



Together makes progress

Block C, First Street South,
Manchester

Addendum to Planning and Tall
Building Statement

July 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') submitted in November 2023, in support of the Full Planning Application for Block C, First Street South, Manchester. The Application was submitted by Downing.
- 1.2. The original application, reference 138831/FO/2023, was minded to approve by Manchester City Council in April 2024, subject to the signing of a Section 106 agreement. The Proposed Development, as originally submitted, comprised the following description of development:

"Erection of a ground plus 28-storey building plus plant level, comprising purpose-built student accommodation (PBSA -Sui Generis) and other associated works including public realm, secure cycle parking and servicing arrangements."

- 1.3. This Addendum is necessitated by minor amendments to the approved scheme, primarily concerning the building's facade as a consequence of revisions to the ventilation strategy and to mitigate solar glare. Its purpose is to provide an updated assessment of the Proposed Development against the current planning policy environment, ensuring continued compliance and addressing any relevant changes in circumstances since the original submission was minded to approve, particularly prior to the S.106 agreement being signed.
- 1.4. The original planning application was supported by a comprehensive suite of documents, including, but not limited to:
- Application Site Boundary and Location Plan
 - Existing and Proposed site plans, sections, and elevations
 - Design and Access Statement
 - Arboricultural Impact Assessment
 - Broadband Connectivity Assessment
 - Crime Impact Statement
 - Student Management Strategy
 - Ecological Extended Phase 1 Desktop
 - Energy Statement and Environmental Standards Statement
 - BREEAM Pre-Assessment
 - Flood Risk and Drainage Strategy

- Gateway One Fire Statement
- Ground Conditions – Phase 1 Desktop Study; Phase 2 Site Investigation and Ground Gas Addendum
- Local Labour Benefit – Statement of Intent
- Statement of Consultation
- TV Reception Survey
- Transport Statement
- Travel Plan
- Waste Management and Servicing Strategy (including MCC’s Waste Pro-Forma)
- Heritage Statement
- Environmental Statement (Volumes 1, 2, and 3: Non-Technical Summary), including the following technical chapters:
 - Air Quality, prepared by Cundall
 - Climate Change, prepared by Cundall
 - Daylight, Sunlight and Overshadowing, prepared by Proximity
 - Human Health, prepared by Enfusion
 - Noise and Vibration, prepared by Cundall
 - Socio-Economic, prepared by Ekosgen
 - Townscape and Visual Impact, prepared by Planit
 - Wind Microclimate, prepared by Arc-Aero

1.5. In addition to the Planning Statement updated by this Addendum, this further information is further supported by the submission of updated technical reports, including:

- Energy Statement and Environmental Standards Statement including NZC Pro-Forma and BREEAM Pre-Assessment prepared by Element Sustainability
- Part L Report prepared by Abacus Consulting
- Overheating Report prepared by Abacus Consulting
- Ventilation Strategy prepared by Abacus Consulting
- Solar Glare Report prepared by GIA
- Updated Proposed Plans and Elevations prepared by SimpsonHaugh

1.6. This Addendum is structured to first provide a concise background to the Proposed Development and detail the key changes. It then provides an update on the planning policy context, assesses the implications of the changes against

relevant policies and material considerations, provides an Environmental Impact Assessment (EIA) screening update, before concluding on the overall acceptability of the proposals.

2 Background and Key Changes

- 2.1. The original Planning and Tall Building Statement (November 2023) supported a Full Planning Application that proposed 555 student bedspaces, along with associated internal and external communal amenity space, public realm, secure cycle parking, and servicing arrangements.
- 2.2. The Proposed Development was designed to integrate within the wider First Street Masterplan, contributing to the regeneration objectives for the area.
- 2.3. The current addendum addresses minor material amendments to this approved scheme, primarily driven by a revised ventilation strategy for the building. These changes have necessitated adjustments to the facade design and an update to the technical specifications of the ventilation system.

Key Changes to the Proposed Development

- 2.4. The principal amendment relates to the building's ventilation strategy, specifically a shift towards a natural ventilation system on the upper floors. This change is proposed to reduce the building's operational carbon emissions by decreasing reliance on mechanical ventilation, while also affecting the form and design of the ventilation panels within the façade.
- 2.5. There is also a requirement to introduce lower reflectivity glazing and additional aluminium panels to resolve solar glare issues, which has been included in the current design. A note has been prepared to confirm the efficacy of this solar glare mitigation.
- 2.6. The physical appearance of the facade will be adjusted to accommodate these changes. In summary, this includes:
 - **Facade and glazing modifications:**
 - To address glare identified on the west facade, additional perforated metal veils and frit will be introduced on the face of the opaque panels. The aim is to break up the reflectivity of the glazing thereby ensuring solar glare impacts are mitigated. This is provided in a Solar Glare Report submitted with this Addendum.
 - The standard width of facade panel modules will be increased from 750mm to 1500mm across all sides of the building. This change is intended to visually emphasise the horizontal lines of the building and will create a more cohesive aesthetic by tying into the design of the adjacent Building D.

