wardell-armstrong.com

ENERGY AND CLIMATE CHANGE
ENVIRONMENT AND SUSTAINABILITY
INFRASTRUCTURE AND UTILITIES
LAND AND PROPERTY
MINING AND MINERAL PROCESSING
MINERAL ESTATES
WASTE RESOURCE MANAGEMENT



FUSION STUDENTS AND ATRI7 6 LIMITED

WHITWORTH STREET WEST

ENVIRONMENTAL STATEMENT

NON-TECHNICAL SUMMARY

MAY 2026

wardell armstrong | PART OF SLR

Wardell Armstrong (part of SLR)
Sir Henry Doulton House, Forge Lane, Etruria, Stoke-on-Trent, ST1 5BD, United Kingdom
Telephone: +44 (0)1782 276 700 www.wardell-armstrong.com

DATE ISSUED:	**MAY 2026**
JOB NUMBER:	**ST21315**
REPORT NUMBER:	**EIA-003**
VERSION:	**V1.0**
STATUS:	**Final**

FUSION STUDENTS AND ATRI7 6 LIMITED

WHITWORTH STREET WEST

NON-TECHNICAL SUMMARY

MAY 2026

This report has been prepared by Wardell Armstrong LLP with all reasonable skill, care and diligence, within the terms of the Contract with the Client. The report is confidential to the Client and Wardell Armstrong LLP accepts no responsibility of whatever nature to third parties to whom this report may be made known.

No part of this document may be reproduced without the prior written approval of Wardell Armstrong LLP

.

Wardell Armstrong is the trading name of Wardell Armstrong LLP, Registered in England No. OC307138.

Registered office: Sir Henry Doulton House, Forge Lane, Etruria, Stoke-on-Trent, ST1 5BD, United Kingdom

UK Offices: Stoke-on-Trent, Birmingham, Bolton, Bristol, Bury St Edmunds, Cardiff, Carlisle, Edinburgh, Glasgow, Leeds, London, Newcastle upon Tyne and Truro. International Office: Almaty.

INTRODUCTION

It is proposed to build a 39 storey student accommodation building (hereafter referred to as the 'Proposed Development') at 10-12 Whitworth Street West, Manchester, M1 5NZ. Figure 1 illustrates the location of the Site, and the application boundary.

An Environmental Impact Assessment (EIA) has been undertaken which considers the possible impacts on the environment as a result of the Proposed Development. Mitigation measures to reduce these impacts are considered as part of the assessment, as are potential enhancement opportunities to provide environmental benefits.

This Non-Technical Summary (NTS) describes the site and proposals and then presents the assessment findings for each section of the Environmental Statement (ES). For further, more detailed technical information relating to the existing baseline conditions, the Proposed Development and the impact assessment, reference should be made to the ES and the suite of documents submitted in support of the planning application for the Proposed Development.



Figure 1: Site Location (source: Google Earth)

DESCRIPTION OF THE SITE

All measurements presented within this NTS are approximates.

The Site

The Site extends to is 0.12 hectares in size and currently comprises made ground, concrete and hoarding, in use as a car park, and secured by 2.4 m high metal fence.

The Surrounding Area

The area surrounding the Site predominantly comprises built development. The majority of this development comprises apartment buildings, hotels (including the Hilton Manchester Deansgate 0.14 kilometres (km) to the northwest), bars and nightclubs, a music venue (Rebellion Manchester 0.08 km west) and restaurants.

The Site lies adjacent to the railway line that connects Deansgate (0.09 km west) and Manchester Oxford Road (0.40 km east). Rochdale Canal, Castlefield Metrolink tram stop, and AXIS Manchester apartment building are located immediately opposite the Site off Whitworth Street West/B6469. The canal runs in an east to west orientation whereas the tram line runs in a northeast to west orientation. Castlefield Art Gallery is 0.14 km to the west. Car parks can be found 0.07 km to the south and 0.19 km to the west of the Site.

Environmental Designations

The Site is located within close proximity to a number of Listed Buildings, with the closest being Deansgate Station (0.12 km to the west) and Briton's Protection Public House (0.12 km to the northeast), both Grade II listed.

