Deloitte.

## Plot H- (Demolition), Sister

# Environmental Statement: Non-Technical Summary

August 2025

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# 1. Introduction

1.1. This Environmental Statement ('ES') Non-Technical Summary ('NTS') has been prepared in respect to an application for full planning permission for the demolition of an existing multi-storey car park together with three commercial units located on land bounded by Charles Street and Sackville Street in Manchester City Centre (the 'Site').

1.2. Plot H falls under within Zone H of the ID Manchester Strategic Regeneration Framework (2023) ('the SRF') and will be hereby referred to solely as Plot H. ID Manchester has since been rebranded as 'Sister' and shall be referred to as such throughout this Statement

1.3. Sister is transforming the former University of Manchester Institute of Science and Technology (UMIST) campus into a 4 million sq. ft. globally competitive innovation district, including 2 million sq. ft. of commercial and retail space, and over 1,500 homes.

1.4. The Applicants are ID Manchester Ltd and the University of Manchester ('the Applicants'). ID Manchester Ltd is a joint venture ('JV') between Bruntwood SciTech Ltd and the University of Manchester formed to deliver Sister.

1.5. The full planning application submitted to Manchester City Council ('MCC') has the following formal description of development:

> *"Full Planning Permission for demolition of existing multi-storey car park and associated commercial units (retail and sui generis bar uses), to facilitate future redevelopment."*

1.6. This NTS supports this full planning application which is being submitted to Manchester City Council ('MCC') and which forms the 'Proposed Demolition'.

1.7. This ES NTS sets out the findings of an Environmental Impact Assessment ('EIA') carried out in respect of the demolition of buildings on the Site.

1.8. The EIA has been carried out in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (as amended) ('the EIA Regulations') and best practice guidance.

1.9. The Non-Technical Summary (NTS) is a standalone document and is required under the EIA Regulations.

## Purpose of the Environmental Impact Assessment and Non-Technical Summary

1.10. The purpose of an EIA is explained by the Government in the National Planning Practice Guidance at paragraph 002 (Reference ID: 4-002-20140306), which sets out:

> *"The aim of Environmental Impact Assessment is to protect the environment by ensuring that a local planning authority when deciding whether to grant planning permission for a project, which is likely to have significant effects on the environment, does so in the full knowledge of the likely significant effects, and takes this into account in the decision making process."*

1.11. In simple terms, an EIA is an information gathering exercise in relation to the effect that the Proposed Demolition may have on the local environment when compared to the existing conditions. These are typically carried out on projects of a large scale.

1.12. Conducting an EIA is a systematic process, which leads to a final report: the ES.

1.13. This NTS is designed to be read on its own. It explains the environmental implications of the Proposed EIA Development to the public, informing them, and allowing them to decide whether they would like more detail on the Proposed Demolition.

1.14. More information and greater technical details are available in the ES. The ES is a separate document which has been submitted as part of the planning application. Please see the section on "Availability of Environmental Statement" within this NTS for details on how and where to view the ES.

## Environmental Impact Assessment Process

1.15. The first step is understanding if the Proposed Demolition meets the criteria set out within legislation, which means that further consideration should be given to if it comprises an EIA development. The legislation sets out different 'schedules' of projects and how the EIA should be carried out.

1.16. A Proposed Demolition may then go through a 'Screening' and/or a 'Scoping' process. This is the process whereby an Applicant may submit a request to the Local Planning Authority for a formal opinion as to whether they consider the Proposed Demolition to be meet the criteria for an EIA and, if so, what technical topics it considers to be relevant to the EIA.

1.17. If an EIA is determined to be required, the Applicants will prepare an ES, which sets out the findings from the technical assessments undertaken. The ES is then submitted to the Local Planning Authority as part of an application for Planning Permission.