- The updated façade design responds to the revised ventilation strategy. Natural ventilation is proposed on floors 4 and above, alongside airtight windows and mechanical ventilation for residential units on levels 01, 02, and 03 to mitigate NO2 exposure. The updated ventilation strategy is reflected in supporting documents submitted alongside this Addendum.
- **Main entrance relocation:** The main entrance on the east facade will be repositioned, shifting slightly to the right. The new location will create a more efficient and aesthetically improved space, aligning better with Downing's brand standards and operational requirements.

2.7. These amendments are considered minor changes and do not fundamentally alter the approved massing, quantum, or overall architectural concept of the Proposed Development. The core parameters of the scheme, including the number of bedspaces and overall height, remain consistent with the original planning application.

3 Planning Policy Context Update

- 3.1. 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 2023. This ensures that the Proposed Development continues to be assessed against the most current and applicable planning policy backdrop.

Original Policy Context (November 2023)

- 3.2. At the time of the Original Statement's submission in November 2023, the Proposed Development was assessed against:
- National Planning Policy Framework (NPPF) (draft, subsequently adopted in December 2023)
 - 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)
 - Manchester City Council Executive Committee Paper – Purpose Built Student Accommodation (2020)

Current Policy Context (March 2026)

- 3.3. Since the November 2023 submission, the planning policy landscape has seen several key developments.

National Planning Policy Framework (NPPF)

- 3.4. 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.
- 3.5. 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.

- 3.6. 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.
- 3.7. 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.
- 3.8. While this draft document carries limited weight as a material consideration at this stage, it signals the future direction of national policy.

Places for Everyone Policies

- 3.9. 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.
- 3.10. 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.
- 3.11. 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.
- 3.12. 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 from 2025 onward. The Policy also introduced the requirement to submit a NZC Pro-forma for all new development, setting out a proposals whole life carbon calculation.
- 3.13. JP-S3: Heat and Energy Networks promotes decentralised energy infrastructure, requiring new residential developments (10+ dwellings or 1,000m² floorspace) to connect to existing or planned heat/energy networks where feasible.

- 3.14. 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.
- 3.15. A specific consideration within the plan is the potential impact on Holcroft Moss from development proposals. 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).
- 3.16. 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.
- 3.17. Compared to 2023, 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

- 3.18. 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)

- 3.19. 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).
- 3.20. 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

- 3.21. The Environment Agency published updated Flood Risk Data in 2025, which provides an up-to-date assessment of flood risk across the country, including any changes to flood zones or the identification of new areas at risk. This update also provided an estimation of the flood risk extent based upon climate change effects (years 2070-2125).
- 3.22. The 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. The Site remains outside of the Flood Zone with the climate change allowance modelled, and therefore no additional assessment is required.

Manchester City Council PBSA Executive Paper

- 3.23. The Council's Executive Committee reviewed Core Strategy Policy H12 concerning Purpose-Built Student Accommodation (PBSA). A report highlighted that while Policy H12 remains relevant, market changes (e.g., more second and third-year students in private rented accommodation) necessitate a review of its interpretation and application. This review aimed to address affordability, the need for PBSA, and its location near Higher Education Institutions (HEIs), following appeal decisions that questioned the Council's ability to meet demand near HEIs. The report proposed policy adjustments to ensure appropriate student housing delivery aligned with city growth objectives.
- 3.24. On 9 December 2020, the Executive considered a follow-up report, "Purpose Built Student Accommodation in Manchester", which affirmed the principles of the earlier review. It recommended that this approach serve as a material consideration when applying Policy H12 to PBSA planning applications.
- 3.25. Most recently, on 23 May 2023, the Economic Scrutiny Committee discussed the need for additional PBSA in Manchester, emphasising that any new provision must adhere to Policy H12's location requirements.

Conclusion on Policy Context

- 3.26. While there have been notable evolutions in the planning policy landscape since November 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.
- 3.27. The Proposed Development's original assessment against the Core Strategy, Places for Everyone and NPPF (2023) 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 sections of this Addendum will assess the Proposed Development against these updated considerations.

4 Assessment of Changes

- 4.1. This section provides a detailed assessment of the minor material amendments to the Proposed Development, specifically concerning the building's facade and ventilation strategy, against the current planning policy framework. 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

- 4.2. 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

- 4.3. The revised ventilation strategy has necessitated a series of minor amendments to the approved scheme. These include adjustments to the facade design, glazing specification and ventilation panel arrangements, the introduction of solar glare mitigation measures, a rationalisation of facade module widths, and a modest repositioning of the principal entrance on the east elevation. These changes have been carefully developed to ensure that the building remains consistent with the approved architectural language, material palette and overall design intent as described in the original Planning Statement (Section 5.3) and the Design and Access Statement.
- 4.4. The revised ventilation approach adopts a differentiated strategy across the building. At upper levels, the scheme moves toward a greater reliance on natural ventilation. At lower levels, having regard to the site's proximity to a busy road and the need to mitigate exposure to NO₂, accommodation on Levels 01, 02 and 03 will rely more heavily on mechanical ventilation, together with airtight windows and appropriately located intake points, including at roof or other elevated level, and filtration where required. This represents a technical response to the site's environmental conditions and does not give rise to any unacceptable design consequences.
- 4.5. As set out in the previous section of this Report, the modules have generally been made uniform at 1500mm, from 750mm, across the facade to improve the horizontal banding and visual quality of the proposals. However, at lower levels, an area of solar glare mitigation has been introduced. In this area, the 750mm glazing panels remain, rather than 1500mm, and deflect sunlight around the curvature of the building, with metal panels introduced that will diffuse the glare coming directly from the sun.

