



Cambridge Halls

Sustainability Statement

Stage 2

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Waterman Building Services Ltd

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This document has been prepared and checked in accordance with
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P01	S3	29/04/2025	Jonathan Brown	James Barker	James Barker
					

Comments

P01	Draft issue for comment
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Revision		Status	
Pnn	Preliminary (shared; non-contractual)	S1	Coordination
Cnn	Contractual	S2	Information
		S3	Review & Comment
		S4	Review & Authorise
		S5	Review & Acceptance
		A0, A1, An	Authorised & Accepted (n=work stage if applicable)

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1. Introduction

This Sustainability Statement has been prepared by Waterman Building Services Ltd (Waterman) on behalf of Unite Students and Manchester Metropolitan University ('the Applicant') to accompany an application for full planning permission for Cambridge Halls PBSA ("the Site"), hereafter referred to as 'the Proposed Development'.

This document describes the approach the design team has taken to integrate sustainability into the design process. The purpose of this report is to assess the extent to which the Proposed Development accords with the principles of sustainable development and the relevant planning policy requirements.

The project team for the Proposed Development is comprised as follows:

Table 1: Project Team

Project team	Representative
Applicant	Unite Students
Project Manager	Cumming Group
Architects	Cartwright Pickard
MEP Engineers	Waterman Building Services
Flood Risk Assessment and Drainage Strategy	Arup
Waste Consultant	TBC
Townscape Visual Impact Assessment	Turley
BREEAM & Sustainability	Waterman Building Services
Daylight / Sunlight Assessor	DPR
Transport Consultant	Arup
Air Quality Consultant	Arup
Planning and Tall Building Statement	Turley
Environmental Statement	Turley
Location Plan	Cartwright Pickard
Existing and Proposed Site/ Block Plans	Cartwright Pickard
Existing and Proposed Plans and Elevations	Cartwright Pickard
Street Scenes/ Other Visuals	Cartwright Pickard
Design and Access Statement	Cartwright Pickard
Landscaping Details	Re-Form
Arboricultural Impact Assessment	Johns Associates
Archaeological Desk Based Assessment	AOC
Biodiversity Net Gain Assessment	Johns Associates
Blue and Green Infrastructure Statement	TBC
Broadband Connectivity Assessment	Pager Power
Demolition and Construction Management Plan	Arup

Crime Impact Statement	GMP
Ecology Report (Inc. Bat Survey)	Johns Associates
Energy & Overheating Assessments	Waterman Building Services
Fire Statement	Ashton Fire
Health Impact Statement	Turley
Heritage Statement	Turley
Noise and Vibration Impact Assessment	Blackbird Acoustics
Phase 1 Preliminary Risk Assessment	Arup
Socio-Economic Impact Statement	Turley
Statement of Community Involvements	Turley
Student Management Strategy	Unite (Client)
Travel Plan	Arup
TV Reception Survey	Pager Power
Whole Life Carbon Assessment	Arup
Windmicroclimate Assessment	Arup

1.1 Site Context

The site, highlighted below in Figure 1, is situated on Cavendish Street within the Manchester Metropolitan University Campus. The planned development extends to an area of approximately 1.2 hectares and will provide a total of 2302 bedspaces, with 1101 bedspaces within Phase 1 and a further 1201 in Phase 2. The development will cater for a range of accommodation needs, providing studio, cluster, affordable and post-graduate accommodation. The site is in close proximity to amenities and green spaces, including the Students' Union and All Saints Park on Campus.

The development description is: *“Demolition of existing halls of residence and erection of two buildings of 30 and 24 stories above ground, plus basement and rooftop plant levels, comprising purpose-built student accommodation with internal and external rooftop communal amenity space (Sui Generis). Ground floor commercial and community uses (Flexible Use Classes E, F1 or F2). Hard and soft landscaping and associated highway works.”*

