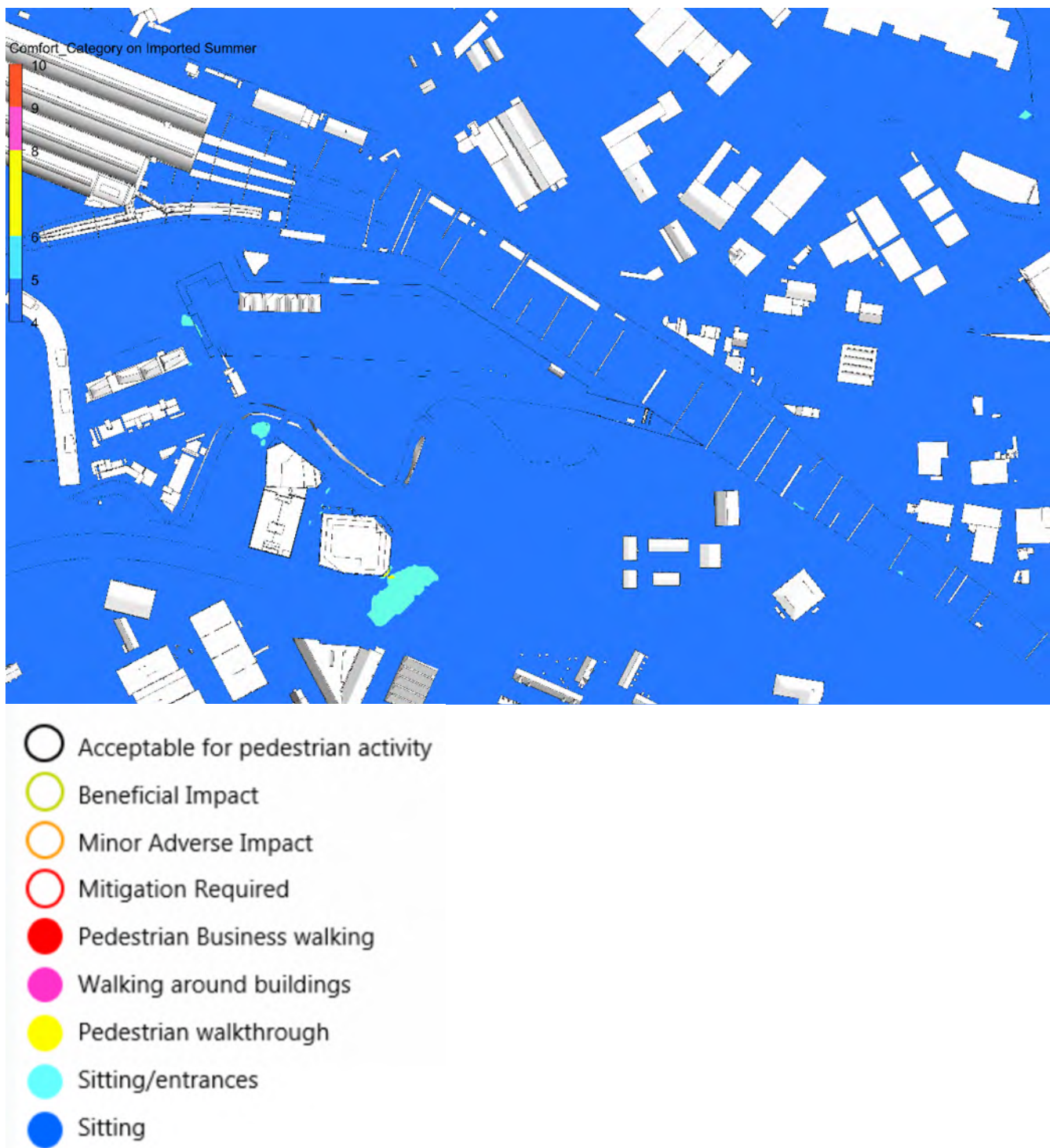


Figure 4 - Proposed scenario 3 Phase 1a Application in future surroundings - summer composite comfort map.

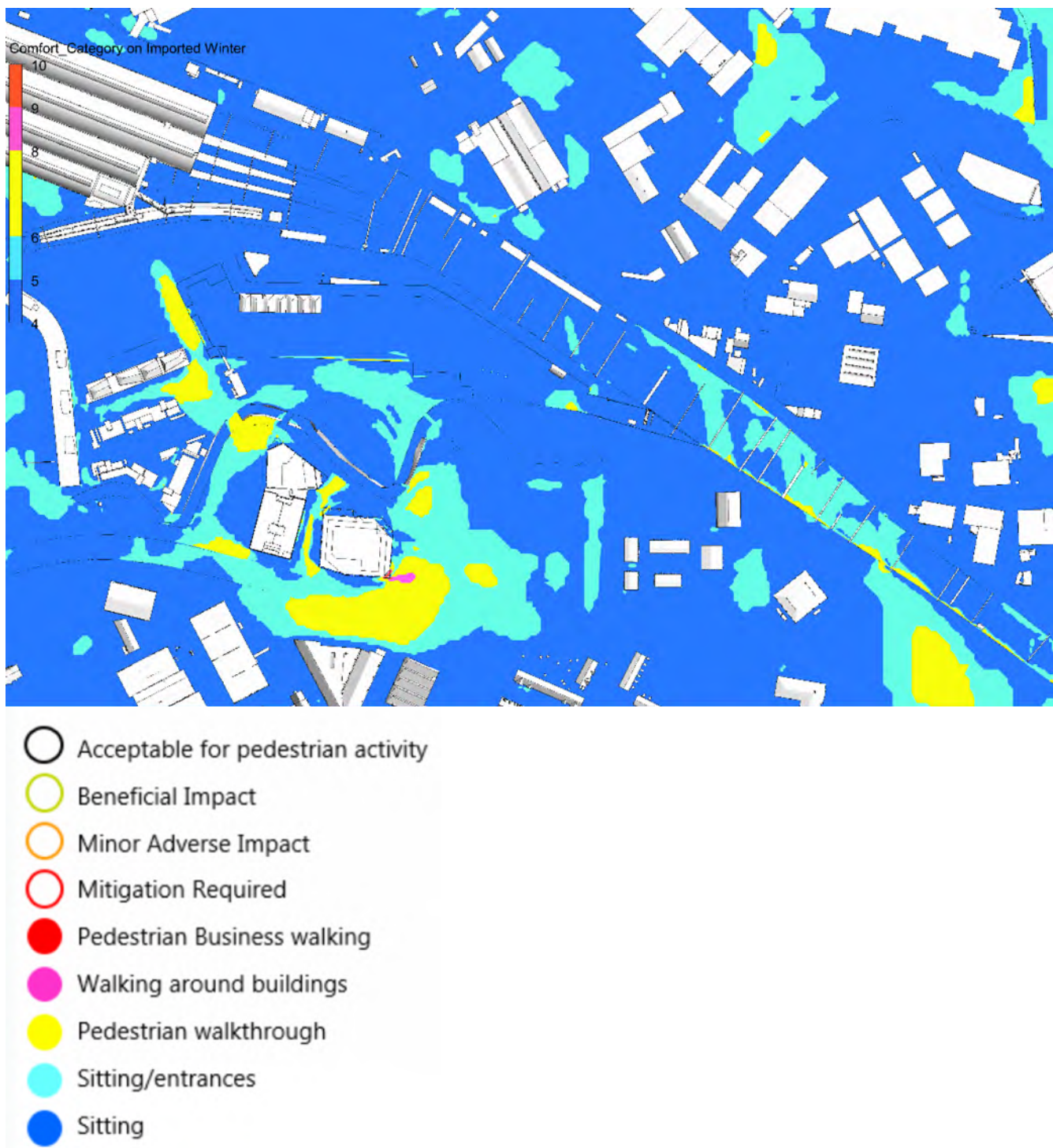


Figure 5 Proposed scenario 3 Phase 1a Application in future surroundings - winter composite comfort map.



Safety Criteria

- Acceptable for pedestrian activity
- Safety concern

Figure 6 Proposed Scenario 3 Phase 1 in future surroundings – annual composite safety map.

Cumulative Effects

- 1.147. The wider cumulative scenario for the Proposed Development, which provides an analysis of the full SRF build out, is as per the approved ES and therefore remains unchanged.

Daylight, Sunlight, and Overshadowing

- 1.148. The approved ES chapter and subsequent ES addendum concludes that Mayfield Park is likely to be suitable as a proposed amenity space, particularly following relocation of park areas having a particular requirement for sunlight exposure, by achieving the sunlight hours on a sufficient portion of the park such that it meets BR209 guidance.
- 1.149. However, the proposed increase in massing of Plot O (Poulton) and Plot M (Republic) introduces the potential for overshadowing of sunlight on sensitive park areas and adjacent amenity space.

Likely Significant Effects

- 1.150. The proximity of the proposed amendments to Mayfield Park and the adjacent Mill Point amenity space may result in an increase in adverse effect on levels of sunlight experienced in these areas.

- 1.151. The effect of the amended massing has, therefore, been assessed against the guidance of the BRE Report BR209, Site layout planning for daylight and sunlight, 2022, considering the full build out of Plots M, N and O in conjunction with the other Mayfield development buildings and the remaining SRF buildings. As a worst case, only the park area having a high priority for sunlight has been assessed. BR209 guidance for the provision of adequate sunlight on open spaces throughout the year is that:
- At least half of the area should receive at least two hours of sunlight on the 21st of March, or
 - If as a result of a new development an existing open space does not meet the above, the area that can receive two hours of sunlight on the 21st of March is no less than 0.8 times its former value.
- 1.152. Note that the approved ES chapter and subsequent ES addendum assessed the impact of the Proposed Development on daylight and sunlight access at the adjacent Logik development on the basis that it may have included residential elements within the scheme. The consented Logik scheme is entirely commercial in nature and is, therefore, not considered a sensitive receptor.
- 1.153. The results of the assessment are illustrated in Figure 6 to Figure 7, which show:
- Negligible difference between the impacts of the 2019 approved (and subsequent addendum) Phase 1 massing and the proposed amended Phase 1 massing. All parts of the Mayfield Park high sunlight priority area meet BRE criteria and the area of the Mill Point amenity space not meeting BRE criteria increased from 10.4% to 10.7%, well below the 50% threshold for adequate sunlight, and
 - A larger impact on the Mill Point amenity space from the remaining SRF buildings. With these buildings included in the assessment, all parts of the Mayfield Park high sunlight priority area continued to meet BRE criteria and the area of the Mill Point amenity space not meeting BRE criteria was 38.7%, still below the 50% threshold for adequate sunlight.

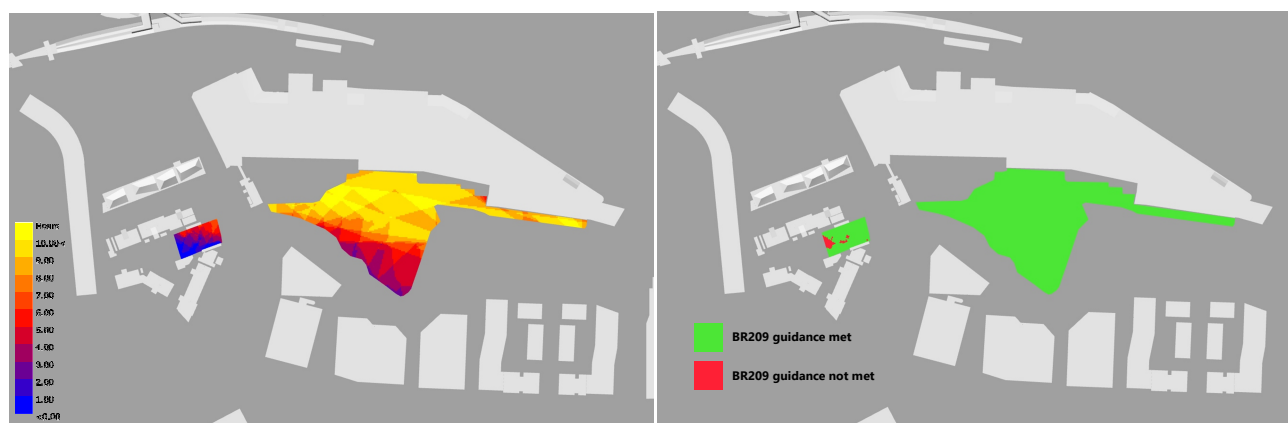


Figure 7 Sunlight distribution and BRE pass/fail on March equinox – approved Phase 1 and Mayfield masterplan buildings



Figure 8 Sunlight distribution and BRE pass/fail on March equinox – amended Phase 1 and Mayfield masterplan buildings

Mitigation and Residual Impacts

- 1.154. Based on the assessment results, it is considered that the proposed amendments to Phase 1 will not change the conclusions of the 2019 ES assessment because:
- The negligible impact on Mayfield Park and Mill Point amenity space will remain negligible as BR209 criteria for sunlight exposure are met for both spaces.
- 1.155. As set out above, the conclusions of Chapter 13 (Daylight and Sunlight) ES Volume 1, Mayfield of the 2019 ES and its associated technical appendices remain valid.
- 1.156. On this basis, the mitigation measures, cumulative impacts and residual impacts are consistent with those set out in Chapter 13 (Daylight and Sunlight) of that ES and its associated technical appendices.

Townscape and Visual Impact

- 1.157. The author of the TVIA has reviewed the proposed design changes and has confirmed that there will be no change to the conclusions of the TVIA chapter in the EIA because of the proposed amendments to the Phase 1 Mayfield Application. Whilst the building massing has changed, the development proposals will continue to deliver high quality office-led development within the Mayfield masterplan.
- 1.158. A series of updated viewpoints have been provided as part of each application that forms the basis of this conclusion. There will be no change to the conclusions of Chapter 14 in terms of cumulative or residual impact.

Socio-economic Impact

- 1.159. The scheme changes to the park have been reviewed by ekosgen to provide an update on how the changes, described in this EIA Addendum, impact the previous socio-economic impact assessment in the Environmental Statement for Mayfield Phase 1.
- 1.160. It is considered that due to the buildings increasing in scale (an uplift of 10% GEA compared to that approved), the proposed amendments would not result in a beneficial but non-significant cumulative impact when considered alongside other committed development and / or proposed development close to the site in relation to socio-economic impact. The conclusions of the original ES remain valid.

Conclusion

- 1.161. In view of the information set out in this EIA Addendum Statement, it can be concluded that there will be no significant effects on the environment, on or close to the Site, beyond those already identified and mitigated for within the EIA dated December 2019 and the ES Addendum dated November 2021 (the Approved EIA), as a result of the proposed amendments.
- 1.162. As such, there are no changes required to the Non-Technical Summary of the EIA and the Technical Appendices (Volume 2) remain the same unless included in the Appendices to this Statement.

Resubmission Documentation

- 1.163. This Statement should be read together with the planning application documentation approved as part of 132255/JO/2021 and 125248/FO/2019 (as amended), with explicit reference to the Planning Statement Addendum submitted concurrently and the original EIA (Volume 1 and 2 and NTS) dated December 2019, ES Addendum dated January 2020 and the ES Addendum dated November 2021.
- 1.164. This EIA Statement of Conformity considers and assesses the proposed amendments in the context of the EIA chapters, impacts and conclusions presented within the original planning permissions. The proposed amendments have been reviewed by the relevant EIA Consultants (BuroHappold) to assess their potential environmental effects as compared to the conclusions presented within the approved EIA.
- 1.165. All other submission documents that were originally approved as part of Planning Permission reference 132255/JO/2021 and 125248/FO/2019 (as amended) are to remain as part of the revised Planning Permission that would be issued subject to approval. Planning Statement Addendums and Design and Access Statements setting out the revised schemes in detail have also been submitted alongside this ES Statement of Conformity.

Appendix A – Cumulative Schemes

Application Reference	Proposal	Date Approved	Map No.	Status - June 2023
Baseline				
116450/FO/2017	Erection of part 17, part 36 storey building to comprise 411 residential apartments (Class C3) (14 studios, 136 x 1 bed, 228 x 2 bed and 33 x 3 bed) with mid and top roof level private dining / media room / gardens, ground and mezzanine floor residential amenity uses and lower ground, ground and mezzanine level commercial uses (Class A1 (shop), A2 (Financial and Professional Services), A3 (Restaurant and Cafe), A4 (Drinking Establishment), B1 (Offices), D1 (Non-residential Institutions Creche only) and D2 (Assembly and Leisure - Gym only)) and associated junction improvements to Oxford Road / Charles Street, access, servicing, and landscaping)	Approved – 12 September 2017.	1	Now complete
114863/FO/2016	Erection of 18 storey serviced apartment building (384 units) with ancillary retail (A1, A2, A3, A4), residents' hub and associated access and landscaping.	Approved – 09 March 2017.	2	Now complete
111027/FO/2016	Erection of 17 storey building to comprise 266 residential apartments (Class C3) (14 studios, 56 x 1 bed, 168 x 2 bed and 28 x 3 bed) with top roof level private dining / media room / gardens, ground and mezzanine floor residential amenity uses including a gym and home working lounge, plus ground and mezzanine level commercial uses (Class A1 (shop), A2 (Financial and Professional Services), A3 (Restaurant and Cafe), A4 (Drinking Establishment), B1 (Offices), D1 (Non-residential Institutions - creche only) and D2 (Assembly and Leisure - gym only)) and associated access, servicing, and landscaping.	Approved – 01 July 2016.	3	Now complete
111025/FO/2016	Erection of two buildings (18 and 14 storeys (Blocks 2 and 4)) comprising offices (Class B1) with ground and mezzanine floor commercial	Approved – June 2016.	4	Now complete