- 4.6. The proposals seek to reduce the potential for significant effects in relation to solar glare on the nearby highway network. This has been tested with technical consultants who have confirmed the efficacy of the solution. On this basis, the visual change at lower levels is necessitated by the solar glare mitigation requirements, which also maintains as much glazing elements as possible at ground floor.
- 4.7. The modest relocation of the principal entrance on the east facade does not materially alter the building's relationship with the public realm or the legibility of access arrangements. Rather, it provides an improved arrival sequence aligned with the operational requirements of the building, without giving rise to any adverse effect on accessibility, permeability or the overall streetscape.
- 4.8. Taken together, the amendments do not affect the building's approved form, height, massing or townscape role, nor do they alter its positive contribution to the First Street Masterplan and the wider city centre skyline. The proposals therefore remain consistent with Manchester Core Strategy policies on design and place-making and with the objectives of Places for Everyone Policies JP-P1 and JP-S1 in delivering a high-quality, distinctive and sustainable urban environment.

Climate Change, Sustainability and Energy Efficiency

Energy Efficiency

- 4.9. The Proposed Development's energy performance and sustainability credentials are assessed against Manchester Core Strategy Policies EN4, EN5, EN6, EN8 and EN9. This assessment also takes account of the current national and regional policy context, including the updated NPPF, the emerging direction of the draft NPPF in relation to climate change mitigation and adaptation, and Places for Everyone Policies JP-S1 (Sustainable Development), JP-S2 (Carbon and Energy) and JP-S3 (Heat and Energy Networks). In addition, regard has been had to more recent Greater Manchester guidance on achieving net zero carbon development.

Assessment

- 4.10. The updated Mechanical & Electrical Services AD Part L Report – RIBA Stage 3 (Revision T04, dated 25 February 2026) and the Part O Overheating Report (Revision P03, dated 10 June 2026) provide a detailed assessment of the Proposed Development's energy performance and thermal comfort.
- 4.11. The revised ventilation strategy, which informed these updates, aims to enhance energy efficiency, mitigate overheating risks and improve internal air quality in line with current Building Regulations Part L and Part O requirements. The development meets the Manchester City Council's requirement for at least 15% reduction in Part L 2010 carbon emissions from renewable and or low carbon technologies.
- 4.12. The scheme's energy performance is projected to achieve the necessary 15% reduction in Part L emissions against 2010 standards. Although the current assessment has also been undertaken against Part L 2021 (Volume 2 for non-domestic buildings), which requires a materially greater reduction in carbon

emissions relative to Part L 2010, the outcome demonstrates that the development continues to perform strongly in carbon terms. The building achieves a reduction of 1.3% against Part L 2021. The revised strategy therefore remains consistent with the direction of Places for Everyone Policy JP-S2 and the wider Greater Manchester net zero agenda.

- 4.13. In policy terms, the amended scheme continues to accord with Places for Everyone Policy JP-S1 by delivering a sustainable form of city centre development on previously developed land, and with Policy JP-S3 insofar as the servicing and energy strategy has been reviewed in light of current technical and policy expectations. The updated energy and overheating assessments also demonstrate continued alignment with emerging Greater Manchester net zero guidance and the direction of travel toward lower carbon development
- 4.14. The updated reports therefore confirm that the Proposed Development continues to meet or exceed the requirements of Core Strategy Policies EN4, EN5, and EN6, demonstrating a robust approach to reducing carbon emissions and promoting sustainable design. The building's commercial spaces will achieve BREEAM 'Very Good', as set out in the Environmental Standards Statement prepared by Element Sustainability.
- 4.15. The Part O Overheating Report addresses the risk of overheating in new residential buildings, ensuring acceptable living standards for future occupants, which is a key consideration in current sustainability policy. Furthermore, the revised strategy demonstrates continued alignment with the ambitious targets set out in 'Places for Everyone'. The revised building design contributes to the region's goal of achieving net zero carbon development by 2028.
- 4.16. Given that a principal driver of the amendments is the need to respond appropriately to air quality conditions adjacent to a busy road, the revised strategy is also relevant to Places for Everyone Policy JP-S5 (Clean Air). In particular, the use of airtight windows to lower levels, together with mechanical ventilation, appropriately located intake points and filtration where required, demonstrates that the amendments are responsive to the need to protect internal environmental quality for future occupants. The changes therefore reinforce, rather than undermine, the scheme's compliance with clean air objectives
- 4.17. The scheme's commitment to achieving a BREEAM 'Very Good' rating is unaffected and remains a core objective, further demonstrating compliance with sustainability objectives and the broader principles of sustainable development in both national and regional policy. A Net Zero Carbon Pro-Forma, required by JP-S2 is appended to the scheme's updated Environmental Standards Statement.