There are no statutory designations within the Site, however four designated sites can be found in close proximity to the Site with the closest being Ashton Canal West Site of Biological Importance (SBI), and Rochdale Canal: Stott's Lane to Ducie St Basin SBI, both 1.40 km northeast. The closest statutory designation comprises the Rochdale Canal Special Area of Conservation, located 6.45 km northeast of the Site.

The Site is located within Flood Zone 1 with a low risk of flooding.

The Site is located within an Air Quality Management Area, which covers the entirety of Manchester City Centre.

PROJECT DESCRIPTION

The Proposed Development will be a 39 storey purpose built student accommodation building.

The Proposed Development will include 96 student apartments alongside supporting facilities, including a bin store, amenity spaces and cycle store. The Proposed Block Plan showing the general arrangement of the scheme is included at Appendix A.

The Proposed Development will create temporary jobs during construction and generate an increase in consumer spending in the local economy, supporting local retail and other services, as well as permanent employment opportunities during the operational phase as workers will be required to maintain and facilitate the Proposed Development.

The Proposed Development will have community spaces that will bring people together and provide safe spaces for residents and members of the community to live and work in.

The cycle store will promote sustainable travel by reducing the need for emission and pollution heavy transport methods and also encourage active travel that will be beneficial to the health of residents. The gym will further encourage residents to get active and focus on their health.

Access

Access to the Proposed Development will be off Whitworth Street West to the north of the Site.

Demolition and Construction

Construction activities will be guided and controlled by a Construction and Environmental Management Plan (including noise and air quality mitigation) and a Construction Traffic Management Plan. These will be produced by contractors and then approved by Manchester City Council, and any other relevant bodies, as part of a planning condition. These documents will ensure good working practices based on standard construction guidance.

ALTERNATIVES

The consideration of realistic alternatives to the proposed scheme helps to evaluate the environmental effects of a project.

Alternative sites

The EIA Regulations only require that an ES set out the 'reasonable' alternatives which have been considered by the Applicant. The Applicant does not control additional sites within Manchester which could deliver the Proposed Development with which this Site could be compared.

Nevertheless, the Site is within an area that is well-placed and connected to key growth points within the city centre, and as such is likely to continue the successful growth of Manchester.

Sustainable travel throughout the city will be encouraged through the Proposed Development including a cycle store.

Alternative Site Design

The potential significant environmental impacts have been 'designed out' of the Proposed Development as far as possible. This has involved identifying the various constraints through the EIA process and the evolution of the design as a result. This evolution has created various design alternatives that have aimed to tackle the environmental constraints.

Biodiversity Net Gain (BNG) calculations have been completed to ensure that a net gain can be achieved on the Site, and the results of ecology surveys (including bats and birds) have been used to ensure negative impacts are kept to a minimum. The Proposed Development will achieve the required 10% BNG, showing that the local biodiversity at the Site will be enhanced and local wildlife benefited because of the Proposed Development. This will be achieved through the enhancement of existing retained habitats and through the creation of greenspaces.

Where environmental effects cannot be addressed through site design, mitigation measures have been incorporated into the proposals.

SCOPE AND APPROACH

Scope of Assessment

The scope of the EIA has been developed through discussions with MCC, and the following environmental assessments have been undertaken:

- Air Quality;
- Noise and Vibration;
- Built Heritage, Townscape and Visual Impact;
- Daylight/Sunlight and Overshadowing;
- Wind Microclimate;
- Socio-economic;
- Climate Change; and
- Solar Glare.

Assessment Approach

For each environmental discipline, the method of assessment differs according to the guidance documents that relate to the discipline. However, the overarching assessment approach is as follows.

Step 1: Establish the Baseline

The baseline conditions refer to the status of the site and the surrounding area.

Step 2: Assess the Effects

The scheme is assessed for the degree to which it is likely to affect – positively or negatively – the baseline e.g. current noise levels, habitat quality, and so on. The magnitude of any such effect is determined, as is whether it is significant or not.

Step 3: Identify Mitigation Measures

If a potential adverse effect cannot be 'designed-out', this is addressed via mitigation measures. These measures may include the adoption of best practice working methods and techniques, or specific strategies or action plans.

Step 4: Assess Residual Effects

A 'residual effect' is what remains even after all mitigation measures are considered. These can be considered the 'final' result of the assessment.

