



Environmental Statement Review Report

Crown Street Phase 3 and Plot D

September 2026

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1. Introduction

- 1.1. This Environmental Statement (ES) Review Report (hereafter referred to as the 'ES Review Report') has been prepared on behalf of Renaker Build Ltd (hereinafter referred to as the 'Applicant') for two planning applications at Crown Street Phase 3 (137226/FO/2023) and Plot D (137227/FO/2023), located within the administrative boundary of Manchester City Council ("MCC")
- 1.2. The Applicant engaged Deloitte LLP together with the technical consultant team to review the Environmental Impact Assessment (EIA) that was undertaken to support the applications at Crown Street Phase 3 and Plot D. An ES was prepared and submitted in June 2023 to support the Planning Applications (the "2023 ES"). An ES Addendum (the "2024 ES Addendum") was subsequently submitted in April 2024.
- 1.3. This purpose of the ES Review Report is to consider whether the contents and conclusions of the 2023 ES, and 2024 ES Addendum, in particular the conclusions regarding likely significant environmental effects are still valid and up to date considering the time elapsed since their production. Any updates required to the 2023 ES and 2024 ES Addendum are presented in this ES Review Report.

Planning Information

- 1.4. The Applicant has sought approval for:

137226/FO/2023

"Full planning permission for the demolition of existing structures and the phased construction of four residential buildings (two at 47 storeys and two at 51 storeys) to provide 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."

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 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"

(collectively "the Proposed Development")

- 1.5. The applications achieved resolution to grant at Planning Committee on 29 August 2024 subject to agreement of the S.106.

Scope of 2023 ES

- 1.6. One overarching ES, the 2023 ES, was submitted for both applications. The environmental topic areas that were assessed within the 2023 ES, in accordance with the scoping opinion dated 13 June 2023, were as follows:
 - Construction Methodology and Programme
 - Air Quality
 - Greenhouse Gas Emissions
 - Daylight, Sunlight and Overshadowing

- Noise and Vibration
- Human Health
- Solar Glare
- Townscape and Visual Impact
- Traffic and Transport
- Wind Microclimate
- Socio-Economic

1.7. The environmental topic areas that were scoped out of the 2023 ES, as agreed with MCC in the scoping opinion, were as follows:

- Agricultural Circumstances
- Archaeology
- Aviation
- Climate Change Vulnerability
- Ecology
- Flood Risk and Drainage
- Historic Environment
- Television, FM Radio and DAB Radio Reception

2024 ES Addendum

1.8. A review of the 2023 ES for the applications was undertaken in April 2024, and the 2024 ES Addendum was submitted on 18 April 2024 that (in summary) provided additional information in relation to Construction Management and Phasing, Daylight and Sunlight, Human Health, Townscape and Visual Impacts, and Summary of Residual Effects matters.

Discipline Scoped Out of the ES

1.9. A review of those disciplines scoped out of the Environmental Impact Assessment has been undertaken as part of this ES Review Report workstream and a summary of the findings of this exercise are set out below under the various scoped out disciplines.

Agricultural Circumstances

1.10. The EIA Site¹ is entirely on brownfield land so there would be no environmental effects in respect to agriculture matters. Therefore, it remains appropriate to scope out this topic area.

Archaeology

1.11. The archaeological conditions have not changed since the date of the Scoping Report Scoping Opinion and there are no policy, guidance or legislative changes that would impact the scoping exercise. Accordingly, it remains appropriate to scope out this topic area.

¹ The EIA Site covers both planning application boundaries Crown Street Phase 3 (137226/FO/2023) and Plot D (137227/FO/2023)

Aviation

- 1.12. The Proposed Development would not give rise to any different aviation effects from that considered at the date of the Scoping Report, the scope of the ES therefore remains appropriate.