Flood Risk

- 4.18. In 2025 the EA updated its national flood mapping as part of the National Flood Risk Assessment 2024 study (NaFRA2). The flood maps take into account the potential impact of climate change based on 2018 UK Climate Projections (UKCP18). The NaFRA2 model was developed based on a low topographic resolution with the aim of indicating potential areas at risk of flooding to inform future planning applications.

- 4.19. Although the Environment Agency's fluvial flood mapping was updated in 2025, there is no material change to the risk of flooding at the site, either now or over the lifetime of the development, compared with the position when the planning application was originally considered in 2023. Accordingly, the approved approach to surface water drainage and flood risk management remains appropriate. The amendments therefore continue to accord with relevant national policy and with the objectives of Places for Everyone Policy JP-S4 (Flood Risk and the Water Environment).

Other Relevant Policy Considerations

Holcroft Moss SPD

- 4.20. The Holcroft Moss Planning Obligations Supplementary Planning Document (SPD) (May 2025) is a material consideration in the determination of planning applications in Manchester. It was prepared in support of Places for Everyone Policy JP-C8, which seeks to ensure that new development does not adversely affect the protected habitats and species of Holcroft Moss, part of the Manchester Mosses Special Area of Conservation, as a result of traffic-related air quality impacts.
- 4.21. Policy JP-C8 and the SPD establish specific thresholds for assessing traffic impacts on Holcroft Moss:
- **SPD Assessment Threshold:** An increase of more than 100 vehicles per day or 20 Heavy Goods Vehicles (HGVs) per day on the M62 past Holcroft Moss triggers the requirement for mitigation measures and a financial contribution.
 - **Significance Threshold:** An increase of 1,000 Average Annual Daily Traffic (AADT) or 200 Heavy Duty Vehicles (HDVs) per day is considered the trigger for project-level air quality modelling and potentially scheme-specific mitigation, as defined in the Air Quality Habitats Regulations Assessment (AQHRA) supporting 'Places for Everyone'.
- 4.22. The primary consideration for Holcroft Moss is therefore the construction phase. Construction traffic assumptions have been reviewed using information from Downing and its preferred contractor, informed by construction activity associated with the previous phases of First Street South. On a reasonable worst-case basis, it is estimated that the Proposed Development could generate up to 125 light vehicle trips and 30 heavy vehicle trips on an average construction day. Assuming all construction traffic accesses the Strategic Road Network via the M602 and is then distributed at the M62 Junction 12 / M60 Junction 12 / M602 Junction 1, approximately 34% of those trips would route towards the M62 past Holcroft Moss. This equates to around 41 light vehicle trips and 10 heavy vehicle trips per day past Holcroft Moss.
- 4.23. In terms of the operational phase, the Transport Statement submitted with the Application sets out traffic generations for the PBSA at Section 8.3. In addition, Table 9 shows that total daily traffic generations would be 49 trips with no Heavy Goods Vehicles. Whilst refuse vehicles will attend the site and these are classed as Heavy Goods Vehicles, they will not visit every day. Based on the number of refuse bins proposed the refuse collection strategy would result in two

collections per week. Therefore, the operational phase of the development will not exceed the SPD threshold for development traffic flow increases on the M62 past Holcroft Moss of more than 100 vehicles per day or 20 Heavy Goods Vehicles (HGVs) per day.

- 4.24. The primary consideration for Holcroft Moss impacts therefore relates to the construction phase of the development. To address potential impacts during the construction phase, the approved Construction Environmental Management Plan (CEMP) would be the primary mechanism. This CEMP details measures to minimise and manage construction traffic, including routing, timing of deliveries, and potentially promoting cleaner vehicles where feasible.
- 4.25. On this basis, construction traffic associated with the Proposed Development would remain below the SPD thresholds of more than 100 vehicles per day or 20 HGVs per day on the M62 past Holcroft Moss. The forecasts are also substantially below the higher AQHRA trigger for project-level air quality modelling of 1,000 AADT or 200 HDVs per day. Accordingly, there is no requirement for scheme-specific mitigation or a financial contribution in relation to Holcroft Moss. Measures secured through the Construction Environmental Management Plan would remain appropriate to manage construction routing and delivery arrangements.

Biodiversity

- 4.26. The proposed amendments are limited to the building envelope, servicing strategy and associated detailing, and do not give rise to any new or altered effects in respect of ecology or biodiversity. As such, the conclusions previously reached in relation to biodiversity remain unchanged, and there is no conflict with Places for Everyone Policy JP-G8 concerning the net enhancement of biodiversity and geodiversity.