Figure 1: Site Location

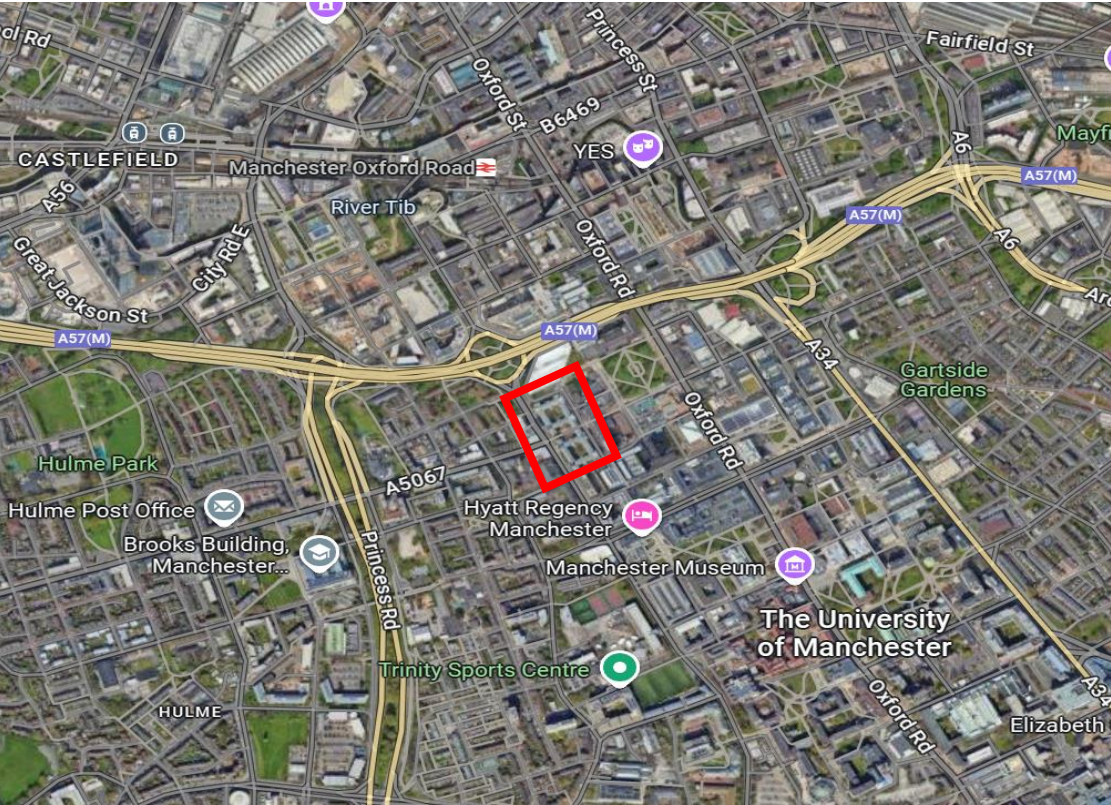


Table 2: Student Accommodation Provisions

Building	Accommodation Type	Number of Bedspaces	Percentage of Total (%)
Phase 1	Cluster	1067	97%
	*no. accessible	60	
	Studio	34	3%
	*no. accessible	10	
Phase 2	Cluster	443	37%
	*no. accessible	22	
	Affordable cluster	413	34%
	*no. accessible	15	
	Post-grad cluster	170	14%
	*no. accessible	0	
	Studio	175	15%
	*no. accessible	0	
Total		2302	

2. Planning Policies

2.1 National Planning Policies and Legislation

2.1.1 National Planning Policy Framework (NPPF)

The National Planning Policy Framework (NPPF) was last revised in 2024. The framework sets out the Government's strategy for economic, environmental, and social planning policy with the aim of promoting sustainable development in England. The NPPF includes a presumption in favour of sustainable development. This means local authorities will seek opportunities to secure developments that improve the economic, social and environmental conditions in the area.

2.2 Regional Policies

2.2.1 Manchester Core Strategy 2012 to 2027

The Core Strategy is the key document in Manchester's Local Plan and covers a period of 15 years from 2012 to 2027. The following policies are referenced within this sustainability statement.

- Policy SP 1 – Spatial Principles (amended by PfE 2024)
- Policy EC 1 - Employment and Economic Growth in Manchester
- Policy CC 5 – Transport
- Policy CC 9 – Design and Heritage
- Policy H 12 – Purpose Built Student Accommodation
- Policy T 1 – Sustainable Transport (amended by PfE 2024)
- Policy T 2 - Accessible areas of opportunity and need
- Policy T 3 – Strategic Integration
- Policy EN 3 – Heritage
- Policy EN 4 – Reducing CO2 Emissions by Enabling Low and Zero Carbon Development (amended by PfE 2024)
- Policy EN 6 – Target Framework for CO2 reductions from low or zero carbon energy supplies (amended by PfE 2024)
- Policy EN 8 – Adaptation to Climate Change (amended by PfE 2024)
- Policy EN 9 – Green Infrastructure
- Policy EN 14 – Flood Risk (amended by PfE 2024)
- Policy EN 15 – Biodiversity and Geological Conservation (amended by PfE 2024)
- Policy EN 16 – Air Quality (amended by PfE 2024)
- Policy EN 17 – Water Quality (amended by PfE 2024)
- Policy EN 19 – Waste

2.2.2 Places for Everyone (PfE) Joint Development Plan Document 2024

Places for Everyone is a long-term plan for jobs, new homes, and sustainable growth. Greater Manchester Combined Authority (GMCA) have prepared this plan for Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan. The following policies are referenced within this sustainability statement.