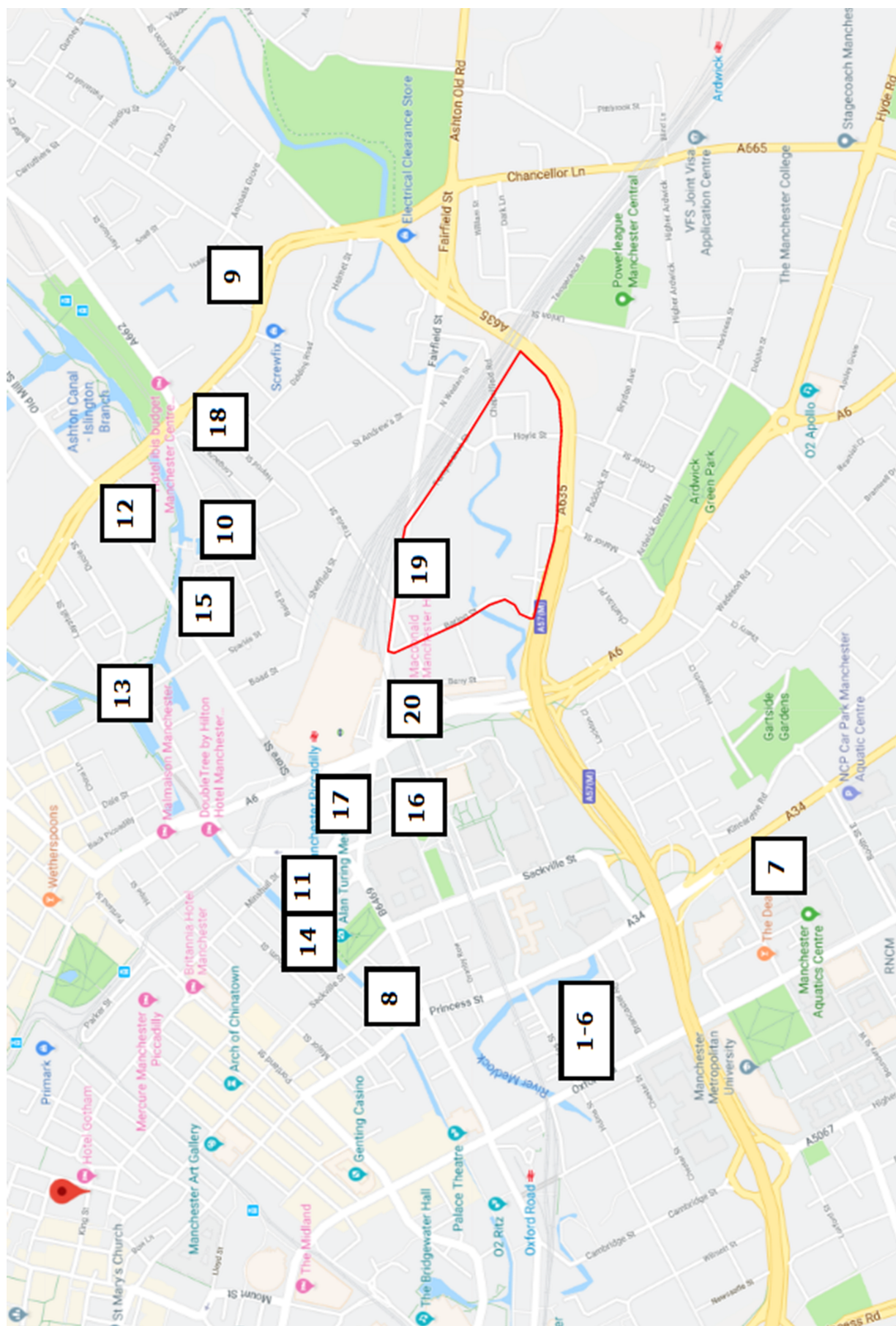
Application Reference	Proposal	Date Approved	Map No.	Status - June 2023
	uses (Class A1 (shop), A2 (Financial and Professional Services), A3 (Restaurant and Cafe), A4 (Drinking Establishment), B1 (Offices), D1(Non-residential Institutions - Creche only) and D2 (Assembly and Leisure - Gym only)) and rooftop restaurant (Class A3) with associated external terrace (Block 4), creation of public green space with pavilion building (Block 3) for events space / uses within Classes A1, A3, A4, D1 (Exhibition Hall / Public Hall only), D2(Concert Hall / Music Hall only)(Sui Generis) accessed from ground level within basement level below alongside creation of areas of public realm including tree planting and all associated access and servicing.			
111028/FO/2016	Demolition of any existing structures and erection of multi-storey car park (1028 spaces including 50 disabled) in 10 storey building, with ground and mezzanine commercial uses (Class A1 (shop), A2 (Financial and Professional Services), A3 (Restaurant and Cafe), A4 (Drinking Establishment), B1 (Offices), D1 (Non-residential Institutions Creche only) and D2 (Assembly and Leisure Gym only)) and associated access, servicing, landscaping and cycle parking facilities.	Approved – June 2016.	5	Now complete
111758/FO/2016	Construction of a new engineering campus (MEC Hall) to provide facilities for higher education purposes including laboratory spaces, teaching space, lecture theatres and workshop space (Use Class D1). New extension to Oddfellow Hall to provide meet and teach rooms (Use Class D1) and partial change of use to include a new cafe / restaurant (Use Class A3) in Oddfellow Hall. New bridge link from the existing James Chadwick Building to the proposed MEC Hall and cafes / restaurants (Use Class A1 and or A3), public realm and landscaping works, cycle and disabled parking facilities, gas bottle storage areas, new servicing arrangements and associated highway and engineering works.	Approved – 22 June 2016.	7	Now complete
114585/FO/2016	Erection of three residential buildings (Building 1 comprising 15 storeys plus plant space, Building 2 comprising 11 storeys plus plant space and Building 3 comprising 14 storeys plus plant space) to provide 351 residential units (Use Class C3) 117 x 1 bed,	Approved – 09 March 2017.	8	Now complete

Application Reference	Proposal	Date Approved	Map No.	Status - June 2023
	218 x 2 bed and 16 x 3 bed) al with ground floor commercial uses (Class A1 (Shop), A3 (Restaurant and Cafe) and D1 (Non Residential Institution Use- Art Gallery) and new public space with related access, servicing, landscaping and associated works with parking for 254 vehicles, 224 cycles within 4 levels of existing basement car park.			
109948/FO/2015	Erection of a part 10, part 8, part 7, part 6 and part 5 storey building to form 201 residential apartments (C3a) with ancillary ground floor gym area for residents with pedestrian access from Great Ancoats Street and vehicular access from Advent Way and Isaac Way along with associated hard and soft landscaping, car parking, boundary treatment and other associated works	Approved - 11 Dec 2015.	9	Now complete
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	Approved - 21 Oct 2016.	10	Now complete
112034/FO/2016	Creation of approximately 478 residential units (160 x 1 bed and 318 x 2 bed) and commercial space comprising: (a) Conversion and extension of existing 12 storey building to 15 storeys (The Tower) comprising residential accommodation (Class C3 - 123 units) above ground and first floor (Class A1 (Shop), A2 (Financial and Professional Services), A3 (Restaurants and Cafe), A4 (Drinking Establishment), B1 (Office), D1 (Non-residential institutions - crèche, nursery, clinic and health centre, art gallery only) and D2 (Assembly and Leisure - Gymnasium, indoor sport and recreation only)), (b) Erection of 2 x 14-16 storey buildings (Block C and F comprising residential accommodation (Class C3 - 136 units (C) and 209 units (F)) above ground and first floor (Class A1 (Shop), A2 (Financial and Professional Services), A3 (Restaurants and Cafe), A4 (Drinking Establishment), B1 (Office), D1 (Non-residential institutions - crèche, nursery, clinic	Approved 28 Sep 2016.	11	Now complete

Application Reference	Proposal	Date Approved	Map No.	Status - June 2023
	and health centre, art gallery only) and D2 (Assembly and Leisure - Gymnasium, indoor sport and recreation only), Building F and Tower to be linked by podium; and (c) change of use of existing 1 storey building on stilts (The Bungalow) to Class A1 (Shop), A2 (Financial and Professional Services), A3 (Restaurants and Cafe), A4 (Drinking Establishment), B1 (Office), D1 (Non-residential institutions - crèche, nursery, clinic and health centre, art gallery only) and D2 (Assembly and Leisure - Gymnasium, indoor sport and recreation only) and hard and soft landscaping comprising central public square, commercial and retail terraces, private residents terrace and public/private roof top gardens with car parking for 69 vehicles located at ground and first floor levels and associated works to facilitate servicing and access following demolition to existing teaching and library buildings.			
110276/FO/2015	Demolition of existing buildings and erection of 12 townhouses and 345 (109 x one bed and 236 x 2 bed) apartments, ground floor commercial unit (243sq. m, Use Classes A1, A2, B1 and D1 (excluding places of worship, church halls, public halls and non-residential education and training centres) within a part 31, part 15, part 9 storey building, 77 basement and 20 surface parking spaces, 180 cycle parking spaces, ancillary tenant amenity facilities including outdoor communal amenity space at roof level above the 9 and 15 storey elements, associated hard and soft landscaping and other associated works including servicing access and 9 off site parking spaces.	Approved - 04 Mar 2016.	12	Now complete
114818/FO/2016	Erection of 9 storey building to provide 137 hotel bedrooms (Use Class C1) with associated ancillary hotel operated restaurant (Class A3) and bar (Class A4) uses to include 14 cycle parking spaces, an external seating area, public realm, landscaping and highways works.	Approved - 07 Apr 2017.	13	Now complete
115570/FO/2017	Conversion of buildings to provided 58 residential apartments (Class C3) (26 x 1 bed and 32 x 2 bed) (41 units in Minshull House and 18 units in Minto Turner Building) above lower ground and ground floor Class A1 (shop), A2 (Financial and Professional	Approved - 06 Jun 2017. Currently on site.	14	Now complete

Application Reference	Proposal	Date Approved	Map No.	Status - June 2023
	Services), A3 (Restaurant and Cafe), A4 (Drinking Establishment), B1 (Offices), D1(Non-residential Institutions creche, nursery, clinic and health centre, art gallery only) and D2 (Assembly and Leisure - Gymnasium, indoor sport and recreation only), ground floor extension to Minshull House to provide additional commercial space (uses as specified above), creation of 59 secure cycle parking spaces and works to provide hard and soft landscaping including new public square in front of Minshull House and pedestrian route along Little David Street to the Kampus Courtyard, servicing and access.			
Cumulative				
107245/FO/2014	Erection of 13 storey building comprising 34 apartments (3 x 1 bed, 28 x 2 bed and 3 x 3 bed duplex) with ground floor D2 (Assembly and Leisure) Use with associated landscaping, highways, engineering and other associated works following removal of section of retaining wall.	Approved – 04 March 2016	15	Replaced by 132626/FO/2022
118267/FO/2017	<p>Full planning permission for the demolition of existing buildings on site and their replacement with a mixed use (sui generis) development comprising 3 towers ranging in height (from 14, 20 and to 25 storeys (including lower ground floor level) and intermediary link buildings and providing: 403 units of Co-Living residential accommodation with associated shared amenity spaces; 94 units of purpose built student accommodation with associated shared amenity spaces; ground floor commercial floor space and children's day nursery together with cycle parking, recycling and refuse bin storage, associated plant and public realm enhancements to Granby Row, Echo Street, Cobourg Street and Back Acton Street</p> <p>New development description:</p> <p>Erection of 3 interlinked towers ranging from 27, 21 and 16 storeys together with intermediary link buildings (15 and 11 storeys) to form Purpose Built Student Accommodation (Sui Generis) with associated</p>	Approved – 01 June 2018	16	Superseded by 136874/FO/2023. Awaiting approval.

Application Reference	Proposal	Date Approved	Map No.	Status - June 2023
	amenity space and external landscaping and other associated works			
116099/FO/2017	Refurbishment, restoration, reconfiguration and extension of former London Road Fire Station site to create a mixed use development comprising of hotel (Use Class C1), workspace/office (Use Class B1), commercial floorspace for shop and food and drink uses (Use Classes A1, A3 and A4), residential apartments (Use Class C3) and cinema and spa (Use Class D2), together with creation of new basement area, access and highways works, servicing, rooftop plant, landscaping and associated works	Approved - 31 Jul 2017	17	To be completed in 2023
122599/FO/2019	Demolition of existing building and erection of a 13 / part 14 (plant level) storey building to create a 275-bedroom hotel (Class C1) use	Approved – 23 September 2019	18	Now complete - baseline
123728/FO/2019	Temporary change of use for a 5 year period for the Mayfield Depot from Use Class B8 to Sui Generis Use Class, comprising theatre, music, dance, performance-related activities (Sui Generis), cinema and conferencing (Use Class D2), food and drink festivals including external food and drink operators (Use Class A3 and A4), art exhibitions and markets (Use Class A1/D2), marketing suites and offices (Use Class B1), with associated demolition, external alterations, landscaping, servicing and access.	Approved – 02 August 2019	19	Implemented and operational until August 2024
123095/FO/2019	Construction of a full height extension to house 2no. passenger lifts, a two storey ground floor extension to create a dedicated executive entrance and lounge with internal remodelling.	Approved – 09 August 2019	20	



Appendix B – Drainage Strategies and Drainage Technical Note

Mayfield EIA Addendum – Drainage Strategy

Introduction

This addendum relates to the updated design for proposed plots O (The Poulton), M (The Republic) and N (MSCP).

Policy Context

Peak rainfall intensities are now based on the specific Management Catchment, with the Mayfield development falling under the River Irwell Management Catchment. Based on the 1% annual exceedance rainfall event an upper end allowance of 45% will be taken for climate change.

Baseline Conditions

The 2021 Mayfield Park Drainage Strategy (rev 07) outlines the existing surface water features on site and details the proposed runoff rates from the development as agreed with the LLFA. This addendum uses the same rates as previously agreed and as outlined in Table 7-1 and 7-2 from the 2021 planning report (included below). Figure 7-3 from the 2021 planning report (included below) indicates the locations of each catchment.

Table 7-1 Existing vs Proposed Peak Discharge Requirement (* = Flow Control on this catchment, see Table 7-3)

Outfall	Associated Catchments	Brownfield Peak Discharge (l/s)	Proposed Peak Discharge (l/s)
1a & 1b	C15 C16 B3 B4 B5	C15 = 171.00 C16 = 146.11 B3 = 49.80 B4 = 193.35 B5 = 163.03 Total = 750.33	C15 = 83.94* C16 = 71.92* B3 = 17.52* B4 = 63.43* B5 = 57.12* Total = 293.92
2	C1 C2 C3 Phase 4	C1 = 66.16 C2 = 18.49 C3 = 79.38 Phase 4 = 315.63 Total = 479.66	C1 = 34.72 C2 = 17.17 C3 = 62.94 Phase 4 = 151.49* Total = 266.32
3	C5 C10 C12 C13 C14 B1a B1b B2	C5 = 9.39 C10 = 17.23 C12 = 59.20 C13 = 12.59 C14 = 7.73 B1a = 34.01 B1b = 47.21 B2 = 64.40 Total = 479.66	C5 = 8.63 C10 = 15.11 C12 = 54.16 C13 = 10.57 C14 = 9.05 B1a = 7.5* B1b = 10.7* B2 = 22.96* Total = 138.68
Overland Flow to River	C4 C6 C7 C8 C9 C11	C4 = 1.82 C6 = 40.40 C7 = 96.50 C8 = 89.12 C9 = 46.56 C11 = 27.04 Total = 274.40	C4 = 1.38 C6 = 23.81 C7 = 41.20 C8 = 58.05 C9 = 21.71 C11 = 17.79 Total = 163.94
Total	C1, C2, C3, C4, C5, C6, C7, C8, C9, C10, C11, C12, C13, C14, C15, C16, B1a, B1b, B2, B3, B4, B5, Phase 4	Total = 1756.13	Total = 862.87

Table 7-2 Summary of peak flow at the outfall from MicroDrainage

Outfall	Peak Flow from MicroDrainage	Flow Controls?
Outfall 1a & 1b	285.3 l/s	Yes, upstream control and attenuation of the future buildings and public realm areas outside of phase 1.
Outfall 2	251.4 l/s	Yes, upstream controls are present within the upgraded Depot building (Phase 4). Furthermore, the outfall pipe has been intentionally downsized to a 375mm pipe to restrict the flow into the river.
Outfall 3	135.5 l/s	Yes, upstream controls and attenuation are present within the future buildings in this area.
Overland Flow to River	163.94 l/s	No.
Total	836.14 l/s	Note – Total calculated in MicroDrainage is below the discharge requirement of 50% Brownfield – 2l/s/ha.

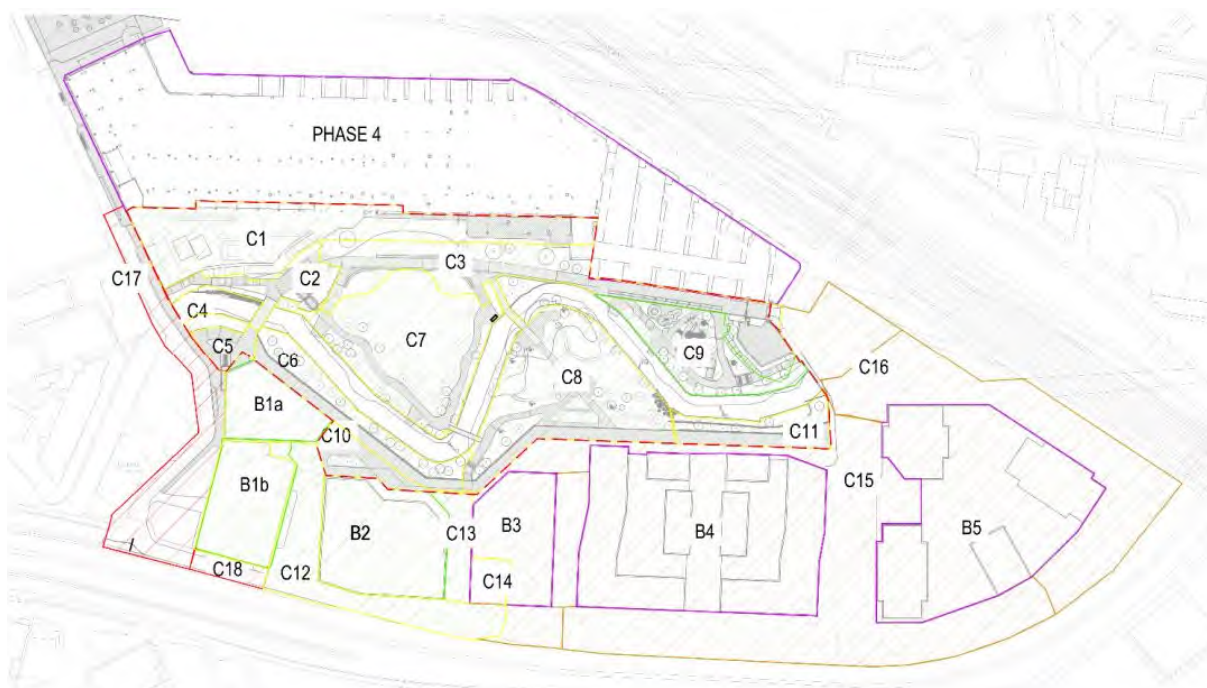


Figure 7-3 Catchment Areas Plan (park boundary shown in red dashed)

Proposed Network

The areas included within this addendum fall under the following catchments as outlined in the 2021 planning report:

- The Poulton – catchment B1a
- MSCP – catchment B1b
- The Republic – catchment B2
- Public realm associated with the plots – catchments C5, C10, C12 and C13

As per the 2021 planning report, all of these catchments discharge to Outfall 3. Flow from catchments B1a, B1b and B2 are no longer restricted at plot level, as the attenuation features are now combined for all plots. The overall discharge from these areas remains at 135.5l/s, as outlined in Table 7-2 from the 2021 planning report.

