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Great Northern

Addendum to Planning and Tall Building Statement

March 2026

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1 Introduction

1.1. This document serves as an Addendum to the Planning and Tall Building Statement (the 'Original Statement'), originally submitted in November 2022, which supported the Full Planning Application for the Great Northern project. The original application (reference 135565/FO/2022) and associated Listed Building Consent applications (references 135583/LO/2022 and 135566/LO/2022) received a resolution of 'minded to approve' from Manchester City Council in February 2023, pending the signing of a Section 106 agreement.

1.2. The approved development comprised the phased redevelopment of the Great Northern Warehouse (GNW), Deansgate Terrace and Leisure Box, including areas of public realm, comprising:

> *Demolition of the central atrium, GNW car park ramps, and other modern elements, alongside removal of 519 car parking spaces from the GNW, retention of casino (Sui Generis), bowling alley and existing food and drink unit (Use Class E) alongside the refurbishment, restoration, and re-use of the Grade II* Listed Great Northern Warehouse to provide office, retail and / or food and drink use (Use Class E) and ancillary areas;*
>
> *The refurbishment, restoration, partial demolition and 3-storey extension of the Grade II Listed Deansgate Terrace (northern section) and Goods Yard Entrance to form office, retail and / or food and drink use (Use Class E) and drinking establishments / hot food takeaway (Sui Generis), with associated public realm works comprising the reconfiguration of Great Northern Square and the introduction of additional public realm with associated hard and soft landscaping, together with highways works, access and servicing facilities, rooftop plant and other associated works;*
>
> *Partial demolition of the existing leisure box prior to conversion; reconfiguration and extension of existing car parking to provide 929 parking spaces and associated plant, followed by construction of three residential buildings to provide 746 no. apartments (Use Class C3) above the retained car park comprising ground floor plus 16, 27 and 34 storeys respectively including 753 cycle parking spaces, with office, retail and / or food and drink use (Use Class E), or Sui Generis (drinking establishments / hot food takeaway) at ground floor and level 3, hard and soft landscaping, together with highways works, access and servicing facilities, rooftop plant and other associated works; and,*
>
> *External alterations and restoration of Deansgate Terrace (southern section) to provide office, retail or food and drink use (Use Class E) or Sui Generis (drinking establishments / hot food takeaway / live music venue), along with delivery of associated public realm, highways works, plant, and associated works.*

1.3. This Addendum has been prepared in response to the passage of time since the original application's consideration in February 2023, which has led to changes in the planning policy environment and new requirements for an updated Energy and Carbon Proforma. Accordingly, this report provides an updated assessment of the proposals, addressing these evolving contexts.

1.4. The original planning application was supported by a comprehensive suite of technical reports and design documents, including:

- Covering Letter prepared by Deloitte
- Planning Application Forms (Full Planning Permission and Listed Building Consent and Ownership Certificates B and Notices)
- Site Location Plan prepared by SimpsonHaugh
- Existing and proposed plans, elevations and sections alongside Listed Building Drawings prepared by SimpsonHaugh
- Design & Access Statement prepared by SimpsonHaugh
- Public Realm Strategy prepared by Planit.IE
- Façade Lighting Strategy prepared by Light Bureau
- Stage 2 Civil and Structural Report prepared by Curtins
- Condition Surveys prepared by Aura and Quadriga
- Statement of Community Involvement prepared by Forever Consulting
- Archaeological Desk Based Assessment and covering note prepared by Salford Archaeology
- Environmental Standards Statement including BREEAM Pre-Assessment prepared by WSP
- Ventilation, Extraction and Odour Statement prepared by WSP
- Energy Statement prepared by WSP
- Preliminary Ecological Assessment and Biodiversity Net Gain Assessment prepared by Indigo Surveys
- Arboricultural Impact Assessment prepared by Indigo Surveys
- Crime Impact Statement prepared by GMP
- Threat and Risk Security Needs Assessment prepared by Grendon
- Transport Assessment prepared by Curtins
- Travel Plan Framework prepared by Curtins
- Waste Management Strategy prepared by Curtins
- Television Baseline Survey Report (pre-development) prepared by Pager Power
- Aviation Impact Assessment prepared by Pager Power
- Telecommunications Impact Assessment prepared by Pager Power
- Viability Assessment prepared by CBRE
- Place Strategy including Local Benefits Proposal prepared by Trilogy
- Fire Statement prepared by OFR Consultants
- Flood Risk Assessment and Detailed Drainage Strategy (Great Northern Warehouse and Deansgate Terrace) prepared by Curtins
- Flood Risk Assessment and Drainage Strategy (Leisure Box) Civic Engineers
- UXO Risk Assessment prepared by 1st Line Defence
- Phase 1 Preliminary Risk Assessment prepared by Curtins