- Policy JP-Strat13 - Strategic Green Infrastructure
- Policy JP-Strat14: A Sustainable and Integrated Transport Network
- Policy JP-S1: Sustainable Development

- Policy JP-S2: Carbon and Energy
- Policy JP-S4: Flood Risk and the Water Environment
- Policy JP-S5: Clean Air
- Policy JP-S6: Resource Efficiency
- Policy JP-G2 Green Infrastructure Network
- Policy JP-G6: Urban Green Space
- Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity
- Policy JP-C1: An Integrated Network
- Policy JP-P2: Heritage

2.2.3 Manchester Climate Change Framework 2020-25

The Manchester Climate Change Framework 2020-25 is the city's high-level strategy for tackling climate change. The Framework was produced by the Manchester Climate Change Agency on behalf of the Manchester Climate Change Partnership and was formally endorsed by Manchester City Council in March 2020.

2.2.4 Greater Manchester Joint Waste DPD (2012)

The Waste Plan came into force in 2012 and has been adopted by each of the ten Greater Manchester local authorities. It forms part of each Authority's statutory development plan as well as the Manchester Local Plan.

2.2.5 Greater Manchester Five-Year Environment Plan 2025–2030

The Greater Manchester Five-Year Environmental Plan creates a framework for all decision makers to take the actions required to progress towards achieving carbon neutrality by 2038 while ensuring everyone in Greater Manchester has a healthy, low carbon, nature-rich environment in which to live-well, prosper and grow.

2.2.6 Greater Manchester's Local Nature Recovery Strategy

Currently undergoing public consultation and due to be published in 2025, the Local Nature Recovery Strategy will establish priorities and map proposals for specific actions to drive nature's recovery and provide wider environmental benefits.

3. Sustainability Review

The Proposed Development is committed to delivering positive changes as part of the design and construction process with sustainability considered a key focus area from the outset.

The following sustainability themes for the Proposed Development have been identified:

- Energy
- Water and Flood Risk
- Materials and Waste
- Sustainable Transport and Accessibility
- Nature Conservation and Biodiversity
- Pollution and Nuisance
- Heritage

3.1 Energy

Table 3: Energy

Relevant applicable policies	
Manchester Core Strategy 2012 to 2027	• Policy EN 4 – Reducing CO2 Emissions by Enabling Low and Zero Carbon Development (partially replaced by PfE Policy JP-S2) • Policy EN 6 – Target Framework for CO2 reductions from low or zero carbon energy supplies (partially replaced by PfE Policy JP-S2) • Policy EN 8 – Adaptation to Climate Change (partially replaced by PfE Policies JP-S2, JP-S4 and JP-G8)
Places for Everyone (PfE) Joint Development Plan Document 2024	Policy JP-S2 - Carbon and Energy (replaced CS EN4 first bullet point and parts of CS EN6)
Objectives, requirements, and targets	
• Expectation that new development will be Net Zero carbon, as well as calculating and minimising carbon emissions from unregulated emissions alongside regulated emissions from 2025. • Development proposals should include a detailed energy statement in accordance with the energy hierarchy, outlining how the development has sought to maximize reductions in carbon emissions in line with relevant policy targets, including the minimisation of overheating risks and appropriate measures for post occupancy evaluation. • From 2025 any residual carbon emissions that cannot be fully mitigated on-site should be offset, in agreement with the relevant local planning authority through a financial contribution to a carbon offset fund. • As an interim measure, development should be consistent with the 2022 Part L Building Regulations unless superseded by changes to building regulations and/or national or local planning policies. • Wherever possible development will be used a mechanism to help improve energy efficiency and provide low and zero carbon energy supplies to existing buildings. • Where appropriate new development and retrofit projects will be required to connect to and/or make	

- contributions to low or zero carbon energy schemes and/or to incorporate provision to enable future connection to any existing / potential decentralised energy schemes.
- Development is expected to incorporate adequate electric vehicle charging points, in line with Part S of the Building Regulations.
- Where practicable, prioritise connection to a renewable energy/heating/cooling network in the first instance or a low carbon energy/heating/cooling network that is adaptable to non-fossil fuels at a later date.
- Control overheating of buildings through passive design.

