Deloitte.



Plot H, Sister

Environmental Statement: Non-Technical Summary

May 2026

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1. Introduction

1.1. This Environmental Statement ('ES') Non-Technical Summary ('NTS') has been prepared in respect of an application for Full Planning Permission concerning the redevelopment of part of 'Sister,' a Strategic Regeneration Area known as Plot H in Manchester City Centre. A Site Location Plan is provided in Figure 2.1 in the following section.

1.2. As such, the proposals form a form a key component of realising Sister's ambitions to transform 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.

1.3. Plot H falls under 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.

1.4. The Applicants are RGRE Ltd, ID Manchester Ltd and 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. This NTS supports a Full Planning Application which is being submitted to Manchester City Council ('MCC') and which forms the 'Proposed Development'.

1.6. The Proposed Development seeks to deliver Purpose Built Student Accommodation ('PBSA') (Sui Generis) led development, comprising 1,041 PBSA bedspaces and circa 659 sqm of flexible commercial and retail space (Use Class E). There will also be public realm improvements and the creation of a new public space at Princess Square.

1.7. Full details of the Proposed Development can be found within Chapter 4 of this NTS.

1.8. This ES NTS sets out the findings of an Environmental Impact Assessment ('EIA') carried out in respect of the development of the Site.

1.9. 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.

1.10. 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

1.11. 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."

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

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

1.14. 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 Development.

1.15. 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

1.16. The first step is understanding if the Proposed Development 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.

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

1.18. 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 LPA as part of an application for Planning Permission.

Glossary

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

- Most Robust Scenario – The 'Most Robust Scenario' is the most realistic scenario which would likely give rise to the greatest potential impact as a result of the Proposed Development.
- 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; plus, those reasonably foreseeable i.e. are in the planning system. This is in line with the EIA Regulations to include those reasonably foreseeable to ensure a robust assessment.
- Baseline Conditions – refers to the current state of the environment and the relevant social or economic factors in the area where the Proposed Development is located.

Assessment Methodology

Scoping

1.20. An EIA Scoping Report was issued to MCC for consideration on 28 November 2025. A response was received from MCC on 30 December 2025 confirming their agreement with the proposed Scope of the EIA.

Technical Topics not included in the Environmental Impact Assessment

1.21. 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;
- Broadband Connectivity;
- TV Reception;
- Archaeology;
- Water resources, flood risk and drainage;

- Ground Conditions; and,
- Ecology.

1.22. 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).

1.23. The Scoping Opinion was broadly in agreement with the Scoping Report, highlighting minor updates including reference to the Holdcroft Moss SPD in relation to Transport -this has been acknowledged and updated to reflect the comments received via the Scoping Opinion.

EIA Scenarios

1.24. Planning permission has been granted in a separate application in relation to the demolition of the existing structures (MSCP and retail units) on the Plot H site (under planning permission 143741/FO/2025, approved 04/12/2025). This application was supported by an Environmental Statement, which was approved by the Planning Authority under that consent.

1.25. The demolition approved under this planning permission has not yet taken place. Therefore, the time of writing this NTS, and when baseline studies were undertaken, the vacant car park and commercial buildings were still on-site. and the demolition has not commenced at the time of this submission.

1.26. To be robust, and to assess the most 'robust case', consultants were asked to advise if the most 'robust case' is once the buildings on site are demolished or as the Site is today. This has resulted in 2 variations of scenarios as illustrated below.

1.27. For the purpose of the EIA Scenarios, 'Proposed Development' is defined as follows:

- Construction – demolition of existing structures on site (multi-storey car park and retail units), and construction/ erection of new build.

- Operational – occupation/ operational running of new build/ scheme.

1.28. The existing baseline considers the Site as it is today, with the existing buildings on site. The alternative baseline assumes the demolition has commenced prior to this redevelopment application.

1.29. Scenarios are as follows so that environmental effects arising from the development are robustly assessed.

Table 1.1 – Table of scenarios tested

Scenario 1	Existing Baseline (existing EIA Site, as of December 2025)
Scenario 2	Existing Baseline + Proposed Development
Scenario 3	Existing Baseline + Proposed Development + Cumulative
Scenario 4	Existing Baseline + Proposed Development + IDM Masterplan (future surrounds/ future phases) + Cumulative
Alternative baseline scenarios	
Scenario 1a	Alternative Baseline (existing EIA Site, but with multi-storey car park and retail units demolished)
Scenario 2a	Alternative Baseline + Proposed Development
Scenario 3a	Alternative Baseline + Proposed Development + Cumulative
Scenario 4a	Alternative Baseline + Proposed Development + IDM Masterplan (future surrounds/ future phases) + Cumulative

1.30. The following table confirms the scenarios assessed by each technical discipline. Detailed rationale is included in ES VOL 1.

Discipline/ Scenario	1	2	3	4	1a	2a	3a	4a
Townscape and Visual Impact	Y	Y	Y	Y	N	N	N	N
Built Heritage	Y	Y	Y	Y	N	N	N	N
Noise and Vibration	Y	Y	Y	Y	N	N	N	N
Air Quality	Y	N	Y	Y	N	N	N	N
Traffic and Transport	Y	Y	Y	Y	N	N	N	N
Daylight, Sunlight and Overshadowing	Y	Y	Y	N	Y	Y	Y	N
Solar Glare	N	Y	N	N	N	N	N	N
Wind	Y	Y	Y	Y	N	N	N	N
Climate Change	Y	Y	N	N	N	N	N	N
Socio-Economic	Y	Y	Y	Y	N	N	N	N
Human Health	Y	Y	Y	Y	N	N	N	N

Table 1.2 – EIA Scenarios assessed

Topic	Scenarios Assessed
Townscape and Visual Impact	1, 2, 3, 4 The worst case scenario is considered to be represented by the existing baseline (as of September 2025) and so consideration of an alternative baseline has been scoped out. On that basis scenarios 1(a), 2(a), 3(a) and 4(a) will not be assessed in relation to TVIA
Built Heritage	1, 2, 3, 4 Scenarios 1-4 to be tested for Built Heritage on the basis of the existing building being within the Site.
Noise and Vibration	1, 2, 3, 4 Scenarios 1–4 are taken forward as proportionate and representative. The prevailing acoustic climate is transport-led (road and rail) and will persist irrespective of the Proposed Development. Given very limited parking and low-intensity ground-floor commercial uses (café/convenience with typical daytime servicing), operational increments are expected to be negligible relative to the September 2025 baseline. The principal effects are likely to be temporary and demolition/construction-related. Demolition is not expected to commence before submission of the main redevelopment application. For acoustics, the 2025 baseline is considered to represent the likely operational worst case; an Alternative Baseline (demolition without redevelopment) is therefore scoped out. Removing the car park/retail would not materially alter receptor exposure in a transport-dominated context, and any demolition-only noise would mirror the early scheme works. Accordingly, Scenarios 1a–4a are not taken forward. If standalone demolition begins earlier, the scenario set will remain unchanged.

Topic	Scenarios Assessed
Air Quality	1, 3, 4 It is acknowledged that planning application has been approved in relation to the demolition of the existing structures (MSCP and retail units) on the Plot H Siter (under planning permission 143741/FO/2025). It is anticipated that demolition is unlikely to have commenced prior to the submission the main redevelopment application. For Air Quality, the worst-case scenario is considered to be represented by the existing baseline (as of September 2025) and so consideration of an alternative baseline has been scoped out. On that basis scenarios 1(a), 2(a), 3(a) and 4(a) will not be assessed in relation to Air Quality. The Future Baseline 'Do Something' scenario is equivalent to scenarios 3 and 4, which include the traffic associated with the Proposed Development and cumulative schemes in the future year scenarios. Comparing scenarios 3 and 4 (with cumulative schemes and proposed development) to the existing baseline (scenario 1) will ensure a robust worst-case approach of air quality concentration at the Proposed Development. For completeness, should demolition commence prior to the submission of the Plot H main redevelopment planning application, the proposed EIA scenarios to be tested will not be amended. Whether scenarios 3 and 4 will be considered quantitively depends on if the trip generation of the Proposed Development triggers the requirement for dispersion modelling. Sister Plot H – EIA Screening and Scoping Report 98 Discipline/ Scenario 1 2 3 4 1a 2a 3a 4a Supporting Commentary Furthermore, the air quality ES chapter will assess the additional scenarios during the peak construction year traffic on air quality, where required
Traffic and Transport	1, 2, 3, 4 Scenarios 1-4 to be tested as worst case.
Daylight, Sunlight and Overshadowing	1, 2, 3, 1a, 2a, 3a Assessments against the alternative baseline represents the worst case scenario in daylight, sunlight and overshadowing terms. However to ensure a robust assessment both 'baselines' will be assessed - with and without the current buildings in situ, and form part of the ES assessment. As the future phases of the IDM Masterplan have not yet been consented i.e. the extent of the proposed massing confirmed, the in combination effect assessments of them together with the Proposed Development would not represent potentially realistic scenario in daylight, sunlight and overshadowing terms.
Solar Glare	2 For solar glare, the worst-case scenario is portrayed by the complete and operational Proposed Development, where all reflective facade materials have been installed and any covers, films or hoarding used during the construction period have been `. As construction works progress, and the facades of the Proposed Development are installed, the potential solar glare effects would be similar to those once the Proposed Development is complete and operational. It is therefore considered that

Topic	Scenarios Assessed
	the completed Proposed Development represents the worst-case assessment in terms of likely solar glare effects. The construction scenario will be assessed qualitatively, based on professional judgement. As the worst-case scenario for solar glare is portrayed by the complete and operational development, a quantitative assessment has been undertaken for the operational phase only. Based on a common practice approach to portray the worst-case scenario, the cumulative effect will not be considered as neighbouring Committed Developments can block sunlight reaching the facades of the Proposed Development and/or obscure the Proposed Development from the viewpoints to be assessed. However, committed development are included within the surrounding context as their completed form where their construction has commenced.
Wind	1, 2, 3, 4 Scenario 4 to be assessed qualitatively. Scenarios 1-4 to be tested as opposed to Scenarios 1a-4a as this represents the worst-case scenario.
Climate Change	1, 2 Given that inclusion of the demolition of the existing building with the scope of the Proposed Development represents the worst case scenario for the Proposed Development's GHG emissions, assessment of Scenarios 1a and 2a is not necessary. The atmospheric concentration of GHGs and the resulting effects on climate change are affected by all sources (anything emitting GHG) and sinks (anything absorbing GHG) globally, anthropogenic and otherwise. As GHG emission impacts and resulting effects are global rather than affecting one localised area, the approach to cumulative effects assessment for GHGs differs from that for many EIA topics where only projects within a geographically bounded study area would be included. As such, as stated in the IEMA Guidance, effects of GHG emissions from specific cumulative schemes should not be individually assessed, as there is no basis for selecting any particular (or more than one) cumulative project that has GHG emissions for assessment over any other. The Guidance goes on to advise that the contextualisation of GHG emissions should incorporate by its nature the cumulative contributions of other GHG sources which make up that context. As part of this assessment, an inter-development cumulative effects assessment will not be undertaken on a specific cumulative scheme basis; however, the Proposed Development's GHG emissions will be considered in the context of both the UK national carbon budgets and the Tyndall Centre recommended energy only carbon budgets for Manchester City. As such, the cumulative contributions of other GHG sources that make up the national and local contexts will be considered within the assessment. On this basis, assessment of Scenarios 3, 3A, 4 & 4a is not necessary.

