# Environmental Standards Statement

Plot H, Charles Street

25-011

December 2025

Rev 1

| Rev | Description | By | Date |
|---|---|---|---|
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# EXECUTIVE SUMMARY

This Environmental Standards Statement has been prepared by HGCE Ltd on behalf of RGRE Ltd, ID Manchester Ltd and The University of Manchester ('the Applicants') in support of an application for full planning permission for the redevelopment of the multi storey car park located on Charles Street, Manchester, M1 7AR ('the Site').

The proposed development comprises Purpose Built Student Accommodation (PBSA) with ground floor flexible commercial floorspace across three buildings of 8, 10 and 38 storeys, with a two-storey podium.

This 0.742 hectare site in Manchester City Centre is bounded by Charles Street (south), the Manchester South Junction and Altrincham Railway Viaduct and Granby Row (north), Sackville Street (east), and Princess Street (west). The site currently comprises a vacant multi-storey car park (closed October 2024) and three vacant retail units (last occupied June 2025). The car park and retail units are no longer fit for purpose and are subject to a separate planning application for demolition.

The statement demonstrates how Manchester City Council's (MCC) circular economy policies within the Manchester's Core Strategy Development Plan Document (2012), Places for Everyone (2024); and the Addendum to the Manchester Core Strategy (2024), have informed the Proposed Development in embedding sustainability in the design. This Statement should be read along with the BREEAM pre-assessments and other relevant technical reports submitted as part of the planning application.

The topics covered in this report include:

1. Transport & connectivity
2. Carbon and energy
3. Biodiversity and nature
4. Water and flood risk
5. Air quality
6. Waste and resource efficiency
7. Sustainable development

The report shows that the development achieves the required environmental standards in line with the planning policy.

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# 1 INTRODUCTION

## 1.1 Scope

This Environmental Standards Statement has been prepared by HGCE Ltd on behalf of RGRE Ltd, ID Manchester Ltd and The University of Manchester ('the Applicants') in support of an application for full planning permission for the redevelopment of the multi storey car park located on Charles Street, Manchester, M1 7AR ('the Site').

This Statement seeks to demonstrate how Manchester City Council's (MCC) environmental sustainability policies will inform the proposed development.

The Statement comprises the following sections:

- Planning Policy Review to set the context for the development and identify current planning-related environmental sustainability targets
- Environmental Standards Review to outline how the development will respond to the Environmental Standards set out in Manchester's Core Strategy Development Plan Document (2012), Places for Everyone (adopted March 2024), and the Manchester City Council Core Strategy (2024 addendum).

It is recognised that sustainable development cuts across several issues and disciplines. Reference should be made to the accompanying planning documents for further technical details, namely:

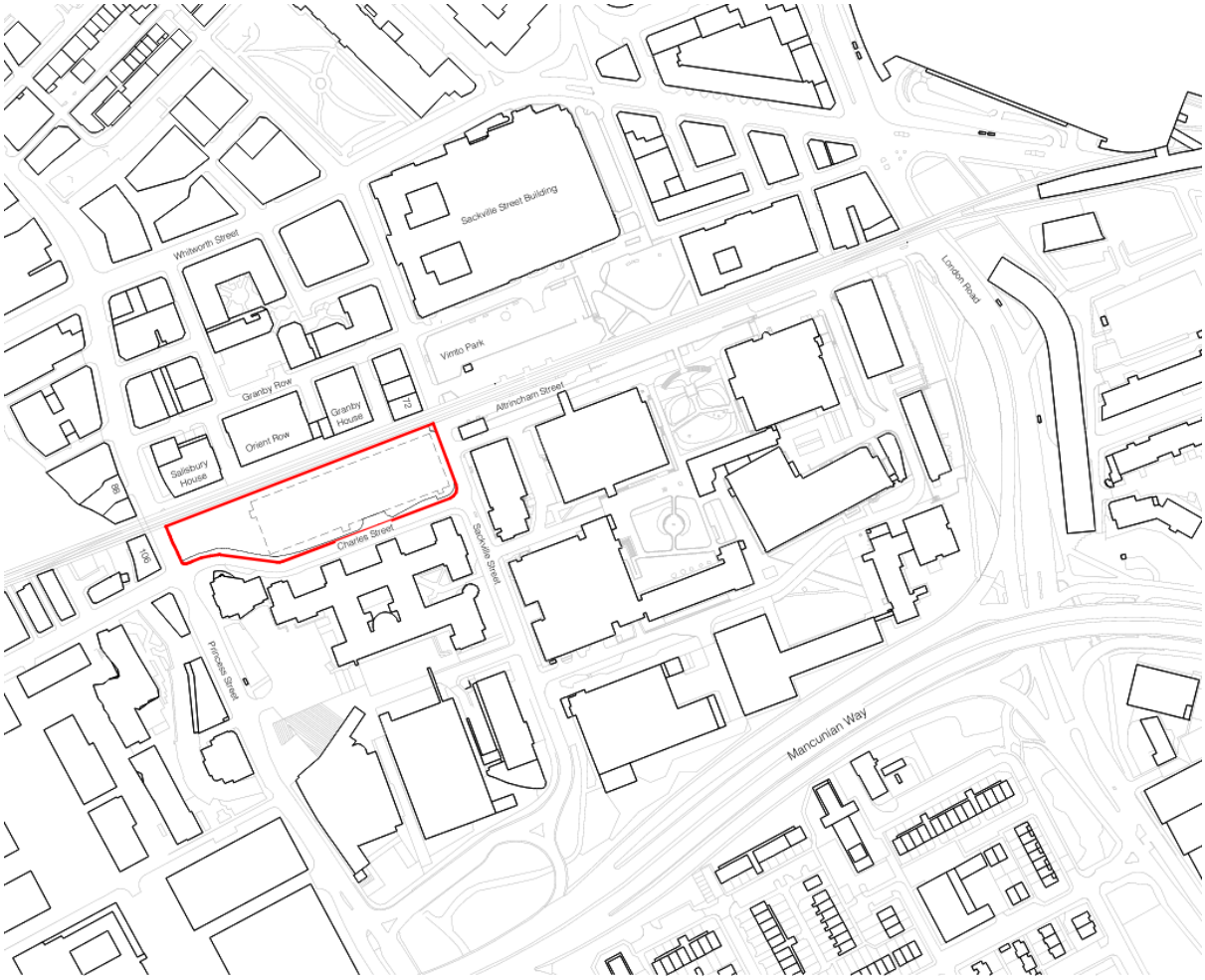
- Hodder and Partners – Design & Access Statement
- HG Consulting Engineers – Energy and Carbon Statement
- Buro Happold - Chapter 9 Air Quality - Environmental Statement Volume 1 (and accompanying appendices - Environmental Statement Volume 2)
- Buro Happold – Circular Economy Statement
- Civic – Operational Waste Strategy
- Roscoe - Flood Risk Assessment and Drainage Strategy
- Civic Engineers - Transport Assessment
- Civic Engineers - Travel Plan
- Synergy Building Services – BREEAM Pre-Assessment
- Tyler Grange - Ecological Impact Assessment
- Tyler Grange - Arboricultural Impact Assessment & Method Statement
- RG Group – Chapter 4 Construction Methodology and Programme - Environmental Statement Volume 1 (CMEP)