Climate Change Vulnerability

- 1.13. Climate Change Vulnerability is based on the exposure and sensitivity of the Proposed Development to climate change. Receptors deemed to be of 'medium' and 'high' vulnerability would be scoped into further assessment and those with 'low' vulnerability scoped out. The Scoping exercise identified all receptors to be of 'low' vulnerability. There are no changes to the exposure or sensitivity of receptors and therefore it is concluded that all receptors will continue to be of 'low' vulnerability. On this basis, it is concluded that the findings of the ES scoping remain appropriate.

Ecology

- 1.14. The biodiversity value of the EIA site is unlikely to be significantly different from that previously reported in the Ecological Appraisal, given the ongoing use of Plot D as a concrete batching plant and the former temporary use of part of Phase 3 for Padel (now removed). These meanwhile uses will have prevented the establishment of semi-natural habitats and vegetation, whilst the lighting of the EIA Site is likely to have discouraged sensitive biodiversity, such as bats, to establish. As a result, the EIA Site is considered likely to remain of low biodiversity value and the conclusion to scope Ecology out of the ES in the scoping opinion therefore remains applicable. Given the age of the survey data, it is recommended that an updated site walkover is carried out prior to the commencement of construction activities to ensure conditions on the site remain as discussed and mitigation measures remain applicable.
- 1.15. Separate Biodiversity Net Gain (BNG) reports were submitted on 16 May 2024 for each application; however, it is noted that statutory BNG has only been mandatory since 12th February 2024, and planning applications made prior to this date, such as the applications, are exempt from statutory BNG.
- 1.16. On this basis, it is considered that the findings of the ES scoping remain valid and unchanged.

Flood Risk and Drainage

- 1.17. A Flood Risk Assessment and Drainage Strategy report referenced 082430-CUR-XX-XX-RP-C-92000 Revision V02 dated 14th April 2023 was submitted with the application. Further, a Flood Risk Assessment Addendum referenced 082430-CUR-XX-XX-T-C-92101 Revision V01 dated 4th August 2025 was submitted in response to updates to the National Planning Policy Framework (NPPF), 2024.
- 1.18. Most notably the changes informing the FRA addendum included updated reference to the updated National Flood Risk Assessment (NaFRA2) data, which concluded that there was no encroachment of flooding on the updated mapping for Crown Street Plots C7 and C8 and Plot D. There were changes to the extents of long-term flooding for Crown Street Plots E1 and E2, which indicated that with climate change projections, there is a localised risk of fluvial flooding and surface water flooding to the south-east corner of Plot E2. The FRA addendum concluded that based on estimated flood levels there was approximately 100mm freeboard localised to the corner of Plot E2 and this would be mitigated through resilient construction methods, and an emergency plan provided where 300mm freeboard cannot be met.
- 1.19. On this basis, it is concluded that the findings of the ES scoping as to flood risk and drainage matters remain valid and unchanged.

Ground Conditions

- 1.20. The ground conditions have not changed since the date of the Scoping Report and Scoping Opinion and there are no policy, guidance or legislative changes that would impact upon the scoping exercise. Accordingly, it is considered that it remains appropriate to scope out the ground conditions topic area.

Historic Environment

- 1.21. The historic environment has not changed since the date of the Scoping Report and Scoping Opinion and there are no policy, guidance or legislative changes that would impact the scoping exercise. Therefore, it is considered that it remains appropriate to scope out the historic environment topic area.

Television, FM Radio and DAB Radio Reception

- 1.22. The Proposed Developments remain within the scoping parameters considered at the scoping stage. It is therefore not anticipated that there will be any likely significant environmental impacts on television or radio signals in the area as a result of the Proposed Development. Accordingly, and as such, it is considered that it remains appropriate to scope out this topic area.