## Glossary

1.18. The following list sets out non-technical definitions for technical terms used throughout this report:

- Worst Case Scenario – The 'Worst Case Scenario' is the most realistic scenario which would likely give rise to the greatest potential impact as a result of the Proposed Demolition.
- Combination Effect – A combined effect arises when multiple environmental factors influence a single receptor. For example, a commercial development might be affected by both noise and wind.
- Embedded Mitigation – Embedded mitigation refers to design features integrated into a development to avoid, minimise, or offset potential negative environmental effects.
- Non-Embedded Mitigation – actions taken beyond the initial design and construction phase implemented to address unforeseen environmental impacts.
- Baseline Development – Developments that are physically present plus developments which are under construction.
- Committed Developments – Developments which have received planning permission, the consent is live, but not yet begun on site.
- Baseline Conditions – refers to the current state of the environment and the relevant social or economic factors in the area where the Proposed Demolition is located.

## Assessment Methodology

### Scoping

1.19. An email outlining the EIA Screening and Scoping approach of the demolition was issued to MCC for consideration on 18 July 2025. A response was received from MCC on 1 August 2025 confirming their agreement with the proposed Scope of the EIA.

### Technical Topics not included in the Environmental Impact Assessment

1.20. It has been confirmed via the Scoping opinion that the following disciplines will not give rise to likely significant effects on the environment and therefore do not require inclusion in the Environmental Statement.

- Agricultural Circumstances.

- Aviation.
- Archaeology.
- Broadband Connectivity.
- Ecology.
- TV Reception.
- Water resources, flood risk and drainage.
- Traffic and transport.
- Heritage.
- Climate Change.
- Human Health.
- Wind.
- Daylight, Sunlight, and Overshadowing.
- Solar Glare.
- Ground Conditions.

1.21. Further information detailing why each of these technical topics were scoped out of the EIA can be found in Appendix 2.1 of the ES (Volume 2).

## EIA Scenarios

1.22. Scenarios are as follows so that environmental effects arising from the demolition are robustly assessed:

Table 1.1: Scenarios

| | |
|---|---|
| **Scenario 1** | Baseline Conditions (existing Site as of June 2025 including developments defined within the Baseline section of the committed development schedule in Appendix 2.3) |
| **Scenario 2** | Baseline + Demolition |
| **Scenario 3** | Baseline + Demolition + Operation (i.e. cleared site) |

1.23. Table 1.2: Scenarios to be assessed by each discipline

| Topic | Scenarios Assessed |
|---|---|
| Townscape and Visual Impact | 1,2,3 |
| Air Quality | 1, 2 |
| Noise and Vibration | 1,2 |

1.24. In relation to Committed Development, those identified at Appendix 2.3 have been considered by the technical team and have advised that given the nature of the proposed development no propensity for cumulative effects has been identified with these being negligible, and will not result in any significant impacts.

### Approach to Technical Studies

1.25. The technical studies have been undertaken in accordance with current best practice. Specific guidance used is referenced within each of the respective technical chapters, with a reference list at the end of each chapter.

1.26. The technical studies undertaken within the ES have been progressed in a transparent, impartial and unbiased way with equal weight attached, as appropriate, to beneficial and adverse effects. Where possible, this has been based upon quantitative and accepted criteria together with the use of value judgements and expert interpretations.

## Who has been involved in the EIA process?

1.27. The EIA process has involved communication and collaboration between the Applicants, Deloitte LLP, MCC, the project team (shown in Table 1.3), statutory consultees and the public.

Table 1.3: EIA Technical Team

| Topic | EIA Consultant | Qualifications |
|---|---|---|
| EIA Coordinator | Deloitte | IEMA, MRTPI, MPlan, BA (Hons)<br>IEMA Quality Mark Registered |
| Construction and Demolition | RG Group | MCIOB, HNC/ONC Building Studies, BSc(Hons), MRICS |
| Townscape and Visual Impact | Layer Studios | Chartered Member of Landscape Institute |
| Air Quality | Buro Happold | BSc MIAQM |
| Noise and Vibration | Blackbird Acoustic | BSc Music Systems Engineering, BSc Acoustics and Music, MIOA |

## What were the results of the EIA?

1.28. The following sections summarise the methodology used in determining the likely significant effects of the Proposed Demolition and summarise the outcomes of the EIA.

1.29. This section is organised into technical subjects. Greater detail can be found in the relevant chapters of the Environmental Statement (6 to 8) and their technical appendices.

1.30. The technical topics are those elements of the environment considered likely to experience significant effects and therefore assessed in the EIA.