An energy statement has been prepared by Waterman Building Services to accompany an application for full planning permission for Cambridge Halls PBSA.

The Proposed Development incorporates a high-specification building fabric, achieving U-values that significantly exceed Building Regulation requirements—up to 50% better in some cases—and utilises a fully electric design powered through a renewable electricity Power Purchase Agreement (PPA). A combination of Air Source Heat Pumps (ASHPs) and 438m² of photovoltaic panels generating approximately 125kW of renewable electricity underpins the energy strategy, ensuring that operational carbon emissions are minimised from day one.

The Energy Statement confirms that the development complies fully with the energy hierarchy principles ("Be Lean, Be Clean, Be Green") set by Manchester City Council. Passive design measures, highly efficient plant, and renewable energy integration contribute to a cumulative carbon dioxide (CO₂) emissions reduction of 6% in Phase 1 and 11% in Phase 2 compared to 2021 Part L Building Regulation baselines. The development aligns with the National Planning Policy Framework (2024) by proactively addressing climate change, minimising vulnerability to future impacts, and encouraging the use of decentralised, renewable energy sources. It also complies with the Manchester Core Strategy (Policies EN4, EN5, and EN6) by integrating on-site renewable energy generation, utilising low and zero carbon technologies, and prioritising energy-efficient building design.

Further supporting regional goals, the project is consistent with the newly adopted Places for Everyone Joint Development Plan (2024–2039). In particular, it supports policies JS-S1 (Sustainable Growth) and JS-S2 (Carbon and Energy) by delivering a development that applies the UK Green Building Council's Net Zero approach and targets BREEAM 'Excellent' certification. Although the development is currently beyond practical reach for connection to an existing District Heat Network, it has been future-proofed to allow potential future connection, thereby aligning with JS-S3 (Heat and Energy Networks).

In addressing overheating risks, the design complies with Approved Document O, applying passive ventilation strategies during the day and boosted mechanical ventilation at night, while utilising green roofs and shading to further mitigate heat gain. Active cooling is only provided in communal and front-of-house areas, reducing unnecessary energy consumption.

In conclusion, the Proposed Development represents a significant positive contribution to Manchester's sustainability and carbon reduction objectives, delivering an energy-efficient, low-carbon, future-ready development that exceeds regulatory standards and embraces best practices in sustainable design.

3.2 Water and Flood Risk

Table 4: Water and Flood Risk

Relevant applicable policies	
Manchester Core Strategy 2012 to 2027	• Policy EN 14 – Flood Risk (partially replaced by PfE Policy JP-S4) • Policy EN 17 – Water Quality (partially replaced by PfE Policy JP-S4)
Places for Everyone (PfE) Joint Development Plan Document 2024	• Policy JP-S4 - Flood Risk and the Water Environment
Objectives, requirements, and targets	
• Development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding. • An FRA will also be required for all development proposals on sites greater than 0.5ha within Critical Drainage Areas (CDAs) and Canal Hazard Zones identified in the Manchester-Salford-Trafford Strategic Flood Risk Assessment (SFRA). • All new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of Green Infrastructure. • Development should avoid any adverse impact on water quality, and wherever possible should seek to enhance water quality.	

A Flood Risk Assessment and Drainage Strategy has been prepared by Ove Arup and Partners Ltd. The Assessment concluded that the proposed development site is primarily located within Flood Zone 1, as indicated by the Environment Agency’s Flood Risk Map for Planning. A small portion of the south-western corner falls within Flood Zone 2, which is due to lower highway levels compared to the existing development. However, further analysis, comparing water levels from the EA Product 4 information with site levels captured during the Topographical Survey, confirms that the site is situated at a higher elevation than the surrounding highways and predicted flood levels. As a result, the site is classified as Flood Zone 1, demonstrating a low risk of flooding.

To effectively manage flood risk and surface water runoff, a comprehensive Flood Risk Assessment and Drainage Strategy has been developed. This strategy combines sustainable drainage systems and flood mitigation measures, ensuring the site’s resilience to future flood hazards. The report analyses historical data, current site conditions, and future climate change projections to identify potential risks and outlines effective strategies for risk reduction.

Key flood risk management measures include the implementation of blue roofs, permeable paving, rain gardens, and below-ground storage. A detailed maintenance plan will be established for each drainage element to ensure their continued effectiveness. These strategies will efficiently manage surface water runoff, reduce the likelihood of flooding, and safeguard the development and its occupants.