Approach to the ES Review Report

- 1.23. This ES Review Report examines any changes to relevant legislation and to relevant national, regional and local planning policy and guidance that have occurred since the preparation of the 2023 ES, and the 2024 ES Addendum. It also considers any updates or additions to industry best-practice guidance published in the same period.
- 1.24. The validity of the baseline data presented in the 2023 ES has been assessed and, where necessary, a review of current (2026) baseline conditions has been carried out. Where the baseline surveys and data searches in the 2023 ES are judged still to be appropriate for individual technical assessments, this is noted in the relevant technical topic sections of this ES Review Report.
- 1.25. It is considered that the assessment scenarios set out in the 2023 ES remain appropriate. The criteria used in the 2023 ES to determine the scale of effect and whether effects are significant are still considered valid. No further EIA industry guidance on determining scale and significance has been published since the 2023 ES.
- 1.26. The methodology for assessment of cumulative effects as set out within the 2023 ES remains valid. No additional EIA industry guidance on the methodology for assessing cumulative effects has been published since preparation of the 2023 ES.
- 1.27. A review of planning applications submitted within close proximity to the EIA Site since the 2023 ES has been undertaken to identify where schemes would now be considered as baseline and to identify potential new cumulative schemes for inclusion within this ES Review Report as set out in the Assessment of the Cumulative Schemes section below. This is included in Appendix 1.
- 1.28. All technical consultants have reviewed their discipline and chapter and have provided the summaries presented in the following chapters.

Review of the ES

- 1.29. With respect to the EIA's scope, methodology and effects assessment, this ES Review Report assesses relevant legislation, national, regional and local planning policy and industry guidance, and identifies key relevant updates that have occurred since the 2023 ES.

Policy Context

- 1.30. Since the production of the 2023 ES, overarching changes to the following relevant policy and guidance have been identified including:

National Planning Policy and Guidance

- 1.31. Since the preparation of the 2023 ES, the following updates have been made to national planning policy and guidance.
- 1.32. A revised National Planning Policy Framework (NPPF) was published on 17 August 2026. It replaces the December 2024 NPPF and substantially restructures national planning policy by separating plan-making policies from national decision-making policies. The national decision-making policies took effect from the date of publication and are therefore material considerations in the determination of the Planning Applications. The revised structure is intended to provide a clearer, more rules-based and consistent approach to decision-making, while supporting housing delivery, sustainable growth, the efficient use of land and higher densities in accessible locations.
- 1.33. Policies S3 and S4 replace the previous presumption in favour of sustainable development in Paragraph 11 of the December 2024 NPPF. Policy S3 retains the principle that proposals which accord with an up-to-date development plan and the national decision-making policies should be approved without delay. For development within settlements, Policy S4 provides that proposals should be approved unless their benefits would be substantially outweighed by adverse effects when assessed against the national decision-making policies. Policies L2, L3 and HO7 also give substantial weight to the benefits of bringing vacant or underutilised previously developed land into productive use, increasing residential densities within settlements and providing homes to meet evidenced needs.
- 1.34. The Proposed Development is located within Manchester City Centre on previously developed land and would deliver a substantial number of new homes at high density in a highly accessible location. The 2026 NPPF therefore strengthens the positive planning balance in favour of the Proposed Development. Having reviewed the updated Framework, no changes have been identified that materially alter the scope, methodology or conclusions of the 2023 ES or 2024 ES Addendum. Topic-specific implications are considered in the relevant technical sections below.
- 1.35. Planning Practice Guidance is periodically updated.

Regional Planning Policy: Places for Everyone (2024)

- 1.36. Greater Manchester Places for Everyone (PfE) (2024) is a joint development plan that was formally adopted by nine Greater Manchester Districts in March 2024. The plan seeks to determine the type of development across the participating Boroughs, maximising the use of brownfield land and urban spaces. The plan also seeks to ensure all new developments are sustainably integrated into Greater Manchester's transport network or supported by new infrastructure.
- 1.37. Greater Manchester Combined Authority have also adopted several Supplementary Planning Documents (SPDs) to provide further guidance on policies set out in the joint development plan.
- 1.38. Relevant PfE policies and SPDs have been considered by the technical team throughout the determination of the applications.
- 1.39. It was confirmed, via e-mails to the Local Planning Authority dated 16 May 2024, that all technical consultants had confirmed that PfE policies would not impact the conclusions of their reports, save for the Energy and the Broadband Assessment. The following additional information was submitted for both applications:
- Updated Environmental Standards Statement dated May 2024.