Topic	Scenarios Assessed
Socio-Economic	1, 2, 3, 4 It is acknowledged that a planning application has been approved in relation to the demolition of the existing structures (MSCP and retail units) on the Plot H Sister (under planning permission 143741/FO/2025). It is anticipated that demolition is unlikely to have commenced prior to the submission of the main redevelopment application. For socio-economics, the worst case scenario is considered to be represented by the existing baseline (as of September 2025) and so consideration of the alternative baseline has been scoped out. On that basis, scenarios 1a, 2a, 3a, and 4a, will not be assessed in relation to socio-economics.
Human Health	1, 2, 3, 4 It is acknowledged that a planning application has been sapproved in relation to the demolition of the existing structures (MSCP and retail units) on the Plot H Sister (under planning permission 143741/FO/2025). It is anticipated that demolition is unlikely to have commenced prior to the submission of the main redevelopment application. For human health, the worst case scenario is considered to be represented by the existing baseline (as of September 2025) and so consideration of the alternative baseline has been scoped out. On that basis, scenarios 1a, 2a, 3a, and 4a will not be assessed in relation to human health

Approach to Technical Studies

1.31. Various technical studies were commenced at an early stage in the development process. The findings of the baseline (existing) environmental studies have played an important role in the design of the Proposed Development by defining the environmental sensitivities, constraints and opportunities associated with the Site.

1.32. Design team reviews, attended by members of the project team, were held throughout the pre-application process. These reviews provided a valuable forum for the exchange of information and ensured that the design team was fully aware of the environmental constraints and opportunities, and of the interactions between disciplines. Meetings were also held with MCC as the LPA, as well as pre-application discussions with technical consultees.

1.33. 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.

1.34. 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?

1.35. The EIA process has involved communication and collaboration between the Applicants, Deloitte LLP, MCC, the project team (shown in Table 1), statutory consultees and the public.

Table 1.2: EIA Technical Team

Topic	Assessment carried out by
EIA Coordinator	Deloitte LLP

Topic	Assessment carried out by
Construction and Demolition	RG Real Estate
Townscape and Visual Impact	LAYER
Heritage	Stephen Levrant Heritage Architecture
Air Quality	Buro Happold
Noise and Vibration	Blackbird Acoustics/Heyda
Daylight/Sunlight/Overshadowing	GIA
Solar Glare	GIA
Wind	GIA
Climate Change	Buro Happold
Human Health	Buro Happold
Socio-Economic	Buro Happold
Traffic and Transport	Civic

What were the results of the EIA?

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

1.37. This section is organised into technical subjects. Greater detail can be found in the relevant chapters of the Environmental Statement (6 to 16) and their technical appendices.

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

1.39. 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 17 of the ES Volume 1.

Significance of Effects

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

1.41. 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.

1.42. 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 16).

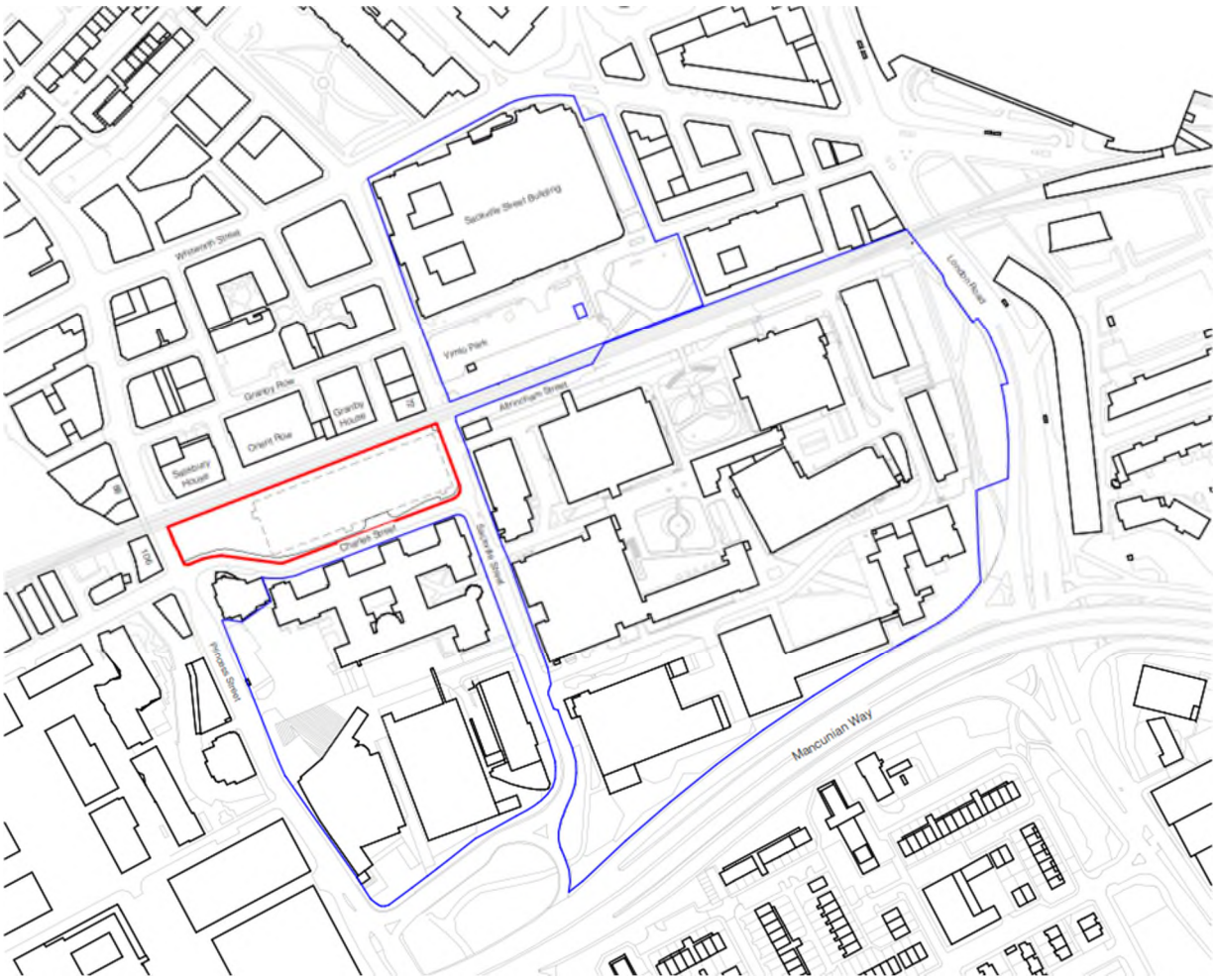
2. Description of the Site and the Proposed Development

What is the EIA Site?

2.1. 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 is identified as Zone H in the ID Manchester SRF.

2.2. The Site extends to approximately 0.6 hectares.

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



What is located on the Site at the moment?

2.3. The Site principally was used as a multi-storey car park which closed in October 2024. The car park was 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.

2.4. Planning permission was granted on 4 December 2025 to demolish the existing structures on the Site (ref. 143741/FO/2025) . The structures are on Site at the time of writing and demolition has not commenced. Demolition is expected to take place in early 2026.

2.5. 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.

Are there any sensitive designations in or around the Site?

2.6. 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.

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

2.8. 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.

2.9. 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 non-designated heritage assets (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?

2.10. This NTS supports a Full Planning Application for PBSA-led development which is being submitted to MCC and has the following description of development:

> *"Erection of three interconnected blocks (T1, T2 and T3) of 8, 10 and 38 storeys including ground, plus basement and plant, comprising purpose-built student accommodation with ancillary internal amenity space (Sui Generis - PBSA) and flexible commercial uses (Use Class E); landscaping works, highways, access, servicing, infrastructure and other associated works."*

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

Table 2.1 - Proposed Quantum of Development

Parameter	
Site Area (ha)	c. 0.6ha
Proposed new build height in storeys	Tower 1: 8 storeys (including ground) plus plant and basement. Tower 2: 10 storeys including ground) plus plant and basement. Tower 3: 38 storeys (including two storey plinth/ podium and ground) plus plant and basement.
Proposed new build height in AOD	Tower 1: 62.25m Tower 2: 67.95 m Tower 3: 148.75m Tower 3 podium: 46.20m Top of Colonnade: 40.00m

Student Accommodation (Use Class Sui Generis)	Total units: 1041 Cluster: 720 Studios: 321
Flexible commercial floorspace (Use Class E) (sqm)	659sqm GEA
Cycle Parking	64 long-stay cycle parking spaces (6 accessible). 26 short-stay cycle parking spaces.
Car Parking	2 DDA parking spaces located on Charles Street. 2 servicing bays located on Charles Street.
Public Realm	• Creation of c. 1000sqm public green space (Princess Square). • Enhancement of Green Gateway at junction of Princess Street and Charles Street. • Enhanced Altrincham Street as a primary pedestrian route. • Retention of 7 mature trees, removal of 5 smaller trees, planting of 27 new trees; 500sqm new biodiverse green space; 800sqm improved existing green space. • Improved pedestrian experience along Charles Street and Sackville Street.