- EIA Chapters and Technical Appendices:
- Chapters 1-4: Introductory Chapters
    - Appendix 2.1. Scoping Report Request
    - Appendix 2.2. Scoping Opinion from LPA

- Chapter 5 Construction Management
    - Appendix 5.1 Construction management, Demolition and Logistics Plan prepared by Real PM

- Chapter 6: Townscape and Visual Impact Assessment
    - Appendix 6.1: Zone of Visual Influence and Viewpoints Plan
    - Appendix 6.2: Baseline Photography
    - Appendix 6.3: Proposed TVIA Views

- Chapter 7: Historic Environment
    - Appendix 7.1: Heritage Statement

- Chapter 8: Air Quality
    - Appendix 8.1: Glossary of Terms
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- Chapter 10: Wind
    - Appendix 10.1: Wind Microclimate Assessment

- Chapter 11: Sunlight, Daylight, Overshadowing & Solar Glare
    - Appendix 11.1: Daylight & Sunlight Report
    - Appendix 11.2: Overshadowing Report
    - Appendix 11.3: Glare Report

- Chapter 12: Socio-Economics

- Chapter 13: Human Health

- Chapter 14: Climate Change

- Chapter 15: Type 1 Cumulative Effects

- Chapter 16: Summary of Residual Effects

- EIA Non-Technical Summary

1.5. This Addendum is further supported by the submission of an updated Energy and Carbon Proforma.

1.6. This Addendum is structured to first provide a concise background to the Proposed Development, followed by an update on the planning policy context. It then assesses the proposals against relevant policies and material considerations, concluding with an overall evaluation of their acceptability.

2 Planning Policy Context Update

2.1. The only amendment is the updated planning policy landscape, which now includes the formally adopted 'Places for Everyone' Joint Development Plan Document and new guidance from the GMCA regarding Net Zero. These policy updates reinforce the importance of sustainable design, energy efficiency, and carbon reduction, which the Great Northern proposals already robustly address.

2.2. Furthermore, an updated Energy and Carbon proforma has been prepared and is submitted alongside this Addendum. This proforma provides comprehensive details on the energy and carbon performance of the Proposed Development, demonstrating its continued alignment with and contribution to the enhanced sustainability requirements of the updated policy framework. The core parameters of the scheme, including the uses, quantum of development, overall height, massing, and architectural concept, remain consistent with the original approval.

2.3. This section reviews the planning policy framework relevant to the Proposed Development, providing an update on national, regional, and local policy documents and guidance that have evolved since the submission of the Original Statement in November 2022. This ensures that the Proposed Development continues to be assessed against the most current and applicable planning policy backdrop.

Original Policy Context (November 2022)

2.4. At the time of the Original Statement's submission in November 2022, the Proposed Development was assessed against:

- National Planning Policy Framework (NPPF) (2021)
- Manchester Local Development Plan comprising the Saved Policies of the Manchester Unitary Development Plan (2005) and the Manchester Core Strategy (2012)
- National Planning Practice Guidance (NPPG)
- Various local Supplementary Planning Documents and Strategic Frameworks, including the First Street Development Framework (FSDF) and the Corridor Manchester Strategic Spatial Framework (2018).