Appended to this document are the detailed calculations and design drawings for proposed plots O, N and M.

Job Title

Mayfield, Manchester – Plot O

Prepared for

Mayfield Poulton Limited

Report Type

Drainage Statement

Date

2 June 2023

Contents

1. Introduction..... 1

2. Development Details..... 2

 2.1 Existing Site Details 2

 2.2 Proposed Development Details..... 3

3. Surface Water Drainage 4

 3.1 Existing and Proposed Run-off Rates 5

 3.2 Surface Water Attenuation Volumes & Network Simulation 5

4. Foul Water Drainage Strategy 6

Appendices

- Appendix A – Proposed Surface Water Drainage Strategy
- Appendix B – Conceptual Surface Water Drainage Model – Simulation Results

Drainage Statement

Prepared by	Harry Morton
Reviewed by	Chris Kendrick / Paul Morris
Report Ref.	1076-33-CIV-XX-XX-R-C-1001
Issued	02/06/2023
Revised	09/06/2023 – V2 – Revised client

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1. Introduction

Civic Engineers are appointed to the Client, Mayfield Poulton Limited, to provide civil engineering consultancy for Mayfield Phase 1, which comprises the Mayfield Park development, three buildings: Baring St. Office No. 1 (Plot O/Poulton), Baring St. Office No. 2 (Plot M/Republic) and Baring St. MSCP (Plot N); alongside associated public realm. This drainage statement has been prepared to accompany the full planning application for Plot O.

The purpose of this statement is to:

- provide information on the existing site's topography and drainage,
- reaffirm the pre-development peak 1 in 1-year surface water run-off rate(s) agreed as part of previous planning applications, and
- summarise the proposed drainage strategy for the site.

This statement is based on currently available information held by Civic Engineers. Proposals contained or forming part of this statement represent the design intent and may be subject to alteration or adjustment in completing the detailed design for this project.

2. Development Details

2.1 Existing Site Details

Plot O encompasses 0.239ha and occupies the southwest corner of the Mayfield Development Site, with Baring Street adjacent the west boundary and the proposed Plot N to the south. The plot is centred around an approximate National Grid Reference of SJ850975.

The existing site has a history of industrial use during the 18th and 19th century and was previously occupied by terraced housing for workers as well as the Mayfield Baths, which formed a focal point for the community. Within the latter half of the 20th century, there was a general reduction in the scale of industrial development of the site, which included the demolition of the workers' accommodation and the Bath House.

Several industrial units that remained on the site were demolished in Summer 2019, paving the way for enabling works for Phase 1 of the Mayfield development to commence, since which the site has remained largely unchanged.

2.1.1 Existing Topography

A topographical survey was undertaken by Malcolm Hughes Surveyors in September 2017 and indicated that, prior to the commencement of enabling works, the plot generally sloped from the southeast to the north, with approximate levels of 35.79mAOD and 35.15mAOD in these areas of the site, respectively. The majority of the plot saw use as a tarmacked car park, which had localised falls towards a central road gully. The eastern side of the plot was occupied by a building and a small section of grass and trees (31m²) occupied the southeast plot boundary.

Demolition and clearance works have cleared the site of the above features, and the site is currently a live construction site comprising rubble and re-engineered soils in preparation for the commencement of main works.

2.1.2 Existing Drainage

No above ground watercourses have been identified within the proposed plot boundary. As part of the Mayfield Park development, the River Medlock was de-culverted and the section of this river running from the West Coast Main Line to the A6 is now fully exposed.

Public sewer records from United Utilities indicate there are no adopted sewers within the proposed plot boundary.

The following public sewer infrastructure has been identified within the vicinity of the plot:

- A varying large diameter combined water sewer runs within the Mancunian Way approximately 90m south of the proposed plot.
- A 225mm diameter combined water sewer runs within Baring St. The sewer is believed to run the length of Baring St., however the United Utilities Asset Map only displays a short section.

It is anticipated that all existing drainage within the site boundary has been grubbed up or abandoned as part of the enabling works for the development.

2.2 Proposed Development Details

Plot O comprises an 8-storey office development including ground, mezzanine and plant level comprising 9,987 sq.m. (GEA) including active ground floor uses (A1, A3, A4 or B1), public realm and riverside walkway. The proposed hard and soft landscaping forming the public realm strategy is to integrate with a sustainable drainage system for the development, in which attenuation and treatment of run-off and improved amenity and biodiversity is to be achieved via raingardens, SuDS tree planting, permeable paving and an attenuation storage tank.

3. Surface Water Drainage

The proposed surface water drainage strategy for the development forms part of the wider Mayfield Phase 1 drainage strategy prepared by BuroHappold Engineering and aligns and coordinates with the principles outlined in the referenced document. The present document considers only the proposed drainage strategy at a plot level, and the Phase 1 drainage strategy should be consulted for further information on the impacts of the development and associated drainage proposals on the wider area.

The proposed surface water network for Plot O is part of a wider network that additionally serves Plot M and N and associated public realm, which has a single proposed outfall to the River Medlock.

Within the current proposed layout, runoff from Plot O will be conveyed through above ground drainage to a below ground system of pipes and manholes which will convey flows through a 2m x 28m x 1.2m (W x L x D) underground attenuation tank providing an attenuation storage volume of 67m³. The tank additionally attenuates overflow run-off from a raingarden to the northwest, which has been installed as part of the enabling works for the site.

A drawing detailing this network is presented in Appendix A. An overview of the surface water drainage that serves the area encompassed by the application boundary for Plot O is provided in Figure 1.



Figure 1. Excerpt of drawing 1076-27-CIV-XX-XX-D-C-30001 centred on the Section 73 application boundary for Plot O (highlighted in green).

As the drainage serving Plot O forms part of a larger network, it is noted that the proposed catchments within the drainage strategy do not strictly align with the application boundary and while features such as Raingarden 1 (RG1) and Attenuation Storage Tank 1 are positioned within the application boundary, these do not currently attenuate flows from Plot O.

A flow control chamber, also installed as part of the enabling works, restricts discharge from the network to a proposed rate of 7.5 L/s, as discussed in Section 0.

3.1 Existing and Proposed Run-off Rates

As part of the Phase 1 drainage strategy, it has been agreed that proposed discharge rate from the entire Phase 1 development is to be restricted to 50% of the existing brownfield run-off rate minus an additional 2 L/s/ha.

A previous drainage statement for Plot O, submitted on 19th December 2019 and approved on 14th February 2020 as part of planning application 124972/FO/2019, proposed a discharge rate of 7.5 L/s from Plot O and associated public realm, which is maintained as part of this planning application.

3.2 Surface Water Attenuation Volumes & Network Simulation

The proposed attenuation tank is assumed to have a storage volume equal to the tank's volume, i.e. any volume loss within the tank structure is not accounted for.

A conceptual drainage model has been produced in Causeway Flow which incorporates the above storage. Simulation results for this model have been provided in Appendix B which demonstrates the network serving Plot O has sufficient attenuation volume for surface water run-off up to the critical 100-year storm (including a 45% allowance for climate change).

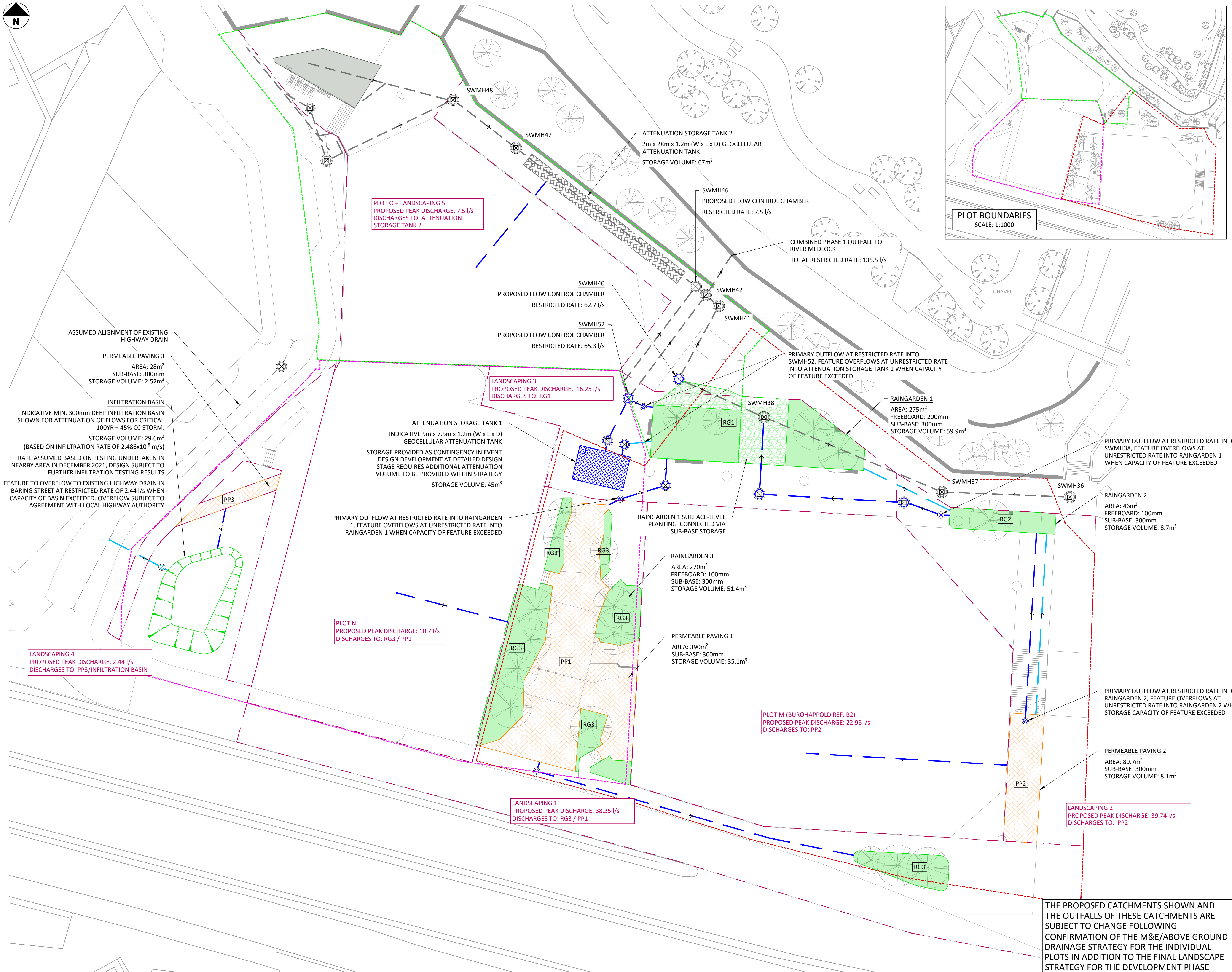
4. Foul Water Drainage Strategy

The Phase 1 drainage strategy, prepared by BuroHappold, proposes that the foul water discharge from each plot be collected within a main sewer run and then outfall to the existing public combined water sewer within the Mancunian Way.

Within current proposals, foul drainage is to be collected via piped gravity network and discharge to the proposed BuroHappold foul water sewer at an unrestricted rate. The design of lateral drains from the plot to the main foul sewer is currently subject to confirmation of the above-ground drainage design for the plot including the proposed locations of any air admittance valves, stub stacks, vent pipes, floor gullies etc.

Appendix A – Proposed Surface Water Drainage Strategy

FILE LOCATION PATH: P:\PROJECTS\HOT\1076-27 MAYFIELD, MANCHESTER - PLOT M\004 BIM\CIVILS\CIVIL 2D\1076-27-CIV-XX-XX-M-C_PROPOSED SW DRAINAGE DWG



STANDARD NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECT'S AND ENGINEER'S DRAWINGS AND THE SPECIFICATIONS.
2. THIS DRAWING SHOULD NOT BE SCALED.
3. ALL DIMENSIONS ARE TO BE VERIFIED BY THE CONTRACTOR ON SITE.
4. ALL DISCREPANCIES SHOULD BE REPORTED TO C.A./E.A. PRIOR TO THE COMMENCEMENT OF WORKS.

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NOTES

1. LANDSCAPE PLAN BY STUDIO EGRET WEST, RECEIVED 31.05.2023.
2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH 'MAYFIELD PARK DRAINAGE STRATEGY' (REPORT 0042912) AND DRAWING 0042912-BHE-XX-XX-DR-C-7060-3120 PREPARED BY BUROHAPPOLD ENGINEERING.

KEY

- PLOT O PLANNING BOUNDARY
- PLOT N SECTION 73 BOUNDARY
- PLOT M SECTION 73 BOUNDARY
- ⊗ EXISTING SW MANHOLE
- EXISTING SW SEWER
- ▨ EXISTING ATTENUATION STORAGE
- ▨ EXISTING RAINGARDEN
- ⊗ ⊗ PROPOSED SW MANHOLE
- ⊗ ⊗ PROPOSED SW FLOW CONTROL
- PROPOSED SW SEWER
- PROPOSED SW EXCEEDANCE ROUTE
- ▨ PROPOSED RAINGARDEN
- ▨ SUB-BASE STORAGE TO RAINGARDEN
- ▨ PROPOSED PERMEABLE PAVING
- ▨ PROPOSED ATTENUATION STORAGE
- PROPOSED CATCHMENT BOUNDARY

09.06.23	P02	REVISED COORD. WITH PARK DRAINAGE	HCM	PM
02.06.23	P01	ISSUED FOR PLANNING APPLICATIONS	HCM	CK
DATE	REV	DESCRIPTION	DRAWN	CHKD



MANCHESTER Carver's Warehouse, 77 Dale Street, Manchester, M1 2HG. Tel: 0161 228 6757
LONDON Reeds Wharf, 33 Mill Street, London SE1 2AX. Tel: 020 7253 2977
LEEDS 1 Saw Mill Street, Water Lane, Leeds, LS1 5WE. Tel: 0113 2025 130
GLASGOW 35 Virginia Street, Glasgow, G1 1TH. Tel: 0141 370 1809

www.civicingineers.com

PROJECT

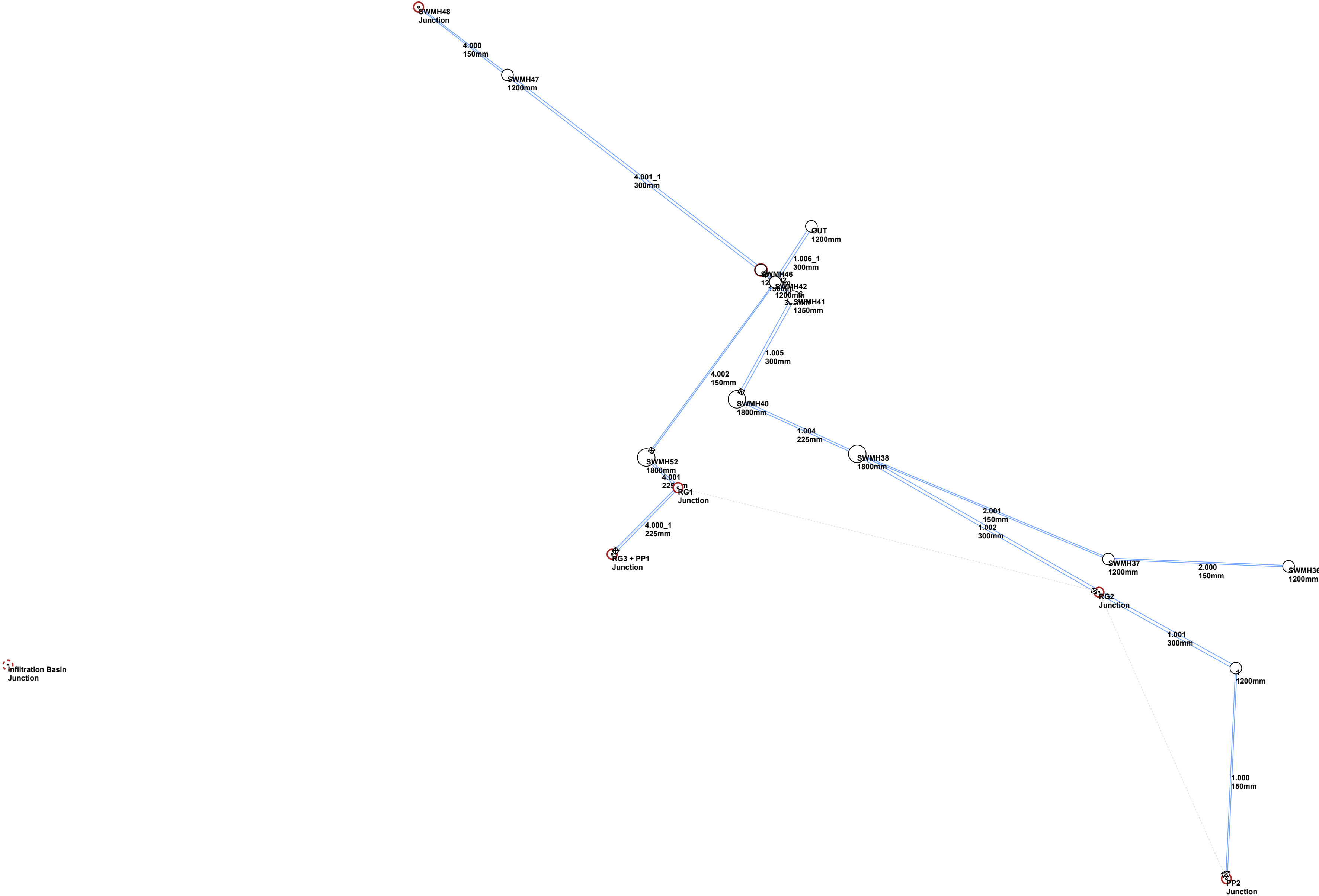
MAYFIELD PHASE 1

TITLE

PROPOSED SURFACE WATER DRAINAGE
OUTLINE STRATEGY

DRAWING STATUS					STATUS CODE
PRELIMINARY					-
CE PROJECT No.	SCALE @ A1	DATE CREATED	DRAWN	CHECKED	
1076-27	1:250	JUN 23	HCM	CK	
DRAWING No.					REV
1076-27-CIV-XX-XX-D-C-30001					P02

Appendix B – Conceptual Surface Water Drainage Model – Simulation Results



**Simulation Settings**

Rainfall Methodology	FSR	Analysis Speed	Detailed
FSR Region	England and Wales	Skip Steady State	x
M5-60 (mm)	17.000	Drain Down Time (mins)	240
Ratio-R	0.400	Additional Storage (m³/ha)	20.0
Summer CV	1.000	Check Discharge Rate(s)	x
Winter CV	1.000	Check Discharge Volume	x