## 1.2 Development Description

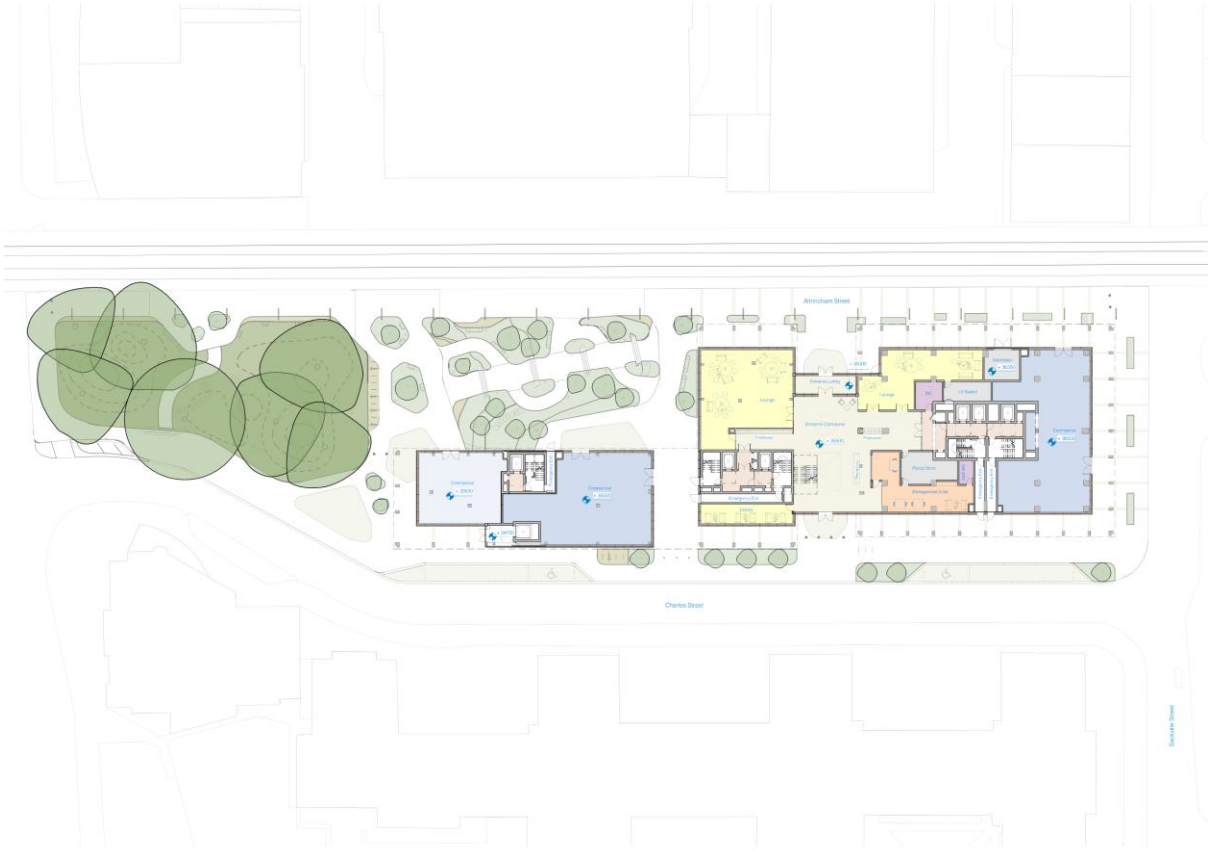
The proposed development comprises Purpose Built Student Accommodation (PBSA) with ground floor flexible commercial floorspace across three buildings of 8, 10 and 38 storeys, with a two-storey podium.