Current Policy Context (March 2026)

2.5. Since the November 2022 submission and subsequent February 2023 'minded to approve', the planning policy landscape has seen several key developments, set out below.

Development Plan

Places for Everyone Policies

2.6. The 'Places for Everyone' Joint Development Plan Document, covering Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford, and Wigan, was formally adopted on 21 March 2024. This strategic plan sets out a long-term framework for jobs, new homes, and sustainable growth across Greater Manchester from 2022 to 2039. It plays a critical role in tackling the climate crisis, with a commitment to being carbon neutral by 2038 and setting expectations for new development to be net zero carbon by 2028.

2.7. The plan's objectives include meeting housing needs, creating neighbourhoods of choice (prioritising brownfield land, sustainable transport, and avoiding increased flood risk), fostering a thriving economy, maximising national and international assets, reducing inequalities, promoting sustainable movement, and significantly improving the quality of the natural environment and access to green spaces. It reinforces the importance of sustainable design, energy efficiency, and appropriate development within the city region.

2.8. Specifically, the plan includes policies such as JP-S1: Sustainable Development, which aims to maximise economic, social, and environmental benefits, utilise sustainable construction techniques, and secure net gains across all development.

2.9. JP-S2: Carbon and Energy sets out measures to achieve carbon neutrality, including promoting retrofitting, life cycle carbon assessment, and increasing renewable and low carbon energy schemes. It mandates that new development be net zero carbon from 2028 and requires energy statements for residential applications to demonstrate compliance with best practice thresholds.

2.10. JP-S3: Heat and Energy Networks promotes decentralised energy infrastructure, requiring new residential developments (10+ dwellings or 1,000m^2 floorspace) to connect to existing or planned heat/energy networks where feasible.

2.11. Regarding environmental considerations, JP-S4: Flood Risk and the Water Environment outlines an integrated catchment-based approach to managing flood risk and water quality, promoting natural flood management and sustainable drainage systems. JP-S5: Clean Air seeks to improve air quality through measures like promoting sustainable transport and encouraging innovative building materials. JP-G8: A Net Enhancement of Biodiversity and Geodiversity aims for local planning and associated activities to achieve a net enhancement of biodiversity, including measures to avoid significant harm, adequately mitigate harm, and achieve a measurable net gain.

2.12. A specific consideration within the plan is the impact on Holcroft Moss. Policy JP-C8, under Transport Requirements of New Development, states that planning

applications requiring a Transport Assessment will need to consider air quality impacts on Holcroft Moss, within the Manchester Mosses Special Area of Conservation (SAC).

2.13. Any proposals that would result in increased traffic flows on the M62 past Holcroft Moss of more than 100 vehicles per day or 20 Heavy Goods Vehicles (HGVs) per day must devise a scheme-specific range of measures to reduce reliance on cars, reduce trip generation, and promote ultra-low emission vehicles, alongside a contribution towards restoration measures in accordance with the Holcroft Moss Habitat Mitigation Plan.

2.14. Compared to the position in February 2023 when the application was originally determined, the adopted policies, particularly those relating to sustainable development, energy efficiency, environmental protection, and strategic growth areas, now carry full weight in the determination of planning applications.

GMCA Net Zero Guidance

2.15. New guidance from the GMCA regarding Net Zero has also been introduced. This guidance provides more detailed expectations and methodologies for achieving net zero carbon development across Greater Manchester, building upon the principles established in the Manchester Climate Change Framework. It serves as a material consideration, influencing the approach to energy strategy, carbon reduction, and sustainable construction practices within the region.

Manchester Core Strategy Local Plan Draft (2025)

2.16. A draft Manchester Core Strategy Local Plan was published for consultation during 2025. This document represents a significant step in updating Manchester's local planning framework, proposing new and revised policies that will eventually replace the existing Manchester Core Strategy (2012).

2.17. While currently in draft form and subject to ongoing refinement following consultation and examination, it provides an indication of the Council's emerging policy direction and carries some weight as a material consideration in planning decisions, particularly where policies are consistent with the adopted Development Plan or national policy.