2.12. Further information on the Proposed Development can be found within Section 4 of the ES and the Design and Access Statement (DAS) prepared by Hodder+Partners.

Figure 2.1 – CGI of the Proposed Development (Source: Our Studio)



Figure 2.1 – The Proposed Development in context (Source: Hodder+Partners)



1. 3D Isometric View of the Proposal in Context.

Why is this development coming forward?

2.13. The Site is currently vacant and so 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.

2.14. The Proposed Development provides a viable and deliverable use for the Site in line with the Development Plan and material guidance documents. The Proposed Development seeks the most efficient use for the under-utilised brownfield Site through the provision of student accommodation within the Oxford Road Corridor that meets identified demand together with extensive public realm enhancements, including the introduction of a new public space at the junction of Princess Street and Charles Street (Princess Square) and new pedestrian route along Altrincham Street and Charles Street.

2.15. The Proposed Development delivers on long-standing development plan objectives that are further supported by other material considerations. The Proposed Development will support the regeneration ambitions for the Sister SRF Area, and assist in creating a truly mixed and balanced high quality neighbourhood.

Who has been consulted?

2.16. Pre-application engagement has been undertaken with, amongst others, the LPA, Local Ward Councillors, MCC Highways, National Air Traffic Services (NATs), Greater Manchester Policy (GMP), Network Rail, representatives of local community organisations, local residents, businesses and the general public.

2.17. Pre-application public consultation was undertaken both virtually and in person. A consultation website was live for 2.5-weeks and opened on 27 November 2025. The website included information about the Site and the Proposed Development and invited members of the public to provide their feedback. The public consultation website was

publicised via a leaflet drop to 7,872 homes, businesses and landowners in the local area and via local press. It was visited 763 times. The comments received have been considered as part of the design development and are summarised and responded to in this Statement.

2.18. An in person public drop-in event was held on 8 December 2025 to provide an opportunity for the local community to learn more about the Proposed Development, raise questions for the project team to answer, and to provide written feedback. The drop in session was advertised through a leaflet drop and on the consultation website. A total of 26 people visited, two of which completed physical feedback forms. 43 online forms were completed, and 14 email comments were received.

2.19. The evolution of the scheme has been influenced by the findings of statuary and public consultations. Technical queries, comments and issues raised during the consultation period have been addressed within the Statement of Consultation, the Planning Statement, DAS, and accompanying technical documents. Further statutory consultation will be undertaken on the Proposed Development during the determination period and the Applicants will continue to engage with the LPA as part of the on-going planning process.

What will the redevelopment process involve?

2.20. While a separate planning permission (ref. 143741/FO/2025) has already been granted for the demolition of existing structures to allow for early site preparation, this specific application focuses solely on the redevelopment phase.

2.21. However, for the purpose of the Environmental Impact Assessment (EIA) and its supporting Environmental Statement (ES), the assessment proactively includes the demolition of the existing vacant car park and commercial buildings. This is because demolition has not yet commenced, and including it ensures a comprehensive and robust environmental assessment. Therefore, within the EIA, the 'Proposed Development' encompasses both the demolition and construction of new buildings, followed by their operational phase. For all other documents outside the EIA, the site is assumed to be already cleared, with demolition addressed under the separate planning permission.

2.22. Broadly the construction process of the Proposed Development involves:

- Substructure: This includes installation of piles, creation of ground floor slab and retaining structures, installation of crane bases and drainage and services works.
- Superstructure: This includes construction in-situ of the concrete core, followed by in-situ construction of the concrete frame.
- Façade and roofing: The façade will be pre-fabricated off-site and delivered on-site in completed panels. Following completion of the frame, each pre-cast panel will be lifted into place via tower cranes. Roofing to be installed following completion of the concrete roof slab.
- Internal fit-out: all core spaces including lift lobbies, toilets and fit-out of lower ground servicing and lobby areas.
- Commissioning: All electrical, mechanical and plumbing systems to be installed.
- External works: Landscaping and external works will commence during the fit-out stage.

2.23. The construction process will use typical construction equipment like excavators, concrete crushers, cranes, compactors, and wheel washing and street cleaning equipment.

2.24. The Site will be secured and fenced off with hoarding to ensure public safety and mitigate adverse environmental effects during construction.

How long will it take?

2.25. The total construction programme is estimated to be three years within which there will be elements of ground works, foundations, frame construction, façade cladding and internal fit out. The Proposed Development is anticipated to be delivered in a single phase.

2.26. In terms of planned delivery programme and proposed timeline, the current plan is to complete development prior to the building becoming fully operational in September 2030.

2.27. These above, indicative, dates have been used for the basis of technical assessments. Owing to the multiple risks in the development process, this programme may ultimately be extended in the event delays caused by sustained periods of poor weather, unexpected ground conditions or other unforeseen construction challenges; volatility in economic and housing markets; political uncertainty; or the availability of development finance and funding.

2.28. 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. 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.

2.29. Noisy working will generally not be planned on Sundays and bank holidays. On some occasions there are certain operations that maybe required to proceed during these periods, for example tower crane erection and dismantling. 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.

2.30. 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.

2. Alternative Options

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

2.32. 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.

2.33. 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.

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

- The 'do nothing' alternative where the Proposed Development is not progressed;
- Alternative Locations for the Proposed Developments;
- Alternative uses for the Site; and
- Alternative Design/layout for the Proposed Development in the context of the design evolution.

The "Do Nothing" Alternative

2.35. The "do nothing" scenario means leaving the Site as it is, with the Proposed Development not coming forward. This Site is currently closed, and comprises an outdated multi-storey car park and three commercial uses. A separate planning application for the demolition of these buildings was approved in December 2025 and is expected to commence in early 2026.

2.36. The area has been earmarked for redevelopment for nearly a decade, with plans for a mixed-use commercial development. The latest regeneration plan (from December 2023) confirms the area's importance as a future commercial innovation hub for the city. This plan supports higher-density development while also aiming to improve the area's overall character. This Site is seen as the last piece of the puzzle in regenerating the southern part of Manchester city centre.

2.37. As the demolition is anticipated to take place regardless of the Proposed Development coming forward and because the area is so important for regeneration, the "do nothing" scenario is not considered a realistic option.

Consideration of Alternative Location

2.38. Plot H, located right in the heart of Manchester's city centre. This area has been identified by city planners as a crucial focus for future growth and economic activity within Manchester's long-term development strategies.

2.39. Plot H is part of a much larger, ambitious regeneration project called the 'Sister Strategic Regeneration Framework' (SRF). This wider initiative aims to transform a significant 9-hectare former university campus into a world-class innovation district, attracting cutting-edge companies in fields like health innovation and digital technology. The vision is to create a vibrant hub where businesses can thrive alongside existing research centres.

2.40. Within this grand vision, Plot H plays a vital role. It's earmarked for specific types of housing, including Purpose-Built Student Accommodation (PBSA). The site is seen as a key gateway into the new innovation district, offering an opportunity for distinctive, landmark buildings and designed to improve pedestrian routes and create a welcoming entrance to the area. It's also intended to provide a substantial amount of housing to support the new community and bring life to the regenerated district.

2.41. The decision to include student accommodation on Plot H is strongly supported by several factors. Firstly, its location is ideal, being just a short walk (around 6-10 minutes) from both Manchester Metropolitan University and the University of Manchester. This area, known as the Oxford Road Corridor, is precisely where Manchester City Council prefers new student housing to be built. The Council has consistently highlighted the need for more PBSA to cater to Manchester's growing student population, particularly international students who often prefer city-centre living. By

providing dedicated student accommodation, the city aims to ease pressure on the general rental market and help create more balanced neighbourhoods.

2.42. Furthermore, there's a significant demand for student accommodation in Manchester; recent figures show there are 2.5 students for every available bed. Projections indicate a need for thousands more student bedspaces by 2030. This proposed development aligns perfectly with the city's planning policies, which encourage PBSA in close proximity to universities, especially when it contributes positively to regeneration and fits well with existing developments.

2.43. Given this strong alignment with the city's strategic goals, the clear demand for student housing, and the site's excellent location within a major regeneration area, no other alternative sites were considered for this specific development.

Consideration of Alternative Use

2.44. The overall plan for the area aims to create a vibrant district with a mix of homes and hotels to bring constant activity and attract talented individuals. PBSA was specifically mentioned within this framework as a suitable option.

2.45. For this site, which is one of the first to be developed in the 'Sister' area, high-quality student accommodation is seen as an ideal choice. It can be built relatively quickly and will immediately bring people and activity to the area, helping to kick-start the broader regeneration project. This rapid activation is crucial for making the area lively and attractive, encouraging further investment.

2.46. Currently, the site is underused and doesn't offer much to the local area, often feeling unsafe due to low activity. Redeveloping it with student accommodation, along with improvements to public spaces, will diversify its use, making it more interesting and welcoming for pedestrians throughout the day and evening. This will also help attract future businesses and residents to the 'Sister' district by making it a more dynamic place.

2.47. Furthermore, PBSA directly supports the SRF's goal of attracting and keeping talent in the city. Students are a vital part of the future workforce for the innovation district, and providing them with suitable housing helps to nurture this talent pipeline.

2.48. There's a clear and ongoing need for more student housing in Manchester, especially in the city centre and near the major universities. The city council has consistently highlighted this demand, recognising that new PBSA helps to accommodate the growing student population, particularly international students, and reduces the pressure on regular housing that would otherwise be occupied by students.