Step 5: Assess Cumulative Effects

'Cumulative' effects can be either where the scheme affects the same receptor more than once e.g. if a nearby household is subject to both air quality and noise effects; or where this scheme and other local developments both affect the same receptor e.g. shadowing from two separate schemes being cast over the environment.

ENVIRONMENTAL IMPACT ASSESSMENT

Air Quality

The Site is located within the Manchester Air Quality Management Area (AQMA), which exceeds the Air Quality Objectives (AQO) for NO_2. All other pollutants are below AQO concentration levels.

During the construction phase of the Proposed Development there is the potential for air quality impacts as a result of fugitive dust emissions from the Site. However, assuming good practice dust control measures are implemented, the residual air quality impacts from dust generated by construction are predicted to be not significant.

Noise and Vibration

An environmental noise survey and ground-borne vibration survey were undertaken. The dominant noise sources were noted as road traffic from Whitworth Street West, and passenger/freight trains passing on the adjacent railway. No perceptible vibration was noted, with the exception of occasional freight train passes. A 3D noise model has been created to determine the predicted noise level associated with the construction works at the surrounding noise sensitive receptors.

During construction the following embedded mitigation will be implemented:

- A minimum 2.4m high perimeter hoarding around the Site;
- Construction plant will be compliant with relevant British Standard sound and vibration levels; and
- Piling rigs will be positioned at opposing sides of the Site when used.

Construction effects will be further reduced by the following secondary mitigation:

- Wherever practicable, core working hours shall be maintained;
- Plant shall be properly maintained and operated in accordance with manufacturer's recommendations;
- Electrically powered plant will be preferred, where practicable, to mechanically powered alternatives;
- When appropriate all mechanically powered plant will be fitted with suitable silencers;
- Plant operating intermittently are to be shut down in the intervening periods between use;
- Vehicle arrival and departures will be staggered to prevent convoys of vehicles arriving simultaneously, resulting in idling on site; and
- Management of vehicle parking will be in place to prevent vehicles idling in the vicinity of noise sensitive receivers.

Major or moderate adverse (significant) effects will be experienced by some sensitive receptors during the construction phase. No significant effects will occur during operation of the Proposed Development.

Built Heritage, Townscape and Visual Impact

The Site is not located within a Conservation Area and does not contain any heritage receptors. The closest heritage assets are: the Grade II Rochdale Canal Lock No. 90 (approximately 23m north); 13-17, Albion Street (approximately 57m north-east); Manchester South Junction and Altrincham Railway Viaduct (approximately 35m north); the Britons Protection Public House (approximately 112m north-east); Rochdale Canal Lock Keepers Cottage at Lock No. 91, next to Gaythorn Tunnel, and Rochdale Canal Lock No. 91 at East End of Gaythorn Tunnel (approximately 93m north-west); and Deansgate Station (approximately 79m west).

During construction, embedded mitigation will comprise enclosure of the Site with hoardings, and compliance with the Construction Management Plans.

With embedded mitigation measures in place no significant effects will exist when considering the Built Heritage, Townscape and Visual Impact of the Proposed Development.

Daylight/Sunlight and Overshadowing

Whilst the Proposed Development will result in some changes in the levels of daylight and sunlight amenity within some of the surrounding properties that will be beyond the guideline levels, the levels of change and retained levels of amenity are considered to be reasonable. The overall effect of the Proposed Development upon the daylight and sunlight amenity within the surrounding residential properties and shadow upon areas of surrounding outdoor amenity space is considered to be not significant.

Wind Microclimate

The potential impact of the Proposed Development on Wind Microclimate was assessed using physical wind tunnel testing.

Two 50% porous barriers, 2400mm high, at the south and east of the Site will provide embedded mitigation against wind impacts.

No significant wind effects were recorded, with respect to either pedestrian comfort or safety. Wind effects ranged from negligible neutral (Not Significant) to minor beneficial (Not Significant).

Socio-economic

A population of 589,000 people live within the Manchester Local Authority Area. The

provision of sufficient and suitable housing to accommodate the scale and type of population growth witnessed and anticipated in Manchester is a key consideration in meeting both housing needs and the City's economic growth aspirations.

85,700 students enrolled on a higher education course in Manchester in the 2024/25 academic year.