- Updated Broadband Assessment dated April 2024.

1.40. The Holcroft Moss Planning Obligations SPD was published in May 2025. A Technical note was submitted 4 February 2026 that considered the impacts of the Proposed Development in line with the SPD.

Local Planning Policy

- 1.41. The 2023 ES considered relevant planning policies under the Manchester Core Strategy (2012). The Core Strategy was updated in March 2024 to reflect PfE.
- 1.42. Any additional relevant new or updated policy and guidance has been considered throughout this ES review Report where relevant.
- 1.43. The updates to national, regional and local planning policy and guidance set out above do not materially alter or affect the assessments undertaken or conclusions of the 2023 ES and the 2024 ES Addendum which were prepared in line with the EIA Regulations² and all other relevant legislation, policy and guidance at the time. Any relevant points are discussed within the technical sections of this ES review below.

EIA Guidance

- 1.44. The following Institute of Environmental Management and Assessment ('IEMA'), now known as the Institution of Sustainability and Environmental Professionals ('ISEP'), publications have been released since the preparation of the 2023 ES:
- IEMA 'Guidelines for the Environmental Assessment of Traffic and Movement' (2023)
 - IEMA 'Implementing the Mitigation Hierarchy from Concept to Construction' (2024)
 - IEMA 'A roadmap to digital environmental assessment' (2024)
 - ISEP 'Social Impact Assessment in Environmental Impact Assessment in the UK' (2025).
- 1.45. These are considered where necessary and appropriate in the relevant technical sections of this ES Review Report.

Assessment of Future Environment and Cumulative Schemes

- 1.46. Cumulative effects arise where interactions between the impacts of several projects in an area — which individually may be insignificant, combine to produce a significant effect. The EIA Regulations require that assessments of a development also consider likely significant effects from “cumulation with other existing and/or approved projects” (Schedule 4, 5(e)). Accordingly, the 2023 ES evaluated a range of cumulative schemes to assess their impacts in cumulation with the Proposed Development.
- 1.47. A review of the Committed Developments submitted with the 2023 ES, as agreed with MCC during the Screening and Scoping exercise, has been undertaken to identify any schemes that have changed status (from cumulative to baseline) and to identify potential new cumulative schemes for inclusion in this ES Review Report. This is included in Appendix 1.
- 1.48. Several schemes have now commenced on site, and all consultants have therefore considered whether the inclusion of these schemes in the baseline assessment would impact upon the conclusions of the ES. These are considered in the assessment below, and (in summary) all consultants conclude that there are no changes to the baseline assessment that would impact upon the conclusions of the ES.

² The Town and Country Planning (Environmental Impact Assessment) (England) Regulation 2017 (as amended).

1.49. The newly identified schemes within a 500 m radius of the EIA Site are listed below:

- 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.
- First Street Plot 9b (141786/FO/2024) - Erection of part 12, part 33 storey purpose-built student accommodation (PBSA) building (Sui Generis), alongside ancillary amenity space, landscaping, secure cycle parking and other associated works; and use of land east of River Street as a construction compound (Plot 9B).
- Upper / Lower Campfield (13877/FO/2023) - Refurbishment and restoration of the former Upper and Lower Campfield Market Halls to create a workspace development comprising offices, a technology incubator hub, recording studios and events space (Use Class E(g) / Sui Generis) with ancillary bar, cafe and events spaces; and retail unit (Use Class E(a)); together with associated cycle parking at Castlefield House.

1.50. Viadux Phase 2 (139715/FO/2024) was considered by the consultant team in May 2024 and it was confirmed via e-mail dated 16 May 2024 that all consultants confirmed that this will not impact the conclusions presented in the 2023 EIA and no updates to chapters are required. Further this application was supported by an ES which considers both Crown Street Phase 3 and Plot D applications within their cumulative effects assessments.

1.51. In addition, First Street Plot 9b (141786/FO/2024) was accompanied by an ES which also considers both Crown Street Phase 3 and Plot D applications within the cumulative effects assessment.