2.49. In summary, developing this site for PBSA offers numerous benefits: it brings a long-term, viable use to a currently vacant site, helps to launch the wider 'Sister' regeneration, attracts talent to the city, boosts local businesses and the economy, makes the area more vibrant and diverse, and provides much-needed housing for students, which in turn frees up other residential properties for the wider workforce. Because PBSA aligns so perfectly with all these strategic goals and addresses a clear need, other potential uses like hotels were not pursued for this development.

Design Evolution

2.50. The design of the Proposed Development has undergone a thorough and iterative process, ensuring it is well-suited to its surroundings and meets planning objectives. This process commenced with the 2023 ID Manchester SRF, which includes well considered place-based principles and an illustrative masterplan of how the Sister masterplan could look when complete. The place-based principles identify Plot H as being suitable for tall landmark buildings. The illustrative masterplan suggests that three towers of similar height could be accommodated on the Site.

2.51. The design evolution for the Proposed Development is formed upon a more detailed analysis of Plot H specifically and its surrounding context. An iterative design process was then carried out over a number of months that seeks to develop an appropriate design approach that is sensitive to its location, including the residential properties overlooking the Site to the north, the surrounding heritage context, townscape and visual impact, microclimate, ecology, and other considerations. Through this iterative process, the design team evolved the proposals from those envisaged in the SRF.

2.52. Key changes and improvements made during the design evolution include:

- Building Placement: The footprint of the Proposed Development was adjusted to maximise the distance of separation from existing residential properties to the north of the railway line. This strategic relocation, including shifting the entire building south and articulating the western blocks, minimises potential overshadowing and privacy impacts, particularly where it is directly opposite the homes to the north.

- Height and Shape: Instead of three uniform towers, the design was refined to feature a single tower at the eastern-most part of the Site, with lower blocks positioned opposite the homes. This approach seeks to respect the neighbours, whilst still delivering the distinctive landmark at a key entrance to the new 'Sister' neighbourhood as envisaged in the SRF.

- Light and Views: The spaces between the different parts of the building were carefully adjusted to allow more natural light to reach surrounding areas and to preserve important views.

- Appearance and Ground Level: To make the building less imposing, especially at street level, breaks and setbacks were introduced in its exterior. Covered walkways and a 'plinth' (a solid base) were also added to make the building feel more human-scale and connect better with the street, aligning its height with nearby structures.

- Public Spaces: A significant improvement was the inclusion of green, accessible public areas around the building, creating inviting new spaces for everyone to enjoy, rather than just focusing on the building itself.

- Materials: The building materials were carefully considered, opting for a lighter colour palette that fits the character of the 'Sister' area, drawing inspiration from some of Manchester's iconic buildings to ensure it felt like a landmark.

2.53. This design evolution was significantly shaped by continuous engagement with stakeholders, including multiple meetings with the LPA and proactive engagement with local communities. Feedback from these discussions led to ongoing refinements, addressing aspects such as street activity, ground-level interaction, landscaping, and facade details. This collaborative approach has resulted in a robust, responsive, and well-integrated proposal for the urban setting.

Summary

2.54. The ES Chapter concludes that the Proposed Development is an appropriate use for the Site,, positioning it as a project that aligns with planning policies, addresses local needs, and contributes to the successful regeneration of Sister and the wider ORC. The chosen location, use, and design are presented as the most appropriate options, considering environmental factors and the long-term vision for the area.

3. Construction Management

Introduction

3.1. This Chapter outlines the proposed construction management plan for a development project at Plot H. The primary focus is to ensure the project is executed with minimal disruption to the surrounding neighbourhood while adhering to safety and environmental regulations.

3.2. The construction programme will span a period of approximately three years within which there will be elements of ground works, foundations, superstructure construction, façade cladding, internal fitout and external works.

3.3. As detailed previously, a separate planning application for the demolition of existing structures on the Site was approved in December 2025. An early activity ahead of the demolition will be to protect and enclose the Site before demolition and construction activity commences. A solid hoarding will be employed to the whole perimeter of the Site boundary. Signage will be displayed on the hoarding for health and safety purposes, including Considerate Constructors Scheme signage and a point of contact for the neighbouring residents.

3.4. The outline plan prepared is designed to provide a general overview of the construction process, with more detailed procedures to be developed closer to the commencement of the project. This will involve collaboration with contractors and relevant stakeholders, including local residents.

What are the Environmental Effects?

3.5. The construction process is acknowledged to have potential environmental impacts, and the plan outlines measures to mitigate these. Several methods are to be taken to mitigate noise levels and the nuisance caused including:

1. Noise and Vibration

- Construction activities will generally adhere to approved working hours to minimise noise disruption outside these times.
- Noisy activities on Sundays and Bank holidays will be limited and require prior agreement with authorities and residents.
- A noise and vibration management plan will be implemented, with continuous monitoring undertaken prior to and during works.
- The use of silenced or sound-reduced and low vibration equipment and machinery will be prioritised.
- Routing of delivery vehicles and siting of plant away form noise-sensitive properties to minimise disturbance.
- Local hoarding, screens and barriers erected to shield noisy activities.
- Off-site manufacture of façade panels and crane-lift installation will minimise on-site noise and vibration.

2. Dust and Air Quality

- Dust suppression techniques will be implemented throughout the construction process.
- Measures will be taken to minimise dust generation during material transportation and storage.
- Wheel washing facilities will be used to prevent dirt from vehicles spreading onto public roads and vibration.

3. Waste Management

- A Site Waste Management Plan will be developed and agreed with MCC. This will be implemented on-site to minimise waste and maximise recycling.
- Waste will be segregated on-site and disposed of responsibly through a licensed waste contractor.
- ‘Just-in-time’ material delivery will be implemented, with over-ordering avoided.

4. Traffic Management

- A detailed traffic management plan will be implemented to control logistical activities.
- Deliveries will be planned and staggered to avoid peak traffic time and local hotspots.
- Designated delivery routes will be used to minimise community impact.
- All delivery vehicles will enter and exit via designated gates, with a wheel wash station to prevent debris transfer onto roads.
- Trained banksmen and signallers will ensure safe and monitored handling of deliveries.
- Pedestrian safety will be prioritised, with appropriate sight lines and visibility splays maintained, alongside clear signage and designated walkways.

5. Environmental Management

- An Environmental Plan will be developed to address and monitor potential environmental effects such as pollution, and compliance with environmental legislation through a dedicated register.
- Procedures will be established to prevent water and ground pollution from activities such as de-watering, soil remediation, earthworks, concrete works, storage and movement of fuels/oils/chemicals and general cleaning.
- Site lighting and security cameras will be located and directed to avoid intruding on adjacent properties or creating road hazards.
- Regular communication with stakeholders will be maintained to address any concerns.

3.6. The Applicants also acknowledge 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.

4. Townscape and Visual Impact

What is Townscape and Visual?

4.1. 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.

4.2. 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.

4.3. 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?

4.4. 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.

4.5. The TVIA has considered the effects on townscape and visual receptors (people) during the short-term construction and long-term operational stages, as well as the cumulative effect of the Proposed Development in conjunction with other approved and proposed developments within the study area.

4.6. The assessment involved a desk study, 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, 18 locations were selected for analysis using verified visual images.

4.7. Landscape 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?

4.8. Impact on townscape receptors ranges from minor/moderate to moderate with nature of effect being either neutral or beneficial.

4.9. Generally, change will be beneficial to townscape receptors because the baseline is of low quality. The multi storey car park offers little architectural merit and contributes poorly to the street scene. The Proposed Development will reinstate a legible grain that may be navigated more easily by pedestrians and cyclists. The character of built form and public realm draws upon the local vernacular and though proposed building heights bring about a high magnitude of change, effect is neutral because of the wider city centre context. Significance of effect on townscape receptors will increase as the IDM Masterplan is implemented, creating a more cohesive neighbourhood.

4.10. The effect on visual receptors is heavily dependent on proximity to The Site and varies from Beneficial to Adverse. The majority of viewpoints will experience a significance of effect that is no greater than minor/moderate and is neutral.

4.11. Where impacts on visual receptors have a moderate significance or greater, impacts are predominantly neutral or beneficial. This includes viewpoints 1 and 3 – 8. From more distant locations (viewpoints 10 -18) significance is lower because of intervening buildings restricting the amount of development visible and therefore limiting the effects of development.

4.12. Generally, from more distant locations (viewpoints 10-18), only the upper parts of The Proposed Development will be visible. From these locations, the change is no greater than minor/moderate and the impact is predominantly neutral. As other committed developments cumulatively join the view, significance generally increases but nature of effect stays the same.

Cumulative Effects

4.13. The visual cumulative assessment identifies in combination effects on viewpoints, viewing The Proposed Development in the context of 51 committed developments.

4.14. Scenario 3 considers in combination effects when The Proposed Development is reviewed alongside other committed developments, local to the Site. Cumulatively, nature of effect on townscape and visual receptors remains the same as identified under scenario 2, however significance generally increases. This is because committed development is often tall and so multiple new buildings will be viewed at once, thus increasing magnitude of change and the resulting significance.

4.15. Scenario 4 considers in combination effects when The Proposed Development is experienced in the context of committed developments plus, the ID Manchester masterplan completed. On the whole, completion of the masterplan will realise a strategic vision for this part of the city and see the implementation of considered and cohesive public realm and built form, thus having a beneficial effect on townscape receptors. Having implemented the masterplan, significance of effect on visual receptors generally increases on the scenario 3 position because there will be more tall buildings within many of the views. Nature of effect remains consistent, or changes to beneficial as tall buildings are provided with a relatable setting.

Residual Effects

4.16. Once development is operational, residual impacts of moderate or moderate-moderate/major significance remain in regard to a number of receptors. For the most part these are neutral or beneficial.

4.17. In terms of townscape, there will be a moderate neutral effect on building height as there is an increase on the baseline position but it is in keeping with the strategic aims of the ID Manchester SRF masterplan. There will be a moderate beneficial impact on site character and public realm because the Proposed Development will bring back to life what was a redundant car park with unwelcoming and inaccessible surroundings. New buildings will present active frontages onto adjoining streets and will be further enhanced with new public realm.