1.31. With regard to the assessment for each topic, the subsequent sections discuss:

- Methodology and scope;
- Baseline conditions;
- Likely significant effects of the Proposed EIA Development;
- Mitigation;
- Cumulative effects with other developments;
- Likely 'residual' effects following mitigation; and
- A summary of proposed mitigation measures and residual effects is also included in Chapter 9 of the ES Volume 1.

### Significance of Effects

1.32. The likely effects of the Proposed EIA Development have been classified according to their significance.

1.33. Significance is determined as a function of both the scale (magnitude) of change from the existing (baseline) environment and the sensitivity of environmental receptors, such as population, fauna, flora, soil, water, air, climatic factors, material assets, including the architectural and archaeological heritage, landscape and the inter-relationship between these factors. Chapter 2 of the ES Volume 1, EIA Methodology, describes this process in greater detail.

1.34. This serves as a useful guide for specialists to assess effect significance. Where discipline-specific methodology has been applied that differs from these generic criteria, this has been clearly explained within the relevant ES Chapters Volume 1 (6 to 8).

# 2. Site Surroundings and Description of Proposals

## What is the EIA Site?

2.1. The Site is located in Manchester City Centre. It forms the north-western corner of the former UMIST Campus. The Site is bound by Charles Street to the south, Manchester South Junction and Altrincham Railway Viaduct and Granby Row to the north, Sackville Street to the east and Princess Street to the west. The site lies within the Sister (ID Manchester) Strategic Regeneration Area, aligned to Plot H. Please refer to Figure 1.1 for the Site Location Plan.