This 0.742 hectare site in Manchester City Centre is bounded by Charles Street (south), the Manchester South Junction and Altrincham Railway Viaduct and Granby Row (north), Sackville Street (east), and Princess Street (west). The site currently comprises a vacant multi-storey car park (closed October 2024) and three vacant retail units (last occupied June 2025). The car park and retail units are no longer fit for purpose and are subject to a planning application for demolition.

The figures below show the proposed site boundary (red line) and an indication of the site layout respectively.




**Development Proposed Red Line Boundary**




**Proposed Site Layout**

# 2 PLANNING POLICY CONTEXT

## 2.1 Policy Review Scope

To better understand the sustainability drivers for this development and set the policy context, a summary of the key sustainable development policies, legislation and guidance at both the national and local level has been provided.

## 2.2 Legislation

### 2.2.1 Climate Change Act 2008

The Climate Change Act Parliamentary Bill (2008) sets out the UK Government's pathway to reduce greenhouse gas emissions by at least 80%, relative to 1990 levels, by 2050. This includes the requirements to set legally binding carbon budgets over five-year periods to act as intermediate milestones.

On 27th June 2019, a more ambitious target of net zero carbon by 2050 was adopted by the UK Government in response to public sentiment and the release of the Intergovernmental Panel on Climate Change (IPCC) Special Report on Global Warming of 1.5°C (October 2018).

Approved Document: Part L (2021) Building Regulations (2023 amendment)

The Conservation of Fuel and Power: Approved Document Part L (2021) Building Regulations (2023 amendment) sets the energy and carbon targets that must be achieved in new buildings other than dwellings. These have been set to address the upcoming progressive energy improvement policies which strive towards achieving a net zero carbon standard in the future.

This development will be designed in accordance with these building regulations.

## 2.3 National Policy & Guidance

### 2.3.1 A Green Future: Our 25 Year Plan to Improve the Environment (2018)

The HM Government's 'A Green Future: Our 25 Year Plan to Improve the Environment' (2018) sets out the Government's ambition to '…champion sustainable development, lead in environmental science, innovate to achieve clean growth and increase resource efficiency to provide benefits to both our environment and economy'.

The plan provides fresh impetus for the principles of sustainable development to be at the heart of decision-making, setting out clear objectives and common language for policy and decision makers to adopt.

Policies and actions are structured around six key areas:

Chapter 1: Using and managing land sustainability

Chapter 2: Recovering nature and enhancing the beauty of landscapes

Chapter 3: Connecting people with the environment to improve health & wellbeing

Chapter 4: Increasing resource efficiency and reducing pollution and waste

Chapter 5: Securing clean, healthy, productive and biologically diverse seas and oceans

Chapter 6: Protecting and improving our global environment.

### 2.3.2 National Planning Policy Framework (December 2024)

The National Planning Policy Framework (December 2024) and relevant planning practice guidance sets out the Government's planning policies for England. The presumption in favour of sustainable development is at the heart of the framework, cascading through to local plans and the approval process for planning applications. Key issues addressed are summarised below:

- Building a strong, competitive economy
- Ensuring the vitality of town centres
- Promoting healthy and safe communities
- Promoting sustainable transport
- Supporting high quality communications
- Achieving well-designed places
- Making effective use of land and protecting green belt land
- Meeting the challenge of climate change, flooding and coastal change
- Conserving and enhancing the natural and historic environment
- Facilitating the sustainable use of minerals

## 2.4 Local Policy & Guidance

The table below provides a timeline of the relevant planning policy and guidance for Manchester City Council and how they interrelate.

| Release | Policy Document | Status |
|---|---|---|
| **1995** | **Unitary Development Plan (UDP)**<br>Served as the primary framework for making decisions about planning applications and future development | "Saved" policies only, not relevant to ESS |
| **2007** | **Guide to Development in Manchester - Supplementary Planning Document and Planning Guidance (SPD)**<br>Provided updated guidance on design quality complementing the 1995 UDP | Live |
| **2012** | **Manchester's Core Strategy Development Plan Document**<br>Replaces significant elements of the 1995 UDP setting out long term policies for Manchester's development | Live |

| | | |
|---|---|---|
| **2024** | **Places for Everyone (PfE) Joint Development Plan**<br>Introduces new policies over and above the 2012 Core Strategy document, superseding some aspects of the Core Strategy | Live |
| **2024** | **Addendum to Manchester Core Strategy 2024**<br>Lists sections of the 2012 Manchester Core Strategy policies that were replaced by the PfE and must be read alongside the Core Strategy | Live |

### 2.4.1 Guide to Development in Manchester – Supplementary Planning Document (SPD) and Planning Guidance

The Supplementary Planning Document (SPD) for the Guide to Development in Manchester does not create new policy but expands on and provides further detail on existing policies. Although the SPD refers to the former Unitary Development Plan (UDP) policies, the guidance is to be applied instead to the new policies described in the 2012 Core Strategy Development Plan and the 2024 Places for Everyone (PfE). The principles and guidance on the Environmental Standards Statement remain current and complimentary to the Local Plan.