Storm Durations

15	30	60	120	180	240	360	480	600	720	960	1440
----	----	----	-----	-----	-----	-----	-----	-----	-----	-----	------

Return Period (years)	Climate Change (CC %)	Additional Area (A %)	Additional Flow (Q %)
1	0	0	0
30	40	0	0
100	45	0	0

Node SWMH52 Online Orifice Control

Flap Valve	x	Design Depth (m)	1.800	Discharge Coefficient	0.600
Replaces Downstream Link	✓	Design Flow (l/s)	65.3		
Invert Level (m)	34.036	Diameter (m)	0.153		

Node SWMH46 Online Hydro-Brake® Control

Flap Valve	x	Objective	(HE) Minimise upstream storage
Replaces Downstream Link	✓	Sump Available	✓
Invert Level (m)	33.450	Product Number	CTL-SHE-0125-7500-1200-7500
Design Depth (m)	1.200	Min Outlet Diameter (m)	0.150
Design Flow (l/s)	7.5	Min Node Diameter (mm)	1200

Node SWMH40 Online ACO Q-Brake Control

Flap Valve	x	Design Depth (m)	1.900	Min Node Diameter (mm)	1500
Replaces Downstream Link	✓	Design Flow (l/s)	62.7	Orifice Diameter (mm)	0.283
Invert Level (m)	33.925	Min Outlet Diameter (m)	0.295		

Node PP2 Offline Weir Control

Flap Valve	x	Invert Level (m)	39.400	Discharge Coefficient	0.590
Loop to Node	RG2	Width (m)	4.000		

Node RG2 Offline Weir Control

Flap Valve	x	Invert Level (m)	35.980	Discharge Coefficient	0.590
Loop to Node	RG1	Width (m)	4.000		

Node RG3 + PP1 Offline Weir Control

Flap Valve	x	Invert Level (m)	36.050	Discharge Coefficient	0.590
Loop to Node	RG1	Width (m)	2.250		

Node RG3 + PP1 Online Orifice Control

Flap Valve	x	Invert Level (m)	35.715	Discharge Coefficient	0.600
Replaces Downstream Link	✓	Diameter (m)	0.075		

**Node PP2 Online Orifice Control**

Flap Valve	x	Invert Level (m)	39.080	Discharge Coefficient	0.600
Replaces Downstream Link	✓	Diameter (m)	0.075		

Node RG1 Depth/Area Storage Structure

Base Inf Coefficient (m/hr)	0.00000	Safety Factor	2.0	Invert Level (m)	35.420
Side Inf Coefficient (m/hr)	0.00000	Porosity	0.50	Time to half empty (mins)	28

Depth (m)	Area (m ²)	Inf Area (m ²)
0.000	205.0	0.0

Node RG2 Depth/Area Storage Structure

Base Inf Coefficient (m/hr)	0.00000	Safety Factor	2.0	Invert Level (m)	35.700
Side Inf Coefficient (m/hr)	0.00000	Porosity	0.50	Time to half empty (mins)	10

Depth (m)	Area (m ²)	Inf Area (m ²)
0.000	45.8	0.0

Node PP2 Depth/Area Storage Structure

Base Inf Coefficient (m/hr)	0.00000	Safety Factor	2.0	Invert Level (m)	39.080
Side Inf Coefficient (m/hr)	0.00000	Porosity	0.30	Time to half empty (mins)	53

Depth (m)	Area (m ²)	Inf Area (m ²)	Depth (m)	Area (m ²)	Inf Area (m ²)	Depth (m)	Area (m ²)	Inf Area (m ²)
0.000	89.7	0.0	0.300	89.7	0.0	0.301	0.0	0.0

Node RG3 + PP1 Depth/Area Storage Structure

Base Inf Coefficient (m/hr)	0.00000	Safety Factor	2.0	Invert Level (m)	35.715
Side Inf Coefficient (m/hr)	0.00000	Porosity	0.30	Time to half empty (mins)	262

Depth (m)	Area (m ²)	Inf Area (m ²)
0.000	660.6	0.0

Node SWMH46 Depth/Area Storage Structure

Base Inf Coefficient (m/hr)	0.00000	Safety Factor	2.0	Invert Level (m)	33.450
Side Inf Coefficient (m/hr)	0.00000	Porosity	1.00	Time to half empty (mins)	102

Depth (m)	Area (m ²)	Inf Area (m ²)	Depth (m)	Area (m ²)	Inf Area (m ²)	Depth (m)	Area (m ²)	Inf Area (m ²)
0.000	56.0	0.0	1.200	56.0	0.0	1.201	0.0	0.0

Node Infiltration Basin Depth/Area Storage Structure

Base Inf Coefficient (m/hr)	0.08950	Safety Factor	2.0	Invert Level (m)	33.710
Side Inf Coefficient (m/hr)	0.00000	Porosity	1.00	Time to half empty (mins)	



Depth (m)	Area (m ²)	Inf Area (m ²)	Depth (m)	Area (m ²)	Inf Area (m ²)
0.000	48.0	48.0	0.300	150.0	48.0

Node SWMH48 Depth/Area Storage Structure

Base Inf Coefficient (m/hr)	0.00000	Safety Factor	2.0	Invert Level (m)	33.600
Side Inf Coefficient (m/hr)	0.00000	Porosity	0.30	Time to half empty (mins)	123

Depth (m)	Area (m ²)	Inf Area (m ²)	Depth (m)	Area (m ²)	Inf Area (m ²)	Depth (m)	Area (m ²)	Inf Area (m ²)
0.000	54.2	0.0	0.300	54.2	0.0	0.301	0.0	0.0

**Results for 1 year Critical Storm Duration. Lowest mass balance: 99.93%**

Node Event	US Node	Peak (mins)	Level (m)	Depth (m)	Inflow (l/s)	Node Vol (m³)	Flood (m³)	Status
30 minute summer	PP2	20	39.419	0.339	33.5	12.1084	0.0000	FLOOD RISK
60 minute summer	1	36	35.827	0.061	6.4	0.0694	0.0000	OK
30 minute summer	RG2	21	35.765	0.065	30.3	1.6611	0.0000	OK
15 minute summer	SWMH36	1	34.677	0.000	0.0	0.0000	0.0000	OK
15 minute summer	SWMH37	1	34.509	0.000	0.0	0.0000	0.0000	OK
30 minute summer	SWMH38	21	34.286	0.108	24.6	0.2757	0.0000	OK
120 minute summer	Infiltration Basin	80	33.756	0.046	2.2	2.6894	0.0000	OK
30 minute summer	SWMH40	21	33.996	0.071	24.5	0.1799	0.0000	OK
30 minute summer	SWMH41	21	32.376	0.052	23.4	0.0743	0.0000	OK
15 minute summer	SWMH48	11	33.686	0.086	6.7	1.4176	0.0000	OK
15 minute summer	SWMH47	11	33.679	0.144	27.2	0.3410	0.0000	OK
60 minute summer	SWMH46	41	33.624	0.174	18.7	9.9530	0.0000	SURCHARGED
240 minute summer	RG3 + PP1	160	35.882	0.167	15.8	35.8511	0.0000	OK
30 minute summer	RG1	21	35.454	0.034	13.5	3.6307	0.0000	OK
30 minute summer	SWMH52	21	34.158	0.122	9.7	0.3110	0.0000	OK
30 minute summer	SWMH42	21	32.128	0.128	39.4	0.1448	0.0000	OK
30 minute summer	OUT	22	32.012	0.111	39.6	0.0000	0.0000	OK

Link Event (Upstream Depth)	US Node	Link	DS Node	Outflow (l/s)	Velocity (m/s)	Flow/Cap	Link Vol (m³)	Discharge Vol (m³)
30 minute summer	PP2	Orifice	1	6.4				
30 minute summer	PP2	Weir	RG2	18.7				2.7
60 minute summer	1	1.001	RG2	6.4	0.848	0.090	0.1675	
30 minute summer	RG2	1.002	SWMH38	24.6	2.231	0.100	0.2802	
30 minute summer	RG2	Weir	RG1	0.0				0.0
15 minute summer	SWMH36	2.000	SWMH37	0.0	0.000	0.000	0.0000	
15 minute summer	SWMH37	2.001	SWMH38	0.0	0.000	0.000	0.0039	
30 minute summer	SWMH38	1.004	SWMH40	24.5	1.366	0.410	0.2422	
120 minute summer	Infiltration Basin	Infiltration		0.6				
30 minute summer	SWMH40	ACO Q-Brake	SWMH41	23.4				
30 minute summer	SWMH41	1.006	SWMH42	23.2	1.308	0.057	0.0451	
15 minute summer	SWMH48	4.000	SWMH47	6.3	0.506	0.475	0.1592	
15 minute summer	SWMH47	4.001_1	SWMH46	27.2	1.190	0.484	0.9151	
60 minute summer	SWMH46	Hydro-Brake®	SWMH42	6.9				
240 minute summer	RG3 + PP1	Orifice	RG1	4.2				
240 minute summer	RG3 + PP1	Weir	RG1	0.0				0.0
30 minute summer	RG1	4.001	SWMH52	9.7	2.599	0.047	0.0167	
30 minute summer	SWMH52	Orifice	SWMH42	9.6				
30 minute summer	SWMH42	1.006_1	OUT	39.6	1.518	0.296	0.1784	73.7

**Results for 30 year +40% CC Critical Storm Duration. Lowest mass balance: 99.93%**

Node Event	US Node	Peak (mins)	Level (m)	Depth (m)	Inflow (l/s)	Node Vol (m³)	Flood (m³)	Status
15 minute summer	PP2	10	39.465	0.385	129.0	12.6573	0.0000	FLOOD RISK
30 minute summer	1	20	36.005	0.239	6.9	0.2703	0.0000	OK
30 minute summer	RG2	20	36.010	0.310	138.0	7.9669	0.0000	FLOOD RISK
30 minute summer	SWMH36	21	35.928	1.251	14.2	1.4154	0.0000	FLOOD RISK
30 minute summer	SWMH37	21	35.928	1.419	17.4	1.6052	0.0000	FLOOD RISK
30 minute summer	SWMH38	21	35.926	1.748	120.2	4.4482	0.0000	FLOOD RISK
180 minute winter	Infiltration Basin	172	33.862	0.152	3.8	11.5824	0.0000	OK
30 minute summer	SWMH40	21	35.676	1.751	78.8	4.4574	0.0000	SURCHARGED
30 minute summer	SWMH41	31	32.435	0.111	62.4	0.1590	0.0000	OK
60 minute summer	SWMH48	60	34.205	0.605	17.2	5.0654	0.0000	SURCHARGED
60 minute summer	SWMH47	60	34.205	0.670	66.5	1.5853	0.0000	SURCHARGED
60 minute summer	SWMH46	60	34.203	0.753	61.2	43.0407	0.0000	SURCHARGED
60 minute summer	RG3 + PP1	38	36.111	0.396	128.2	85.2019	0.0000	FLOOD RISK
60 minute summer	RG1	42	35.565	0.145	84.9	15.2833	0.0000	OK
60 minute summer	SWMH52	42	35.459	1.423	61.4	3.6209	0.0000	SURCHARGED
60 minute winter	SWMH42	42	32.306	0.306	124.9	0.3465	0.0000	SURCHARGED
60 minute winter	OUT	42	32.127	0.226	124.9	0.0000	0.0000	OK

Link Event (Upstream Depth)	US Node	Link	DS Node	Outflow (l/s)	Velocity (m/s)	Flow/Cap	Link Vol (m³)	Discharge Vol (m³)
15 minute summer	PP2	Orifice	1	6.9				
15 minute summer	PP2	Weir	RG2	121.7				39.2
30 minute summer	1	1.001	RG2	8.8	0.858	0.124	1.0489	
30 minute summer	RG2	1.002	SWMH38	120.2	3.082	0.491	1.7894	
30 minute summer	RG2	Weir	RG1	38.7				4.1
30 minute summer	SWMH36	2.000	SWMH37	-14.2	-0.833	-0.842	0.3255	
30 minute summer	SWMH37	2.001	SWMH38	-17.4	-0.991	-1.027	0.4915	
30 minute summer	SWMH38	1.004	SWMH40	78.8	1.983	1.320	0.5376	
180 minute winter	Infiltration Basin	Infiltration		0.6				
30 minute summer	SWMH40	ACO Q-Brake	SWMH41	62.4				
30 minute summer	SWMH41	1.006	SWMH42	62.3	1.627	0.153	0.1127	
60 minute summer	SWMH48	4.000	SWMH47	12.5	0.713	0.943	0.2019	
60 minute summer	SWMH47	4.001_1	SWMH46	61.2	0.955	1.091	2.3109	
60 minute summer	SWMH46	Hydro-Brake®	SWMH42	7.5				
60 minute summer	RG3 + PP1	Orifice	RG1	7.0				
60 minute summer	RG3 + PP1	Weir	RG1	62.2				45.5
60 minute summer	RG1	4.001	SWMH52	61.4	3.892	0.298	0.1501	
60 minute summer	SWMH52	Orifice	SWMH42	56.7				
60 minute winter	SWMH42	1.006_1	OUT	124.9	1.923	0.933	0.4344	330.5

**Results for 100 year +45% CC Critical Storm Duration. Lowest mass balance: 99.93%**

Node Event	US Node	Peak (mins)	Level (m)	Depth (m)	Inflow (l/s)	Node Vol (m³)	Flood (m³)	Status
15 minute summer	PP2	10	39.479	0.399	172.4	12.8298	0.0000	FLOOD RISK
30 minute summer	1	18	36.060	0.294	7.6	0.3327	0.0000	OK
15 minute summer	RG2	11	36.043	0.343	208.6	8.8035	0.0000	FLOOD RISK
30 minute summer	SWMH36	19	35.977	1.300	13.3	1.4703	0.0000	FLOOD RISK
30 minute summer	SWMH37	19	35.969	1.460	19.4	1.6510	0.0000	FLOOD RISK
30 minute summer	SWMH38	20	35.950	1.772	129.6	4.5098	0.0000	FLOOD RISK
180 minute winter	Infiltration Basin	176	33.911	0.201	5.1	17.0016	0.0000	OK
30 minute summer	SWMH40	20	35.702	1.777	81.0	4.5217	0.0000	SURCHARGED
120 minute summer	SWMH41	62	32.432	0.108	62.1	0.1542	0.0000	OK
30 minute summer	SWMH48	19	34.614	1.014	28.7	5.1861	0.0000	SURCHARGED
120 minute winter	SWMH47	104	34.609	1.074	39.9	2.5432	0.0000	SURCHARGED
120 minute winter	SWMH46	102	34.608	1.158	38.6	66.1440	0.0000	SURCHARGED
60 minute summer	RG3 + PP1	36	36.148	0.433	174.0	93.3178	0.0000	FLOOD RISK
60 minute summer	RG1	40	36.000	0.580	232.4	61.1076	2.2543	FLOOD
60 minute summer	SWMH52	41	35.892	1.856	84.0	4.7228	0.0000	FLOOD RISK
60 minute summer	SWMH42	52	32.376	0.376	133.1	0.4253	0.0000	SURCHARGED
30 minute winter	OUT	34	32.174	0.273	133.3	0.0000	0.0000	OK

Link Event (Upstream Depth)	US Node	Link	DS Node	Outflow (l/s)	Velocity (m/s)	Flow/Cap	Link Vol (m³)	Discharge Vol (m³)
15 minute summer	PP2	Orifice	1	7.1				
15 minute summer	PP2	Weir	RG2	164.8				56.3
30 minute summer	1	1.001	RG2	9.0	0.856	0.127	1.1284	
15 minute summer	RG2	1.002	SWMH38	157.8	3.180	0.644	1.7894	
15 minute summer	RG2	Weir	RG1	116.1				19.8
30 minute summer	SWMH36	2.000	SWMH37	-13.3	-0.753	-0.784	0.3255	
30 minute summer	SWMH37	2.001	SWMH38	-19.4	-1.099	-1.139	0.4915	
30 minute summer	SWMH38	1.004	SWMH40	81.0	2.036	1.356	0.5376	
180 minute winter	Infiltration Basin	Infiltration		0.6				
30 minute summer	SWMH40	ACO Q-Brake	SWMH41	62.4				
120 minute summer	SWMH41	1.006	SWMH42	62.1	1.574	0.153	0.1126	
30 minute summer	SWMH48	4.000	SWMH47	20.9	1.189	1.572	0.2019	
120 minute winter	SWMH47	4.001_1	SWMH46	38.6	0.865	0.689	2.3109	
120 minute winter	SWMH46	Hydro-Brake®	SWMH42	7.5				
60 minute summer	RG3 + PP1	Orifice	RG1	7.4				
60 minute summer	RG3 + PP1	Weir	RG1	128.4				94.8
60 minute summer	RG1	4.001	SWMH52	84.0	3.887	0.408	0.1787	
60 minute summer	SWMH52	Orifice	SWMH42	65.2				
60 minute summer	SWMH42	1.006_1	OUT	133.1	1.915	0.994	0.4701	452.6

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Job Title

Mayfield, Manchester – Plot N

Prepared for

Mayfield Medlock Limited

Report Type

Drainage Statement

Date

9 June 2023

Contents

1. Introduction..... 1

2. Development Details..... 2

 2.2 Proposed Development Details..... 3

3. Surface Water Drainage Strategy..... 4

 3.1 Existing and Proposed Run-off Rates 5

 3.2 Surface Water Attenuation Volumes & Network Simulation 6

4. Foul Water Drainage Strategy 7

Appendices

- Appendix A – Proposed Surface Water Drainage Strategy
- Appendix B – Conceptual Surface Water Drainage Model – Simulation Results
- Appendix C – Infiltration Testing Results

Drainage Statement

Prepared by	Harry Morton
Reviewed by	Chris Kendrick / Paul Morris
Report Ref.	1076-34-CIV-XX-XX-R-C-1001
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1. Introduction

Civic Engineers are appointed to the Client, Mayfield Medlock Limited, to provide civil engineering consultancy for Mayfield Phase 1, which comprises the Mayfield Park development, three buildings: Baring St. Office No. 1 (Plot O/Poulton), Baring St. Office No. 2 (Plot M/Republic) and Baring St. MSCP (Plot N); alongside associated public realm. This drainage statement has been prepared to accompany the Section 73 application for Plot N.

The purpose of this statement is to:

- provide information on the existing site's topography and drainage,
- reaffirm the pre-development peak 1 in 1-year surface water run-off rate(s) for plots agreed as part of previous planning applications and establish the pre-development peak 1 in 1-year surface water run-off rates for proposed landscaping, and
- summarise the proposed drainage strategy for the site.

This statement is based on currently available information held by Civic Engineers. Proposals contained or forming part of this statement represent the design intent and may be subject to alteration or adjustment in completing the detailed design for this project.