By adopting these recommended drainage strategies and flood mitigation measures, the proposed development will promote safety, sustainability, and long-term viability. Regular monitoring and maintenance will further enhance the effectiveness of these measures, ensuring the site is prepared for future climatic changes and resilient to flood risks.

During the detailed design stage, the Proposed Development will look to minimise water consumption across the site through the selection of low flow sanitaryware fixtures. The products selected will align with achieving a

minimum of 3 credits under the BREEAM UK New Construction v6.1: Wat 01 Water Consumption credit criteria. This will signify an improvement of 40% in water efficiency over the BREEAM baseline consumption rates.

In addition to the specification of low flow sanitaryware fixtures, further measures to be specified at detailed design stage will include:

- The specification of water meters on the mains water supply. This will ensure that water consumption can be monitored and managed to encourage reductions.
- A water leak detection system, capable of detecting a major water leak on the mains water supply within buildings.

3.3 Materials and Waste

Table 5: Materials

Relevant applicable policies	
Manchester Core Strategy 2012 to 2027	• Policy EN 4 – Reducing CO2 Emissions by Enabling Low and Zero Carbon Development (partially replaced by PfE Policy JP-S2) • Policy EN 19 - Waste
Places for Everyone (PfE) Joint Development Plan Document 2024	• Policy JP-S1 - Sustainable Development (partially replaced CS SP1) • Policy JP-S6 - Resource Efficiency
Objectives, requirements and targets	
• The use of building materials with low embodied carbon in new development and refurbishment schemes. • Development should make as much use as possible of suitable previously-developed (brownfield) land and vacant buildings. • All developments are required to demonstrate the proposal’s consistency with the principles of the waste hierarchy. • All developments must submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled on site wherever possible and how the sustainable waste management needs of the end user will be met. • Developments should promote the development of innovation and technological advancement within the sustainable waste management industry, aiming to achieve a closed-loop waste management system. • Encourage communities to take responsibility for the waste they create through the provision of accessible facilities.	

An Operational Waste Management Strategy (OWMS) was prepared by Waterman Building Services Ltd for the redevelopment of Cambridge Halls PBSA to ensure that waste management practices align with best-practice principles of sustainability, health, and urban design. The strategy provides a robust, policy-compliant framework for the storage, segregation, and collection of waste for both the purpose-built student accommodation (PBSA) and the associated retail and community spaces. Waste provision has been carefully planned to meet the requirements of the Building Regulations 2010 (Approved Document H6), British Standard 5906:2005, and relevant sections of the BREEAM UK New Construction Version 6.1 Manual, supporting the project's target of achieving a BREEAM 'Excellent' certification.

In line with Manchester City Council's Waste Storage and Collection Guidance for New Developments (2023) and Domestic Waste and Recycling Service Standards (April 2024), the development will incorporate dedicated waste stores for four waste streams: general waste, pulpable recycling, commingled recycling, and food waste. Provision is made for a total of 81 bins across both phases of development, ensuring sufficient capacity for the estimated volumes generated by the 2,302 bedrooms and associated uses. Waste will be collected twice weekly by private contractors, with the Facilities Management (FM) team responsible for internal waste logistics, ensuring waste streams are correctly managed from source to collection. Facilities have been designed to ensure maximum separation of recyclables, easy and safe access, compliance with maximum carrying distances for bins, and alignment with the incoming Simpler Recycling in England 2024 requirements.

The OWMS also contributes towards wider sustainability objectives set out in Our Waste, Our Resources: A Strategy for England (2018), supporting national targets to recycle at least 65% of municipal waste by 2035 and minimise landfill dependency. Storage and collection areas have been planned to promote high recycling rates and reduce contamination, consistent with the circular economy principles promoted by the 25 Year Environment Plan.

In conclusion, the Cambridge Halls Operational Waste Management Strategy reflects a comprehensive and forward-thinking approach to waste management, meeting all current and forthcoming national and local policy requirements. It ensures that operational waste is managed efficiently, safely, and sustainably, further reinforcing the project's strong environmental performance credentials.

3.4 Sustainable Transport and Accessibility

Table 6: Sustainable Transport and Accessibility

Relevant applicable policies	
Manchester Core Strategy 2012 to 2027	• Policy CC 5 – Transport
	• Policy T 1 – Sustainable Transport (partially replaced by PfE Policy JP-C1)
	• Policy T 2 - Accessible areas of opportunity and need
	• Policy T 3 – Strategic Integration
Places for Everyone (PfE) Joint Development Plan Document 2024	• Policy JP-C1 - An Integrated Network
	• Policy JP-Strat14 - A Sustainable and Integrated Transport Network
Objectives, requirements, and targets	
• Developers should work with public transport providers to ensure that all users are able to access development by sustainable means, especially taking account of times when developments are likely to be busiest. • Proposals will be supported that improve pedestrian safety, improve air quality and increase the scope for accessible public realm improvements. • Targets aim to deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking. • The Council will support proposals that: • Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car. • Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life.	