'Section 4 Environmental Standards' sets out the Council's commitment to making Manchester "the Greenest City in Britain". An Environmental Standards Statement is required to accompany all planning applications, demonstrating the required environmental standards are met:

- Energy Strategy
- Renewable Energy
- Environmental design
- Water management and weather resilience
- Waste management
- Construction management
- Biodiversity
- Waterways

These will be addressed in the responses to the Core Strategy and Places for Everyone policies.

### 2.4.2 Core Strategy Development Plan Document (Adopted 11th July 2012)

The Manchester Local Plan guides development within Manchester. The Core Strategy is the key document in Manchester's Local Plan, covering a period of 15 years from 2012 to 2027. It sets out the long-term strategic policies for Manchester's future development, forming the framework for planning applications.

The key policies relevant to the Environmental Standards and Energy and Carbon Statement are as below. The 'Addendum to Manchester Core Strategy' (2024) describes where elements of these policies have been superseded by the Places for Everyone (PfE) 2024 plan.

- CC 5 Transport
- T 1 Sustainable Transport
- EN 4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development
- EN 5 Strategic Areas for low and zero carbon decentralised energy infrastructure
- EN 6 Target Framework for CO2 reductions from low or zero carbon energy supplies
- EN 8 Adaptation to Climate Change
- EN 9 Green Infrastructure
- EN 14 Flood Risk
- EN 16 Air Quality
- EN 17 Water Quality
- EN 19 Waste
- DM 1 Development Management

### 2.4.3 Places for Everyone (2024)

The Places for Everyone (PfE) Joint Development Plan (2024) sets out how the regions should be developed between 2022 and 2039 and provides a strategic framework for local plans. It also sets out policies relevant to planning applications, which are listed below.

- JP-Strat2: City Centre
- JP-S1: Sustainable Development
- JP-S2: Carbon and Energy
- JP-S3: Heat and Energy Networks
- JP-S4: Flood Risk and the Water Environment
- JP-S5: Air Quality
- JP-S6: Resource Efficiency
- JP-G1: Landscape Character
- JP-G6: Urban Green Space
- JP-G7: Trees and Woodland
- JP-G8: A Net Enhancement of Biodiversity and Geodiversity
- JP-P1: Sustainable Places
- JP-C1: An Integrated Network
- JP-C8: Transport Requirements of New Development

### 2.4.4 Policy Response Strategy

Due to the crossover between the many sustainability related policies in both the Core Strategy and the Places for Everyone documents, the response to the above policies will be grouped into topics as categorised below.

| | |
|---|---|
| **Transport & Connectivity** | |
| Core Strategy | CC5 Transport |
| | T1 Sustainable Transport |
| Places for Everyone | JP-C1: An Integrated Network |
| | JP-C8: Transport Requirements of New Development |
| **Carbon & Energy Strategy** | |
| Core Strategy | EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development |
| | EN5 Strategic Areas for low and zero carbon decentralised energy infrastructure |
| | EN6 Target Framework for CO2 Reductions from Low or Zero Carbon Energy Supplies |
| Places for Everyone | JP-S2: Carbon and Energy |
| | JP-S3: Heat and Energy Networks |
| **Biodiversity & Nature** | |
| Core Strategy | EN8 Adaptation to Climate Change |
| | EN9 Green Infrastructure |
| | EN15 Biodiversity and Geological Conservation |
| Places for Everyone | JP-G1: Landscape Character |
| | JP-G6: Urban Green Space |
| | JP-G7: Trees and Woodland |
| | JP-G8: A Net Enhancement of Biodiversity and Geodiversity |
| **Water Management, Weather Resilience, & Flood Risk** | |
| Core Strategy | EN14 Flood Risk |
| | EN17 Water Quality |
| Places for Everyone | JP-S4: Flood Risk and the Water Environment |
| **Air Quality** | |
| Core Strategy | EN16 Air Quality |
| Places for Everyone | JP-S5: Air Quality |
| **Waste & Resource Efficiency** | |
| Core Strategy | EN19 Waste |
| Places for Everyone | JP-S6: Resource Efficiency |

| **Sustainable Development** | |
|---|---|
| Core Strategy | DM1 Development Management |
| Places for Everyone | JP-Strat2: City Centre |
| | JP-S1: Sustainable Development |
| | JP-P1 Sustainable Places |

# 3 ENVIRONMENTAL STANDARDS REVIEW

## 3.1 Policy Response

This section summarises how the proposed development has, as a minimum, responded to the environmental sustainability policies set out in the 'Manchester Core Strategy (2012)' and 'Places for Everyone 2024 Joint Development Plan' taking cognisance of the 'Addendum to the Manchester Core Strategy 2024'.

As environmental sustainability encompasses a wide range of issues and is addressed to some degree by all key disciplines, references have been made to accompanying planning submission documents for technical details.