2. Development Details

Plot N occupies 0.355ha and is located in the southwest corner of the Mayfield Development Site. It is bounded by Baring Street to the west, the proposed Plot O to the north, and the Mancunian Way to the south. The plot is centred around an approximate National Grid Reference of SJ850975.

The existing site has a history of industrial use during the 18th and 19th century and was previously occupied by terraced housing for workers as well as the Mayfield Baths, which formed a focal point for the community. Within the latter half of the 20th century, there was a general reduction in the scale of industrial development of the site, which included the demolition of the workers' accommodation and the Bath House.

Several industrial units that remained on the site were demolished in Summer 2019, paving the way for enabling works for Phase 1 of the Mayfield development to commence, since which the site has remained largely unchanged.

2.1.1 Existing Topography

A topographical survey was undertaken by Malcolm Hughes Surveyors in September 2017 and indicated that, prior to the commencement of enabling works, the plot generally sloped from the southeast to the north, with approximate levels of 36.75mAOD and 35.20mAOD in these areas of the site, respectively. The majority of the plot was occupied by industrial units with a small section of grass and trees (46m²) present adjacent the northern plot boundary.

Demolition and clearance works have removed the above features from the site, and the area is currently a live construction site comprising rubble and re-engineered soils in preparation for the commencement of main works.

2.1.2 Existing Drainage

No above ground watercourses have been identified within the proposed plot boundary. As part of the Mayfield Park development, the River Medlock was de-culverted and the section of this river running from the West Coast Main Line to the A6 is now fully exposed.

Public sewer records from United Utilities indicate there are no adopted sewers within the proposed plot boundary.

The following public sewer infrastructure has been identified within the vicinity of the plot:

- A varying large diameter combined water sewer runs within the Mancunian Way approximately 90m south of the proposed plot.
- A 225mm diameter combined water sewer runs within Baring St. The sewer is believed to run the length of Baring St., however the United Utilities Asset Map only displays a short section.

It is anticipated that all existing drainage within the site boundary has been grubbed up or abandoned as part of the enabling works for the development.

2.2 Proposed Development Details

The proposed development is a 10-storey building with a basement level, containing a multi-storey car park, cycle hub and retail units. Areas of public realm are proposed within the surrounding area. The proposed hard and soft landscaping forming the public realm strategy is to integrate with a sustainable drainage system for the development, in which attenuation and treatment of run-off and improved amenity and biodiversity is to be achieved via SuDS features including raingardens, bioretention tree planting and permeable paving.

An attenuation storage tank has been provided in the current design as additional contingency storage in the event that further detailed design within Phase 1 or later phases in the Mayfield Park development necessitates additional attenuation volume, such as an adjustment to site levels increasing the area positively drained by the proposed drainage network.

3. Surface Water Drainage Strategy

The proposed surface water drainage strategy for the development forms part of the wider Mayfield Phase 1 drainage strategy prepared by BuroHappold Engineering and aligns and coordinates with the principles outlined in the referenced document. The present document considers only the proposed drainage strategy at a plot level, and the Phase 1 drainage strategy should be consulted for further information on the impacts of the development and associated drainage proposals on the wider area.

Much of the surface water network serving Plot N is part of a wider network that additionally serves Plot M and O and associated public realm, which has a single proposed outfall to the River Medlock.

A drawing detailing the wider surface water strategy for Plots N, M and O is presented in Appendix A. An overview of the surface water drainage that serves the area encompassed by the Section 73 boundary for Plot N is provided in Figure 1.



Figure 1. Excerpt of drawing 1076-CIV-XX-XX-D-C-30001 centred on the Section 73 application boundary for Plot N (highlighted in pink).

As the drainage serving Plot N forms part of a larger network, it is noted that the proposed catchments within the drainage strategy do not strictly align with the application boundary and that several proposed catchments discharging into the sub-network serving Plot N extend beyond the boundary area.

Within the current proposed layout, runoff from Plot N and landscaping to the east is to discharge to raingardens and permeable paving located between plots N and M, which in turn flow to a larger raingarden to the north. The outflow of each feature is to be restricted to attenuate surface water run-off for storms with lower return periods, however a high-level overflow is to be provided to allow unrestricted discharge into the next feature once the preceding feature's attenuation capacity is exceeded in more severe rainfall events.

An additional network is also proposed to the west of Plot N. The proposed landscaping in this area is positioned on lower-lying ground, from which an outfall to the River Medlock is not deemed feasible via the existing Mayfield Park outfalls. As part of current proposals for this area, surface water is to discharge to an infiltration basin, which will attenuate flows as they infiltrate into the below ground strata. This catchment is believed to have an existing connection to the highway drainage system within Baring Street and it is proposed that this is reutilised as an overflow connection from the infiltration basin should its capacity be exceeded. This proposal is subject to results of infiltration testing and agreement with the Local Highway Authority.

An attenuation storage tank, whilst not necessary to satisfy the present attenuation requirements for the site, has been provided in the current strategy as additional contingency storage should further detailed design within Phase 1 or later phases in the Mayfield Park development necessitate additional attenuation volume. In storm events with higher return periods, surface water will overflow from the northern raingarden into the attenuation tank.

3.1 Existing and Proposed Run-off Rates

As part of the Phase 1 drainage strategy, it has been agreed that the proposed discharge rate from the entire Phase 1 development is to be restricted to 50% of the existing brownfield run-off rate minus an additional 2 L/s/ha.

A previous drainage statement for Plot N, submitted on 19th December 2019 and approved on 14th February 2020 as part of planning application 124972/FO/2019, outlined an existing discharge rate of 22.2 L/s for the area occupied by the proposed building. A proposed discharge rate of 10.7L/s was therefore adopted for the building only, which is maintained as part of this Section 73 application.

Areas of proposed public realm encompassed by the application boundary are also positively drained by the drainage network serving Plot N. These form sub-catchments within the wider catchment strategy proposed in the Phase 1 drainage strategy, for which rates have already been determined and agreed. These rates have been distributed amongst the sub-catchments proportionately to their area and are detailed below:

Landscaping 1 Post-development 1 in 1-year rate = 38.35 L/s

Landscaping 3 Post-development 1 in 1-year rate = 16.25 L/s

Landscaping 4 Post-development 1 in 1-year rate = 2.44 L/s (*overflow restriction when infiltration capacity exceeded*)

The restricted rate from the sub-network serving Plot N and associated landscaping is therefore:

Post-development SW Run-off rate = 67.74 L/s

As discussed previously, the above rate is split between two flow control features, with Landscaping 1, Landscaping 3 and Plot N discharging to the River Medlock at a maximum rate of 65.3 L/s and Landscaping 4 overflowing into the existing highway drain in Baring St. at a maximum rate of 2.44 L/s (when the infiltration basin is unable to fully discharge its attenuated volume via infiltration).

3.2 Surface Water Attenuation Volumes & Network Simulation

The surface water attenuation volumes for the proposed permeable paving and raingardens have been approximated using the following formulas:

Raingarden storage volume = area of raingarden × (depth of freeboard + sub-base void ratio × depth of sub-base)

Permeable paving volume = area of permeable paving × sub-base void ratio × depth of sub-base

The depths of sub-bases and freeboards adopted for each feature are highlighted on drawing 1076-27-CIV-XX-XX-D-C-30001, and constant void ratio of 0.3 has been assumed for all features.

The proposed attenuation tank is assumed to have a storage volume equal to the tank's volume, i.e. any volume loss within the tank structure is not accounted for.

Causeway Flow has been used to size the infiltration basin assuming an infiltration rate of 2.486×10^{-5} m/s. This infiltration rate is based on the results of infiltration testing to BRE 365 which was undertaken in November-December 2020, with the rate measured at the test pit nearest to the location of the proposed infiltration basin used (test pit SA3). These results have been provided in Appendix C.

A conceptual drainage model has been produced within Causeway Flow, which incorporates the above estimates of storage volume. Simulation results for this model have been provided in Appendix B which demonstrates the network serving Plot N has sufficient attenuation volume for surface water run-off up to the critical 100-year storm (including a 45% allowance for climate change).

4. Foul Water Drainage Strategy

The Phase 1 drainage strategy, prepared by BuroHappold, proposes that the foul water discharge from each plot be collected within a main sewer run and then outfall to the existing public combined water sewer within the Mancunian Way.

Within current proposals, foul drainage is to be collected via piped gravity network and discharge to the proposed BuroHappold foul water sewer at an unrestricted rate. The design of lateral drains from the plot to the main foul sewer is currently subject to confirmation of the above-ground drainage design for the plot including the proposed locations of any air admittance valves, stub stacks, vent pipes, floor gullies etc.

Appendix C – Infiltration Testing Results

AS/P2/SOAK/mh 041220

Mr Mike Harrison
U+I
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4th December 2020

To Mr Harrison,

Re: Soakaway Testing Report

Mayfield Park

Further to discussions with the flood risk and drainage design consultants Buro Happold, RoC Consulting completed a program of Soakaway testing within the proposed park in order to establish soil infiltration rates. A total of 3 test pits were completed at (or as close as site constraints would allow) to the proposed locations of soakaway pits indicated on Buro Happold drainage layout plan ref: 0042912-BHE-XX-XX-DR-C-3120.

Test pit locations and other relevant information are as follows,

Test Pit ID	Location	Easting	Northing	Current Surface Level	Proposed Invert Level	Strata at invert level
SA1	Rain Garden 1	385055.3	397609.3	34.35mAOD	33.13mAOD	Made ground (Demolition type fill material held in Sand and Gravel matrix with frequent semi intact brick inclusions)
SA2	Rain Garden 2	385127.0	397612.14	34.49mAOD	32.54mAOD	
SA3*	Rain Garden 3	385081.3	397527.17	33.18mAOD	34.06mAOD	Sandstone bedrock

* Proposed invert level for SA3 is above that of existing ground level, test taken at base of existing concrete floor slab within Sandstone bedrock

Test pit locations are indicated RoC Consulting sketch 4153 SOAK101 provided as an inclusion to this note.

Test Method & Results

Tests pits were excavated by contractors PP O'Connor's between the 25th and 26th November 2020 in accordance with the BRE 365. Pits were excavated to indicated to indicated invert levels and filled with water from a bowser 3 times with observations made on resting water levels.

Measurements of pit dimensions was taken prior to commencement of each test with water levels recorded at the start of each test, and at regular intervals throughout. A copy of the results from these measurements (including pit dimensions) has been provided as an inclusion to this note.

Contamination Analysis

Soil samples were obtained at the base of each test pit for leachate analysis at a UKAS accredited chemical testing facility against a range of determinands synonymous with previous site operations (namely Heavy Metals, Total Petroleum Hydrocarbons and Poly Aromatic Hydrocarbons). The purpose of this testing was to establish the risks of increased contaminant mobility as a result of rainwater infiltration into soils in and around proposed soakaway locations.

At the time of writing the results from this testing are still outstanding and this briefing note will be updated to reflect accordingly. However, based on the results from chemical analysis of soils across the wider Mayfield Park development we feel it is likely these soils will contain elevated levels of the abovementioned contaminants and could pose a risk to controlled waters.

In order to mitigate these risks, we would recommend consideration is given excavating and replacing soils at the base of soakaway pits until clean natural strata is encountered, and then backfilling pits to desired level with suitable permeable clean inert strata. The use of a liner system would also be prudent to seal the pit sites and prevent lateral mobilisation of contaminants the surrounding soils. Records from nearby exploratory borehole / trial pit locations indicate deeper ground conditions in the area of proposed rain gardens is as follows

Rain Garden 1: Made ground overlying Sandstone bedrock at depth circa 1.5 to 2.0m (c32.97mAOD), based on nearby borehole "WS314"

Rain Garden 2: Made ground overlying clayey silty fine to coarse sand at depth circa 1.5m (c32.92mAOD), based on nearby borehole "WS306"

In the area of Rain Garden 3 weathered Sandstone bedrock was reported at the base of the existing concrete floor slab and the need to adopt remedial measures in the construction of this pit is not considered justified, although any demolition type made ground materials encountered during the formation of the pit should be removed.

We trust the enclosed is self-explanatory and would welcome your comments on the points raised. Should any aspect require clarification please do not hesitate to get in touch.

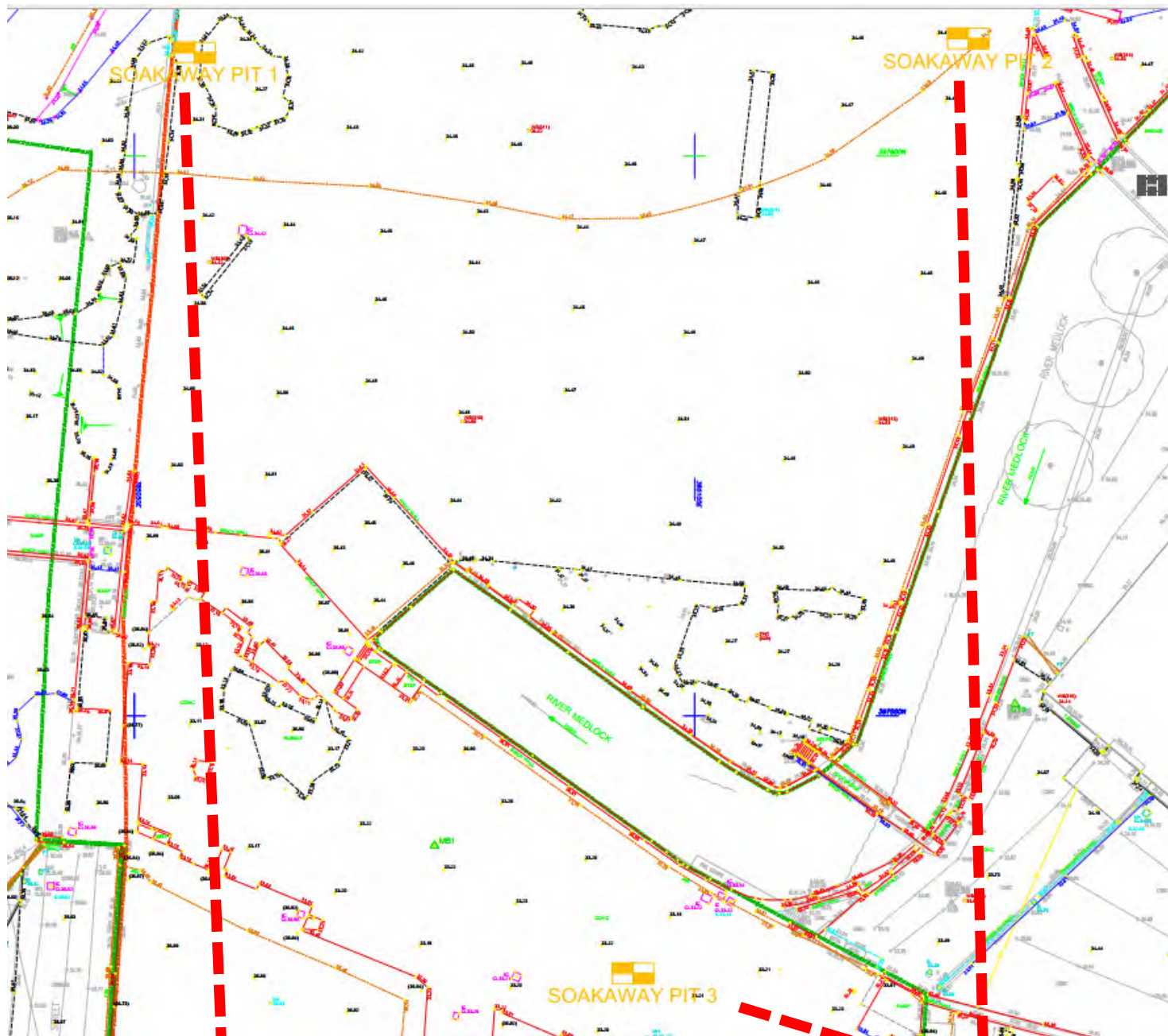
Yours Sincerely

A handwritten signature in blue ink, appearing to read 'Alex Smiles', with a horizontal line extending to the right.

Alex Smiles

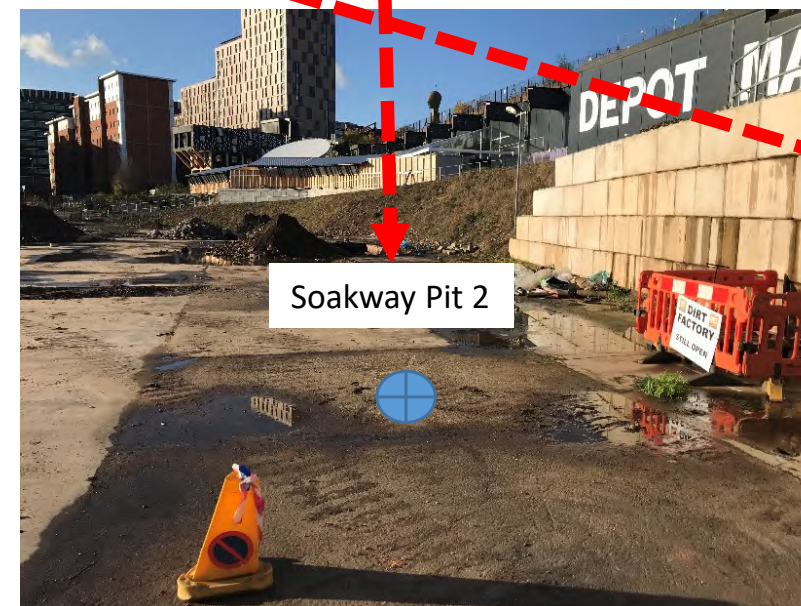
Earth Sciences Director

Enc: Drawing 4153 SOAK101 Soakaway test location plan
Soakaway test pit results & photographs



Sketch Notes

- 1) Soakaway pits to be completed in accordance with BRE 365 guidance document.
- 2) Soil samples for leachate testing to be completed from two locations in each pit and tested for a range of determinands including Heavy Metals, PAH and TPHCWG.
- 3) Soakaway pit to be formed to anticipated invert level of proposed rain gardens. Any below ground structures encountered to be grubbed up and broken out and backfilled as appropriate.