- Improve pedestrian routes and the pedestrian environment.
- Improve and develop further Manchester's cycle network (for example the Manchester Cycleway and the Trans Pennine Trail).
- Contribute to improvements to the extent and reliability of the public transport network through safe and attractive waiting and interchange facilities, better priority, improved services and information provision.
- Improve and develop appropriate road, rail and water freight transport routes and associated intermodal freight transport facilities in order to assist in the sustainable and efficient movement of goods.
- Facilitate modes of transport that reduce carbon emissions e.g. by incorporating charging points for electric vehicles, subject to their appropriate design and location.
- Would reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties.
- Ensuring that development and transport investment fully considers the needs of all people and those modes which make most efficient and sustainable use of limited road space, by following the hierarchy set out below:
 - a. Pedestrians (and people using mobility aids);
 - b. Cyclists, powered two-wheelers, and public transport users;
 - c. People doing business or providing services (such as taxis/private hire, deliveries or waste collection)
 - d. People in personal motorised vehicles.

A Framework Travel Plan and Transport Statement have been prepared by Ove Arup & Partners. The documents demonstrate a comprehensive approach that promotes active travel, minimises car dependency, and integrates seamlessly with Manchester's extensive public transport network. The scheme supports the principles of the National Planning Policy Framework (2024), particularly Chapter 9 (Promoting Sustainable Transport), by prioritising sustainable transport solutions and ensuring no severe impact on highway safety or network capacity.

The site is exceptionally well located, benefitting from excellent walking, cycling, and public transport connections. Extensive improvements will be made to pedestrian and cycle infrastructure, including the pedestrianisation and landscaping of Higher and Lower Chatham Streets, provision of 140 secure cycle parking spaces, and enhanced links to the city's active travel network. The Travel Plan aims to encourage walking, cycling, and public transport use by students, with a robust suite of measures including welcome packs, travel information boards, cycle repair workshops, and the promotion of walking groups. The proposal also commits to a car-free development, with no dedicated parking for students or staff, while providing essential accessible and servicing bays in line with best practice.

The development is fully aligned with the Greater Manchester Transport Strategy 2040, the Greater Manchester "Places for Everyone" Joint Development Plan (2024), the Manchester Local Plan Core Strategy (Policies T1 and T2), and the City Centre Transport Strategy 2040. These strategies emphasise reducing car usage, improving air quality, encouraging active and public transport, and supporting a zero-carbon future. By promoting modal shift and enabling sustainable, low-carbon travel behaviours, the Cambridge Halls development directly contributes to these objectives, including Greater Manchester's ambition for 50% of all journeys to be made by walking, cycling, or public transport by 2040.

Additionally, the proposals incorporate elements from the Greater Manchester Active Travel Mission, Streets for All Strategy, and the Manchester Active Travel Strategy and Investment Plan (2023), by delivering safe, attractive, and accessible travel choices for all users. The Movement-In, Movement-Out (MIMO) strategy, designed to manage student arrivals and departures efficiently, further supports the minimisation of traffic congestion and disruption to the local area. The Transport Assessment concludes that there will be no unacceptable impact on the local highway network, and the accident analysis confirms that the development will not exacerbate existing safety concerns.

In conclusion, the Proposed Development represents a best-practice example of sustainable transport planning, embedding a forward-thinking, low-carbon mobility strategy that fully complies with and advances local and national sustainability, health, and climate resilience agendas.

3.5 Nature Conservation and Biodiversity

Table 7: Nature Conservation and Biodiversity

Relevant applicable policies	
Manchester Core Strategy 2012 to 2027	- Policy EN 8 – Adaptation to Climate Change (partially replaced by PfE Policies JP-S2, JP-S4 and JP-G8) - Policy EN 9 – Green Infrastructure - Policy EN 15 – Biodiversity and Geological Conservation (partially replaced by PfE Policy JP-G8)
Places for Everyone (PfE) Joint Development Plan Document 2024	- Policy JP-G6 - Urban Green Space - Policy JP-G8 - A Net Enhancement of Biodiversity and Geodiversity
Objectives, requirements, and targets	
- Development is expected to follow the mitigation hierarchy of i. avoiding significant harm to biodiversity, ii. adequately mitigating any harm to biodiversity, then iii. adequately compensating for any remaining harm to biodiversity. - Developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity. - Developers should reference relevant documents listed in Policy EN15, including the Manchester Biodiversity Strategy and the Green Infrastructure Framework for Greater Manchester.	