1.52. Given the scale and distance from the EIA Site of Upper / Lower Campfield (13877/FO/2023) and because it does not constitute EIA development, it is considered that it will not alter the cumulative assessments for each technical chapter.

1.53. This ES Review has also identified three schemes that are on the edge of the 500m radius that were not previously included. For completeness these are included below.

- Talbot Mill (117595/FO/2017) - Conversion of the Talbot Mill complex to create 114 residential apartments (Use Class C3), including rooftop extensions to Mill 1 and 2, and rear extension to Mill 1; demolition of Buildings A, B and C; retrospective application for demolition of Building E; erection of a 9 storey building plus 1 basement level, to provide 88 residential apartments (Use Class C3); and creation of new landscaped courtyard, lighting and other associated works.
- Phoenix Works (129127/FO/2021) Demolition of the existing building on the site and the erection of a residential-led mixed use development within a part 11, part 13 storey building to accommodate 237 residential units (80 no. 1-bed apartments, 134 no. 2-bed apartments and 23 no. 2-bed townhouses - Use Class C3), 338 sq. m. of commercial floorspace (Use Class E), car parking (11 spaces) and cycle parking (237 spaces) at ground floor level, new public realm and landscaping, access and servicing arrangements and associated work.
- Gallery Gardens (124302/FO/2019) The demolition of the existing building on site and the erection of a residential-led mixed use development within two build blocks ranging from 8 to 18 storeys in height. The development consists of 366 residential units (C3); 217 sq.m of commercial floor space (Use Classes A1, A2, A3, A4, B1 or D2); associated car and cycle parking within a basement level; public realm and landscaping; access and servicing arrangements and other associated works.

- 1.54. Given the scale and distance from the EIA Site of the above, it is not considered that they will alter the cumulative assessments for each technical chapter.
- 1.55. Therefore, this review concludes that although there are some changes to the list of cumulative schemes considered, within the context of an updated baseline (where appropriate) and considering the scale of developments and distance from the EIA Site, the cumulative effects reported in the 2023 ES are still considered valid.

2. Construction Methodology and Programme

2.1. The indicative construction programme included in the 2023 ES has been revised by 3 years and now comprises (in summary):

- Plot E2: Start works in Q3 2027 and finish in Q1 2031. Total time = 3.5 years build.
- Plot D Office: Start works in Q1 2029 and finish in Q3 2030 (First Phase Complete). Total time = 18 months.
- Plot E1: Start works in Q3 2028 and finish in Q1 2032. Total time = 3.5 years build.
- Plot C8: Start works in Q3 2029 and finish in Q1 2033. Total time = 3.5 years build.
- Plot C7: Start works in Q3 2030 and finish in Q1 2034. Total time = 3.5 years build.
- Plot D Tower: Start works in Q3 2030 and finish in Q3 2036. Total time = 5 years build.

2.2. All consultants have considered this in the review of their technical chapter included in this Review Report.

3. Air Quality

Legislation, Policy and Guidance

3.1. Relevant updates to air quality policy and guidance since the 2023 ES are summarised below.

Environment Act 2021 Targets

3.2. Introduction of a new long-term PM_{2.5} target of 10 µg/m³ places greater emphasis on overall air quality improvement. The conclusions of the 2023 ES remain valid as no significant adverse effects are predicted, no new exceedances are introduced, and the annual mean target met at all proposed residential receptors during the occupation year.

NPPF (2026)

3.3. Whilst the new NPPF (2026) significantly restructures national planning policy, no material changes have been identified in relation to air quality assessment requirements, or the consideration of effects within the planning process.

3.4. As such, the August 2026 NPPF does not affect the methodology, assumptions, or conclusions of the Air Quality Assessment. The assessment therefore remains consistent with current national planning policy, relevant legislation, and guidance, and no updates to the assessment are considered necessary as a result of the revised NPPF.

Local Policy (Greater Manchester updates)

3.5. Updated strategies continue to prioritise emission reductions from transport sources but do not alter the assessment methodology or conclusions.