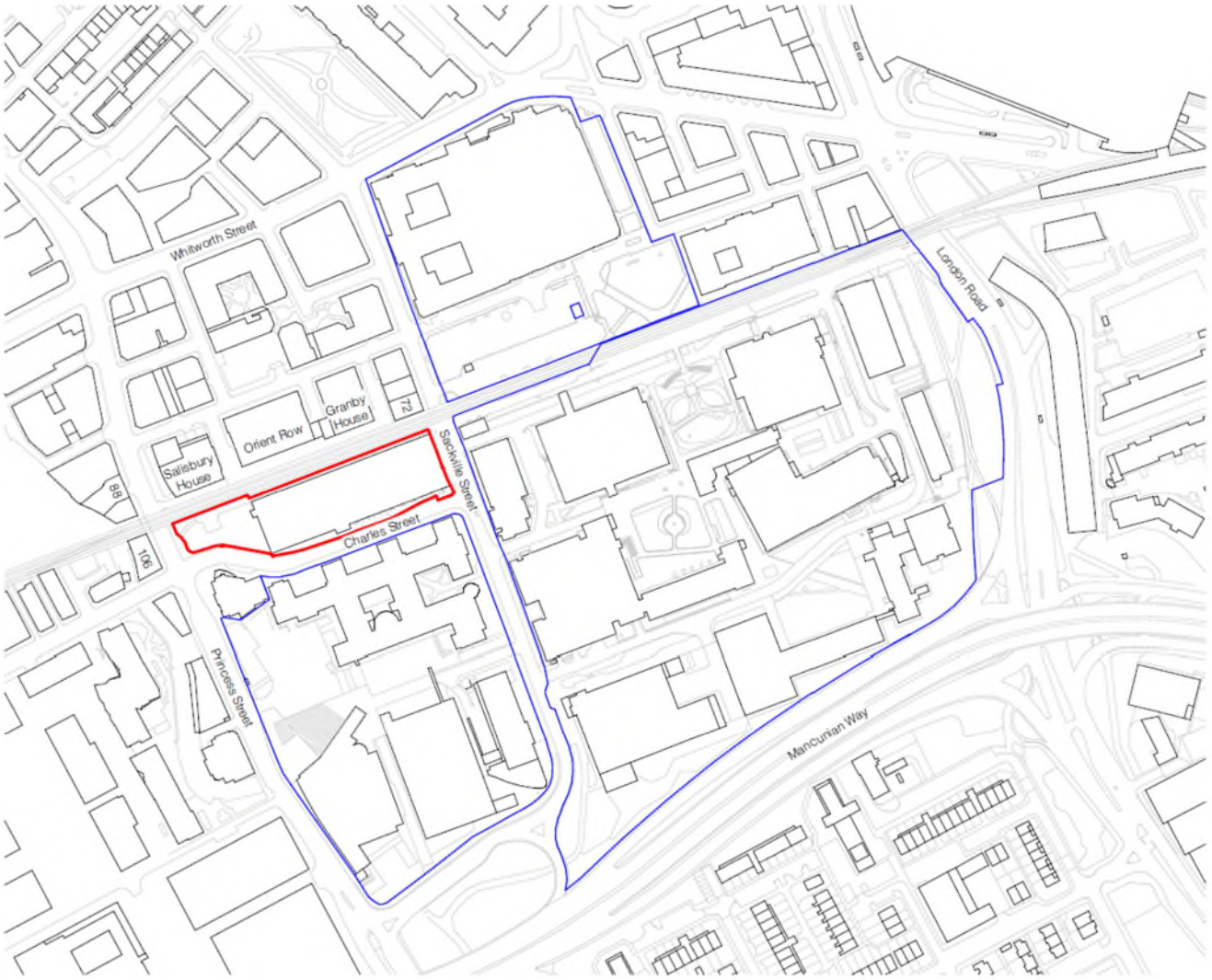


Figure 2.1 – Site Location Plan (Source: Hodder and Partners)

## What is located on the Site at the moment?

2.2. The Site principally was used as a multi-storey car park which closed in October 2024. The car park is no longer fit for purpose and therefore has reached the end of its economic life. The Site also consists of three commercial uses (2 x retail and 1 x Sui Generis Bar), all of which are now vacant.

2.3. There are 11 trees on Site in total. Of these 6 are in B2 category which is characterised by moderate quality and value and 5 in C1 category which is characterised by low quality and value. For completeness, all trees are to be retained as part of the works.

## Are there any sensitive designations in or around the Site?

2.4. The Site is designated in the Manchester Core Strategy as being within the City Centre and Regional Centre. It is within an Air Quality Management Area and a Critical Drainage Area. It is within Flood Zone 2 defined as having a medium probability of flooding, meaning there is between a 0.1% and 1% annual probability of river or sea flooding. It is not located within a statutory or non-statutory nature conservation site and no record of protected species have been found at the Site.

2.5. While the Site is not located within a Conservation Area, the Site's northern boundary lies adjacent to the Whitworth Street Conservation Area.

2.6. Whilst the does not contain any heritage assets, it is within the immediate setting of the Grade II Listed Manchester and Altrincham Railway Viaduct and Grade II Listed Buildings along Granby Row, all located to the north.

2.7. The Renold Building, located east of the Site, is a Grade II listed building. The Barnes Wallis and Wright Robinson Building, Morton Laboratory, Manchester Meeting Place (Staff House), Butterfly Stairs and Moffat Building are NDHA's further east within the SRF area and were granted Certificates of Immunity from Listing by Historic England on 10th October 2024. The MSS Tower, Pariser Building, Jackson's Mill, Ferranti Building, and Faraday Building (all southeast of the Site and within SRF area) are also considered to be NDHAs.

## What is being proposed?

2.8. The proposal is demolition of the existing multi storey car park and three ancillary commercial units.

2.9. The first phase of the works will comprise the appointment of traffic management installations, full height hoarding (2.4m high), full height, wrapped protection scaffold to the north, east and partial west elevations. Following the implementation of scaffolding and protective installations, the building will be soft stripped and all asbestos containing material will be removed.

2.10. Subject to agreement from Andun Engineering Consultants and Network Rail, the top three floors of the multi storey car park will be demolished in a top-down, floor by floor sequence. The remaining structure is then proposed to be demolished on a structural bay-by-bay basis and the foundations removed up to a depth of 2m.

2.11. The whole demolition process, including the soft strip and asbestos removal, is anticipated to take circa 20 weeks . The Demolition Method Statement prepared by Elford Demolition and Remediation Ltd sets out the detailed method in more detail.