Other Considerations

- 4.27. The minor amendments to the facade, glazing, entrance arrangement and ventilation strategy do not materially alter the assessments previously undertaken for other policy areas, including Human Health, Noise and Vibration, Socio-Economic Effects, Sunlight, Daylight and Overshadowing, Townscape and Visual Impact, Wind Microclimate, Ground Conditions, Waste Management, Traffic, Transport and Accessibility, and Safety and Security. The conclusions reached in the original Planning Statement in relation to these matters therefore remain valid. The potential effects on EIA chapters are set out later in this Section.

Environmental Impact Assessment (EIA) Screening

Original EIA

- 4.28. The original planning application was accompanied by a comprehensive Environmental Statement (ES) (Volume 1, 2, and 3: Non-Technical Summary), which assessed the likely 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.

Nature of Changes

- 4.29. The changes proposed through this Addendum, specifically the amendments to the facade, glazing, entrance arrangement, detailing and ventilation strategy, are minor in nature and do not fundamentally alter the scale, massing, land use or overall design concept of the Proposed Development in a way that would introduce new or different significant environmental effects.

Review of ES Chapters

- 4.30. A review of the relevant technical chapters of the original ES has been undertaken to determine if the proposed changes would necessitate an update to the EIA or trigger new significant environmental effects. The primary ES chapters potentially affected by a revised ventilation strategy and facade amendments are:

- **Air Quality (ES Chapter 6):** The updated ventilation strategy, as detailed in the March 2026 ventilation information, ensures that the Proposed Development continues to respond appropriately to local air quality conditions. The amendments do not alter the building's relationship with local air movement or pollutant dispersion in a way that would give rise to new significant adverse effects. This remains consistent with Places for Everyone Policy JP-S5 (Clean Air). Therefore, the conclusions of the original Air Quality assessment remain valid.
- **Climate Change (ES Chapter 7):** The revised ventilation strategy and updated energy performance calculations demonstrate continued alignment with the scheme's original sustainability objectives and do not introduce any new likely significant effects. Rather, they reinforce the original ES conclusions regarding climate change mitigation and adaptation, consistent with the current policy emphasis on carbon reduction and sustainable design, including Places for Everyone Policy JP-S2.
- **Other ES Chapters:** For all other ES chapters (e.g., Human Health, Noise and Vibration, Socio-Economic, Sunlight, Daylight, and Overshadowing, Townscape and Visual Impact, Wind Microclimate, Ground Conditions, Waste Management), the minor changes to the facade and ventilation strategy have no material bearing on the assessments or conclusions. The physical footprint, height, massing, and operational characteristics that underpin these assessments remain unchanged or are positively reinforced by the updated technical reports.

Cumulative Schemes

- 4.31. An updated list of cumulative developments is contained within Appendix A to this Planning and Tall Building Statement, with relevant new developments highlighted in green and marked on the corresponding map. For completeness, these are:
- Viadux Phase 2 - 139715/FO/2024
 - Great Northern - 135565/FO/2022

- MMU Library 144697/FO/2025 and 145084/FO/2026

4.32. Similarly, the following baseline developments have been completed construction since the original ES was prepared:

- First Street South (Plots A, B and D only) - 125573/FO/2019
- Metropolitan University Science and Engineering Building - 125799/FO/2019
- Havelock – 129081/FO/2021
- Viadux - 115871/FO/2017
- Staycity Deansgate - 125804/FO/2019
- The Blade and Three60 - 126668/FO/2020
- Plot 10b, First Street - 136170/FO/2023
- Great Jackson Plot F - 132199/FO/2021
- Vision - 111003/FO/2016/C1
- Deansgate South - 129406/FO/2021

4.33. The development at One Medlock Street (135419/FO/2022) has also now commenced construction, which previously formed the cumulative scenario and is now considered a baseline development.

4.34. The updated cumulative construction context has also been reviewed in relation to Holcroft Moss and the wider EIA position. Schemes listed above, which previously informed the baseline or cumulative construction scenario have now completed, meaning they would no longer be expected to generate construction traffic as active contributors to the current cumulative position. On an equivalent-project basis, the completion of these schemes represents a substantial reduction in the potential cumulative construction traffic environment.

4.35. Applying the Proposed Development's indicative construction traffic assumptions as a sensitivity, this could represent an indicative reduction of up to approximately 410 light vehicle trips and 100 HGV trips per day in the equivalent cumulative construction traffic scenario relevant to Holcroft Moss, before allowing for routing, programme overlap or the likelihood that not all schemes would have generated peak construction traffic at the same time.

4.36. The newly identified cumulative schemes comprise Viadux Phase 2, Great Northern and the Manchester Metropolitan University Library proposals. Even if these schemes were assumed, on a conservative basis, to generate a broadly comparable level of construction traffic to the Proposed Development, the reduction in active construction activity associated with the completed schemes means that the overall cumulative construction position is unlikely to exceed, and is reasonably expected to remain below, that previously assessed.

4.37. It is therefore not considered that the cumulative scenario previously set out in the EIA, either in terms of Type 1 or Type 2 cumulative effects, is materially altered by the existence of new developments within the former assessment radius, particularly given the completion of a number of baseline developments.