LAQM and IAQM Guidance

3.6. There have been no material updates to technical guidance since the 2023 ES was prepared. As such, the applied methodology and significance criteria remain appropriate and robust. Updates to the Emission Factor Toolkits (EFT) from v.11 to v14 have occurred which reflect overall improvements to fleet composition and emissions profiles and would provide a reduction to assessed impacts.

3.7. Overall, the methodology, assessment and conclusions of the 2023 ES remain robust and consistent with current policy and guidance, and no material changes to the significance of effects.

Greater Manchester Combined Authorities (GMCA) Holcroft Moss Joint Supplementary Planning Document

3.8. Since planning permission has been granted, the Greater Manchester Combined Authorities (GMCA) Holcroft Moss Joint SPD³ has been adopted. This requires consideration of any development that may cause more than 100 vehicles per day or 20 Heavy Goods Vehicles (HGVs) per day to make a proportionate contribution towards restoration measures at Holcroft Moss SSSI.

³ Holcroft Moss Planning Obligations Joint Supplementary Planning Document, May 2025

- 3.9. Based on information provided by the project transport consultant a worst-case assessment confirmed that the daily traffic flow forecasts along the M62 (passing Holcroft Moss), although relatively small, would exceed the SPD thresholds for mitigation measures and a financial contribution.
- 3.10. The calculation and provision of a financial contribution would fulfil the SPD's objective to "provide a robust basis upon which the nine PFE authorities can secure contributions from developers to ensure that the impacts of schemes on Holcroft Moss are appropriately mitigated."
- 3.11. As such, subject to this contribution towards the mitigation of any effects, impacts at the Holcroft Moss SSSI would be deemed not significant.

Baseline Context

- 3.12. This section summarises changes to baseline conditions that may affect the 2023 ES conclusions. **Table 1** compares the DEFRA background pollutant concentrations used within the ES against the latest 2021 base map⁴ predictions for the 2024 scenario.

Table 1 Comparison of Background Pollutant Concentrations

Pollutant	Predicted Annual Mean Background Concentration ($\mu\text{g}/\text{m}^3$)		
	2024 (2018 Basemaps)	2024 (2021 Basemaps)	Change
Nitrogen dioxide (NO ₂)	21.29	20.43	-0.86
Particulate matter (PM ₁₀)	12.69	14.30	+1.61
Particulate matter (PM _{2.5})	8.13	8.03	-0.10

DEFRA 1km x 1km Grid Square – 383500, 397500

- 3.13. **Table 1** shows lower NO₂ and PM_{2.5} concentrations, and a slight increase in PM₁₀. As NO₂ and PM_{2.5} concentrations are below the levels assessed in the 2023 ES, and PM₁₀ is only marginally higher, the revised concentrations do not materially change the conclusions.
- 3.14. **Table 2** compares the 2021 local authority monitoring data used in the 2023 ES against the most recent data for 2023 and 2024.

Table 2 Comparison of Diffusion Tube Monitoring

ID	Site Name	Annual Mean Concentrations ($\mu\text{g}/\text{m}^3$)		
		2021	2023/2024	Change
MA97*	Chester Road	28.4	27.4	-1.0
SA60	Regent Road	32.6	27.5	-5.1
A81*	Regent Road	42.3	40.5	-1.8

*Monitoring Ceased 2023

- 3.15. **Table 2** shows that annual mean NO₂ concentrations have decreased at all locations used in the 2023 ES. These reductions would reduce off-site impacts and on-site exposure and as such, it is considered that the conclusions of the 2023 ES, which were assessed as not significant, remain valid.

⁴ <https://uk-air.defra.gov.uk/data/laqm-background-maps?year=2021>

- 3.16. The construction programme has also been delayed by three years from the anticipated 2027 completion. Air quality conditions by 2030 are expected to improve further, reducing the development's impacts.
- 3.17. No PM₁₀ or PM_{2.5} monitoring is currently undertaken close to the Proposed Development.