2.12. This NTS supports a full planning application submitted to Manchester City Council ('MCC') which has the following formal description of development:

> *"Full Planning Permission for demolition of existing multi-storey car park and associated commercial units (retail and sui generis bar uses), to facilitate future redevelopment."*

2.13. The proposed amount of development is set out below:

Table 2.1- Proposed Quantum of Development

| Measurement / Detail | Proposed Development |
|---|---|
| Total Site Area | 0.528 Ha |
| Demolition Area | 0.3405 Ha |

## Why is this development coming forward?

2.14. The multistorey car park on site is currently vacant and no longer fit for purpose. It represents an underutilised area within the City Centre and a regeneration priority for MCC, as identified in the SRF. The University of Manchester vacated the campus in 2022, decanting to the new Engineering Campus and wider estate. Since then, the former campus is surplus to requirements and has no future requirement as an educational campus. It therefore does not contribute positively to the local environment. The car park was vacated in October 2024 and the retail units in June 2025.

2.15. The Proposed Demolition will provide a cleared site, which will facilitate the next phase of development at Sister, helping to realise the vision for the masterplan as a thriving destination where academia and commercial business come together.

2.16. The Site is located within the Piccadilly Ward and the Oxford Road Corridor in Manchester City Centre, the hub of the city's knowledge economy and in close proximity to the University of Manchester and Manchester Metropolitan University.

2.17. The SRF emphasises cluster dynamics, facilitated by co-location, as crucial for the success of Manchester City Centre and the Oxford Road Corridor. It also envisages the need for a balanced housing market, characterised by affordability and availability, to support economic growth and attract and retain a skilled workforce. Sister, which will help to realise the vision for the masterplan as a world-leading innovation district in Manchester, fostering collaboration between academia and industry while delivering a vibrant, sustainable community including over 1,500 new homes. It will become an innovation hub, connecting the Corridor with Greater Manchester's other growth locations and unlocking large-scale innovation commercialisation. Consequently, the Site benefits from close proximity to excellent transport links and extensive commercial, cultural and leisure activities. It therefore has the potential to further contribute to the creation of a vibrant city centre environment.

## Who has been consulted?

2.18. Consultation has taken place at a broader Masterplan level as well as specific consultation relating to the demolition application itself.

2.19. Pre-application engagement has been undertaken with the Local Planning Authority (LPA), to agree the principle of the demolition proposed and information needed to be submitted with the application. While broader discussions with Network Rail have been undertaken regarding ID Manchester as a whole, specific discussions have taken place for the Proposed Demolition and a draft Asset Protection Agreement (APA) has now been received.

2.20. Local Ward Councillors have been informed of the application via email prior to submission of the application. Occupiers of residential buildings immediately facing the Site have been informed of the proposal via leaflet drop.

## How long will it take?

2.21. The whole demolition process, including the soft strip and asbestos removal, is anticipated to take around 20 weeks.

2.22. The programme is based upon normal working hours in line with MCC Guidance of 7.30hrs to 1800hrs Monday to Friday and 0800hrs to 1400hrs on Saturdays.

2.23. On some occasions there are certain operations that maybe required to proceed during these periods. These will be infrequent and will be agreed with the Environmental Health Officer (EHO) and local residents will be notified in advance. The frequency of these will vary and respond to demand. Access to the Site will be permitted 30 minutes prior to working day commencing with noise being kept to a minimum for the first half hour of each day.

2.24. The Applicants acknowledge the close proximity of the neighbouring properties and as such will endeavour at all times to ensure the working hours are adhered to in order to protect their amenity.

# 3. Alternative Options

3.1. The EIA Regulations require the ES to identify the main alternatives that were considered during the design process.

3.2. The Proposed Development has been influenced by a range of factors, including location, surrounding land use and input from MCC, Statutory and Non-Statutory Consultees and other stakeholders.

3.3. This Chapter reviews the principal land use and siting options explored and the reasoning for the selection of the current design for the Proposed Development which forms the subject of assessment within the ES.

3.4. This Chapter considers the following options in the context of the existing Development Brief:

- The 'do nothing' alternative where the Proposed Development is not progressed; and,
- Alternative Technologies.