4.18. In terms of visual receptors, moderate -moderate/major impacts remain at viewpoints 4 and 8. The effect is neutral as tall buildings are characteristic of the wider view and/or building materials tie the development into its setting. At viewpoints 3, 5 and 6 there are moderate impacts that are either neutral or beneficial with the latter coming about because the proposal replaces a building of poor architectural quality and activates the street scene.

5. Built Heritage

What is Built Heritage

5.1. For the purposes of this Chapter, Built Heritage is defined as components of the built historic environment which have some form of identified status, comprising Listed Buildings and Conservation Areas and inclusive of their settings. The purpose of the present Environmental Chapter in relation to Built Heritage, is to review available data and identify likely significant and not significant effects that may arise from the Proposed Development.

What has been assessed

5.2. The Site is located within Manchester City Centre and 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). This Chapter been prepared in the context of the proposals which relate to the redevelopment of the Site known as 'Plot H'.

5.3. Within the 500m radius (beyond the Plot H Site boundary), there are approximately 109 Listed Buildings, these are listed in full at Table 9, Appendix IV of the Heritage Statement. Following consideration of the Zone of Visual Influence Study only 18 of these Listed Buildings have been scoped in for further assessment. Other heritage assets scoped out at pre-baseline stage were considered unlikely to be affected by the Proposed Development, primarily due to the screening effect of interposing development and separating distance from the Site.

Description of Methodology

5.4. The assessment methodology for the Historic Built Environment is a synthesis of established guidance, best practice and professional judgement. In accordance with an adapted form of the methodology set out in the ICOMOS Guidance on 'Heritage Impact Assessments' (Jan.2011), in which the value of heritage attributes is assessed in relation to statutory designations, and priorities or recommendations set out in national research agendas, and ascribed values. Professional judgement is then used to determine the importance of the resource. The baseline situation of each asset which might be affected by the Proposed Development is valued and the impact on them is assessed in order to give a significance of effect. Historic England Guidance has also informed this assessment.

Description of baseline conditions

5.5. The Site (Plot H) 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 (submitted August 2025) for demolition. The existing structures on Site are not considered to yield any heritage interest.

5.6. The north aspect of the Plot H boundary (viaduct) runs parallel to the Whitworth Street Conservation Area boundary. Plot H does not fall within the boundary of this designated area.

5.7. Within the setting of the Plot H site, there are eight non-designated heritage assets which have a visual and historical relationship to the Site and a number of Listed Buildings within the wider townscape, the settings of which are to be a key material consideration.

What is the impact of the Proposed Development in terms of Built Heritage?

5.8. Overall, the Heritage Statement demonstrates that there will be no direct impact to the significance of any identified heritage assets, and the Proposed Development twill only result in indirect visual impact to their

settings. The impact on the identified heritage assets has been assessed to incur both beneficial and adverse impacts (refer to Heritage Statement report, Appendix 7.1 for detailed analysis).

5.9. The Visual Impact Assessment (VIA), which is discussed in detail in the Heritage Statement (Appendix 7.1) assesses 12 key viewpoints (supporting a total of 18 views as part of the wider Townscape and Visual Impact Assessment prepared by Layer), demonstrates that the Proposed Development has the potential to result in the following impacts on the settings of 15 identified heritage assets:

- 8 instances of **minor adverse impact** on the settings of the Renold Building (Grade II), Institute of Science and Technology (Grade II), Regency House with Barclays Bank (Grade II), 46 Sackville Street (Grade II), 42 and 44 Sackville Street (Grade II), The Shena Simon Sixth-Form College (Grade II), the Barnes Wallis and Wright Robinson building (NDHA) and the Whitworth Street Conservation Area.
- 1 instance of **negligible-to-minor adverse impact** on the setting of the Manchester South Junction and Altrincham Railway Viaduct (Grade II).
- 6 instances of **negligible adverse impact** to the settings of the Lass O' Gowrie (Grade II), Former Refuge Assurance Company Offices (Grade II*), Granby House (Grade II), listed Sculptural Wall (Grade II), Moffat Building (NDHA), and Pariser Building (NDHA).

5.10. All other identified heritage assets are considered to be unaffected by the proposals, resulting in a 'neutral' impact on their setting.

5.11. There are no impacts that have been identified that are considered to result in significant effects. All represent an impact to the lower end of 'less than substantial' as per Paragraph 215 of the NPPF. Regarding the minor adverse impact on the non-designated Barnes Wallis and Wright Robinson building, Paragraph 216 of the NPPF states that "a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset." The effect on the settings of the non-designated heritage asset is not considered to be a significant effect in EIA terms.

5.12. Mitigation for any perceived instances of adverse impact (minor at most) are to be accrued by the public benefits of the Proposed Development. The high-quality design of the Proposed Development represents embodied mitigation designed to limit as far as possible adverse impacts on the built historic environment within the study area. The residual effects of the Proposed Development when the mitigation is taken into consideration are therefore not considered to change the nature of the identified impacts.

6. Noise and Vibration

What is Noise and Vibration?

6.1. This section of the ES explains the potential noise and vibration impacts associated with the demolition, construction, and operation of the proposed redevelopment of Plot H within the Sister regeneration area. It identifies how nearby sensitive receptors, including residential properties, PBSA, hotels, and educational buildings, may be affected during the different phases of the project, and describes the measures that will be implemented through design and management to minimise disruption and ensure acceptable conditions once the development is complete.

6.2. Noise and vibration are environmental effects that can arise from human activity, including demolition, construction, transport, and building operation.

6.3. Noise refers to unwanted sound that can affect people's health, wellbeing, and quality of life, particularly in homes, schools, and hotels. Vibration refers to the movement of the ground or structures that can be felt or heard as low-frequency noise.

6.4. In environmental assessment, both are considered to understand how development might temporarily or permanently alter the sound and vibration environment. Effects can include short-term disturbance during demolition and construction, or long-term changes caused by new buildings or activities once the development is occupied.

6.5. The assessment follows recognised national standards and local guidance, including the Environmental Protection Act (1990), Control of Pollution Act (1974), the National Planning Policy Framework (NPPF, 2024), and MCC's *Planning and Noise Technical Guidance* (2022).

What has been assessed?

6.6. The assessment identifies and evaluates the potential noise and vibration effects of the Proposed Development at Plot H, located within the ID Manchester regeneration area. The development will deliver new purpose-built student accommodation (PBSA) with ground-floor commercial uses and a first-floor residents' gym.

6.7. The assessment considers both construction (including demolition) and operational phases.

6.8. For the construction phase, the assessment considers:

- Noise from on-site demolition and building works.
- Vibration from construction activities such as piling and excavation.
- Noise from construction traffic on local roads.

6.9. For the operational phase, the assessment considers:

- The suitability of the existing transport noise and vibration environment for future residents.
- Noise from mechanical plant such as fans and condensers.
- Noise and vibration from proposed retail units and the residents' gym.

6.10. Measurements of existing environmental noise and vibration were undertaken in 2025 to establish baseline conditions. Predictions and modelling were then used to determine how noise and vibration from each stage of the development might affect nearby sensitive receptors, including nearby residential buildings, student accommodation, hotels, and educational premises.

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

6.11. Construction (including demolition) will generate temporary noise and vibration. These effects will vary depending on the activity, duration, and distance to receptors.

- Temporary major adverse effects could occur at a small number of nearby receptors (for example, Salisbury House, Orient House, Granby House, the Fairbairn Building, the Pendulum Hotel, the Ibis Hotel, and the James Lighthill Building) during short periods of demolition or heavy structural work.
- For all other receptors, effects are expected to be negligible to moderate and therefore not significant in EIA terms.
- Construction traffic will not materially increase noise levels on surrounding roads.
- Cumulative effects from other nearby construction sites are unlikely to raise noise levels further, as most would affect different façades or occur at different times.

6.12. A range of Best Practicable Means (BPM) will be implemented through a Construction Environmental Management Plan (CEMP) to control noise and vibration. These include quieter modern equipment, acoustic hoarding, restricted working hours, continuous monitoring, and proactive community liaison. Where short-term significant effects remain, temporary noise insulation or relocation may be offered. With these measures, no significant residual effects are expected during construction.

6.13. Once operational, the Proposed Development is not expected to result in any significant noise or vibration effects:

- Environmental noise and vibration: Future residents will experience internal noise and vibration levels within the recommended limits of *BS 8233* and *ProPG: Planning and Noise*.
- Building services plant: All external plant will be designed to meet noise limits at least 5 dB below the existing background level, in accordance with *BS 4142* and MCC guidance.
- Retail and gym uses: The design includes enhanced sound insulation, floating floors, and vibration isolation to prevent disturbance to residents within or near the building.
- Cumulative operational impacts: Road traffic noise increases have been scoped out, as the development will not generate significant additional traffic.

6.14. With these embedded and design-stage mitigation measures, all operational noise and vibration effects are expected to be negligible or minor and therefore not significant.

7. Air Quality

What is Air Quality?

7.1. Air quality refers to the condition of the air we breathe. Poor air quality, caused by pollutants like nitrogen dioxide (NO_2) and particulate matter (PM_{10} and $PM_{2.5}$), can have negative impacts on human health. Road traffic is a major source of these pollutants.

What has been assessed?

7.2. The Proposed Development has been assessed with respect to air quality conditions during construction and operation.

7.3. The impact of traffic introduced due to the construction of the Proposed Development has been assessed quantitatively using air quality modelling, whilst the impact from operational traffic has been assessed qualitatively. The volume of traffic generated by the Proposed Development will be minimised due to the parking on-site being limited to a small number of accessible parking spaces, as such the development is considered to be car-free. Traffic data has been supplied by the project transport consultant.

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

7.4. The effect of pollution arising from traffic generated by the construction of the Proposed Development on surrounding human receptors will be negligible. There is potential for on-site receptors to be exposed to air pollutant concentrations in exceedance of the with the UK Air Quality Objectives as a result of the nearby rail emissions. Suitable mitigation in the form of filtration is to be provided on the air intakes to provide fresh air to future occupants. Therefore, the effect on on-site receptors, with the inclusion of relevant mitigation will also be negligible. In summary:

Construction

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

7.6. A Construction Environmental Management Plan (CEMP) will be implemented to minimise dust and other emissions from construction activities. Through measures such as dust suppression, site monitoring, and careful planning, the impact on air quality will be temporary and negligible.