In 2023 (latest available data), Manchester generated a total economic output of £35.8 million equating to £61,859 gross GVA per head of population. There is associated expenditure on food, social and other living costs linked to the provision of student accommodation. The Natwest Student Living Index (2025) estimated an average spend per month, on entertainment, going out, travel, food and items of £83.30 per student in 2025. The Natwest Student Living Index 2025 also showed the amount of students employed in part-time work has increased, with an average of 64% of students in part time work in 2025 compared to 56% of students in 2024.

Overall, the analysis demonstrates that the Proposed Development is not anticipated to have any significant adverse socio-economic effects, but a series of predominantly moderate significant beneficial effects on the local and sub-regional area.

Climate Change

The Met Office baseline climate averages for the North West England and North Wales District identify a gradual warming between 1961 and 2020.

BREEAM 'Outstanding' has been targeted for the Proposed Development. This will include measures such as, using local materials will reduce emissions associated with shipping/transporting materials over larger distances.

The estimated worst case embodied carbon emissions for the Proposed Development would lead to a significant adverse effect. Additionally, operational emissions relating to energy use and water use will need to be considered across the life span of the Proposed Development, resulting in significant adverse effects. However, the Proposed Development will be designed and implemented with mitigation measures to reduce its carbon impact, such as: optimising material usage; specification of lower Embodied Carbon materials and/or where possible materials with high recycled content; and specification of materials with longer service lives.

Solar Glare

The solar glare assessment was conducted using a 3D computer model of the area created using photogrammetry and architectural models as a reference. Viewpoints were located at a focal point

such as traffic signal, pedestrian crossing or incoming traffic for major road locations within 500 metres of the Site. Ten locations sensitive for road users and five train / tram lines sensitive for drivers were identified and assessed.

Given the location of the Site and scale of the development, the potential for reflections from the Proposed Development are unavoidable. However, according to the sunlight availability protractor, based on UK weather data, the sunshine probability will be substantially reduced and therefore the likelihood of the instances of reflections are considerably reduced.

To reduce the significant effects identified, low reflectance glazing is required to reduce the intensity of any reflections that occur. Further detailed testing would establish the appropriate Visible Light Reflectance of glazing to be specified in order to mitigate the significant effects as much as is practically possible.

With the incorporation of these mitigation strategies, the post-mitigation residual effects would reduce at five locations / tracks. Moderate adverse and significant effects would remain at the two locations listed below:

- Lower Mosley Street junction with Bishopsgate – Moderate Adverse (significant); and
- Whitworth Street West junction with Albion Street – Moderate Adverse (significant).

Given the dynamic nature of traffic movement, the potential effects as reported would only occur momentarily when looking precisely at the affected traffic light, 12 metres from the junction and within just one hour of the day, on sunny days. Each instance of reflection would only occur for no more than 4 minutes at a time. Therefore, the effects are not considered to present a safety concern.

CONCLUSIONS

Some residual environmental effects have been assessed as being significant, as presented in Table 1.

Table 1: Summary of Significant Residual Effects

Technical Chapter	Significant Residual Effects?
Air Quality	No
Noise and Vibration	Yes (adverse)
Built Heritage, Townscape and Visual Impact Assessment	No
Daylight, Sunlight and Overshadowing	No
Wind Microclimate	No
Socio-economic	Yes (beneficial)
Climate Change	Yes (adverse)
Solar Glare	Yes (adverse)