## The "Do Nothing" Alternative

3.5. The "do nothing" option means leaving the Site as it is. This Site in Manchester City Centre is currently a closed, outdated multi-storey car park and three commercial uses. The car park is no longer fit for purpose and was closed on 20 October 2024. Retro Bar closed on 30 June 2025.

3.6. These buildings, and others nearby, are no longer needed by the University of Manchester, which moved to a new campus in 2022. Since then, the empty buildings have been deteriorating and becoming a target for anti-social behaviour. The Applicants are investing heavily in the estate to maintain security and bring early activity to the area through the repurposing of the Renold Building in close proximity to Plot H, which is now open and operational; however, the further degradation of the buildings is inevitable where they continue to lie vacant.

3.7. The vision for this area was updated in December 2023. This plan sees this site as key to transforming an underused area into a major commercial and innovation centre. It supports building more densely while improving the area. . This Site is seen as the last piece of the puzzle in regenerating the southern part of Manchester city centre.

3.8. Given that the car park is vacant and closed, and the site is part of a larger regeneration plan, the "do nothing" option isn't considered.

## Consideration of Alternative Technologies

3.9. The contractor will use the best and safest demolition methods.

3.10. A full building survey will happen before demolition starts. The plan is to carefully take down the north side and one end, then use a large excavator for the rest. More details are in Appendix 5.1 (Demolition Phasing) and Appendix 5.2 (Logistics Strategy).

3.11. The technologies included with the Proposed Development are therefore considered to represent the most appropriate for the proposals.

# 4. Construction Management

## Site Location

4.1. The Construction (Design and Management) Regulations 2015 will apply to this project and all appropriate controls and systems will be in place to comply with the standards of the Regulations and associated guidance.

4.2. A Demolition Management Plan and Demolition Statement have been prepared by Elford Demolition and Remediation which is to be read in conjunction with this Statement.

4.3. Subject to planning permission, the total Demolition programme will span a period of approximately 20 weeks incorporating the Pre-Commencement duration (c. 6 weeks) and main works duration (c. 14 weeks). Demolition includes removal of all asbestos containing materials then careful deconstruction of buildings located on Plot H namely: Charles Street Multi-Storey Car Park, Retro, The Nu Beat Club and Lookey News Agent. The works are estimated to progress between November – April.

4.4. Demolition works will be phased to limit disruption to the site and surrounding areas. Top-down demolition to the structure adjacent to the railway bridge (Network rail asset) and then a phased approach for demolition to the remaining block down to ground floor slab. Following demolition of the buildings, works will continue with removal of the ground floor slab and basement elevations and slab along with grubbing up of all foundations and substructures, including existing services. All arisings from demolition will be removed from site.

4.5. The DEMP provides further detail on the programme of construction activities and sequencing and the methods used for the demolition.

4.6. The DEMP describes arrangements and procedures for managing these key risk areas in more detail, as well as any future risk, and also the resources, including personnel, which will be applied to the scheme and will ensure the Health and Safety of all those working on or affected by the project works.

4.7. The Principal Contractor will have an on-going process of monitoring health and safety standards throughout its organisation. This is normally done directly (on-site) by the site management team through regular inspections, toolbox talks etc., and via the risk assessment process both during the completion of risk assessments and then by monitoring the effectiveness of risk control measures, which have been implemented. Site managers will also undertake regular reviews of safety on-site, including any accidents or incidents and any matters raised will be dealt with accordingly.

4.8. Health and safety are also incorporated as a fundamental aspect of the overall project review. The Applicants will appoint a Principal Contractor that can demonstrate competency in the management and execution of Health and Safety. The Principal Contractor will work closely with the Principal Designer at this early stage of the project and will influence the detailed design to remove construction and residual safety risks.

4.9. At the earliest opportunity (prior to commencement of construction operations), the Principal Contractor will enter into dialogue with all relevant parties, including neighbours to ensure there is effective co-ordination throughout all stages of the build.

4.10. The Applicants also acknowledges that the Site is located in close proximity to other large-scale construction sites, some of which may be progressing at the same time as the Proposed Development. The Applicants are committed to working collaboratively with neighbouring developers and contractors to coordinate activities and mitigation measures such that any inconvenience is minimised, and the works collectively are well-managed. This will be considered in detail as part of the Construction Environmental Management Plan (CEMP) that will be agreed with the LPA before any construction works start on-site.