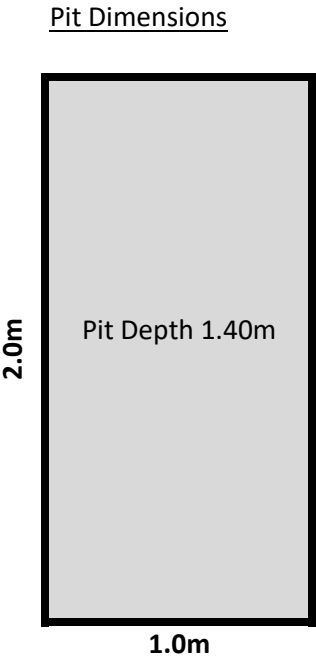


	JOB NO	4153	SKETCH NO	SOAK101	DRAWN BY AS 19 11 2020
	PROJECT TITLE	Mayfield Park, Manchester	SKETCH TITLE	Proposed Soakway Test Locations	

Collated by : RMG
Reviewed by : AS
04/12/2020

Soakaway Test Pit 1 (SA1)

SA1	Resting Water Level (mbgl)		
	Test 1	Test 2	Test 3
Start	0.55	0.52	0.56
5 sec	0.63	0.59	0.57
10 sec	0.71	0.66	0.61
15 sec	0.8	0.74	0.66
20 sec	0.88	0.83	0.69
30 sec	0.95	0.91	0.72
1 min	1.08	1.03	0.81
2 min	1.15	1.11	0.86
3 min	1.18	1.17	0.93
4 min	1.2		0.98
5 min	END	1.22	1.04
10 min			1.16
15 min			1.22
30 min			END



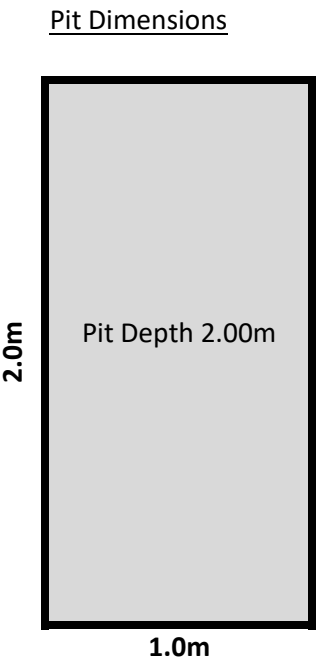
Photograph of Test Pit



Soil sample obtained for leachate analysis in pit at depth of 1.25m

Soakaway Test Pit 2 (SA2)

SA2	Resting Water Level (mbgl)		
	Test 1	Test 2	Test 3
Start	0.9	0.95	0.9
5 sec	1	1.02	0.95
10 sec	1.08	1.09	0.99
15 sec	1.16	1.13	1.04
20 sec	1.25	1.2	1.098
30 sec	1.3	1.26	1.11
1 min	1.65	1.6	1.15
2 min	1.79	1.71	1.2
3 min	1.9	1.8	1.37
4 min		1.88	1.52
5 min	1.94	END	1.6
10 min			1.7
15 min			1.79
20 min			1.85
30 min			1.9



Photograph of Test Pit



Soil sample obtained for leachate analysis in pit at depth of 1.95m

Mayfield Park Soakaway Test Results

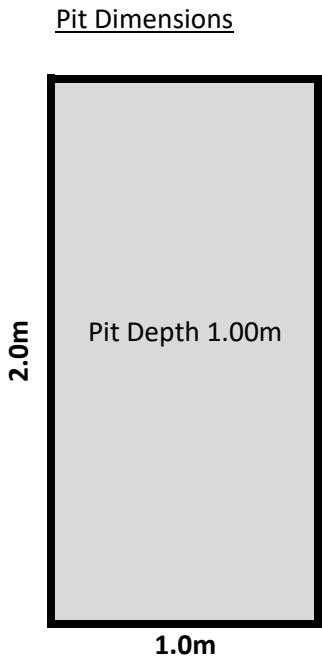
Pg. 2 of 2



Collated by : RMG
Reviewed by : AS
04/12/2020

Soakaway Test Pit 3 (SA3)

Resting Water Level (mbgl)			
SA3	Test 1	Test 2	Test 3
Start	0.1	0.12	0.1
5 sec	0.12	0.14	0.11
10 sec	0.13	0.15	0.12
15 sec	0.14	0.15	0.13
20 sec	0.15	0.16	0.14
30 sec	0.16	0.17	0.15
1 min	0.19	0.18	0.19
2 min	0.26	0.24	0.25
3 min	0.31	0.28	0.29
4 min	0.33	0.32	0.31
5 min	0.35	0.34	0.33
10 min	0.42	0.4	0.39
15 min	0.44	0.43	0.42
20 min	0.48	0.46	0.46
30 min	0.57	0.54	0.55
40 min	0.62	0.58	0.57
50 min	0.71	0.66	0.63
60 min	0.76	0.72	0.7
90 min	0.89	0.87	0.85



Photograph of Test Pit



Soil sample obtained for leachate analysis in pit at depth of 1.00m

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Job Title

Mayfield, Manchester – Plot M

Prepared for

Mayfield Republic Limited

Report Type

Drainage Statement

Date

9 June 2023

Contents

1. Introduction..... 1

2. Development Details..... 2

 2.2 Proposed Development Details..... 3

3. Surface Water Drainage Strategy..... 4

 3.1 Existing and Proposed Run-off Rates 5

 3.2 Surface Water Attenuation Volumes & Network Simulation 6

4. Foul Water Drainage Strategy 7

Appendices

- Appendix A – Proposed Surface Water Drainage Strategy
- Appendix B – Conceptual Surface Water Drainage Model – Simulation Results

Drainage Statement

Prepared by	Harry Morton
Reviewed by	Chris Kendrick / Paul Morris
Report Ref.	1076-27-CIV-XX-XX-R-C-1001
Issued	02/06/2023
Revised	09/06/2023 – V2 – Revised coordination with BuroHappold drainage strategy

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1. Introduction

Civic Engineers are appointed to the Client, Mayfield Republic Limited, to provide civil engineering consultancy for Mayfield Phase 1, which comprises the Mayfield Park development, three buildings: Baring St. Office No. 1 (Plot O/Poulton), Baring St. Office No. 2 (Plot M/Republic) and Baring St. MSCP (Plot N); alongside associated public realm. This drainage statement has been prepared to accompany the Section 73 application for Plot M.

The purpose of this statement is to:

- provide information on the existing site's topography and drainage,
- reaffirm the pre-development peak 1 in 1-year surface water run-off rate(s) for plots agreed as part of previous planning applications and establish the pre-development peak 1 in 1-year surface water run-off rates for proposed landscaping, and
- summarise the proposed drainage strategy for the site.

This statement is based on currently available information held by Civic Engineers. Proposals contained or forming part of this statement represent the design intent and may be subject to alteration or adjustment in completing the detailed design for this project.

2. Development Details

Plot M occupies 0.493ha and is located in the southwest corner of the Mayfield Development Site. It is bounded by Plot O and Plot N to the west, the River Medlock to the north, and the Mancunian Way to the south. The plot is centred around an approximate National Grid Reference of SJ850975.

The existing site has a history of industrial use during the 18th and 19th century and was previously occupied by terraced housing for workers as well as the Mayfield Baths, which formed a focal point for the community. Within the latter half of the 20th century, there was a general reduction in the scale of industrial development of the site, which included the demolition of the workers' accommodation and the Bath House.

Several industrial units that remained on the site were demolished in Summer 2019, paving the way for enabling works for Phase 1 of the Mayfield development to commence, since which the site has remained largely unchanged.

2.1.1 Existing Topography

A topographical survey was undertaken by Malcolm Hughes Surveyors in September 2017 and indicated that, prior to the commencement of enabling works, the plot generally sloped from the southeast to the north, with approximate levels of 36.75mAOD and 35.20mAOD in these areas of the site, respectively. The majority of the plot was occupied by industrial units.

Demolition and clearance works have removed the above features from the site, and the area is currently a live construction site comprising rubble and re-engineered soils in preparation for the commencement of main works.

2.1.2 Existing Drainage

No above ground watercourses have been identified within the proposed plot boundary. As part of the Mayfield Park development, the River Medlock was de-culverted and the section of this river running from the West Coast Main Line to the A6 is now fully exposed.

Public sewer records from United Utilities indicate there are no adopted sewers within the proposed plot boundary.

The following public sewer infrastructure has been identified within the vicinity of the plot:

- A varying large diameter combined water sewer runs within the Mancunian Way approximately 90m south of the proposed plot.
- A 225mm diameter combined water sewer runs within Baring St. The sewer is believed to run the length of Baring St., however the United Utilities Asset Map only displays a short section.

It is anticipated that all existing drainage within the site boundary has been grubbed up or abandoned as part of the enabling works for the development.

2.2 Proposed Development Details

The proposed development is a 12-storey building with a basement level, containing office space with external terrace access at upper levels, as well as back of house plant and a public area at ground floor level. Areas of public realm are proposed within the surrounding area. The proposed hard and soft landscaping forming the public realm strategy is to integrate with a sustainable drainage system for the development, in which attenuation and treatment of run-off and improved amenity and biodiversity is to be achieved via SuDS features including raingardens, bioretention tree planting and permeable paving.

An attenuation storage tank has been provided in the current design as additional contingency storage in the event that further detailed design within Phase 1 or later phases in the Mayfield Park development necessitates additional attenuation volume, such as an adjustment to site levels increasing the area positively drained by the proposed drainage network.

As the drainage serving Plot M forms part of a larger network, it is noted that the proposed catchments and within the drainage strategy do not strictly align with the application boundary and while features such as Raingarden 3 (RG3) and Permeable Paving 1 (PP1) and are positioned within the application boundary, these do not currently attenuate flows from Plot M.

Within the current proposed layout, runoff from Plot M and landscaping to the east is to discharge to permeable paving adjacent the eastern edge of the plot, which flows to Raingarden 2 (RG2) to the north. This raingarden receives additional inflows from its adjacent landscaping and discharges into nearby manhole SWMH38. The outflow of each feature is to be restricted to attenuate surface water run-off for storms with lower return periods, however a high-level overflow is to be provided to allow unrestricted discharge into the next feature once the preceding feature's attenuation capacity is exceeded in more severe rainfall events.

Some attenuation storage from the network serving Plot N will be utilised within the Plot M drainage strategy in the form of an overflow from Raingarden 2 to Raingarden 1 (RG1), the larger raingarden within the plot boundary. This overflow is used in the 1 in 100 year + 45%CC rainfall event to satisfy the site-wide attenuation requirement.

3.1 Existing and Proposed Run-off Rates

As part of the Phase 1 drainage strategy, it has been agreed that the proposed discharge rate from the entire Phase 1 development is to be restricted to 50% of the existing brownfield run-off rate minus an additional 2 L/s/ha.

The Phase 1 drainage strategy outlines an existing brownfield rate of 64.40 L/s for the area occupied by the proposed building. A proposed discharge rate of 22.96 L/s was therefore adopted for the building only, which is maintained as part of this planning application.

Areas of proposed public realm encompassed by the application boundary are also positively drained by the drainage network serving Plot N. The area denoted 'Landscaping 2' in 1076-CIV-XX-XX-D-C-30001 forms a sub-catchment within the wider catchment strategy proposed in the Phase 1 drainage strategy, for which rates have already been determined and agreed. The sub-catchment rate has been determined as 39.74 L/s by proportioning the agreed rate based on the area of Landscaping 2

The restricted rate from the sub-network serving Plot M and associated landscaping is therefore:

$$\text{Post-development SW Run-off rate} = 62.7 \text{ L/s}$$

Alongside the flow controls for each SuDS feature, this restricted rate is to be achieved via a vortex flow control installed within manhole SWMH40.

3.2 Surface Water Attenuation Volumes & Network Simulation

The surface water attenuation volumes for the proposed permeable paving and raingardens have been approximated using the following formulas:

Raingarden storage volume = *area of raingarden × (depth of freeboard + sub-base void ratio × depth of sub-base)*

Permeable paving volume = *area of permeable paving × sub-base void ratio × depth of sub-base*

The depths of sub-bases and freeboards adopted for each feature are highlighted on drawing 1076-27-CIV-XX-XX-D-C-30001, and constant void ratio of 0.3 has been assumed for all features.

A conceptual drainage model has been produced within Causeway Flow which incorporates the above estimates of storage volume. Simulation results for this model have been provided in Appendix B which demonstrates the network serving Plot M has sufficient attenuation volume for surface water run-off up to the critical 100-year storm (including a 45% allowance for climate change).

4. Foul Water Drainage Strategy

The Phase 1 drainage strategy, prepared by BuroHappold, proposes that the foul water discharge from each plot be collected within a main sewer run and then outfall to the existing public combined water sewer within the Mancunian Way.

Within current proposals, foul drainage is to be collected via piped gravity network and discharge to the proposed BuroHappold foul water sewer at an unrestricted rate. The design of lateral drains from the plot to the main foul sewer is currently subject to confirmation of the above-ground drainage design for the plot including the proposed locations of any air admittance valves, stub stacks, vent pipes, floor gullies etc.

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This Environmental Statement has been prepared by Deloitte Real Estate, with technical input from Buro Happold “the Consultants”. Although we have read the Consultants’ reports for consistency and provide our observations based on our knowledge and experience, we accept no liability or responsibility for the Consultant’s Reports and will not be responsible for the technical content of this document.

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Appendix B – Resubmission Documents

The following approved documents as per LPA Ref. 137263/FO/2023 have been included for resubmission within this application:

- EIA Statement of Conformity dated June 2023, with Appended EIA Addendum to the Original 2019 ES, dated November 2021 (also referred to as the “Approved Environmental Statement”), contained in Appendix A;
- Technical appendices (Volume 2):
 - Appendix 5.1A: Enabling Works Construction Management Plan;
 - Appendix 5.2A Mayfield Park CMP
 - Appendix 6.1: Acoustic Glossary
 - Appendix 6.2: Legislation and Policy Summary
 - Appendix 6.3 Environmental Noise Survey Results
 - Appendix 6.4: Traffic Data
 - Appendix 6.5: Construction Noise Data Calculations
 - Appendix 7.1: Transport Assessment
 - Appendix 7.2: Framework Travel Plan
 - Appendix 8.1: Construction Assessment Methodology
 - Appendix 8.2: Construction Mitigation Measures
 - Appendix 9.1A: Ecology Report with BNG Calculations;
 - Appendix 9.2A: Bird Nesting Strategy;
 - Appendix 9.3A – Ecology Assessment
 - Appendix 10.1A: Phase 2 The Freight Island Ground Investigation dated 06 Apr 2021;
 - Appendix 10.2A: Phase 2 Proposed Mayfield Park GI: (also covers Plot M) dated 12 March 2021;
 - Appendix 10.3A: Phase 2 Site Investigation Plots O and N dated 12 January 2021;
 - Appendix 10.4A: Phase 3A Remediation Strategy - Plots O, N and M dated 19 January 2021;
 - Appendix 10.5A: Phase 3A Remediation Strategy – Parkland Area dated 19 January 2021;
 - Appendix 10.6A: Validation Testing Report

- Appendix 11.1A.: Drainage Strategy
- Appendix 11.2A: Flood Risk Assessment Statement of Conformity
- Appendix 11.3A: Full Build Out Hydraulic Modelling Technical Note
- Appendix 11.4A: Condition 66 Technical Note
- Appendix 11.5A: Condition 10 & 22 Technical Note
- Appendix 11.6A: Hydraulic Modelling Design Changes
- Appendix 14.1: Townscape and Visual Impact ZVI
- Appendix 14.2: Townscape Views
- Appendix 14.2A: Townscape Views 4 and 5 Updated
- Appendix 15.1: Socio-Economic Data Tables
- Updated drawings relating to the design of the Poulton and Mobility Hub and public realm, highways and wayfinding details submitted and approved as part of the condition discharge process (CDN/25/0931 and CDN/24/0051). An updated Drawing Schedule is submitted detailing the changes and new revisions will be submitted as an appendix to the Planning Statement Addendums and Covering Letter submitted in support of this application. will be submitted as an appendix to the Planning Statement
- Additional Non-ES Technical documents previously approved and remain unchanged, including:
 - Poulton:
 - Lighting Strategy prepared by Speirs and Major;
 - Explosive Ordnance Threat Strategy prepared by Planit UXB Ltd;
 - TV and Radio Impact Assessment prepared by GTech Surveys Ltd
 - Archaeology Interpretation and Dissemination Strategy prepared by Salford Archaeology;
 - Statement of Consultation prepared by Deloitte LLP
 - Archaeology Excavation Report prepared by Salford Archaeology
 - Crime Impact Statement prepared by Greater Manchester Police.
 - Mobility Hub:
 - Local Labour Agreement prepared by Mayfield Partnership Ltd
 - Phase 1 Highways Advice Note prepared by Buro Happold
 - Lighting Strategy prepared by Speirs and Major
 - Television and Radio Assessment prepared by Gtech Surveys Ltd
 - Crime Impact Statement prepared by Greater Manchester Police
 - Archaeology Excavation Report prepared by Salford Archaeology

- Archaeology Interpretation and Dissemination Strategy prepared by Salford Archaeology
- Threat Mitigation Strategy UXO prepared by Planit UXB Ltd
- Phase 1 Sustainability Statement prepared by Hillbreak
- Addendum to Phase 1 Sustainability Statement prepared by Hillbreak

Appendix C – EIA Screening and Scoping Letter

10 March 2026

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

FAO Angela Leckie

Dear Angela,

Mayfield Phase 1a, Manchester – Amendments and Resubmissions Planning Permission ref. 13750/JO/2023, as amended, and 137263/FO/2023 (Plot N and Plot O), Environmental Impact Assessment (EIA) Screening and Scoping Request

The Applicant, Mayfield Development Partnership, requests confirmation from Manchester City Council (MCC) that the proposed amendments to the above planning permissions, as set out in this letter, would not likely constitute new or materially different likely significant environmental effects (alone or cumulatively) of certain topic areas within the original EIA.

The Application Site

The Phase 1a site is located entirely within the Mayfield Strategic Regeneration Framework (SRF) area, which lies to the south of Fairfield Street in Manchester city centre, near Piccadilly mainline railway station (Appendix A - Figure 1).

The Phase 1a site (Plots N, O, M, Park, and Highways works) is approximately 5 ha and bounded by the Mayfield Depot building to the north, Hoyle Street to the east, the Mancunian Way ring road (A635) to the south and Baring Street (inclusive) and the MacDonald Hotel to the west.

The Site boundary also extends to the London Road junction and access slip road connecting to Baring Street. The wider SRF regeneration site extends to approximately 12.14 ha overall.

Background

Phase 1a development at Mayfield was granted originally granted Planning Permission in February 2020, supported by an overarching Environmental Impact Assessment (EIA). Development was encompassed by two primary permissions:

- **LPA Reference 132255/JO/2021 (originally 124972/FO/2019):** This permission encompassed the development of a circa 11,142 sq. m. (GEA) office building (Plot O), a 581-space multi-storey car park (Plot N), and a 2.6-hectare public space known as Mayfield Park, alongside associated highways and public realm works.
- **LPA Reference 125248/FO/2019:** This covered the development of a circa 31,877 sq. m. (GEA) office building (Plot M), with ground floor commercial and leisure spaces, and associated public realm.