Operation

7.7. Traffic generated by the operation of the Proposed Development is to fall below the criteria for detailed assessment and therefore is not considered to lead to any significant impact on air quality.

7.8. Due to the proximity of the Site to elevated railway tracks, there is potential for future residents to be exposed to elevated emissions from diesel locomotives. It is recommended that filtrations be incorporated on air intakes up to the fourth floor to ensure that indoor air quality meets national standards. Suitable filtration has been proposed in the current design.

7.9. The Proposed Development will be designed to encourage sustainable modes of transport such as walking, cycling and public transport to help reduce emissions.

Residual Effects

7.10. With the appropriate implementation of mitigation measures during construction and operation, the residual effects on air quality for both the construction and operational phases of the Proposed Development are expected to be negligible.

Cumulative Effects

7.11. The assessment also considers the combined impact of the Proposed Development with other projects in the area. It concludes that the cumulative effects on air quality are likely to be minor adverse and will not result in any significant impacts.

8. Traffic and Transport

What is Traffic and Transport?

8.1. The Proposed Development will attract additional traffic movements to the area. This will arise during the construction phase and also during the operational phase when the Site is occupied as a workplace. The ES has assessed the environmental implications of traffic during both the construction and operational phases.

8.2. The Site is located in a highly accessible area of Manchester City Centre, within walking distance of multiple bus, tram and train stations, amenities and university campuses. The Proposed Development is car-free, aside from two accessible parking bays on the street, so the number of private vehicle trips generated is minimal.

8.3. The updated guidance from the Institute of Environmental Management and Assessment on the Environmental Assessment of Traffic and Movement (2023) has formed the basis of this assessment. In defining the Study Area, the Institute of Sustainability and Environmental Professionals (ISEP) guidance offers a Rule of Thumb to identify an area where a potential environmental impact may arise.

What has been assessed?

8.4. An assessment was carried out to understand how the Proposed Development might affect traffic and transport in the surrounding area. This looked at potential impacts during both the construction phase and when the development is in use, the operational phase.

8.5. The initial study area was defined as any links expected to see an increase of 100 or more vehicles during the construction or operational stage. This was further refined using the ISEP Guidelines to roads where overall traffic or HGV traffic might increase by more than 30% and roads considered sensitive, such as near schools, care homes, or with poor pedestrian facilities, where traffic might increase by 10% or more.

8.6. The assessment considered various ways traffic could impact people and the environment, including:

- Severance: How traffic might divide communities or make it harder for people to cross roads.
- Delays: How traffic might slow down drivers, passengers, pedestrians, and cyclists.
- Amenity: The pleasantness of journeys for pedestrians and cyclists, affected by traffic noise, fumes, and volume.
- Fear and Intimidation: The feeling of unsafety caused by vehicles.
- Safety: Risks to road users and pedestrians.

8.7. The assessment specifically looked at how these effects might impact sensitive receptors: pedestrians, cyclists, drivers, and vehicle passengers in the local area.

8.8. With regard to the construction phase, the study focused on the busiest year of construction, estimating staff and delivery vehicle movements to see if they would significantly increase traffic or HGVs and cause environmental harm. Given the lack of car parking proposed, the assessment of the operational phase concentrated on movements from delivery/service vehicles and taxis.

8.9. The assessment also considered the combined effect of this development with other planned or future developments nearby to get a complete picture of potential traffic changes.

8.10. The assessment used various data sources, including Department for Transport figures, local traffic counts, and specialist software (TRICS) to estimate vehicle trips.

What is the effect of the Proposed Development on Traffic and Transport?

Construction Assessment

8.11. The assessment found that even during the busiest construction period, the increase in heavy vehicle traffic on any road link in the study area would be less than 10%. This is well below the thresholds set by ISEP for causing any significant negative environmental impact.

8.12. To manage construction activities, a Construction Environmental Management Plan will be put in place. This plan will cover things like approved routes for construction vehicles, dust control, and road cleaning. Additionally, Construction Travel Plans will encourage workers to use sustainable ways to get to the Site. Overall, the impact during construction is considered to be negligible (not significant).

Operational Assessment

8.13. As there is no on-site car parking proposed, it will be mostly delivery and services vehicles moving to and from the Site, along with taxis picking up and dropping off passengers. The number of new vehicle journeys generated will therefore be very low, estimated at just two extra vehicles in the morning peak hour and two in the evening peak hour. This small increase is not expected to negatively affect the local transport network.

8.14. The changes in daily traffic and heavy vehicle movements are well below the ISEP guidelines' thresholds for identifying potential impacts. This means any increase in traffic would be barely noticeable to road users. When these small increases are evaluated against the potentially sensitive areas, the overall impact on the environment over the lifetime of the development is assessed as negligible (not significant).

8.15. To further reduce any potential negative impacts during the operational phase, a Framework Travel Plan will be implemented. This plan will inform and encourage people living or working in the development to use sustainable transport options, such as walking, cycling, and public transport. The development itself will also improve pedestrian and cycle routes, making it easier and safer to walk and cycle to and from the Site.

Cumulative Assessment

8.16. The assessment also looked at the combined effect of the Proposed Development with other planned or future developments in the surrounding area. Even with these additional developments, the increases in daily traffic flows do not exceed the 30% threshold mentioned in the ISEP guidelines. Similarly, no road links, even those considered sensitive, would see an increase in daily traffic of more than 10%. Therefore, the combined impact of all these developments on any road links in the study area is also considered negligible (not significant).

9. Daylight, Sunlight and Overshadowing

What is Daylight, Sunlight and Overshadowing?

9.1. Daylight is the natural light from the sky that enters buildings, providing illumination and reducing the need for artificial lighting. It contributes significantly to the quality of indoor environments.

9.2. Sunlight is the direct light from the sun that can reach properties and outdoor spaces. Access to direct sunlight helps well-being and can contribute to warmer, brighter spaces.

9.3. Overshadowing refers to the shadow cast by buildings or other structures onto surrounding areas, particularly amenity spaces like gardens, parks, or public open areas. Excessive overshadowing can reduce the usability and enjoyment of these spaces.

What has been assessed?

9.4. The assessment of daylight, sunlight and overshadowing effects is based on the amount of visible sky and direct sunlight available to surrounding properties and amenity spaces before and after the construction of the Proposed Development. This helps to understand any potential changes in natural light levels.

9.5. To conduct this assessment, a detailed three-dimensional (3D) computer model of the Site and its surrounding properties was created. Specialist software was then used to analyse the levels of natural light and direct sunlight under two baseline conditions:

- Scenario 1 - Baseline Scenario: Represents the existing Site conditions as of October 2025, including any nearby developments that are already under construction.
- Scenario 1a - Alternative Baseline Scenario: Considers the Site following the demolition of existing buildings, also accounting for nearby developments under construction.

9.6. Each baseline condition was assessed both with and without the Proposed Development in place. The results were then compared against the guidance provided in the Building Research Establishment's (BRE) document, "Site layout planning for daylight and sunlight: A guide to good practice" (the BRE Guidelines). It is important to note that these guidelines are advisory and are often applied flexibly in dense urban environments like city centres, as recognised by national and local planning policies (such as the National Planning Policy Framework and Manchester Core Strategy). The assessment used specific technical methods to measure light levels:

- For Daylight: The Vertical Sky Component (VSC) method measures the amount of sky visible from a window, indicating the potential for natural light. The No Sky Line (NSL) method assesses how daylight is distributed within a room, particularly on a 'working plane' (e.g., a desk surface).
- For Sunlight: The Annual Probable Sunlight Hours (APSH) method calculates the total hours of direct sunlight a window receives throughout the year, including during winter months.
- For Overshadowing: The Sun Hours on Ground (SHOG) method determines the amount of direct sunlight received by outdoor amenity spaces, typically assessed on 21st March (Spring Equinox).

9.7. A cumulative assessment was also undertaken. This considered the combined effects of the Proposed Development alongside another nearby validated development (Weston Halls and Pendulum Hotel) to provide a comprehensive understanding of potential impacts.

What is the effect of the Proposed Development on Daylight, Sunlight and Overshadowing?

9.8. Whilst the construction of the Proposed Development will result in some changes in the levels of daylight and sunlight amenity within some of the surrounding residential properties that will be beyond the levels discussed within the BRE Guidelines. It is important to consider these findings within the context of a dense urban environment like Manchester City Centre. National and local planning policies acknowledge that in such areas, some reduction in light levels may be unavoidable to achieve efficient use of land and maintain the character of the surroundings. The retained levels of daylight and sunlight are considered to remain reasonable for an urban setting, often comparable to or better than those found in other successful residential buildings in Manchester City Centre.

Daylight Effects

9.9. Out of 1,448 windows assessed for daylight (VSC), the majority (73%) would experience changes that remain within the BRE Guidelines.

9.10. Similarly, for the 477 rooms assessed for internal daylight distribution (NSL), 79% would remain within the BRE Guidelines.

9.11. Nine of the 15 assessed properties (including 121 Princess Street, Victoria House, 4-6 Nobel Way, 36 Charles Street, Sackville Place, Whitworth House, Montana House, 88-92 Princess Street, and Asia House) are anticipated to experience negligible effects on daylight amenity.

9.12. For the remaining six properties (Salisbury House, Orient House, Granby House, Stanlo House, Weston Hall, and Granby Village), some windows and rooms would experience minor to moderate changes. However, considering the urban context, the retained light levels are still deemed acceptable. For example, in Orient House and Granby House, despite some moderate changes, the retained VSC levels (averaging 20.5% and 18.5% respectively) are considered very reasonable for a city centre location and are comparable to other successful residential buildings in Manchester. For Weston Hall, which is student accommodation, the temporary nature of occupancy was considered, leading to a conclusion of minor adverse effect.

9.13. Overall, the effect of the Proposed Development on daylight amenity within surrounding residential properties is considered to be minor adverse (not significant).