# 5. Townscape and Visual Impact

## What is Townscape and Visual?

5.1. Townscape and Visual Impact Assessment (TVIA) is a tool used to identify and assess the likely significance of the effects of change resulting from development both on the townscape in its own right and on people's views and visual amenity.

5.2. Townscape refers to the visual appearance and character of a town or urban area. It encompasses the arrangement of buildings, streets, open spaces, and other features that contribute to the overall impression of a place.

5.3. Visual impact assessment considers how the development will affect the way a place looks. It helps us understand how the Proposed Development will change the townscape and whether those changes are acceptable. It considers the Proposed Development from identified valued views and whether the new development fits in with its surroundings.

## What has been assessed?

5.4. Prepared by a Chartered Landscape Architect at Layer.studio, the TVIA assesses the likely townscape and visual impact of The Proposed Development upon The Site and surrounding area.

5.5. The TVIA has considered the effects on townscape and visual receptors (people) during the demolition of the multistorey car park on Charles Street at Plot H, Sister, pursuant to future redevelopment of the Site.

5.6. The assessment considered a study area with a radius of 500m and involved a desktop review, field survey and digital mapping to analyse the townscape of the study area and to understand where the Proposed Development will be visible from. Using the data collected, six locations were selected for analysis using VuCity modelling software.

5.7. Townscape and visual receptors were identified and their sensitivity recorded as part of a baseline assessment. An assessment of significance was then undertaken with reference to the sensitivity of the receptor and magnitude of effect.

## What is the effect of the Proposed Development on Townscape and Views?

### Construction

5.8. Demolition phase townscape impacts are of minor significance and neutral effect. The existing building will be removed and the Site will be cleared. This means that there will be a temporary gap in the street scene. However, this disruption will be minor and short-lived. The site will be secured with hoardings to minimise disruption to pedestrians and traffic. The impact on the nearby Whitworth Street Conservation Area will be minimal because of the railway viaduct and the relatively low height of the demolition works.

5.9. In the worst case scenario, views may be temporarily disrupted, but this is a minor and temporary negative effect.

## Operation

5.10. After demolition, the Site will be cleared and secured with hoarding fencing. In the event that Plot H is to remain vacant for a period, prior to future development being implemented, then the planning position with regard to the status of the hoardings will be regularised in discussion with the LPA. This will result in a temporary open space created by the flattening of the car park and commercial units. The removal of the unattractive existing building facades will be a positive change to Sackville Street and Charles Street.

5.11. Views from public viewpoints will be temporarily affected, but this impact will be localised and short-lived. Views from the north of The Site (Granby Row and Vimto Park), will be largely unaffected because the railway viaduct and mature trees provide a good degree of screening.

# 6. Air Quality

## What is Air Quality?

6.1. Air quality refers to the condition of the air we breathe. Poor air quality, caused by pollutants like nitrogen dioxide (NO2) and particulate matter (PM10 and PM2.5), can have negative impacts on human health. Road traffic is a major source of these pollutants.

## What has been assessed?

6.2. The Proposed Development has been assessed with respect to air quality conditions during the construction (demolition) phase. For the purpose of this assessment only the effects associated with the demolition of the existing building have been assessed.

6.3. The dust generated as a result of the demolition of the existing building has been assessed quantitively and considers the impact on any sensitive receptors (human and ecological) within 250m of the Proposed Development boundary.

6.4. The impact of traffic generated by the demolition activities has been assessed qualitatively using relevant air quality guidance. The volume of traffic generated by the Proposed Development will be limited to a 20 week programme and impacts have been assessed within 50m of any affected construction route up to 250m from the Site boundary.

## What is the effect of the Proposed Development on Air Quality?

6.5. The effect of pollution arising from dust and traffic emissions generated by the demolition activities on surrounding human receptors will be negligible.

### Construction

6.6. Construction traffic is expected to be short term and temporary and not considered to have any significant impact on air quality.

6.7. A Demolition Environmental management Plan (DEMP) will be implemented to minimise dust and other emissions from construction activities.