The proposed redevelopment of Cambridge Halls PBSA has been carefully assessed for its ecological and biodiversity impacts through a detailed Ecological Impact Assessment (EclA) and a statutory Biodiversity Net Gain (BNG) Report undertaken by Johns Associates. Both reports confirm that the existing site offers limited ecological value, comprising primarily amenity grassland, ornamental planting, and scattered trees, with negligible to low habitat suitability for protected species such as bats, badgers, amphibians, or notable invertebrates. No irreplaceable habitats were identified, and no statutory or non-statutory designated ecological sites are directly affected by the proposals.

The development complies with the requirements of the Environment Act 2021, delivering a Biodiversity Net Gain assessment using the Statutory Biodiversity Metric (July 2024). The assessment concludes that while the proposed development would result in a 30.14% loss in habitat biodiversity units on-site due to the intensive nature of the urban redevelopment, a 40.02% net gain for hedgerows would be achieved. In line with national policy requiring a 10% net gain across all habitat types, off-site compensation equivalent to 0.48 individual tree units will be secured through a habitat banking scheme within the same local planning authority or National Character Area.

The scheme has embedded biodiversity compensation and mitigation into its design by introducing features such as biodiverse green roofs and rain gardens that strengthen urban green infrastructure, support climate change resilience, and promote ecological connectivity. However, due to spatial constraints, no significant on-site enhancements beyond these measures are feasible. A Construction Environmental Management Plan (CEMP) will

be implemented to safeguard retained features and prevent pollution during construction, supporting compliance with the National Planning Policy Framework (NPPF 2024), particularly Chapter 15 (Conserving and Enhancing the Natural Environment).

The ecological approach is aligned with Manchester City Council Core Strategy Policies EN9 (Green Infrastructure) and EN15 (Biodiversity and Geological Conservation), ensuring no net loss of biodiversity and promoting urban biodiversity where opportunities arise. It also supports the objectives of the Greater Manchester Biodiversity Action Plan and the Places for Everyone Joint Development Plan (2024).

In conclusion, while the redevelopment of Cambridge Halls necessitates some biodiversity losses, the application of robust mitigation, compensation, and enhancement measures ensures compliance with statutory and local planning requirements. The project demonstrates a responsible and proactive approach to biodiversity conservation within the constraints of a highly urbanised environment, delivering measurable biodiversity gains consistent with national sustainability objectives.

3.6 Pollution and nuisance

Table 8: Pollution and nuisance

Relevant applicable policies	
Manchester Core Strategy 2012 to 2027	- Policy EN 16 – Air Quality (partially replaced by PfE Policy JP-S5) - Policy H 12 – Purpose Built Student Accommodation
Places for Everyone (PfE) Joint Development Plan Document 2024	Policy JP-S5 - Clean Air
Objectives, requirements, and targets	
- Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself. - Consideration should be taken to ensure that there is no unacceptable effect on residential amenity in the surrounding area through increased noise, disturbance or impact on the street scene.	

An Air Quality assessment was prepared by Ove Arup & Partners Ltd as part of the Environmental Statement application for the full planning permission for the development. The assessment focused on both the construction and operational stages and highlighted the methodology used, including consultation with the relevant authorities, and identifies likely significant effects.

Through a detailed evaluation of pollutant concentrations, the assessment concluded that the construction phase, specifically traffic-related emissions, would result in negligible effects on air quality, with all predicted pollutant concentrations (NO2, PM10, PM2.5) remaining below air quality objectives.

The scope of the assessment adhered to best practices, guided by legislative frameworks such as the Environment Act 2021 and local air quality standards. Mitigation measures will be implemented during construction to ensure minimal disruption, with residual effects being deemed not significant. Overall, the assessment concluded that the proposed scheme would have a minimal impact on air quality, aligning with sustainability objectives.

3.7 Heritage

Table 9: Heritage

Relevant applicable policies	
Manchester Core Strategy 2012 to 2027	• Policy CC 9 – Design and Heritage • Policy EN 3 – Heritage
Places for Everyone (PfE) Joint Development Plan Document 2024	• Policy JP-P2: Heritage

Objectives, requirements and targets	
• Developments must preserve or enhance identified heritage assets (listed buildings, conservation areas, ancient monuments). • New developments should support the expected range of uses and contribute to a cohesive urban environment. • Re-use of heritage assets is encouraged if it aligns with their historical significance.	