## 3.2 Transport & Connectivity

**Policy Summary**

**Site Location & Public Transport Provision**

The site sits within the highest rating of public transport accessibility (GMAL of 8) as determined by TfGM due to its proximity to frequent bus, tram, and train services. High-frequency bus services are available on Charles Street, Sackville Street, Princess Street and Oxford Road, and rail and tram services are available a short walk or cycle from the site (400-800m). The development is also located within 500m and 750m of the main Manchester Metropolitan University and University of Manchester main campuses respectively, making this a highly accessible location for students to live and commute from.

**Pedestrian & Cyclist Environment**

The building entrances, public realm improvements, and pedestrian routes integrate the buildings with the surrounding area, mainly towards Charles Street and Altrincham Street. Residential cycle parking is provided within a secure store situated in the basement and accessible via elevator. Visitor cycle parking is also proposed in a visible location within the public realm.

**Car Parking**

The development is car free, except for two disabled parking bays, which reflects the highly accessible nature of the development. A Framework Travel Plan has been prepared which sets out how people living at the development will be further encouraged to travel by sustainable modes.

**Transport Hierarchy**

The proposed site primarily serves pedestrians and facilitates cyclists. Public transport access is readily available and close to the site. Service vehicles can access the site only when essential, managed through bollards. Refuse collection will take place via the westernmost loading bay proposed on Charles Street. Private vehicles are restricted access with the exception for people with disabilities. This shows that the transport hierarchy has clearly been addressed.

**Transport Assessment & Travel Plan**

Please refer to Civic Engineers' Transport Assessment and Travel Plan submitted with this planning application.

**Construction Traffic**

The Construction Management Plan, by RG Group, has been prepared to minimise the impact that the construction traffic has on local transport networks, air quality and the acoustic environment. Please refer to these documents for detail on the proposed measures.

**References**

- Civic Engineers - Transport Assessment
- Civic Engineers - Travel Plan
- RG Group – Chapter 4 Construction Methodology and Programme - Environmental Statement Volume

## 3.3 Carbon and Energy

**Policy Summary**

**Low and Zero Carbon Energy Source and Solar PV**

The proposed development is designed to be "all-electric", with no reliance on gas or fossil fuel for the heating of the premises. The use of heat-pump domestic hot water and electric heating will take advantage of the advancing decarbonisation of the electricity grid. In addition, in line with Policy JP-S2, 396m2 roof mounted photovoltaic (PV) panels will be installed across the roofs of each tower.

**District Heat Networks and Decentralised Energy**

A low carbon heating appraisal was carried out to assess the viability for the Plot H site for connection to a district heat network. This demonstrated that the site is within a heat network opportunity area but not within 500m of an existing or proposed low-carbon heat network. It is noted that, in this case, the enabling of a future connection to a low carbon heat network is not required as the site has not been formally designated as a heat network zone due to the level of uncertainty and applicants are not expected to be constrained to this solution until a more formal plan is established.

**Building Regulations and Part L Reduction**

The development will comply with current Building Regulations Part L (2021). The Energy and Carbon Statement describes the measures to be implemented to achieve a betterment over the Target Emission Rate (TER), which shall include a fabric first approach, efficient building services, and the specification of a large solar photovoltaic (PV) array.

**Operational Net Zero Approach and Offsetting**

Please refer to the Energy and Carbon Statement which details how the energy hierarchy has been followed for the development. The proposed energy reduction measures result in a building with minimal operational carbon emissions.

It is expected that in the future, an offset mechanism will be introduced, to account for any shortfall in meeting net zero, with the decision to include offsetting determined by Manchester City Council. Options for offsetting are under currently development so proposals for offsetting cannot be made at this time.

**BREEAM Energy 01**

The requirements to achieve the 'Excellent' standard against BREEAM Energy 01 will be achieved. Please refer to The Energy and Carbon Statement and the BREEAM Pre-Assessment Tracker.

**Energy and Carbon Statement**

Please refer to the Energy and Carbon Statement, which describes:

- Energy Baseline
- Energy demand and annual carbon emissions of completed development
- Carbon Emission reduction target
- Energy hierarchy
- Low carbon, renewable and decentralised energy opportunities
- Least cost technology option

**Embodied and Whole Life Carbon of Materials**

The design will consider the application of materials with recycled content and the potential of specifying recycled aggregates during the procurement process. The project aims to use resources responsibly, minimise pollution, enhance structural longevity, and reduce waste during construction and operation. It will also incorporate 'design for disassembly' (DfD) principles into its end-of-life strategy, while striving for regenerative systems, wherever practical and feasible.

A material efficiency assessment has been created based on discussions during circular economy workshops, adhering to BREEAM Materials 06 material optimisation requirements. This assessment will be further refined once material reuse strategies are established, ensuring a sustainable and efficient approach to resource use.

A Whole Life Carbon assessment, and a Life Cycle Cost assessment (following BREEAM Management 02 requirements) will be carried out and updated throughout design stages.

Whole life carbon accounting is a fundamental part of the project design strategy driving both operational energy related emissions and embodied carbon associated with construction materials. The assessment will quantify the life cycle environmental impacts of construction materials of Plot H using robust assessment tools and environmental data.

Please refer to the 'Circular Economy Statement' which describes how the development will make use of building materials with low embodied carbon.

**EV Charging**

Vehicle parking is restricted to disabled bays only, please refer to the 'Transport and Connectivity' section of this report.