Environment Agency Updated Flood Risk Data

2.18. The Environment Agency has published updated Flood Risk Data. This data provides the most current assessment of flood risk across the country, including any changes to flood zones or the identification of new areas at risk. This updated information is a material consideration for any development proposals, requiring a review of the site's flood risk assessment to ensure continued compliance with national and local flood risk policies.

Other Material Considerations

National Planning Policy Framework (NPPF)

2.19. The National Planning Policy Framework (NPPF) underwent minor revisions in December 2024. These revisions primarily focused on housing delivery,

emphasising the importance of brownfield land utilisation and the efficient use of land.

2.20. While the core principles of sustainable development and good design remain central, the updates reinforce the government's commitment to increasing housing supply and streamlining the planning process for certain types of development. For the purposes of this Addendum, the fundamental approach to assessing design quality and environmental impact, as outlined in the 2023 NPPF, largely remains consistent.

2.21. A draft National Planning Policy Framework (NPPF) was published in December 2025 for consultation. This draft signals a future direction with clearer policies for climate change mitigation and adaptation, promoting sustainable transport, energy-efficient designs, and renewable energy.

2.22. Procedurally, the draft NPPF introduces a new structure that clearly distinguishes between plan-making and national decision-making policies, with the latter intended to carry significant weight in determining planning applications, thereby shaping how all policies, including those on design quality and environmental impact, are applied.

2.23. While this draft document carries limited weight as a material consideration at this stage, it signals the future direction of national policy.

Conclusion on Policy Context

2.24. While there have been notable evolutions in the planning policy landscape between now and the submission in November 2022 and the ‘minded to approve’ decision in February 2023, particularly with the adoption of 'Places for Everyone' and updated guidance on net zero and flood risk, the fundamental principles guiding development in Manchester remain largely consistent.

2.25. The Proposed Development's original assessment against the Core Strategy and NPPF (2021) remains robust, with the new policies and guidance reinforcing the importance of sustainable design, energy efficiency, and appropriate development within the city centre. The subsequent section of this Addendum assesses the Proposed Development against these updated considerations.

3 Assessment of Changes

3.1. This section provides a detailed assessment of the Great Northern proposals against the current planning policy framework, acknowledging that no physical changes have been made to the scheme. This includes the updated National Planning Policy Framework (NPPF) and the recently adopted 'Places for Everyone' Joint Development Plan Document. The assessment confirms the continued compliance and overall acceptability of the scheme.

Design and Appearance

3.2. The Proposed Development continues to be assessed against relevant design policies, including Manchester Core Strategy Policy CC9 (Design and Heritage), EN1 (Design Principles and Strategic Character Areas), and DM1 (Development Management). Furthermore, the assessment considers the overarching design principles within the draft 2025 NPPF, which emphasises high-quality, sustainable places, and 'Places for Everyone' Policy JP-P1 (Sustainable Places), which seeks distinctive and visually stimulating environments.

Assessment

3.3. As there are no physical changes to the Great Northern proposals, the design and appearance remain as originally submitted and assessed under the ‘minded to approve’ resolution. The scheme's architectural language, material palette, form, massing, and relationship with the surrounding context, including its positive contribution to the Great Northern and Manchester Central SRF and the wider city centre skyline, are unchanged.

3.4. The original design was developed to a high standard, ensuring consistency with the approved architectural language and material palette. Therefore, the Proposed Development continues to accord with relevant design policies, including those in the Manchester Core Strategy and the broader aspirations for high-quality design articulated in the draft NPPF and 'Places for Everyone'.

Climate Change, Sustainability and Energy Efficiency

3.5. The Proposed Development's energy performance and sustainability credentials are assessed against Manchester Core Strategy Policies EN4, EN5, EN6, EN8, and EN9. Crucially, this assessment now also incorporates the updated national and regional policy context, including the draft 2025 NPPF's emphasis on climate change mitigation and adaptation, energy-efficient designs, and renewable energy, as well as the 'Places for Everyone' plan's ambitious targets for carbon neutrality by 2038 and net zero carbon development by 2028 (Policy JP-S2: Carbon and Energy). Policies JP-S1 (Sustainable Development) and JP-S3 (Heat and Energy Networks) from 'Places for Everyone' are also directly relevant, promoting sustainable construction and decentralised energy infrastructure.