Sunlight Effects

9.14. Out of 823 windows assessed for sunlight (APSH), a significant majority (93%) would experience changes that remain within the BRE Guidelines.

9.15. Most properties are expected to experience negligible effects on sunlight amenity.

9.16. For properties like Granby House and Granby Village, while some windows may experience moderate to major changes in sunlight, the retained levels are still considered very reasonable for an urban context.

9.17. Overall, the effect of the Proposed Development on sunlight amenity within surrounding residential properties is considered to be minor adverse (not significant).

Overshadowing Effects

9.18. The assessment focused on Vimto Park, the primary amenity space in proximity to the Site.

9.19. The results show that Vimto Park will continue to receive ample sunlight, with approximately 97% of its area benefiting from at least two hours of direct sunlight on 21st March, which is well above the BRE Guideline target of 50%.

9.20. The overall effect of the Proposed Development on the amount of shadow cast upon surrounding areas of amenity space is considered to be negligible (not significant).

Cumulative Effects

9.21. The cumulative assessment, which includes the Proposed Development and the Weston Halls and Pendulum Hotel scheme, indicates that most neighbouring properties would not experience any additional daylight or sunlight effects beyond those caused by the Proposed Development alone.

9.22. Where additional impacts do occur, they are primarily attributable to the combined effect of both developments. However, even with these cumulative effects, the overall conclusions for daylight and sunlight remain minor adverse (not significant), and for overshadowing, negligible (not significant), due to the urban context and retained light levels.

Summary

9.23. In summary, whilst the Proposed Development will lead to some changes in natural light levels for surrounding properties, these changes are considered acceptable within the context of a high-density city centre. The overall effects on daylight, sunlight, and overshadowing are assessed as minor adverse at most, and therefore not significant under EIA regulations.

10. Solar Glare

What is Solar Glare?

10.1. Solar glare refers to the dazzling or distracting effect caused by sunlight reflecting off shiny surfaces, such as glass facades of buildings. This reflection can temporarily impair vision, similar to looking directly at the sun, and is known as 'disability glare'. It's particularly important to assess this for people who need clear vision for safety, such as drivers.

10.2. For this Proposed Development, the main concern is potential reflections from the building's glazed (glass) surfaces. The assessment specifically focuses on how these reflections might affect road users and train drivers in the areas surrounding the Site. It does not look at glare affecting people in nearby homes or other buildings, as these impacts are not expected to be significant.

What has been assessed?

10.3. An assessment was carried out to understand if the 's reflective surfaces could cause solar glare. The assessment was conducted using a 3D computer model of the area to simulate the sun's path throughout the year and predict where reflections from the building's glass facades might occur.

10.4. The assessment focused on the completed and fully operational building, as this represents the time when the most reflective surfaces would be in place. Clear, sunny conditions are assumed to capture all potential glare instances.

10.5. The assessment looked at sensitive locations within 500 metres of the Site. These included specific road junctions and sections of railway lines where drivers might be affected. The primary focus was on road drivers (at junctions where they need to see traffic lights or other vehicles) and train drivers.

10.6. The assessment identified when and for how long reflections would be visible from these sensitive viewpoints, and how close these reflections would be to a driver's direct line of sight. It did not measure the exact brightness of the glare, but rather its occurrence and duration.

10.7. The assessment also took into account factors that could influence the impact, such as the likelihood of sunshine at specific times, the size of the reflective surface, the angle of reflection, and whether trees or other objects might block the view.

What is the effect of the Proposed Development of Solar Glare?

10.8. The computer modelling predicted two instances where road drivers could experience significant solar glare, and two instances for train drivers. These significant effects were identified at the following specific locations:

- Charles Street (Eastbound) junction with Princess Street (for road drivers).
- Hulme Street (Eastbound) junction with Oxford Road (for road drivers).
- The eastbound railway line from Oxford Road station to Piccadilly station (for train drivers).
- The westbound railway line from Piccadilly station to Oxford Road station (for train drivers).

10.9. Where glare was predicted, it would be comparable to the glare experienced from looking directly at the sun.

10.10. To address the identified potential impacts, the Visible Light Reflectance ('VLR') of the glazing on the south-western and north-eastern sides of all blocks of the Proposed Development will be restricted. This means using glass that is less reflective in these specific areas. This will be confirmed through detailed testing after planning approval and secured by a planning condition.

10.11. This proposed change to the glazing specification is expected to be highly effective. It would reduce all identified significant solar glare effects to a non-significant level. The overall impact on solar glare after these measures are in place is considered to be minor adverse and not significant for the lifetime of the development.

10.12. During the construction phase, particularly once the glazed facades are installed, the potential for glare would be similar to the operational phase. However, the same mitigation measures (using less reflective glass) would apply, ensuring that any effects during construction are also managed to a non-significant level.

10.13. While the initial assessment identified potential significant solar glare effects, these can be fully addressed and reduced to a non-significant level by implementing specific, less reflective glazing on certain parts of the building, as noted.

11. Wind

What is Wind Microclimate

11.1. Wind microclimate is the study of wind conditions at pedestrian level, to determine whether the wind speeds experienced are safe and suitable for the intended pedestrian activities at a given location.

What has been assessed?

11.2. The wind microclimate has been assessed through comparison of computational simulations of the wind around the Site and surrounding area with and without the Proposed Development.

11.3. Conditions have been assessed on local thoroughfares, roadways, building entrances (both for the Proposed Development and surrounding buildings), bus stops, existing amenity spaces (such as Vimto Park and local residential gardens), proposed amenity spaces and café/bar/restaurant spill out seating areas in the surrounding area.

11.4. Conditions have been assessed for a scenario with the Proposed Development within the existing surrounding buildings, and also a scenario which accounts for future planning consented schemes.

What is the effect of the Proposed Development on Wind Microclimate

11.5. The Proposed Development would have a minor beneficial impact in terms of comfort conditions for the introduced entrances of the Proposed Development being one category calmer than required.

11.6. There would be no wind safety risks either on Site or in the surrounding area.

11.7. In terms of pedestrian wind comfort, wind conditions would be suitable for all local thoroughfares, roadways, building entrances (both for the Proposed Development and surrounding buildings), bus stops, existing amenity spaces (such as Vimto Park and local residential gardens), proposed amenity spaces and café/bar/restaurant spill out seating areas in the surrounding area.

12. Climate Change

What is Climate Change?

12.1. The climate change ES chapter assesses the likely environmental effects of greenhouse gas (GHG) emissions associated with the Proposed Development. The chapter and supporting appendix also provide an assessment of climate change resilience, which has been undertaken in the form of a Climate Change Risk Assessment (CCRA). The assessments have been undertaken in line with the ISEP Environmental Impact Assessment Guide to: Assessing Greenhouse Gas Emissions and Evaluating their Significance 2nd Edition (ISEP, 2022) and the ISEP EIA Guide to Climate Change Resilience and Adaptation (ISEP, 2020) respectively.

What has been assessed?

Part 1: Climate Change Resilience

12.2. Climate hazards and hazards exacerbated by climate change of relevance to the Proposed Development have been identified and the associated risks have been assessed, based on the probability of an event occurring and the consequence, if it did occur. Mitigation measures have been identified for risks where required, and with the appropriate mitigation measures in place, the risk ratings have been reduced. The assessment has concluded that, with the incorporation of the proposed mitigation, the residual risks related to climate change are in line with typical expectations for urban developments of this nature in the UK. Nevertheless, due to the nature of many hazards exacerbated by climate change, some level of residual risk remains.

Part 2: Greenhouse Gas Emissions

12.3. This part estimates the GHG emissions associated with the development throughout its lifecycle, including construction, operation, and decommissioning.

12.4. During the construction stage of the Proposed Development, GHG emissions associated with the following sources have been assessed:

- Material extraction, transportation, and manufacturing of construction products; and
- Product delivery to site and the installation process.

12.5. The total GHG emissions associated with the construction of the Proposed Development have been calculated to be approximately 26,488.00 tonnes of carbon dioxide equivalent (tCO2e) during the worst case (non-decarbonised) scenario.

12.6. During the operational and end-of-life stages of the Proposed Development, GHG emissions associated with the following sources have been assessed:

- Embodied carbon for the operation of the built asset over its entire lifecycle, from practical completion to the end of its service life, including use, maintenance, repair, refurbishment and replacement.;
- GHG emissions associated with operational energy use;
- GHG emissions associated with operational water consumption;
- GHG emissions associated with vehicle movements during the operational phase; and
- Embodied carbon associated with the demolition and disassembly of the Proposed Development at the end of its life.

12.7. The total GHG emissions associated with the operation of the Proposed Development and its end-of-life have been calculated to be approximately 144,913 tonnes of carbon dioxide equivalent (tCO2e). 101,150.80 tonnes of carbon dioxide equivalent (tCO2e) during the worst case (non-decarbonised) scenario.

What is the effect of the Proposed Development of Climate Change?

12.8. The Proposed Development's GHG emissions have been considered in the context of the UK national carbon budgets, Tyndall Centre recommended energy-only carbon budgets for Manchester City and Logika carbon budgets for Manchester City. It is considered that the Proposed Development is unlikely to have a material impact on the ability to meet these national or regional carbon budgets.

12.9. Taking into account the proposed embedded mitigation, it is considered that the Proposed Development is consistent with applicable existing and emerging net zero policy requirements for projects of this type during the construction, operational and end-of-life stages. Therefore, in line with the ISEP GHG Guidance, minor adverse effects are anticipated. These effects are considered not significant.

13. Socio-Economics

What is Socio-Economic?

13.1. The socio-economics assessment evaluates the economic and social effects of the Proposed Development on existing conditions on the Site during both the construction and operational phases of the Proposed Development.

What has been assessed?

13.2. The assessment evaluates the economic effects of carrying out the development, such as the generation of employment, within the area of the intervention and outside of it. It also considers how changes in the area of the Proposed Development, such as an increase in employment, may lead to a reduction in employment elsewhere (e.g., from existing uses on the Site). The assessment also considers wider economic benefits (indirect and induced effects) that may be generated from investing in the development. This includes supply chain benefits from workers spending money in the surround economy. The assessment also evaluates the impacts of the Proposed Development on surrounding social and community infrastructure, and student accommodation provision.