Evaluation of Likely Significant Effects

- 3.18. Based on the review of relevant updated legislation, policy and guidance, revised baseline data, and the latest cumulative developments, there is no evidence to indicate that the Proposed Development would give rise to any new likely significant air quality environmental effects from those reported in the 2023 ES.
- 3.19. The Air Quality Assessment contained within the 2023 ES is based on the data within the Transport Assessment undertaken by Curtins. The data applies robust traffic forecasts that are higher than they would be in practice, therefore presenting a reasonable 'worst case' scenario. On this basis the Air Quality Assessment included within the submitted ES also presents a reasonable worst case scenario.
- 3.20. The adopted assessment methodology and significance criteria therefore remain appropriate, and the previously identified construction, operational and cumulative effects continue to be considered not significant.

Cumulative Effects Assessment

- 3.21. Additional committed and active applications identified in this ES Review Report are unlikely to change the cumulative assessment conclusions. They may influence future baseline conditions, but do not affect development-related effects, which remain not significant.
- 3.22. As all newly committed developments are located beyond 250 m of the Proposed Development, cumulative construction impacts have been screened out.

Residual Effects

- 3.23. A review of relevant policy updates and the Proposed Developments design confirms that there are no changes to the residual effects identified in the 2023 ES.
- 3.24. During construction, established best-practice mitigation will continue to ensure that residual effects from dust and construction traffic are negligible and not significant.
- 3.25. During the operational phase, the conclusions also remain unchanged. An additional review of potential impacts at the Holcroft Moss SSSI demonstrates that ecological impacts at this designation would be not significant subject to a financial contribution towards mitigation measures which is secured in the Section 106 agreement.
- 3.26. Notwithstanding this, the proposals include a high-level offsetting strategy, including electric vehicle charging provision, cycle infrastructure and support for sustainable transport. These measures continue to ensure that residual road traffic impacts are negligible and not significant at all sensitive receptors.
- 3.27. The assessment also confirms that future occupants will not be exposed to unacceptable air quality, and the site remains suitable for its intended use.

4. Climate Change

Legislation, Policy and Guidance

- 4.1. There have been some changes and updates to legislation, or relevant national planning policy, however, these changes would not have any significant impact on the GHG assessment presented in the 2023 ES.
- 4.2. Since the 2023 ES, several local planning policies have been published, including Manchester City Council's Climate Change Action Plan 2025-2030⁵ and Greater Manchester Combined Authorities Places for Everyone Joint Development Plan⁶. The PAS 2080 Carbon Management in Infrastructure guidance document⁷ has also been updated and is now relevant for Buildings and Infrastructure. However, these new policies / guidance updates do not alter the GHG assessment presented in the 2023 ES.

ISEP: Assessing Greenhouse Gas Emissions and Evaluating Their Significance (2026)

- 4.3. New guidance has been issued by the Institute of Sustainability and Environmental Professionals (ISEP)⁸ – formerly IEMA – in relation to the assessment of significance of GHG emissions, which includes supplementary guidance identifying good practice for assessing GHG emissions within Environmental Impact Assessment (EIA). Whilst there is no change to the definitions for assessing the significance of effects for GHG emissions used in the 2023 ES, the supplementary guidance highlights that “a conclusion of non-significant GHG effects is a high bar and requires clear evidence”. The supplementary guidance emphasises the need to identify practical mitigation measures demonstrating evidence that GHG emissions for the Proposed Development are being minimised and also evidence of contextualisation against industry- or sector-specific trajectories. The findings of the 2023 ES GHG assessment are reconsidered below based on the good practice recommendations outlined in the ISEP supplementary guidance.