Assessment

3.6. The Great Northern project demonstrates a strong commitment to energy performance and carbon reduction, aligning with Greater Manchester's ambitious sustainability objectives. While the previous assessment referenced Part L 2010, the current proforma details performance against contemporary metrics.

3.7. The scheme's design and projected performance contribute significantly to the overall carbon reduction objectives of Greater Manchester, as outlined in 'Places for Everyone' Policy JP-S2 and the GMCA Net Zero Guidance, supporting the region's goal of achieving net zero carbon development by 2028.

3.8. The scheme's commitment to achieving a BREEAM Excellent rating remains a core objective and is confirmed as 'On Track' for both the Warehouse and Deansgate North Terrace buildings. This further demonstrates compliance with sustainability objectives and the broader principles of sustainable development in both national and regional policy. The energy efficiency calculations for BREEAM Ene 01 are based on IES-VE Part L and TM54 methodologies, ensuring robust assessment.

3.9. The updated Energy and Carbon Proforma for the Great Northern project provides detailed evidence of its strong commitment to sustainability and energy efficiency, aligning with current policy requirements. Key highlights include:

- Low Energy Demand: Both buildings (Warehouse and Deansgate North Terrace) demonstrate very low energy demands for heating and cooling.

- Space Heating Demand: The Warehouse is projected at 24 kWh/m^2GIA/yr and Deansgate North Terrace at 14 kWh/m^2GIA/yr, both below the target of ≤15 kWh/m^2GIA/yr for new developments (Deansgate North Terrace meets this target, while the Warehouse is slightly above but still very low).

- Space Cooling Demand: Both buildings show an exceptionally low demand of 1 kWh/m^2GIA/yr, significantly below the target of ≤15 kWh/m^2GIA/yr.

- High Energy Efficiency: The project is 'On Track' to achieve a BREEAM Excellent rating for energy efficiency (Ene 01). The Energy Use Intensity (EUI) for the Warehouse is 158 kWh/m^2GIA/yr, and for Deansgate North Terrace, it is between 100-120 kWh/m^2GIA/yr.

- Significant Renewable Energy Use: The development incorporates on-site renewable energy generation. PV panels cover 18% of the ground floor space for the Warehouse and 20% for Deansgate North Terrace. The Warehouse targets the generation of 28 kWh/m^2 building footprint/yr, and Deansgate North Terrace seeks to generate 38 kWh/m^2 building footprint/yr. Renewable energy contributes 1.3% of the total energy used for the Warehouse and 7% for Deansgate North Terrace. Both buildings are designed to be entirely fossil fuel-free, utilising electric heat sources.

- System Efficiency (SCOP): The efficiency of the heating system (SCOP) exceeds 3.86 for both buildings, surpassing the target of ≥3.5.

3.10. The carbon content of heat is low, at 33.12 gCO_2/kWh for the Warehouse and 33.42 gCO_2/kWh for Deansgate North Terrace, well below the target of ≤100 gCO_2/kWh.

3.11. Measures are in place to effectively reduce overheating risk. CIBSE TM52 assessments have been used and confirm both buildings pass, conducted using DSY2 and DSY3 weather files. A sizeable portion of spaces are cooled, comprising 59% of the GIA for the Warehouse and 48% for Deansgate North Terrace, with additional passive measures.

3.12. As the project represents a reuse of existing buildings and structures, the project demonstrates efforts to minimise upfront and lifecycle embodied carbon. The upfront embodied carbon is projected to be <450 $kgCO_2e/m^2$GIA for both buildings.