**Nature Based Solutions to Reducing Carbon**

Please refer to the 'Biodiversity & Nature' section of this report.

**References**

- HG Consulting Engineers – Energy and Carbon Statement
- Buro Happold – Circular Economy Statement
- Synergy Building Services – BREEAM Pre-Assessment

## 3.4 Biodiversity and Nature

**Policy Summary**

**Adaptation to Climate Change**

A Climate Change Resilience Risk Assessment has been conducted which identifies the baseline and projected conditions for the site. A series of mitigation measures are then described to protect the site against the anticipated effects. These include:

- Dense tree canopy to protect against strong winds
- High-performance building fabric to reduce heating and cooling demands associated with more extreme temperature variations
- Planting strategy to preserve sun and shade strategy for different weather conditions
- Drought and heat tolerant species will be planted to create a more resilient landscape

The Flood Risk Assessment and Drainage Strategy includes a 45% allowance of increased rainfall to account for climate change, demonstrating the site is well protected against more extreme weather events. Please refer to the 'Water and Flood Risk' section of this report for further information.

**Minimise Flood Risk**

Please refer to the 'Water and Flood Risk' section of this report.

**Green Infrastructure**

The Ecological Impact Assessment and Arboricultural Impact Assessment confirm a combined approach to ensuring that the green infrastructure opportunities are maximised. The site measures 0.742 and largely consists of developed land/ sealed surfaces with an area of naturalised tree cover and soft landscaping to the west containing species poor modified grassland and primarily mature individual trees in a cluster forming a small area of cohesive canopy cover.

A total of 4no. individual Category C trees require removal to facilitate the proposed development. These self-seeded trees are of low quality and small stature offering negligible arboricultural amenity to the site.

All larger specimens (Category B trees) can be retained and suitably integrated into the development.

These proposed tree removals are considered localised and are expected to cause a minor reduction in canopy cover at the site. Despite the tree losses, enhancements to the distribution and quality of the treescape are expected due to increased canopy cover and new green linkages.

The BNG assessment shows a 41.96 % biodiversity net gain. The landscaping proposals include the creation of landscaped areas, planting beds and newly created trees. This, along with the enhancement of the existing grassland will increase the overall biodiversity of the site.

**Passive Design & Overheating**

A Passive Design Analysis will be produced in accordance with the BREEAM Ene 04 'Low Carbon Design' criteria which shall calculate the carbon emissions saved as a result of passive measures to include:

- Site location and microclimate
- Building form, orientation, fabric and thermal mass
- Daylight, ventilation and climate change adaptation measures.

The landscaping strategy has also been designed to alleviate overheating by providing shading through dense canopies. The scheme will comply with the BREEAM Health & Wellbeing criteria for thermal comfort, tested against relevant CIBSE criteria. Occupied spaces will be analysed using both current and future climate scenarios to demonstrate long term compliance. The building fabric performance will also ensure that heating and cooling demands are minimised.

**Preserving Biodiversity**

An Ecological Impact Assessment has been conducted in which the existing ecological features of the site were identified. The survey showed that, except for some scattered trees, there was negligible ecological value on site. The proposals for the trees were considered in line with the ecological hierarchy and therefore retained wherever possible. A total of 4no. individual Category C trees require removal to facilitate the proposed development

**Biodiversity Net Gain and Management**

The design of the scheme has been iterative and in accordance with the mitigation hierarchy by avoiding and retaining the habitats of highest ecological importance, being the mature trees . The landscaping proposals include the creation of landscaped areas, planting beds and newly created trees. This, along with the enhancement of the existing grassland will increase the overall biodiversity of the site. The BNG assessment provides evidence of this, through achieve a 41.96 % biodiversity net gain.

In accordance with the Environment Act 2021, a 30-year landscape maintenance plan is to be prepared, which is expected to be secured through a suitably worded planning condition, as described in the Ecological Impact Assessment. An indicative landscape maintenance strategy is outlined within the Landscape Report, which shall be further developed to reflect the needs of the final planting strategy.

**High Quality Green Space**

The site is in close walking proximity to a number of local green spaces which can be seen as an opportunity for key nature links. These include:

- Sackville Gardens to the north of the site which is managed by the local community and includes memorials

- Symphony Park is a relatively new public green space with seating and over 100 semi-mature trees
- Ardwick Green is a small urban park with a rich history and diverse plant life
- Mayfield Park includes over 120,000 plants and shrubs and 142 trees
- Gartside Gardens is a large tree-lined park with open green space, plus a fitness path & basketball & tennis courts.
- Vimto Park is a historic oasis celebrating the birthplace of Vimto with a unique sculpture and tranquil green space

The site itself will create its own high quality green space as described within the Landscape Design Report.

**Tree Protection and Planting**

A total of 4no. individual Category C trees require removal to facilitate the proposed development. These self-seeded trees are of low quality and small stature offering negligible arboricultural amenity to the site.

All larger specimens (Category B trees) can be retained and suitably integrated into the development to maintain their arboricultural merits in the landscape, subject to appropriate pruning works and RPA impact mitigation during the construction phases.