Conclusion on EIA

4.38. Overall, the proposed amendments remain minor in scope and amount to a proportionate technical and design response to updated ventilation, air quality

and glare considerations. They do not alter the fundamental parameters or planning merits of the approved scheme. The updated cumulative review, including the Holcroft Moss construction traffic note, further confirms that the wider construction context has reduced overall and is not expected to result in a materially worse cumulative scenario than previously assessed. The Proposed Development therefore remains acceptable in design, environmental and policy terms when assessed against the current development plan and other material considerations.

- 4.39. Based on this review, it is concluded that the minor material amendments to the Proposed Development do not give rise to new or different significant environmental effects that were not previously assessed in the original Environmental Statement. Consequently, a full 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.

5 Conclusion

- 5.1. This Addendum to the Planning and Tall Building Statement provides an update on the Proposed Development for Block C, First Street South, Manchester, specifically addressing minor material amendments. The changes relate to the building's facade, glazing, ventilation strategy, entrance arrangement and associated detailing, and reassessing the scheme against the current planning policy context prior to determination.
- 5.2. The amendments addressed in this Addendum are minor and technical in nature, arising principally from the revised ventilation strategy, associated facade modifications and the need to address solar glare and local air quality considerations. They include changes to facade module widths, localised glazing and glare mitigation measures, revised ventilation arrangements, and a modest repositioning of the principal entrance. These changes do not fundamentally alter the approved scheme's character, scale, massing, townscape role or overall architectural concept. The core parameters of the scheme, including the number of bedspaces and overall height, remain consistent with the original approval.
- 5.3. The assessment confirms that the Proposed Development, as amended, continues to accord with the current relevant national, regional and local planning policy framework. This includes the current National Planning Policy Framework, the adopted Places for Everyone Joint Development Plan Document, the Manchester Core Strategy and other relevant material considerations, including the GMCA Net Zero Guidance, the Holcroft Moss Planning Obligations SPD and the emerging draft Manchester Core Strategy Local Plan. The Addendum confirms that the scheme remains compliant in design, environmental and sustainability terms, and that the amendments reinforce the importance of high-quality design, clean air, energy efficiency and appropriate city centre development on a highly sustainable brownfield site.
- 5.4. In design terms, the amendments amount to a proportionate and carefully considered response to updated technical requirements. The revised facade treatment, glare mitigation measures and entrance relocation preserve the approved architectural language and material quality of the building, while maintaining its positive relationship with the First Street Masterplan, the surrounding townscape and the wider city centre skyline. The Proposed Development therefore continues to comply with relevant policies relating to design quality, place-making and sustainable development.
- 5.5. In environmental terms, the revised ventilation strategy provides an appropriate response to the site's conditions, including the need to mitigate exposure to NO₂ at lower levels and address solar glare effects on the surrounding highway network. The updated energy and overheating assessments confirm that the scheme continues to perform strongly in relation to carbon reduction, thermal comfort and sustainable design, remaining consistent with current policy expectations and the direction of travel toward lower carbon development across

Greater Manchester. The scheme's commitment to achieving a BREEAM 'Very Good' rating also remains unchanged.

- 5.6. The updated assessment further confirms that there is no material change to the site's flood risk position, that the approved drainage strategy remains appropriate, and that the amendments do not give rise to any new or altered impacts in respect of biodiversity or other environmental topic areas previously assessed. In relation to Holcroft Moss, both the operational and construction phases of the development would remain below the relevant SPD traffic thresholds. Construction traffic is forecast to result in approximately 41 light vehicle trips and 10 heavy vehicle trips per day past Holcroft Moss, which is below the thresholds for mitigation or a financial contribution. The updated cumulative construction review also indicates that the wider construction position has reduced overall and is not expected to result in a materially worse cumulative scenario than previously assessed.
- 5.7. A review of the Environmental Impact Assessment chapters has confirmed that the minor material amendments to the Proposed Development do not give rise to any new or different likely significant environmental effects beyond those previously assessed in the original Environmental Statement. Consequently, a full update to the EIA is not required, and the conclusions of the original ES remain robust and applicable.
- 5.8. The scheme continues to deliver substantial public benefits, including the provision of much-needed Purpose-Built Student Accommodation, supporting the regeneration objectives of the First Street Masterplan and contributing positively to the continued growth and vitality of Manchester city centre. Having regard to the comprehensive assessment set out in this Addendum, and the Proposed Development's continued accordance with the Development Plan when read as a whole, together with the relevant material considerations and associated 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, Section 70(2) of the Town and Country Planning Act 1990 (as amended), and paragraph 11(c) of the National Planning Policy Framework.