3.13. The proforma, submitted alongside this Statement, confirms that the Great Northern project is designed to be highly energy-efficient, environmentally responsible, and contributes positively to the region's carbon reduction targets through its low energy demand, high efficiency, significant renewable energy integration, fossil fuel-free operation, and robust overheating prevention strategies. The project's commitment to BREEAM Excellent and minimised embodied carbon further underscores its comprehensive approach to sustainable development.

Other Relevant Policy Considerations

Holcroft Moss SPD

3.14. The 'Holcroft Moss Planning Obligations Supplementary Planning Document (SPD) - May 2025' is a material consideration in determining planning applications within Manchester City Council. This SPD was prepared in respect of 'Places for Everyone' Policy JP-C8, which seeks to ensure new development does not have an adverse impact on the protected habitats and species of Holcroft Moss, a Manchester Mosses Special Area of Conservation (SAC), due to air quality impacts from traffic. The SPD specifies that proposals resulting in increased traffic flows on the M62 past Holcroft Moss of more than 100 vehicles per day or 20 Heavy Goods Vehicles (HGVs) per day must implement scheme-specific mitigation measures or contribute towards restoration.

3.15. Given that the Proposed Development for Great Northern comprises a mixed-use scheme with residential, office, and commercial elements, and includes car parking, the operational phase traffic generation associated with the scheme was assessed in the original Transport Statement. The proposals involve a reduction in on-site parking to approximately 929 spaces (762 publicly available, excluding residential), representing a minimum reduction of 311 spaces compared to the baseline. This reduction, coupled with the site's highly sustainable city centre location (GMAL rating of 8) and the implementation of a comprehensive Travel Plan, is intended to substantially reduce reliance on private vehicles and encourage sustainable travel modes.

3.16. While the Transport Statement indicates a potential net impact of 118 additional two-way vehicles in the AM peak hour and 143 in the PM peak hour in the fully

operational scenario, Curtins considers these figures to be an overestimate. This is attributed to the limitations of TRICS data for highly accessible urban sites, the expectation that most occupants will live and work locally within Manchester, and the "car-free" nature of the proposed office uses. Furthermore, it can be reasonably assumed that not all generated daily vehicle trips would necessarily pass via the M62 Holcroft Moss SPD area. Therefore, the actual operational traffic impact on the M62 Holcroft Moss area is anticipated to be significantly lower than these modelled figures and well below the SPD's 100 vehicles per day threshold.

3.17. For construction traffic, the project's phased delivery is designed to mitigate intensity and ensure compliance with the SPD thresholds. The Outline Construction Management Plan anticipates a peak of 100 total vehicles per day, primarily comprising construction workers. Crucially, Heavy Goods Vehicle (HGV) movements past the Holcroft Moss SPD area are unlikely to exceed 20 per day, considering various potential supply chain routes. As per the Construction Management Plan planning condition, the Applicant and their contractor will identify how daily HGV movements will be capped at a maximum of 20 vehicles per day, and total movements (including LGVs) will remain well below the 100-vehicle-per-day threshold.

3.18. To further mitigate any potential impact, a strict M62 Exclusion Zone could be implemented for all HGV construction traffic unless necessary. This could include prohibiting construction vehicles from using the M62 between Junction 11 and Junction 12. Alternative routing could divert traffic via the M6 (J21) and the A57, and traffic from the North using the M61 and A56. This diversion of HGVs away from the M62 corridor near Glazebrook would ensure zero additional nitrogen deposition on the sensitive lowland raised bog habitat. These restrictions could be a condition of contract for all logistics providers and monitored through a Just-In-Time (JIT) delivery system, or similar.

3.19. In conclusion, the original scheme's design, including sustainable transport measures and reduced car parking provision compared to existing, aligns with the objectives of Policy JP-C8 to reduce reliance on cars and promote sustainable modes of transport. Both the operational and construction phases of the development demonstrate that traffic generation, particularly HGVs and total vehicle movements impacting the M62 Holcroft Moss area, will remain below the thresholds of 20 HGVs per day and 100 total vehicles per day as set out in the Holcroft Moss Planning Obligations SPD, secured by condition. Therefore, the impacts will fall below the SPD Assessment Threshold and the EIA Significance Threshold for Holcroft Moss, negating the need for mandatory financial contributions towards habitat restoration.