Collectively, these original permissions along with subsequent amendments, form the basis for the development of the 'Phase 1a Site'. The original schemes have undergone several amendments to reflect design evolution:

- **Plot N (MSCP), Mayfield Park and Highways Works - LPA Reference 137350/JO/2023:** A variation of condition application was approved in September 2023, reflecting changes to 132255/JO/2021. This revised the MSCP to accommodate approximately 450 cycle parking spaces, commercial uses, and a reduction in car parking spaces from 581 to 488, alongside external façade treatments and plant equipment updates. Mayfield Park and wider highways work also form part of this permission, which have been completed or are now being undertaken, respectively.
- **Plot M (The Republic) – LPA Reference 141645/JO/2024:** This office building's permission (125248/FO/2019) was amended via Section 96a applications (LPA References 134907/NMC/2022 and 135956/NMC/2023). Further minor material amendments were approved in September 2023 (137349/JO/2023) and April 2024 (operative permission), comprising alterations to massing, façade design, and internal layouts.
- **Plot O (The Poulton) - LPA Reference 137263/FO/2023:** Due to the extent of proposed changes, a new Full Planning Application was submitted and approved in September 2023, replacing the approved phase of development in 132255/JO/2021. This reflected an increased overall height, internal layout reconfiguration, and changes to external materials for the office development.

The buildings for Plot N, and Plot O have progressed to the point of site remediation, whereas Plot M is now fully under construction. We are now undertaking a review of these schemes, as detailed in this Screening and Scoping Request letter, to ensure their continued deliverability.

It is important to clarify that the proposed amendments under review relate solely to the Plot O and Plot N building elements of the Phase 1a Site, and do not concern Plot M, the completed Mayfield Park, or the approved highway works.

Proposed Amendments

Amendments are proposed to Plot O (the Poulton) in terms of in terms of height, massing, and internal layout. The footprint of the building is being extended, the basement previously approved is now largely removed, and an additional storey is being included in the middle volume of the building to increase the amount of floorspace and create scheme that is better aligned to the current commercial occupier market. The overall amount of NIA is proposed to increase by 1,910 sq. m.

The massing, access, quantum and function of of Plot N (the Mobility Hub) remains unchanged; however, the external appearance is being amended to improve the quality of the design.

The Republic and all areas of public realm remain in line with the approved planning permission set out above.

EIA Approach

Environmental Impact Assessment (EIA) is required when a project is likely to result in new or materially different significant environmental effects, either individually or cumulatively.

Given that the original permissions, subsequent amendments (through variation of condition), or superseding applications were previously supported by an Environmental Statement (ES), it is necessary to undertake an EIA Screening exercise. This exercise will confirm the project's continued status as EIA Development and facilitate a request for a Scoping Opinion to agree the scope of a proportionate ES Addendum, prepared in the context of these changes.

This process enables the Local Planning Authority (LPA) to confirm, prior to submission, the extent to which the information within the approved ES requires updating due to the proposed amendments. Typically, an update to the ES would only be necessary if the proposed amendments are considered to have potentially significant environmental effects beyond those identified in the conclusions of the approved EIA. Planning Practice Guidance (Paragraph: 033 Reference ID: 4-033-20170728) states:

“Changes or extensions to Schedule 2 development, which when considered with the existing development as a whole, may result in significant adverse effects on the environment, or which meet the thresholds or criteria set out in column two of Schedule 2, are also Schedule 2 development and require screening.”

The EIA Technical Team has assessed the revised proposals for each of the buildings in combination. It has been considered that the nature of the proposed changes to Plot N (the MSCP) will not give rise any potentially significant impacts that had not been previously considered. As such, it is proposed that a reassessment of these proposals be scoped out entirely of any EIA Addendum submitted in support of these proposed changes.

The massing changes of Plot O (the Poulton) may have microclimate effects that need to be updated and therefore the Applicant proposes to test this and submit an ES Addendum with any future amendment or revised planning application.

This will also include any revised mitigation measures needed to reduce any potentially significant effects that may arise. It is considered robust to retest certain topic areas within the forthcoming ES as relevant to the changes.

Matters Material to the Determination of the EIA Screening Opinion

The development falls under the category of ‘Urban Development Projects’ (Schedule 2, 10 (b)) as described in the EIA Regulations, of which the screening criteria is as follows:

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

The Site Boundary of the two applications covers an area of approximately 5 ha and therefore the original permissions and revised proposals comprise more than 1 hectare of urban development. On this basis, the revised proposals for the permissions exceed the indicative applicable EIA thresholds.

The technical disciplines that were considered within the original ES included:

- Noise and Vibration
- Traffic and Transport
- Air Quality
- Ecology
- Ground Conditions
- Water Resources and Flood Risk
- Wind Microclimate
- Daylight, Sunlight, Overshadowing and Solar Glare
- Townscape and Visual Impact
- Socio-Economic Impact

The following topics were scoped out of the approved EIA on the basis that they were considered non-significant:

- Agricultural Circumstances
- Aviation
- Climate Change
- Electronic Interference
- Human Health
- Archaeology
- Heritage

This further EIA Scoping Request therefore considers whether the conclusions of the approved EIA in respect of each of the 'Scoped In' disciplines would need to be modified and require reassessment because of the proposed amendments, and therefore the extent to which the ES needs to be updated for the forthcoming applications.

Given the nature of the proposals, it is considered that the below topics remain relevant to the revised proposals and have been reconsidered as part of this EIA Scoping Request:

- Wind Microclimate.
- Daylight, Sunlight, Overshadowing and Solar Glare.

It is considered all other disciplines be scoped out of any re-assessment, as the proposals would not give rise to any additional significant effects that have not already been considered, for the reasons set out in this letter.

Characteristics of the Proposed Development

The amendments will result in a change to the scale and massing of the Poulton as approved, and the external appearance of the MSCP has also evolved. The former is likely to result in the need to reassess microclimate effects.

However, the park and Republic buildings remain unchanged and have been either delivered or have commenced above ground construction. Therefore, certain construction phase effects associated with demolition, earthworks and site remediation that were previously assessed are likely to be reduced in respect of certain topic areas, as clarified in this Scoping Request.

Characteristics of the Potential Effect of the Proposed Amendments

The proposed amendments have been reviewed to assess their potential environmental effects as compared to the conclusions presented within the approved EIA, which is summarised in each subheading below.

Noise and Vibration

The original EIA (2019) and subsequent Addendums concluded that the proposed development would not result in significant effects related to operational noise and vibration. For construction noise and vibration, the original assessment identified potential minor adverse, temporary effects from earthworks, piling, concreting, and main build activities, which would be negligible or minor adverse post-mitigation. Construction traffic noise was also assessed as having no significant effects.

Regarding construction noise and vibration, the demolition and excavation phases previously assessed have now been completed. The reassessment detailed in the approved EIA Statement of Conformity confirmed that the pre- and post-mitigation effect significance categories for the proposed amendments are equal to or less than those included in the approved ES chapter, with no significant effects predicted from construction noise.

For construction traffic noise, the revised forecast indicated peak vehicle arrivals are around 55% less than previously assessed, as demolition, earthworks, and site remediation works have already been completed. Therefore, construction traffic noise is expected to be lower than consented and will not result in significant effects.

With respect to operational noise and vibration, the proposed design changes, are not expected to materially alter the conclusions of the EIA Statement of Conformity, which confirms that no significant effects were expected from operation of the Proposed Development, and this remains valid.

In conclusion, consideration of on-site construction noise and vibration will be scoped out of the ES Addendum. Assessment of construction traffic noise and operational noise and vibration will also be scoped out, with the conclusions of the original ES chapter remaining unchanged.

Traffic and Transport

The original EIA (2019) and addendums concluded that the assessment of operational effects was robust, and no significant effects were expected from the operation of the Proposed Development.

With regard to the 2023 reassessment via the Statement of Conformity, the key changes included an increase in cycle parking spaces and a reduction of 94 car parking spaces in Plot N (MSCP), and an increase in commercial floor area for Plots O and M. The revised construction vehicle forecast showed a significant reduction in peak construction vehicle movements (approximately 55% less than previously assessed).

For operational effects, the EIA Statement of Conformity confirmed that, given the reduction in vehicle trip generation due to the proposed amendments, the assessment of operational effects set out in the

2019 ES remains robust and its conclusions valid. The reduction in car parking spaces and the wider Manchester Active Travel Strategy aiming to reduce city centre vehicle trips further support this conclusion.

On this basis, the 2019 ES chapter, the 2021 ES Addendum and 2023 EIA Statement of Conformity, remain up to date, and therefore traffic and transportation will be scoped out of this ES Addendum.

Air Quality

The original EIA (2019), subsequent Addendum (2021) and EIA Statement of Conformity identified that the Site represented a high risk for potential dust soiling during construction, necessitating mitigation measures.

The EIA Statement of Conformity confirmed that the proposed scheme changes would not materially affect the construction dust assessment, and therefore the associated mitigation measures remain fit for purpose. The revised construction traffic forecast indicated a reduction of approximately 55% in construction traffic given the completion of the Park, allowing the impact from construction traffic to be screened out as not significant.

For operational effects, the original assessment concluded that there would be a slight adverse impact at some receptor locations and a slight beneficial impact at others, with the overall impact from traffic generated being not significant. The EIA Statement of Conformity states that, given the reduction in vehicle trip generation because of the proposed amendments, the conclusions of the original air quality ES chapter remained valid, and assessment of operational traffic emissions was scoped out of the ES Addendum. However, due to the high roadside pollution levels identified in the updated baseline review, a detailed study of the exposure of future site users to poor air quality and any recommended mitigation measures should be considered at the detailed design stage.

In conclusion, construction dust and operational traffic emissions will be scoped out of this ES Addendum. However, a detailed study of on-site exposure to poor air quality for future site users is recommended at the detailed design stage, which is secured by way of condition attached to the extant planning permissions.

Ecology

The approved ES chapter and subsequent ES Addendum concluded that two positive residual effects were identified: the creation of Mayfield Park and the improvements to the River Medlock corridor, both of which will provide habitats to support several local and UK biodiversity priority species including bat, bird and invertebrate species. The assessments also identified potential adverse impacts such as habitat loss, damage from pollution and disturbance, and potential killing or injury to bats and birds.

The proposed amendments involve updates in construction phasing, with Mayfield Park now fully delivered prior to plot construction commencing. This change meant that the potential for further effects on the completed Park and its ecological receptors during plot construction was considered as part of the EIA Statement of Conformity.

The requirements for mitigation during construction and operation of the plots, taking into account the proposed changes were reviewed and further measures may be required to avoid or mitigate adverse

impacts on the park was proposed. Ecological enhancements designed into the plots, such as the provision of swift nesting boxes were assessed for their contribution to beneficial outcomes.

In conclusion, ecology will be scoped out of this ES Addendum, given the reassessment of the potential impacts of plot construction on the completed Mayfield Park and to incorporate new ecological mitigation and enhancement details were factored into the previous EIA Statement of Conformity.

Ground Conditions

The approved (2019) ES chapter and subsequent ES Addendum (2021) concluded that the residual impact of the proposed development during both the construction and operational phases would not be significant, provided appropriate hazard identification, risk assessment, mitigation, and good practice procedures were adhered to.

The amendments proposed in 2023 involved a better understanding of baseline conditions through extensive ground investigations. These investigations have informed detailed Site Investigation results and Remediation Strategies. While the presence of Made Ground presents minor potential impacts during the construction phase, the overall outcome for the operational phase is an improvement due to clean cover (hardstanding and soft landscaping build-ups).

The EIA Statement of Conformity confirmed that the risks during construction were adequately managed through industry-recognised standards and best practice measures. Therefore, the redevelopment is unlikely to generate any significant ground conditions (including groundwater) related environmental effects. The risks can be adequately managed to prevent unacceptable harm to human health, the built environment, ecology, or controlled waters. It is considered that the risks and resultant effects are sufficiently well understood, and the residual effects associated with ground conditions and groundwater are likely to be negligible.

Therefore, it is considered that the proposed changes to the development will not alter the assessment of the baseline conditions, receptors, or significant impacts during the construction or operation of the plots within the site boundary. As such, Ground Conditions can be scoped out of this ES Addendum.

Water Resources and Flood Risk

In the approved (2019) ES chapter and subsequent ES Addendum (2021), residual effects identified at the demolition and construction phase ranged from minor adverse to negligible (temporary), with operational residual effects all concluded to be negligible.

In 2023, the Drainage Strategy was updated to amend the climate change allowance, and the Flood Risk Assessment (FRA) included updates to guidance, legislation, and flood modelling assessments undertaken since the 2019 EIA and 2021 Addendum.

The EIA Statement of Conformity confirms that detailed hydraulic modelling of Mayfield Park has been carried out and approved by the Environment Agency (EA). The proposed amendments were included in the layout for this modelling, and no further updates are required. The modelling results align with the 2019 FRA conclusions, demonstrating no adverse impact on flood levels or extent. Despite an increased basement footprint for the MSCP, the 2019 FRA found no information indicating groundwater flood risk, and this conclusion remained valid.

The surface water drainage strategy was refined in 2023 to reflect the proposed amendments at that time and assessed against updated climate change allowances, confirming its capacity for increased rainfall intensity. Peak discharge rates remain consistent with previous assessments.

A minor element of infiltration is now proposed, but the residual effects on water quality remain unchanged. The principles of the foul water strategy are unchanged, and any alterations to discharge volumes are negligible. Residual effects related to potable water demand are also unchanged.

No significant residual effects were concluded for the construction phase in the 2019 ES, the 2021 Addendum or the 2023 Statement of Conformity. The updates do not necessitate changes to this assessment.

Similarly, the conclusions of the 2019 FRA (as updated) regarding flood risk during the operational phase remain unchanged. No new cumulative schemes have been identified, and the conclusions regarding cumulative water resources and flood risk effects remain as previously reported.

On this basis, the overall conclusions of no significant effects remain valid, and Water Resources and Flood Risk is proposed to be scoped out of requiring assessment as part of this ES Addendum.

Wind Microclimate

The original EIA (2019) and subsequent EIA updates identified areas of wind acceleration and potential concerns, with mitigation measures to be conditioned to ensure effects were not significant. The EIA Statement of Conformity confirmed that quantitative assessments were undertaken to analyse the wind environment based on the proposed amendments, consistent with the approved ES.

A localised safety issue was identified at the southeast corner of Plot M (The Republic) requiring mitigation (e.g., a safety screen), and a marginal exceedance at the northwest corner of Plot O was noted. However, the overall conclusion was that with the suggested mitigation measures, the Proposed Development will have no significant residual impacts in relation to wind. The final wind mitigation will be submitted as part of a planning condition.

So that the condition can be addressed up front, the assessment of wind microclimate will be scoped into this ES Addendum to detail the specific mitigation measures required. It is anticipated that the overall conclusions of no significant residual effects will remain valid.

Daylight, Sunlight, Overshadowing and Solar Glare

The approved ES chapter and subsequent addendum concluded that Mayfield Park is likely to be suitable as a proposed amenity space, particularly following the relocation of park areas with specific sunlight requirements. This was based on achieving the necessary sunlight hours on a sufficient portion of the park to meet BR209 guidance.

The increased massing of the Poulton introduces the potential for additional overshadowing of sunlight on sensitive park areas, such as Mayfield Park. The potential adverse effects on daylight and sunlight availability on Mayfield Park will be assessed, and the findings of this assessment will be reported in an updated ES chapter.

In conclusion, Daylight, Sunlight, Overshadowing and Solar Glare will be scoped into this ES Addendum for reassessment due to the potential for increased adverse effects on sensitive receptors.

Townscape and Visual Impact

The approved EIA chapter concluded that the Proposed Development would have a limited effect on the townscape of central Manchester but will have a positive contribution to the locality, and to Mayfield in particular, and will complement and fit into the surrounding townscape character appropriately in terms of form, height, scale and design.

The proposed amendments will not result in any difference in effects on townscape and visual impact chapter, as the buildings largely remain unchanged, albeit the massing of the Poulton will be increased. On this basis, we will omit this topic area forming part of the EIA Addendum and the original EIA Chapter will remain up to date.

Socio-Economic Impact

The approved EIA chapter considered that the Proposed Developments will have a moderate beneficial impact during the construction stage in relation to employment due to the site workers that would be required in order to deliver the project, which would have a subsequent minor beneficial impact on local expenditure, education and training.

During the operational stage of development, the approved EIA chapter concluded that the Proposed Development would deliver moderate to major beneficial impacts in relation to employment, local expenditure, open space and amenity as a result of the floorspace to be delivered by the Proposed Developments and Mayfield Park.

The proposed amendments will not result in any substantial changes regarding socio-economic impact. Therefore, it is considered that the proposed amendments would not result in any changes to the conclusions of the EIA chapter. On this basis, we will omit this topic area forming part of the EIA Addendum and the original EIA Chapter, as amendment, will remain up to date.

Cumulative Impact

Formal consultation on the list of committed developments and reasonably foreseeable schemes considered relevant to the EIA also occurred through the formal scoping process.

An updated cumulative developments table has been included at Appendix 2 and confirms that two additional developments that have received planning permission. Additionally, some previously assessed schemes have since completed and now form the baseline for the assessment, meaning there are no interrelationship of construction effects.

The EIA and other freestanding technical assessments that were undertaken to support the applications included cumulative impact assessments which, where necessary, took into consideration the committed developments within the area. When considering proposed mitigation measures, these studies did not reveal any significant adverse effects.

The conclusions of the EIA technical assessments in relation to cumulative impacts have not changed because of the proposed amendments or additional developments in the area. However, given the change

within the local context it is considered necessary to reassess the cumulative scenario to identify whether any additional significant adverse effects are identified which could require mitigation.

Summary

In summary, it is confirmed that the proposed amendments relate only to changes to the design of Plot O and Plot N, which is minor when considered relative to the quantum of the overall approved scheme.

It is considered unlikely that there will be significant effects as a result of the proposed amendments to the Approved Development, given that:

- The Approved Development went through an EIA Scoping process, which concluded that the development required an EIA in relation to a focused number of topics – the EIA was undertaken in relation to these topics and approved as part of the original planning application;
- The EIA Technical Team has reviewed the proposed amendments, alongside the original conclusions of the relevant EIA chapter, and has confirmed that the conclusions contained therein will remain broadly unaffected as a result of the proposed amendments. Any changes to the EIA will be reflected in an EIA Addendum to be submitted alongside the original EIA; and,
- The relationship of the Approved Development with surrounding land uses following the proposed amendments will still be compatible given that the site is located within a key regeneration area within a City Centre location, which is highly accessible by a variety of transportation methods.

In view of the above information, it can be concluded that there will be no likely potentially significant additional effects on the environment on or close to the application site that could otherwise not be mitigated to non-significant levels.