Appendix A – Updated Cumulative list and Map

Block C, First Street Committed Developments – October 2023 (Updated July 2026)

Application Reference	Description of Development Proposals	Date Approved	Map No.	Distance from Site (m)	Status as of July 2026	Estimated Completion Date
Baseline						
Plot 9a, First Street 132600/FO/2021	Erection of a nine-storey building with rooftop plant and basement comprising office accommodation (Use Class E(c)) with ancillary facilities for occupiers including roof top terrace, winter gardens, gym/ yoga studio, basement car parking (26 spaces) and cycle parking (130 spaces) landscaping and other associated works.	14 April 2022	1.	120	Under construction	Q2 2024
First Street South (Plots A, B and D only) 125573/FO/2019	Construction of four buildings of heights varying from 10 storeys to 45 storeys together comprising Co-living bedspaces (use class sui generis) and associated amenity facilities, with ground floor commercial units (Use classes A3 (Café / Restaurant and D2 (Gym)), private amenity space and public realm comprising hard and soft landscaping, car parking and cycle facilities and other associated works.	09 March 2021	2.	0	Under Construction – Blocks A, B and D only NOTE: Assessments should exclude Block C due to being superseded by the latest scheme.	Q2 2025
Metropolitan University Science and Engineering Building 125799/FO/2019	Demolition of existing John Dalton West Building and associated structures, and erection of a new 7 storey education building (Use Class D1) for the Faculty of Science and Engineering (comprising teaching and research spaces, academic offices, social learning areas, catering/kitchen facilities and an energy centre), physical connections to and external refurbishment of the John Dalton Tower, hard and soft landscaping works, car and cycle parking and associated works.	12 March 2020	3.	235	Under construction	Q1 2024
Barclay House 118033/P3OPA/2017	Notification for Prior Approval for a Proposed Change of Use of building (excluding basement) from Office Use (Class B1 (a)) to a provide 90 no. residential apartments (Use Class C3)	31 Jan 2018	4.	360	Under construction	Q2 2024
Havelock 129081/FO/2021	Partial demolition and reconfiguration of 70 Great Bridgewater Street to create a new office building (Use Class E), including the replacement of building facades, a 2-storey rooftop extension and	23 April 2021	5.	400	Under construction	Q1 2024

	alterations to the internal layout including the infilling of the central atrium, servicing and cycle parking, access and associated works.					
Viadux 115871/FO/2017	Erection of a 40-storey building to form 375 residential apartments (Use Class C3a) and the erection of a 14-storey building for form offices (Use Class B1) (31,756 sqm) together with ground floor commercial space (Use Class A1, A3 or A4) (1010 sqm) with associated enclosed service yard, public realm including staircase and lift to connect with viaduct, car and le parking, landscaping and other associated works	27 July 2017	6.	480	Under construction	Q2 2024
Staycity Deansgate 125804/FO/2019	Demolition of existing buildings and structures on-site and erection of 22-storey building comprising apart-hotel (Use Class C1) with flexible commercial uses at ground floor and within existing viaduct arches (Use Class A1, A2, A3, A4, D2), access, landscaping and other associated works	26 June 2020	7.	565	Under construction	Q3 2025
The Blade and Three60 126668/FO/2020	Full planning permission for the erection of two 52-storey residential buildings (Use Class C3) each incorporating a podium accommodating residential amenity facilities and ground floor and first floor commercial units (Use Classes A1, A2, A3, or D1), private and public basement car parking, landscaping and a public park, servicing and access arrangements, highways improvements, and associated works (Phases A, B, and D as defined on Drawing Reference: 10292Z1SHPG000PL00 B5D802 and 10292Z1SHPG000PLB1B5D801). Outline planning permission (with all matters reserved) for an educational facility (Use Class D1) (Phase C as defined on Drawing References: 10292Z1SHPG000PL00B5D802 and 10292Z1SHPG000PLB1B5D801)	03 August 2020	8.	565	Under construction	The Blade: Q3 2023 Three 60: Q1 2024
Plot 10a, First Street 136043/FO/2023	Erection of 13-storey office building (Use Class E) with associated public realm, external roof terraces (floors 11 and 12) and other associated works including external amenity spaces (Plot 10A).	13 May 2023	9.	105	Under construction	Q4 2025
Plot 10b, First Street 136170/FO/2023	Erection of 14-storey building comprising purpose-built student accommodation (PBSA) (Sui-Generis) and ground floor Food Hall (Sui-Generis Use), and other associated works including external amenity spaces, public realm, secure cycle parking, access and servicing arrangements (Plot 10B)	1 June 2023	10.	90	Under construction	Q3 2026
Great Jackson Plot F 132199/FO/2021	Full planning permission for the demolition of existing structures and the erection of two 51-storey residential buildings (Use Class C3) across two phases, including residential amenity facilities,	01 July 2022	11.	310	Under construction	Tower F1: Q4 2027