Other Material Considerations

3.20. As there are no physical changes to the Great Northern proposals, the assessments previously undertaken for other policy areas such as Human Health, Noise and Vibration, Socio-Economic impacts, Sunlight, Daylight, and Overshadowing, Townscape and Visual Impact, Wind Microclimate, Ground Conditions, Waste Management, Traffic, Transport and Accessibility, and Safety and Security remain valid and are not impacted by any proposed changes.

3.21. The Application also remains in accordance with the endorsed Strategic Regeneration Framework for the area, and supplementary planning documents or guidance as per the original assessment.

Environmental Impact Assessment (EIA) Screening

3.22. The original planning application was accompanied by a comprehensive Environmental Statement (ES) (Volume 1, 2, and 3: Non-Technical Summary), which assessed the potentially significant environmental effects of the Proposed Development across various technical disciplines. The conclusions of this ES were that the Proposed Development would not result in significant adverse environmental effects, or where effects were identified, appropriate mitigation measures were proposed.

3.23. As there are no physical changes to the Great Northern proposals, this Addendum does not introduce any new or different significant environmental effects. The scheme's scale, massing, or overall design remains as originally assessed.

3.24. Nearby schemes that were previously assessed cumulatively but have started construction now form part of the baseline for the scheme, and any new proposals that have come forward since being 'minded to approve' would have considered the Great Northern proposals in their own cumulative assessments.

3.25. Based on this review, it is concluded that the updated policy environment and the submission of the Energy and Carbon Proforma to respond to those policy requirements do not give rise to new or different significant environmental effects that were not previously assessed in the original Environmental Statement.

3.26. Consequently, an update to the EIA is not required, and the conclusions of the original ES regarding the environmental impacts remain robust and applicable.

4 Conclusion

4.1. This Addendum to the Planning and Tall Building Statement has provided an update on the Proposed Development for Great Northern, specifically addressing the evolution of the planning policy environment and the submission of an updated Energy and Carbon Proforma. It is confirmed that no physical changes have been made to the scheme as originally submitted and ‘minded to approve’.

4.2. The Proposed Development continues to accord with the relevant national and local planning policies and guidance. This includes the updated National Planning Policy Framework (NPPF), the formally adopted 'Places for Everyone' Joint Development Plan Document, and other relevant local policies and guidance such as the GMCA Net Zero Guidance and the draft Manchester Core Strategy Local Plan. The assessment confirms the continued compliance and overall acceptability of the scheme against this updated policy framework, reinforcing the importance of sustainable design, energy efficiency, and appropriate development within the city centre.

4.3. A comprehensive review of the Environmental Impact Assessment (EIA) chapters has confirmed that the updated policy environment and the submission of the Energy and Carbon Proforma do not give rise to new or different significant environmental effects that were not previously assessed in the original Environmental Statement. Consequently, an update to the EIA is not required, and the conclusions of the original ES regarding the absence of significant adverse environmental impacts remain robust and applicable.

4.4. The scheme continues to offer significant public benefits, including the provision of much-needed residential, office, and commercial spaces, contributing to the regeneration objectives for the Great Northern area and the wider city centre. The updated Energy and Carbon Proforma further reinforces the scheme's strong sustainability credentials and its positive contribution to climate Change mitigation and adaptation, aligning with regional carbon reduction targets. The scheme's commitment to achieving a BREEAM 'Excellent' rating remains a core objective.

4.5. In light of the comprehensive assessment presented in this Addendum, and considering the Proposed Development's continued compliance with the Development Plan as a whole, alongside the significant material considerations and public benefits, it is respectfully concluded that planning permission should be granted without delay, in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Section 70(2) of the Town and Country Planning Act 1990 (as amended), and Paragraph 11(c) of the NPPF.

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