These proposed tree removals are considered localised and are expected to cause a minor reduction in canopy cover at the site. The losses can be fully reinstated and the impacts will be temporary given the quantity of new trees which can be integrated in suitable landscaped areas across the development. Despite the tree losses, enhancements to the distribution and quality of the treescape are expected due to increased canopy cover and new green linkages. A replacement ratio far exceeding 2:1 is demonstrated, together ensuring compliance with local planning policies JP-G6, JP-G7, and EN9.

The protection measures required for retained trees during the construction stages are detailed within the Arboricultural Method Statement (AMS). The impacts of the development proposals are considered appropriate from an arboricultural perspective subject to RPA impact mitigation, adequate new tree planting as demonstrated, and tree protection during the construction phases.

**References**

- Roscoe - Flood Risk Assessment and Drainage Strategy
- Tyler Grange - Ecological Impact Assessment
- Tyler Grange - Arboricultural Impact Assessment & Method Statement

## 3.5 Water Management, Weather Resilience, and Flood Risk

**Policy Summary**

**Flood Risk Assessment**

The Environment Agency's Flood Map for Planning identifies the site as being located within Flood Zone 2, indicating a medium probability of flooding associated with the River Medlock. The River

Medlock lies immediately to the southwest of the site and flows westward as a minor watercourse along the southern and western boundaries. The flood risk from each of the sources is summarised below.

- Rivers and Sea – Low risk
- Reservoir – Very low risk
- Groundwater – Low risk. To be confirmed by site investigation
- Surface Water – Low risk with the inclusion of sustainable drainage measures
- Public Sewers – Very low

Please refer to the Flood Risk Assessment and Drainage Strategy submitted with this planning application for further details.

**Surface Water Strategy**

The Drainage Strategy Report confirms that the existing site is currently comprised of 100% impermeable surfaces. For robustness, the proposed discharge has been limited to $Q_{BAR}$ (mean annual flood). This approach aligns with the advice provided at the pre-application stage and ensures that the development does not discharge at a higher rate greater than the typical long-term greenfield response, providing a precautionary and sustainable basis for design.

In line with the agreed drainage strategy, the surface water will discharge at a rate of 3.0 l/s into the culvert on site, accounting for 45% climate change allowance. The SUDS measures proposed are:

- Permeable paving and associated sub-base storage

Surface water will be discharged into an existing culverted watercourse.

Please refer to the Drainage Strategy Report for further details.

**Construction Impact on Watercourses**

The River Medlock runs close to the site. The CMEP has been prepared to ensure that there are no adverse impacts on the watercourse during construction. Regular inspections will be carried out and remedial actions will be carried out immediately. Please refer to the CMEP for further details.

**Remediate Contaminated Land**

A preliminary risk assessment of ground contamination indicated a minimal risk to the North and West of the Sister site. These are associated with the former minor industrial use. A remedial strategy will be developed, which can inform material management decisions in terms of material reuse and offsite disposal.

**Water Consumption**

The development will be assessed against the BREEAM Non-Domestic New Construction V6.1 standard, targeting an 'Excellent' rating. This level has a minimum requirement that the water consumption of the scheme is reduced compared to a target set by the BRE. This requires wash-hand basin taps and showers to be fitted with flow restrictors or be water-efficient, and WCs to be low volume or dual-flush. Other water-consuming white goods that are to be installed must also be specified to low water consuming standards.

**References**

- Roscoe - Flood Risk Assessment and Drainage Strategy
- RG Group – Chapter 4 Construction Methodology and Programme - Environmental Statement Volume 1

## 3.6 Air Quality

**Policy Summary**

**Air Quality**

The proposed development site is within the Air Quality Management Area of Manchester, which has been declared as an AQMA primarily due to transport emissions. These account for 65% of the total NO2 emissions within Greater Manchester. The proposed site will allow minimal vehicular access and as such, the impact of operational traffic on all human receptors will be negligible, no additional mitigation is recommended. Please refer to the Air Quality Assessment and Construction Dust Risk Assessment for further details.

**Construction Management Plan**

The Air Quality Assessment confirms that the effect of pollution arising from traffic generated by the construction of the Proposed Development on surrounding human receptors will be negligible. Construction traffic is expected to be short term and temporary and not considered to have any significant impact on air quality.

The CMEP and supporting appendices have been prepared by RG Group, setting out the procedures for limiting the emissions arising from construction traffic and temporary combustion plant. Dust mitigation measures will be in place, including:

- Construction traffic to follow specifically designated routes
- Wheel-wash facility
- Damp down or enclose stockpiles as appropriate
- Site stockpiles away from sensitive receptors
- Enclose activities which are deemed to generate high levels of dust where practicable
- Cutting and grinding employing dust mitigation measures where possible (i.e. wet cutting)
- Complete prohibition of burning of any materials on the site.

**Clean Air Plan**

The development will support Greater Manchester's Clean Air Plan through the following measures:

- The building will be powered by an all-electric strategy with no direct emissions on site
- Vehicles will be restricted from accessing the site, other than for deliveries, emergencies and for those with disabilities. This minimises the emissions generated on site as far as reasonable
- Sustainable transport is encouraged through provision of cyclist amenities, and proximity to well-served bus stops

- The planting strategy will include trees, bushes and shrubs which can absorb CO2 emissions from the air
- Overall the residual effects on air quality are anticipated to be negligible during both the construction and operation of the development. Please refer to the Air Quality Assessment report for further details.