	basement car parking, landscaping and public realm, servicing and access arrangements, highways alterations, and associated works.					Tower F2: Q4 2028
Vision 111003/FO/2016/C1	Demolition of existing building at 10-12 Whitworth Street West, and redevelopment of the site for a new 35 storey residential building (Use Class C3) comprising 327 apartments, with associated residents' services, facilities and communal spaces: servicing, highways, public realm and associated works.	11 Apr 2016	12.	420	Not on site.	Permission lapses 30 November 2023
Deansgate South 129406/FO/2021	Full planning permission for a 28-storey purpose built student accommodation building (Sui Generis)	04 June 2021	13.	560	Not on site.	Permission lapses 4 June 2024
Cumulative						
One City Road 128002/FO/2020	Full Planning Application for demolition of existing structures on site, erection of one 11-storey plus basement office building (Use Class E) and one 14-storey plus basement office building with ground floor commercial unit (Use Class E), landscaping, highways works, and associated works	26 Jan 2021	14.	180	Not on site.	Permission lapses 26 January 2024
Park Place 129273/FO/2021	Demolition of existing structures and the construction of two residential buildings of 56 storeys (plus basement and roof plant) (use class C3), with ground floor commercial uses (use class E), car parking, cycle provision, landscaping, access and other associated works	29 July 2021	15.	280	Not on site.	Permission lapses 29 July 2024
Travelodge Deansgate Locks 126308/FO/2020	The demolition of 2 to 4 Whitworth Street West and the construction of a mixed-use building, comprising flexible units for retail, food and drink use at ground floor level with a hotel at upper storeys, together with associated landscaping, servicing, cycle parking and other associated works.	18 Dec 2020	16.	470	Not on site.	Permission lapses 18 December 2023
Bridgewater House 134694/FO/2022	Restoration and conversion of the Grade II listed Bridgewater House and redevelopment of car park area to create a ground plus three storey apartment building; overall providing 53 residential units, including landscaping to courtyard, bike storage and associated works	06 Feb 2023	17.	580	Not on site.	Permission lapses 6 February 2026
One Medlock Street 135419/FO/2022	Demolition of the existing hotel building and structures and redevelopment of the site to comprise two separate buildings: one 13 storey office building with commercial unit (Use Class E) at ground floor; a part 11, part 38 storey building comprising 1,014 purpose built student accommodation units (sui generis) with ground floor office/community uses (Use Class E, F1 or F2); and	1 June 2023	18.	85	Not on site.	Permission lapses 4 June 2024

	associated ancillary internal and external amenity space, hard and soft landscaping and associated highway works.					
Great Jackson Street - Crown Street Plot D (The Lighthouse) 137227/FO/2023	Full planning permission for the demolition of existing structures and the erection of one residential building to a height of 71 storeys and comprising 642 homes (Use Class C3) with food and drink uses (Use Class E) and / or drinking establishment (Sui Generis); and one office building (Use Class E); with basement car parking, cycle parking, landscaping and public realm, servicing and access arrangements, highways alterations and associated works.	n/a	19.		Application submitted – awaiting determination	
Great Jackson Street – Plot C and E (The Green) 137226/FO/2023	Full planning permission for the demolition of existing structures and the phased construction of four residential buildings ranging from 47 to 51 storeys to provide a mix of and providing 1,746 homes (Use Class C3), flexible commercial, leisure, food and drink uses (all Use Class E) and / or drinking establishment (Sui Generis), basement car parking, cycle parking, landscaping and public realm, servicing and access arrangements, highways alterations and associated works.	n/a	20.		Application submitted – awaiting determination	
Student Castle 121252/FO/2018	Partial reconfiguration of existing Multi-Storey Car Park (MSCP), including temporary access off Great Marlborough Street, construction of 5 storey external ramps, closure of vehicular access to top level; and construction of new facade; and partial demolition of the surplus part of existing MSCP and erection of a part 55, part 11 storey, part 4 storey mixed-use building comprising 853 Purpose Built Student Accommodation units (sui generis), ancillary amenity space and support facilities, and 786sqm (GIA) SME incubator workspace (Use Class B1), including public realm improvements and other associated work	23 July 2021	21.	360	Not on site.	Permission lapses 23 July 2024
Viadux Phase 2 139715/FO/2024	Full Planning Permission for the phased construction of 2 buildings to include: a tall mixed-use building to include residential (Use Class C3) and hotel with associated bars and restaurant (Use Class C1) (Plot 2a), a second tall building with residential accommodation (Use Class C3) with flexible commercial units (Use Class E) (Plot 2b), landscaping and public realm, servicing, drainage and access arrangements, highways alterations, and other associated works.	N/a - awaiting s.106. Minded to approve at Committee in March 2026	22	580	Awaiting determination	N/a
Great Northern 135565/FO/2022	Refurbishment and partial demolition of the Great Northern Warehouse, including conversion of the former car park to offices, retail and food-and-drink uses, while retaining the casino, bowling alley and existing leisure uses. Restoration and extension of Deansgate Terrace and Goods Yard Entrance for office, retail, food-and-drink and leisure uses. Creation of new public realm, landscaping, highways and access improvements. Construction of three residential towers (16, 27 and 34 storeys) providing 746 apartments. Associated parking reconfiguration, servicing facilities, plant and external restoration works.	N/a - awaiting s.106. Minded to approve at Committee	23	600	Awaiting determination	N/a
MMU Library 144697/FO/2025 and 145084/FO/2026	Erection of new part 7-storey and part 9-storey library building (Use Class F1), with associated public realm, access and servicing arrangements, and other associated works. Refurbishment and repurposing of the 3-storey retained element of a former library building, to provide continued educational use (Use Class F1), together with the erection of a 4-storey stair core and other associated works.	Approved 08 May 2026	24	600	Demolition underway	2028





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