A Heritage Assessment was prepared by Turley Heritage on behalf of Unite Students and Manchester Metropolitan University, that evaluated the potential impact of the proposed student accommodation development on nearby heritage assets. The assessment identified several grade II listed buildings, including the Former Manchester Ear Hospital, Roman Catholic Church of St Augustine, Ormond Building, and Righton Building, which could be affected by changes in their setting.

The Site currently contributes neutrally to the significance of these heritage assets. The assessment concludes that the proposed development would not harm the significance of certain assets, such as the Former Grosvenor Picture Palace and the Adult Deaf and Dumb Institute. However, it would result in less than substantial harm to the significance of several other assets, including the Former Manchester Ear Hospital, Ormond Building, and Grosvenor Building, with harm considered to be at the lower end of the scale as per the National Planning Policy Framework (NPPF).

In line with NPPF Paragraph 215, this less than substantial harm must be weighed against the public benefits of the development. Ultimately, the impact on the identified heritage assets is considered to be manageable, and no significant environmental effects are expected.

4. Conclusion

This report demonstrates the Applicant's commitment to delivering a sustainable development to support the implementation of key local planning policy. To ensure the successful delivery of sustainable development, the key initiatives and commitments highlighted in this document should be implemented, monitored and reviewed during the detailed design, construction stages and subsequently during the operational phase of the Proposed Development. The Proposed Development includes a range of sustainable design and construction features including:

- **Energy:** the Proposed Development represents a significant positive contribution to Manchester's sustainability and carbon reduction objectives, delivering an energy-efficient, low-carbon, future-ready development that exceeds regulatory standards and embraces best practices in sustainable design.
- **Water and Flood Risk:** the proposed development site is at low risk of flooding, being classified as Flood Zone 1, and incorporates a comprehensive range of sustainable drainage and flood mitigation measures to manage surface water runoff effectively. By integrating blue roofs, permeable paving, rain gardens, and below-ground storage, alongside robust maintenance plans, the strategy ensures the development's long-term resilience to flood risk and future climate change impacts. Additionally, water efficiency will be prioritised through the selection of low-flow fixtures, leak detection systems, and water monitoring measures, supporting the achievement of high BREEAM performance standards and broader sustainability objectives. Overall, the development demonstrates a proactive and best-practice approach to flood risk management, water conservation, and climate resilience.
- **Materials and Waste:** the Cambridge Halls Operational Waste Management Strategy reflects a comprehensive and forward-thinking approach to waste management, meeting all current and forthcoming national and local policy requirements. It ensures that operational waste is managed efficiently, safely, and sustainably, further reinforcing the project's strong environmental performance credentials.
- **Sustainable Transport and Accessibility:** the Proposed Development represents a best-practice example of sustainable transport planning, embedding a forward-thinking, low-carbon mobility strategy that fully complies with and advances local and national sustainability, health, and climate resilience agendas.
- **Nature Conservation and Biodiversity:** while the Proposed Development necessitates some biodiversity losses, the application of robust mitigation, compensation, and enhancement measures ensures compliance with statutory and local planning requirements. The project demonstrates a responsible and proactive approach to biodiversity conservation within the constraints of a highly urbanised environment, delivering measurable biodiversity gains consistent with national sustainability objectives.
- **Pollution and Nuisance:** the Air Quality Assessment confirms that both the construction and operational phases of the proposed development would have a minimal and manageable impact on local air quality. Predicted pollutant concentrations remain comfortably within national air quality objectives, and the implementation of standard mitigation measures during construction will ensure that any temporary impacts are effectively controlled. In accordance with the Environment Act 2021 and local policy requirements, the assessment demonstrates that the development aligns with broader sustainability and environmental protection objectives, with no significant residual air quality effects anticipated.
- **Heritage:** while the Proposed Development would lead to a degree of less than substantial harm to the significance of certain heritage assets, this harm is limited and must be balanced against the clear public benefits delivered by the scheme. In accordance with the National Planning Policy Framework, the development is considered acceptable in heritage terms, with impacts appropriately mitigated through sensitive design.

The Heritage Assessment concludes that the proposals would not give rise to significant adverse environmental effects, ensuring that the historic character and significance of the surrounding area are preserved in a manner consistent with national and local planning policy.

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