**Sustainable Travel Modes**

Please refer to the 'Transport and Connectivity' section of this report.

**References**

- Buro Happold - Chapter 9 Air Quality - Environmental Statement Volume 1 (and accompanying appendices - Environmental Statement Volume 2)
- RG Group – Chapter 4 Construction Methodology and Programme - Environmental Statement Volume 1

## 3.7 Waste and Resource Efficiency

**Policy Summary**

**Construction Waste Management Plan**

The Construction Chapter and associated appendices of the CMEP confirms that the Principal Contractor is to develop and implement a Site Waste Management Plan (SWMP) which describes the procedures for management of waste arising from the construction activities. The SWMP shall comply with the relevant regulatory standards. The BREEAM Waste 01 credits for construction resource efficiency are to be targeted for both minimising construction waste generated on site and diverting waste from landfill.

**Operational Waste Strategy**

An Operational Waste Strategy has been prepared which estimates the likely waste streams, by type and volume, associated with the development and their collection frequencies. This has determined the storage volume requirements which can be found within the report. All waste will be stored in 1,100l eurobins, except food waste. Food will be in 240L wheelie bins, as any larger than this would be too heavy for operatives to move. A strategy is also outlined for collection which includes access via a service tunnel and large servicing bays. All waste will be transferred to a Materials Recovery Facility. From there all recyclable content will be sent to recyclers; and food and general waste will be used in an Energy from Waste facility.

**Material Efficiency**

The Circular Economy report submitted with this planning application describes the strategy for minimising the use of raw materials.

The new-build proposal aims to implement design for adaptability strategies and maximise its use including flexible spaces and disassembly principles to reduce the need of future deep retrofits or

full re-developments. The existing building will go through a careful demolition process with segregated waste streams that minimise the demolition waste sent to landfill.

Please refer to the Circular Economy Report for further details.

**Reduce and Recycle Construction Waste**

The design proposal envisions a concrete structural frame and precast façade with durability strategies at their core to minimise waste during the life-time of the building, and their potential reuse at project de-commissioning for a future development. The waste hierarchy has been followed in the design proposals to include:

- Prevention – durable strategies, regular design reviews, off-site pre-fabricated elements, designing for disassembly
- Reuse – reuse of materials to reduce the need for new materials, and minimising the demolition waste through reusing excavation waste
- Recycling – segregation of waste generated on site
- Recovery – non-recyclable materials to be sent to incineration plant with energy recovery dedicated to district heating
- Disposal – remaining materials sent to landfill only when all other options are exhausted. Please refer to the Circular Economy Report for further details.

**Minimise Water Use During Construction**

The Main Contractor will be required to set targets and monitor and record data for the potable water consumption ($m^3$) arising from the use of construction plant, equipment (mobile and fixed) and site accommodation in line with the BREEAM Management 03 criteria.

**References**

- Buro Happold – Circular Economy Statement
- Civic – Operational Waste Strategy
- RG Group – Chapter 4 Construction Methodology and Programme - Environmental Statement Volume 1
- ID Manchester – Preliminary Ground Investigation Interpretive Report

## 3.8 Sustainable Development

**Policy Summary**

**Site Selection**

The site is currently a multi storey car park. A remedial strategy for ground contamination will be developed. Please refer to the 'Water & Flood Risk' section of this report.

**Development design**

The development design is considerate of its surroundings in that the form, scale and massing is appropriate to the area. Please refer to the Design & Access Statement.

High-density commercial development Please refer to the Design & Access Statement. Adaptable, Durable & Resilient

The project is designed to be resilient to a changing climate through material selection, site design, protection against hotter and cooler climates. Please refer to the 'Biodiversity & Nature' and 'Waste & Resource Efficiency' sections of this report.

**Impacts on environment**

The construction of the project will have minimal impact on the surroundings, with the protocol described within the CMEP.

**Transport Accessibility & Vehicular Access**

Please refer to the 'Transport & Connectivity' section of this report.

**Safety**

The development shall comply with the security credits within the Health & Wellbeing section of the BREEAM assessment. This will involve a Security Needs Assessment which will identify the risks specific to the building and measures to protect against these. The scheme design incorporates security features including open landscaping to enable surveillance, secure cycle storage, and durable materials to protect against intentional damage. Please refer to the BREEAM Pre-Assessment.

**Healthy Design**

The development shall comply with the thermal comfort, acoustic and healthy surroundings credits within the Health & Wellbeing section of the BREEAM assessment. This shall ensure that the scheme is a comfortable and enjoyable environment for occupants. Please refer to the BREEAM Pre-Assessment.

**Adequate space**

Please refer to the Design & Access Statement

**Operational Waste**

Please refer to the Operational Waste Strategy.

**Biodiversity & Green Infrastructure**

Please refer to the 'Biodiversity & Nature' section of this report.

**Flood Risk & Drainage**

Please refer to the 'Water & Flood Risk' section of this report.

**BREEAM**

The project will target a BREEAM score of 'Excellent' under the V6.1 New Construction scheme. This demonstrates a holistic approach to sustainability, as a broad range of measures will be implemented throughout the design and construction process. The certification of the scheme shall

demonstrate that sustainability measures are maintained. Please refer to the BREEAM Pre-Assessment Tracker for further details.