### Residual Effects

6.8. The residual effects on air quality are anticipated to be negligible for the construction (demolition) phase of the Proposed Development, with the implementation of suitable mitigation measures during the demolition phase.

# 7. Noise and Vibration

## What is Noise and Vibration?

7.1. Noise is unwanted sound that can disturb people, particularly if it is loud or continues for long periods. In cities, noise often comes from traffic, construction, or people. Vibration is the movement or shaking of the ground or buildings caused by activities such as heavy machinery or demolition. While vibration is usually felt rather than heard, it can still disturb people and, in some cases, cause worry about possible damage to buildings.

## What has been assessed?

7.2. This assessment looked at how demolition works for a multi-storey car park on Charles Street (Manchester city centre) could affect nearby homes, hotels, student accommodation, and educational buildings. Only the demolition stage was assessed – the future redevelopment is not part of this assessment.

7.3. Baseline environmental noise levels were measured by Blackbird Acoustics at multiple locations around the site. Using this data, Heyda Ltd carried out the noise and vibration impact assessment, applying recognised UK standards and modelling methods, including BS 5228 (Parts 1 and 2) and ISO 9613, to predict demolition-related impacts.

7.4. The assessment focused on residential properties, hotels/student accommodation, and educational buildings within 100 metres of the site boundary, representing those receptors most likely to be affected.

## What is the effect of the Proposed Development on Noise and Vibration?

7.5. The demolition work will temporarily increase noise and vibration in the surrounding area.

### Noise:

- Most nearby buildings will notice extra noise during demolition, especially when the tallest parts of the car park are being taken down (the “high reach” phases).
- The worst-affected locations include Granby House, Salisbury House, Orient House, Fairbairn Building, Pendulum Hotel/Weston Halls, and the Ibis Hotel, where noise could be loud enough to disturb residents or visitors, particularly during certain demolition phases.
- Other places, like 90 Princess Street, Montana House, Granby Village, Vita Students, and most educational buildings, will notice extra noise, but at lower levels.
- These impacts will be short-term and temporary, lasting only during the demolition works, but could still be disruptive.
- Working Hours: Noisy activities will be restricted to the following core hours:
    - Monday–Friday: 07:30–18:00
    - Saturday: 08:30–14:00
    - No works on Sundays or Bank Holidays

- Outside of these hours, any works that takes place will have been agreed in advance with the Council. Access to Site will be permitted within the site hours prescribed above with noise kept to a minimum for the first hour of each shift.

## Vibration:

- Vibration from demolition is expected to be noticeable but generally low.
- Some homes and hotels closest to the site (within about 10–15 metres) may feel the vibration, but it is not expected to cause damage to buildings.
- Educational buildings will experience only minor vibration effects.

## Management of Impacts during Demolition

7.6. To minimise disruption, the demolition contractor will be required to adopt Best Practicable Means (BPM) in accordance with UK standards. Measures will include:

- Using low-noise equipment and working methods wherever practicable.
- Installing temporary noise barriers or acoustic screens near the site boundary and sensitive receptors.
- Restricting noisy activities to standard daytime working hours (with no works on Sundays or Bank Holidays).
- Ensuring all plant and equipment is properly maintained to minimise noise.
- Proactive engagement with local residents and building managers to provide advance notice of particularly noisy works.

7.7. For locations predicted to experience the highest noise levels, the developer will engage directly with occupants to agree additional measures, which could include temporary secondary glazing or, in rare cases, temporary re-housing during the noisiest periods.

7.8. With the mitigation measures in place, the assessment concludes that the demolition will not cause any significant lasting effects on noise or vibration. While some properties will notice short-term disturbance, all impacts will be temporary and managed, with continuous monitoring to keep them within acceptable levels.

# 8. Availability of Environmental Statement

8.1. The ES is available for public viewing online via MCC's Public Access website, and during normal office hours at the following address:

Planning Department
Manchester City Council
Town Hall
Manchester
M2 5DB

8.2. The ES may be purchased in volumes, the costs for which are set out below:

- Non-Technical Summary - £15
- Volume 1: ES Main Text & Figures - £150
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