What is the effect of the Proposed Development of Socio Economics?

Demolition and Construction Effects and Mitigation

13.3. It is estimated that the Proposed Development will support a total of 99 Full Time Employment (FTE) jobs during the temporary demolition and construction phases, and an additional £9.4m in GVA contributed to the local and regional economy. Overall, the direct, indirect and induced employment during the demolition and construction phases have been assessed to result in an overall minor beneficial effect on the Manchester economy. The GVA impacts are also assessed to have a minor beneficial effect on the Manchester and North West economies. As no effects have been identified that have a significant adverse socio-economic impact, no mitigation is required.

Operational Effects and Mitigation

13.4. Most of the effects identified for the operational phase of the Proposed Development have been assessed to have either a minor or moderate beneficial impact on local employment, residents, businesses, and the local economy. These include local employment generation, GVA generation, and additional local spending. The development's contribution to meeting local PBSA targets was also assessed to have a moderate beneficial, long-term permanent impact on student accommodation provision across the City of Manchester.

13.5. The additional residents arising from 1,041 new student accommodation units have been assessed that they could place some additional pressure on healthcare services. However, students often remain registered with their family GP rather than registering with local GPs, and will rely primarily on university health services. As such, the effect is considered not significant and no mitigation is required..

Residual Effects and Conclusion

13.6. Mitigation measures have been recommended to address the potential overcapacity of existing GP services in the local area. Following mitigation, most of the residual effects are assessed to be either minor or moderate beneficial, and the impact on social infrastructure (healthcare provision and open space) to be negligible.

13.7. Residual effects include job generation in the demolition, construction and operational phases, additional student accommodation units, increased spending at local businesses as a result of new residents in the local area and increase GVA generation. Post mitigation, the Proposed Development's contribution to the local

economy and regeneration objectives is assessed to have an overall beneficial, long-term permanent effect on the local population and local economy.

14. Human Health

What is Human Health?

14.1. The Human Health Assessment evaluates the effects of the Proposed Development on the health of existing residents in the surrounding area and new residents to the Proposed Development.

What has been assessed?

14.2. The Human Health assessment has assessed the effect of the Proposed Development in relation to 11 determinants of health, as outlined in the Healthy Urban Development Unit's Rapid Health Assessment Matrix:

- Housing Design and Affordability
- Access to Health and Social Care Services and Other Social Infrastructure
- Access to Open Space and Nature
- Air Quality, Noise and Neighbourhood Amenity
- Accessibility and Active Travel
- Crime Reduction and Community Safety
- Access to Healthy Food
- Access to Work and Training
- Social Cohesion and Inclusive Design
- Minimising the Use of Resources
- Climate Change

14.3. The assessment has identified those people most likely to be affected by the Proposed Development and identified measures to mitigate against any negative effects in relation to health.

What is the effect of the Proposed Development on Human Health?

Housing Design and Affordability

14.4. The Proposed Development is for 1,041 new PBSA units in Manchester, which contributes to the identified shortfall of PBSA units across Manchester. There will be 720 cluster units, which are 13.5sqm each, 321 studio units, which are 20sqm each or 25.5 sqm for accessible studio units. The Proposed Development includes 18 accessible studio units, which are designed to be wheelchair accessible. The floor plan for all units maximises the amount of external wall and glazing, providing each room and amenity area with natural light. There is an overall positive effect on human health from housing design, by providing accessible units and well designed residential spaces for new residents.

Access to Health and Social Care Services and Social Infrastructure

14.5. The Site does not currently include any existing social infrastructure, and social infrastructure and healthcare services will not be included in the Proposed Development. Additional residents to the Proposed Development have been assessed that they could place some additional pressure on healthcare services. However, students often remain registered with their family GP rather than registering with local GPs, and will rely primarily on university health services. As such, the effect is considered not significant and no mitigation is required. Other social infrastructure in the surrounding area however is assessed to have sufficient capacity for the Proposed Development. The Proposed Development includes 1,486.3sqm of residential amenity floorspace, and seating

to encourage socialising in the open space, which will help to improve mental health and therefore will have an overall positive impact on human health.

Access to Open Space and Nature

14.6. The Proposed Development includes over 3,000sqm of outdoor space which will be open and accessible to all. A new public square provides amenity in the form of soft landscaping, and mature trees will be retained to the west of the Site. Hard landscaping throughout the Site includes stone paving and gravel paths. Altrincham Street will be opened up as a pedestrian connection linking Plot H to Princess Street and the wider IDM Masterplan area. These routes will be well lit and have clear sight lines to establish a safe walking route during both day and night. By providing open, accessible and well-maintained public realm and green spaces, the Proposed Development will have a positive effect on human health, by promoting physical activity, reducing stress and improving mental wellbeing.

Air Quality, Noise and Neighbourhood Amenity

14.7. A construction dust risk assessment has been undertaken as part of the Air Quality Assessment, and provided all recommended measures are inherently part of the development and considered embedded mitigation, the effect on human health will not be negative. This includes developing and implementing a Dust Management Plan (DMP), carrying out regular site inspections to monitor compliance with the DMP, and ensuring all vehicles switch off their engines when stationary. The operation of the Proposed Development will generate additional traffic on the local road network, but the operational trip generation falls below EPUK and IAQM criteria (Environmental Protection UK and Institute of Air Quality Management), and effects on Human Health are considered neutral. The Proposed Development will adopt Best Practicable Means (BPM), and measures will be secured through a Construction Environmental Management Plan to reduced the impacts of noise and vibration during construction, and operational noise will be controlled through robust acoustic design and management measures.

Accessibility and Active Travel

14.8. The Proposed Development includes the introduction of new wide footways and fully pedestrian routes which will be spacious, easy to navigate, and well lit, making the Site accessible for pedestrians. The Proposed Development also encourages cycling, by providing dedicated cycle parking in the building basement, and additional Sheffield stands throughout the Site. Encouraging walking and cycling has a positive effect on human health through promoting physical activity to, and around the Site. The Site is well connected to public transport, including train stations, tram stops, and bus stops, and is designed to be car free. The access to public transport and car free design will have a positive impact on human health. The Proposed Development is also designed to be accessible for all, including through building design and accessibility consideration so everyone can access buildings and public realm, which will have a positive effect on human health.

Crime Reduction and Community Safety

14.9. Crime reduction and community safety are considered throughout the design of the Proposed Development. Safety measures include clear sight lines and illuminated walking routes linking Plot H, Princess Street, and the wider IDM Masterplan. The Proposed Development also features a large building which is likely to attract a large number of people, making people feel secure through the critical mass of people around. Significant anti-social behaviour has been noted at the project Site (multi-storey car park), and by revitalising this area and providing activity where there is currently none, it is likely that anti-social behaviour will decrease. These measures will have a positive effect on human health, making people feel more safe and secure as they move around the Site. The Site also includes attractive, multi-use public spaces and buildings where people can gather and socialise, which will have an overall positive effect on human health.

Access to Healthy Food

14.10. Food and beverage establishments could be included in the flexible commercial space, but it is not known at this stage which commercial establishments may occupy these spaces. However, it is confirmed that the flexible use space excludes the sale of hot food, which will help to avoid an over-concentration of hot food takeaways in the local area, and will have a positive effect on human health.

Access to Work and Training

14.11. It is expected that the Proposed Development will support approximately 99 FTEs over the construction period, and some of these could be in association with construction training or apprenticeship schemes. The commercial space could also generate an additional 19-78 long-term end-use jobs through the creation of new employment space. The creation of employment will have a positive effect on human health by improving financial stability for workers, and therefore reducing stress. Commercial space is included in the Proposed Development, but it is not known at this stage which businesses will occupy these units. Some units may be occupied by local businesses, but this is not known, and therefore has an uncertain effect on human health.

Social Cohesion and Inclusive Design

14.12. The Proposed Development will extend and develop Altrincham Street, providing a new pedestrian route from Piccadilly Station to the ORC and leading to a new public square. It also provides the opportunity for the railway arches to be inhabited by SMEs in the future, which would enhance the amenities and livelihood within the local area and benefit communities in the surrounding areas. The landscaping design and new public square incorporate a fully accessible route across the Site meaning shared paths and public realm are accessible and usable for all. Amenity space is also included on the first floor for residents of the PBSA block. The Proposed Development takes into account principles of inclusivity and age-friendly design, by including level access thresholds, and lifts to access all areas of the building. The consideration to include community facilities within amenity and commercial spaces has been recommended to enhance the positive impact on human health.

Minimising the Use of Resources

14.13. The Site currently comprises a vacant multi-storey car park and three vacant retail units. The car park and retail units are no longer fit for purpose and are subject to a planning application for demolition. The Proposed Development makes best use of existing land by revitalizing a site which is no longer fit for purpose, and will contribute to the regeneration of the wider area within the IDM Masterplan. Excavated materials from demolition works will be utilised, where practical, for beneficial uses including landscaping or within the public realm. Waste will be minimised during demolition and construction and uses sustainable design and construction techniques which will reduce greenhouse gas emissions.

Climate Change

14.14. The proposed building energy strategy relies entirely on electric power, utilising zero-emission technologies such as air source heat pumps to minimise potential air quality impacts. Solar PV is also included on the roof. Buildings have been designed to respond to summer temperature by including mechanical ventilation with heat recovery units which incorporate summer bypass to ensure that increased internal temperatures do not cause pre-heating of incoming air in the summer months. The Proposed Development also enhances biodiversity through the retention of mature trees to the west of the Site, enhancement of the grassland area and the creation of landscaped areas.

15. Availability of Environmental Statement

15.1. 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

15.2. 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
- Volume 2: ES Appendices - £150

15.3. For copies of any of the above please contact the Plot H, Sister Planning and EIA team at Deloitte:

Plot H, Sister – Planning and EIA Team
Deloitte LLP,
100 Embankment
Cathedral Approach
Manchester
M3 7FB

Deloitte.

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