However, wind microclimate and daylight, sunlight and overshadowing effects will need to be assessed to confirm this and therefore remain the only two chapters that will form part of an EIA Addendum. The revised approach, potentially significant effects and detailed mitigation measures will be set out in the EIA Addendum, along with confirmation of the chapters from the original EIA that remain unaffected.

Proposed Application Documentation

It is proposed that the Applications will be accompanied by the following information in order to identify and assess impacts that may occur when compared to the approved development:

- Existing approved drawings and those that have been changed as a result of the proposed amendments;
- Covering Letter summarising the information submitted;
- Planning Statement Addendum setting out the changes to the approved scheme in planning terms and reviewing compliance with policy;
- EIA Addendum, and the original EIA as approved, including updated technical information as supplementary Appendices:

- Wind Modelling Exercise.
- Daylight, Sunlight and Overshadowing Analysis.

The Planning Statement Addendum will clarify all other relevant non-EIA related material considerations pertinent to the changes being sought.

We would be grateful for confirmation of this approach to the application documentation, alongside your consideration of the formal EIA Screening and Scoping Request.

Conclusion

Taking the above information into account, we would be grateful for the LPA's formal consideration and confirmation of the extent that the approved EIA needs to be updated. I look forward to hearing from you. In the meantime, if you have any queries, please do not hesitate to contact my colleague Michael Percival (0161 455 6672 / mipercival@deloitte.co.uk).

Yours sincerely

Deloitte LLP

For Deloitte LLP

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Appendix D – Cumulative Developments Table

Mayfield - Updated Cumulative Schemes

This note comprises a Committed Development List identified in November 2025 relevant to the Mayfield Estate – within 1000m radius given its central location in Manchester City Centre. The map below shows the Site, outlined in red. Several sites within the 1000m radius benefit from extant Planning Permission or are currently under consideration by the Local Planning Authority. They are set out in the table below:

Application Name & Reference No.	Proposal	Application Status	Map No.
Baseline			
London Road Fire Station: 125712/FO/2019	Refurbishment, restoration, reconfiguration and extension of former London Road Fire Station site to create a mixed use development comprising of hotel (Use Class C1), workspace/office (Use Class B1, D1), commercial floorspace for shop and food and drink uses (Use Classes A1, A3 and A4), residential apartments (Use Class C3) and leisure (Use Class D2), together with access and highways works, servicing, rooftop plant and associated works.	Construction started. Estimated Completion: Q1 2026	1
iQ Echo Street: 136874/FO/2023	Erection of 3 interlinked towers ranging from 27, 21 and 16 storeys together with intermediary link buildings (15 and 11 storeys) to form Purpose Built Student Accommodation (Sui Generis) with associated amenity space and external landscaping and other associated works.	Construction started. Estimated Completion: Q2 2027	2
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 x 1 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.	Construction started. Estimated Completion: Q4 2026	3
Outram: 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	Construction started.	4

	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.	Estimated Completion: Q1 2027	
40 Laystall Street: 119801/FU/2018	Retention of existing use of former residential building (Use Class C3) as an 84 suite apart hotel (Use Class C1), to comprise 81 suites on the first to twelfth floors and 3 suites, ancillary services and 6no. commercial units for use as shops (Use Class A1) or Financial and Professional Services (Use Class A2) or Offices (Use Class B1) on the ground floor.	Construction started. Estimated Completion: 2026	5
Motto by Hilton, Piccadilly: 135662/FO/2022	Erection of a 20 storey building to create a 154 bedroom hotel (Class C1) above 2 basement levels with ancillary café / bar / restaurant and gym and other associated works including highway improvements, cycle parking and creation of accessible parking bay following removal of on site structures.	Construction started. Estimated Completion: Q1 2027	6
Dovecote House (32-34 Laystall Street Phase 2): 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.	Construction started. Estimated Completion: Q2 2026	7
The Joinery (Formerly 1NQ): 135675/FO/2022	Erection of two residential apartment buildings (Use Class C3) comprising Block 1 -part 9, part 10 (plus roof level amenity block) and Block 2- 12 storey building (comprising of 261 dwellings in total) above basement levels with ground floor commercial units (Use Class E (excluding E (b))), associated residents amenity space, cycle parking, landscaping, access, street loading and other associated works following demolition of the existing building and structures on site.	Construction started. Estimated Completion: Q4 2026	8
One 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.	Construction started. Estimated Completion: Q1 2026	9
Upper Brook Street: 137399/FO/2023	Erection of a 6 to 9 storey building for Sci-Tech use (Use Class E (g)(ii)) and 265sqm of a cafe/bar (Use Class E (b)), and a 9 to 23 storey building for Purpose Built Student Accommodation (PBSA) (Use Sui Generis), comprising 737 bedrooms and 293sqm of community use (Use Class F2 (b)) and 80sqm of	Construction started.	10

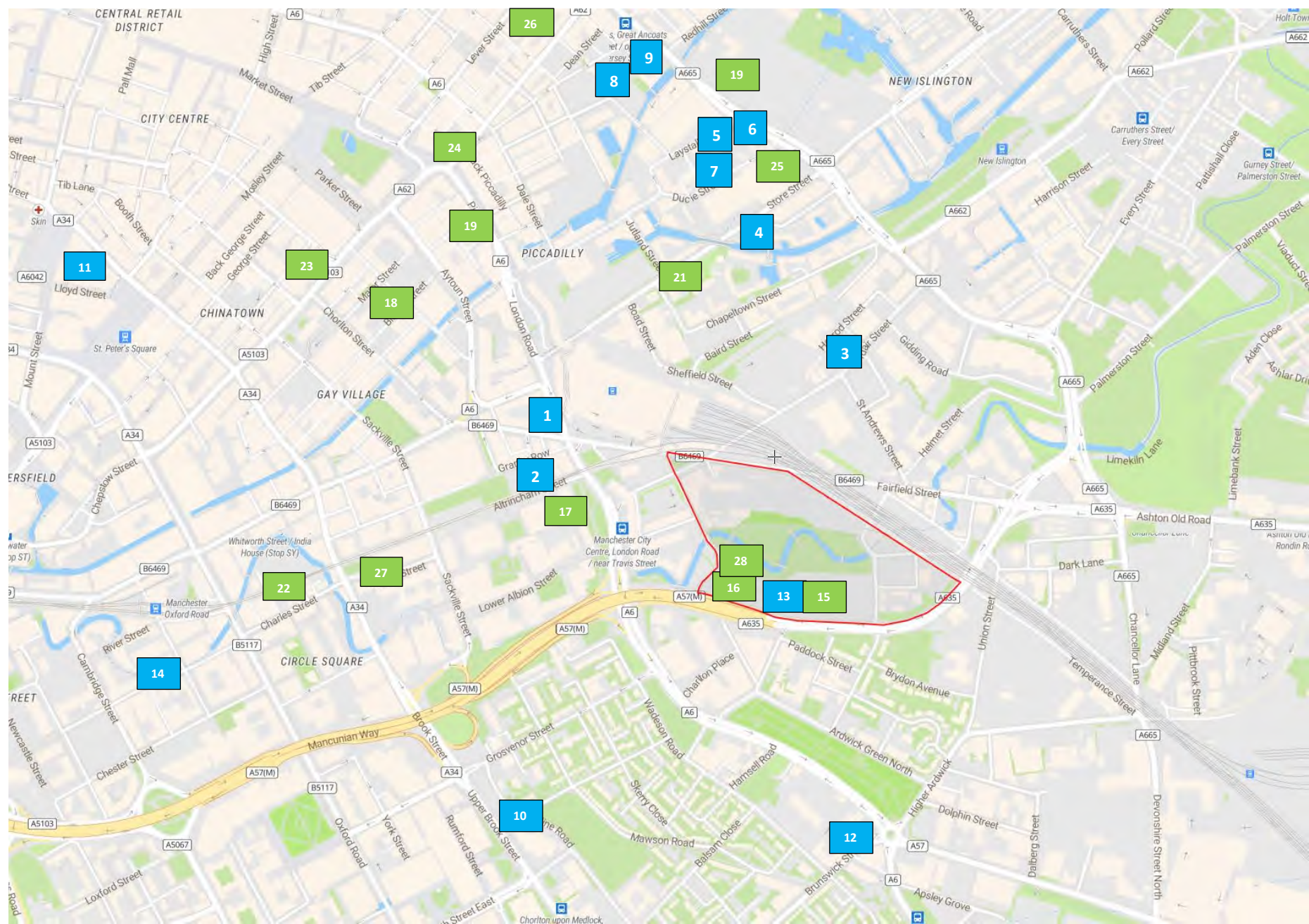
	commercial floorspace (Use Class E), alongside new public realm, access, parking, and associated works following demolition of existing buildings.	Estimated Completion: Q2 2026	
Town Hall and Albert Square: 119106/LO/2018	Listed Building Consent for Internal and external intrusive surveys to the Grade I Listed Old Town Hall in order to inform the Our Town Hall Project to include intrusive survey works within Albert Square adjacent to the Grade II Listed Frasers Statue, the Grade II Listed Jubilee Fountain, the Grade II Listed Brights Statue, the Grade I Listed Albert Memorial, the Grade II Listed Heywoods Statue and the Grade II Listed Gladstones statue.	Construction started. Estimated Completion: Q1 2026	11
Brunswick Gateway: 131240/FO/2021	Erection of six storey building comprising 16 no. residential dwellings and associated works, including boundary treatments.	Construction started. Estimated Completion: Q1 2026	12
Mayfield Phase 1A (Republic): 125248/FO/2019	Erection of 13 storey building (including ground and mezzanine) comprising office space (Use Class B1) above flexible uses at ground and mezzanine levels (Class A1 (Shop), A2 (Financial and Professional Services), A3 (Café and Restaurant), A4 (Drinking Establishment) /D1 (Art Gallery, Museum and Conference & Training Centre)/D2 (Cinema)/ Theatre (Sui Generis)) with rooftop amenity spaces and external terrace levels, internal ancillary storage spaces for waste, cycles, rooftop plant, back of house functions and associated landscaping works.	Construction started. Estimated Completion: Q1 2028	13
Student Castle, Hulme Street: 121252/FO/2018	Partial reconfiguration of existing Multi-Storey Car Park (MSCP), including temporary access off Great Marlborough Street, construction of 5 storey external ramps, closure of vehicular access to top level; and construction of new facade; and partial demolition of the surplus part of existing MSCP and erection of a part 55, part 11 storey, part 4 storey mixed-use building comprising 853 Purpose Built Student Accommodation units (sui generis), ancillary amenity space and support facilities, and 786sqm (GIA) SME incubator workspace (Use Class B1), including public realm improvements and other associated work	Construction started. Estimated Completion: Q1 2027	14
Cumulative			

Mayfield Phase 1B: 141788/FO/2024	Phased development comprising (a) site remediation and reprofiling; and (b) erection of two residential plots of development comprising 879 no. new homes (Use Class C3) contained within four buildings ranging from 7 storeys to 23 storeys in height (Plot J) and 9 to 28 storeys in height (Plot K), with upper and lower ground floor commercial spaces comprising restaurant and / or retail units (Use Class E(a) and/or E(b) and / or Local Community Uses (Class F2) and Gym (Use Class E(d) (within single unit of Plot K only) together with highways works, associated public realm and other associated works for each relevant phase.	Planning Application approved: 01.08.25	15
Mayfield Phase 1A -The Poulton 137263/FO/2023	Erection of 9-storey office development with mezzanine and plant level (Class E) with ground and basement floor retail, cafe and / or restaurant and / or gym (Use Class E) uses, rooftop amenity spaces and terrace levels, associated public realm and riverside walkway and associated works.	137263/FO/2023 Planning Application Approved	16
Sister Plot C: 143024/FO/2025	Phased development comprising: Phase A - demolition of existing buildings and structures, erection of a basement (C1 Building and C2 Building) and a podium across lower ground and upper ground floors comprising flexible commercial space (Class E and/or Sui Generis drinking establishment), erection of a building (C1 Building) to form offices (Class E), landscaping works, highways, access, servicing, infrastructure and other associated works; Phase B: erection of a podium across lower ground and upper ground floors and a new building (C2 Building) to form offices (Class E) and flexible commercial and community uses (Class E, F2 and/ or Sui Generis drinking establishment), alterations to the existing Sculptural Wall (Hollaway Wall), relocation of existing art work, landscaping works, highways, access, servicing, infrastructure and other associated works; Phase C - change of use and associated works to railway Viaduct arches to form flexible commercial units (Class E, and/ or Sui Generis - drinking establishment) including highways, access and servicing arrangements, and other associated works.	Planning Application approved: 20.11.25	17
Joyce by The James: 143253/FO/2025	Refurbishment and reuse of Boulton House (including new build extensions up to 7 storeys to Bloom Street and 1 storey to Major Street) to provide 261 serviced apartments and associated amenity space (Class C1) plus flexible ground floor commercial uses (Use Class E and/or Sui Generis (p) and (q) along with associated landscaping and public realm works, external plant, and amended servicing and access arrangements (including new secure cycle parking).	Planning Application approved: 18.09.25	18

Manchester Digital Campus: 141607/FO/2024	Creation of a new office campus comprising two office buildings (Use Class E), including: North Building comprising ground plus seven storeys (Use Class E) plus up to a total of two storeys of enclosed and exposed rooftop plant; and South Building comprising ground plus six storeys (Use Class E), plus up to a total of two storeys of enclosed and exposed rooftop plant, and also including flexible commercial uses (Use Class E and / or Use Class Sui Generis (p) and (q)) at ground floor and cycle parking; together with basement car parking, landscaping and public realm, servicing and access arrangements, highways alterations and other associated works (including the establishment of new site levels for the proposed new park)	Planning Application approved: 20.12.25	19
Room2 Aparthotel: 137794/FO/2023	Erection of a 34 storey building (land at no. 14-16 Piccadilly) and conversion of adjacent building (no.12 Piccadilly) (basement to fourth floor) to create an aparthotel, including a ground floor cafe (Use Class E (b)), first floor exhibition hall (Use Class F1) and a rooftop bar and restaurant (Use Class E (b)), and associated works.	Planning Application approved: 30.08.24	20
Sparkle Street: 139986/FO/2024	Demolition of existing part vacant buildings and erection of a part 10 storey, part 27, part 28 storey residential development comprising 359 homes (Use Class C3) with supporting amenity spaces, and associated highways works, landscaping, plant areas, and other associated works.	Planning Application approved: 29.10.25	21
Jadebricks Student: 138808/FO/2023	Erection of 15-storeys plus plant level building to provide purpose-built student accommodation (PBSA - Sui Generis) along with site preparation works, works over the public highway and other associated works.	Planning Application approved: 31.07.24	22
36 Charlotte Street: 135858/FO/2022	Change of use and conversion to provide 14no. apartments (use class C3) on first to fourth floors, retention of existing restaurant use (in an altered format) on lower ground floor and upper ground floor (use class E(b)), with associated internal and external alterations	Planning Application approved: 18.08.23	23
St Margarets Chambers: 136418/LO/2023	Listed building consent for internal and external works associated with the creation of 12 no. apartments.	Planning Application approved: 11.09.23	24
Stocktons: 142535/FO/2025	Demolition of existing buildings and erection of 2no. new buildings providing up to 752 apartments (Use Class C3), Class E floorspace (comprising flexible office accommodation (Use Class Eg(i)) and Class	Planning Application validated: 22.04.25	25

	Ea and b) and associated hard and soft landscaping (including works within the public highway), formation of vehicle accesses and servicing access together with associated works.		
Lever Street: 139778/FO/2024	Part retention, part demolition of existing buildings on site with retained fabric to form part of 18 storey building plus plant level comprising office space (Use Class E) above ground floor reception area and ancillary uses, 2 basement levels and associated landscaping.	Planning Application approved: 23.01.25	26
Charles Street: 144791/FO/2025	Phased development comprising: (a) Partial removal of existing structures and erection of two buildings comprising purpose-built student accommodation (sui generis), one of 50 storeys and one of 17 storeys with an 8-storey link, together with associated amenity space, external landscaping, highways works, and change of use of the Pendulum Hotel to purpose-built student accommodation; and (b) Removal of remaining existing structures and erection of two buildings comprising purpose-built student accommodation (sui generis), one of 33 storeys and one of part-24 and part-8 storeys with a 1-storey link, together with associated amenity space, external landscaping, and highways works.	Planning Application: 16.12.2025	27
Mayfield Baring Street Car Park 124972/FO/2019 S73. 137350/JO/2023	124972/FO/2019: Phased creation of circa 2.4 ha (6 acres) of public park, including hard and soft landscaping and new bridges across the River Medlock; erection of 9-storey office development above basement with mezzanine and plant level (Class B1) with ground floor Class A1 (Shop), A2 (Financial and Professional Services), A3 (Café and Restaurant), A4 (Drinking Establishment) B1 (Office) uses, rooftop amenity spaces and terrace levels, associated public realm and riverside walkway; erection of 11-storey Multi-Storey Car Park to provide 581 car parking spaces with associated landscaping; highways and infrastructure works including the creation of new junction from London Road to provide access to the multi-storey car park (MSCP) (Use Class Sui Generis); works to Baring Street, stopping up of Bond Street and Nether Street (alongside associated Traffic Regulation Orders to manage unrestricted parking to Buxton Street, Berry Street and Travis Street (to be delivered and implemented prior to the MSCP becoming operational)) alongside enabling works comprising phased demolition and site clearance, earthworks including re-profiling and construction of retaining walls for the land bounded by the Mancunian Way to the south, Mayfield Depot to the north, Baring Street to the west and Hoyle Street to the east	13/02/2020 Original Application Approved 03/07/2023 Amendment Application Approved Implemented but not on site.	

	<p>137350/JO/2023:</p> <p>Variation to condition 2 (approved drawings) to make amendments to Multi-Storey Car Park to include; an increase in the basement area to provide a full basement comprising circa 450 cycle parking spaces, lockers, shower facilities, introduction of commercial uses (Class E) at ground floor and basement; amendments to location of parking spaces and reduction in overall spaces from 581 spaces to 488 spaces; the provision of additional EV spaces and capacity; amendments to the external appearance (revised façade treatment to facilitate active and basement uses and alteration to the proposed structural grid and structural construction to allow for demountable modular build sitting above a concrete plinth to improve future adaptability); inclusion of Plant, PV array at roof level; inclusion of additional plant for powering, heating, cooling, and ventilating the building and EV charging spaces and revisions to the location of the security room, storage areas, servicing areas and back of house facilities and to amend conditions 43(Plant noise) , 44 (Noise uses), 45 (Refuse), 46 (hours), 47 (Fumes), 51(Deliveries), 61 (Amplified Music) 62 (Uses) and 63 (Management) to include these requirements for Phase C (MSCP) as a result of the new ground floor and basement uses proposed included attached to on planning permission</p>		
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