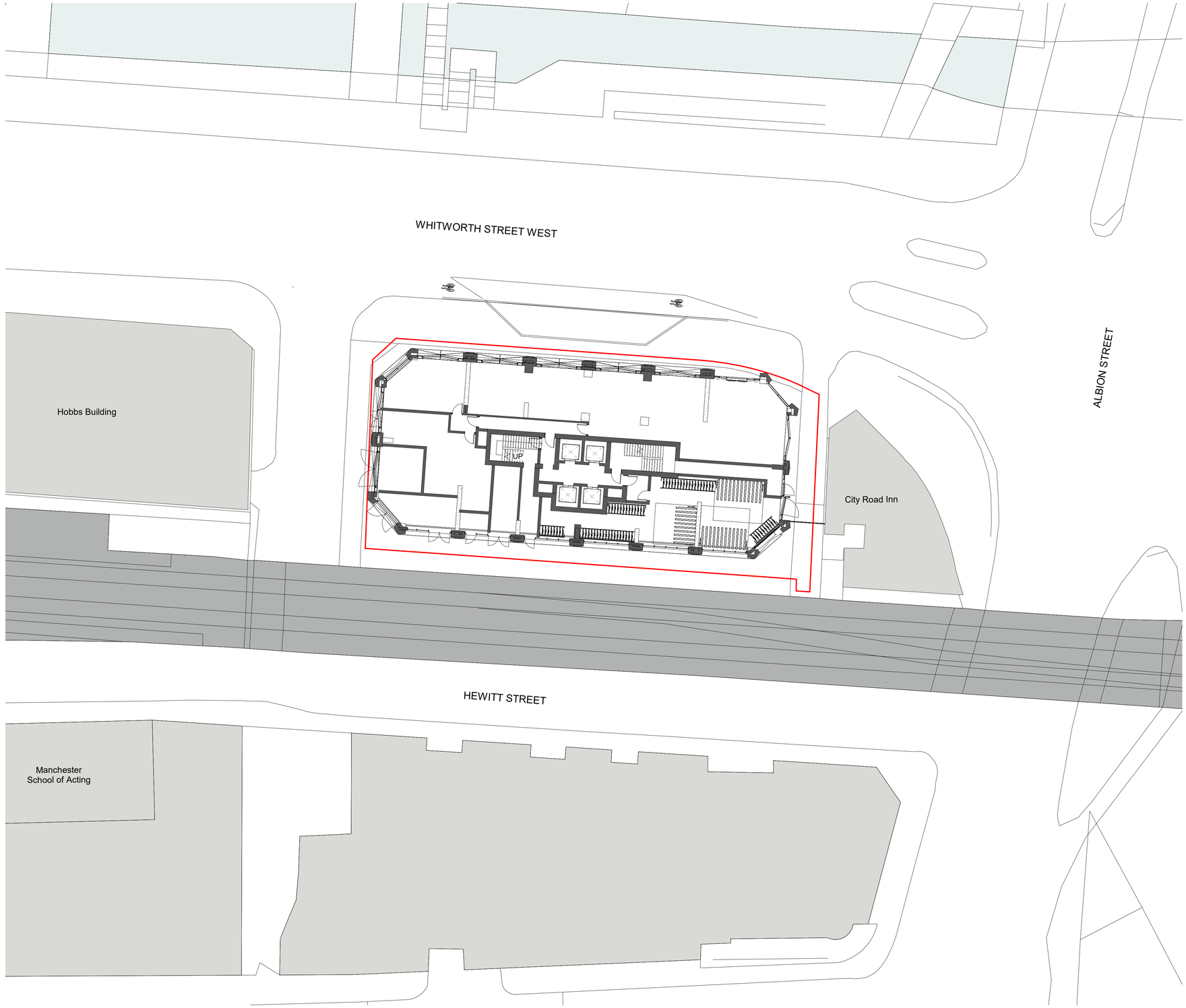
The implementation of mitigation measures has been used to reduce impacts to the lowest possible level to be consistent with the overall objectives of the Proposed Development. However, the Proposed Development will result in adverse significant residual effects for Noise and Vibration, Climate Change, and Solar Glare.

Significant cumulative effects have been identified for Socio-economics. Significant beneficial cumulative effects will be experienced on employment during the construction phase (moderate beneficial), and increased population, job creation and local spend during operation (moderate beneficial). Significant adverse cumulative effects will be experienced on local health care facilities (moderate adverse) during operation.

APPENDICES

Appendix A

Proposed Block Plan



NORTH

0 2.0 4.0 6.0 8.0 10.0 12.5m

The copyright of this drawing is vested with Corstorphine & Wright Ltd and must not be copied or reproduced without the consent of the company.

Rev.	Description	Date	Drawn	Chk.
01	Updated Draft Planning Issue	02.03.26	JP	NI

Client:
Fusion Tri 7

Project:
Whitworth Street, Manchester

Drawing Title
Proposed Block Plan

Drawing Status
WIP

Corstorphine & Wright

Birmingham Studio
Alpha Building, Suffolk Street Queensway, Birmingham, B1 1TT
0121 737 8350
corstorphine-wright.com

Drawing No.	Revision
22987-CWA-DR-A-X096	01

Drawn	Checked	Paper Size	Scale	Date
AR	CM	A1	1 : 200	02/03/2026