RICS: Whole life carbon assessment for the built environment (2023)

- 4.4. New guidance has also been issued by the Royal Institute of Chartered Surveyors (RICS)⁹ for assessing whole life carbon for the built environment. The 2023 GHG assessment utilised the OneClick LCA ‘Carbon assessment, RICS’ tool, which aligned to the RICS 2017 guidance. OneClick LCA released a new ‘UK: Whole Life Carbon Assessment, RICS 2nd Edition’ tool to align with the 2023 RICS guidance. The key differences between the two tools include:
- Updated transport scenarios for the transport of materials to site (A4)
 - Inclusion of return trip impacts for the transport of materials (A4) and waste (A5/C2)
 - Introduces standardised scenarios for maintenance (B2) and repair (B3)

⁵ Manchester City Council (2025) Climate Change Action Plan 2025-2030, Available at: <https://www.manchester.gov.uk/zero-carbon-and-climate-change/climate-change-action-plan-20252030> (Accessed 23rd June 2026)

⁶ Greater Manchester Combined Authority (2024) Places for Everyone Joint Development Plan, Available at: <https://www.greatermanchester-ca.gov.uk/media/2drduk0t/places-for-everyone-joint-development-plan-dec24.pdf> (Accessed 23rd June 2026)

⁷ BSI (2023) PAS 2080:2023 Carbon Management in Infrastructure

⁸ ISEP (2026) Assessing Greenhouse Gas Emissions and Evaluating their Significance Edition 2.1 <https://www.isepglobal.org/resources/blogs/2026/april/defining-significance-in-a-net-zero-era-the-next-step-for-greenhouse-gas-emissions-assessment-in-environmental-impact-assessment/> (Accessed 23rd June 2026)

⁹ RICS (2023) Whole Life Carbon Assessment for the Built Environment, 2nd Edition

Updated service life values for materials (B4)

- Introduces country-specific end-of-life scenarios (C1-4)
- Updated assumption on construction process emissions (A5)
- Introduces contingency and uncertainty factors

NPPF (2026)

- 4.5. The updated NPPF strengthens and embeds climate change policies across the NPPF. A review of the Greenhouse Gas (GHG) assessment for the existing ES identifies that mitigation measures are included consistent with policies in the updated NPPF for reducing GHG emissions, including, but not limited to, measures to integrate circular economy principles, adopting a 'fabric first' approach to minimise energy demand and reduce carbon and in-use costs, and measures to reduce the carbon cost of water use. There are no new requirements identified in the updated NPPF for whole life carbon assessment or carbon reporting that change the existing Greenhouse Gas assessment in the ES for the Proposed Development.
- 4.6. These changes would not be enough to change the conclusions reached with regards to significance. For example, the updated transport scenarios for the transport of materials to site (A4) has added new categories. Instead of just choosing from local (50km), national (300km) or European (1,500km) manufacturing scenarios, there is now also a regional category (120km) which can be chosen. Given the small proportion of A4 emissions, the adjustment from local or national to regional for some items would not significantly alter the assessment. Similarly, for construction emissions (A5), this has changed from using capex (kgCO₂e/£ spend) as a proxy, to floor area (kgCO₂e/m²). This change was made due to volatility of costs, ensuring that carbon is based on a more steady benchmark, however this would not change the assessment enough to influence significance.
- 4.7. Importantly, whilst there are minor differences between the tools in OneClick and guidance from RICS about proxy data to use in the absence of more granular data, the scope and boundary of what constitutes a whole life carbon assessment remains unchanged. This means that the scope and boundary for the ES assessment are still aligned with the latest guidance.
- 4.8. Taken together, these methodological refinements would not be expected to materially change the significance conclusions reported in the 2023 ES.

Baseline Context

- 4.9. The baseline for the GHG assessment presented within the 2023 ES includes Crown Street Phase 3 (partial Plot C and E) and Plot D.
- 4.10. The existing buildings on site include the concrete batching plant, marketing suite and Gaddum building. In accordance with the ISEP guidance⁷ for evaluating effects from GHG emissions, the embodied carbon of existing buildings on site have not been counted as part of the project's GHG emissions baseline, as those emissions have already occurred and would not change between the baseline and the Proposed Development. The demolition related emissions from the existing buildings have been scoped out of the assessment as the associated waste arisings are expected to be predominantly inert material, as identified under the 'Disposal of waste A5' category in Table 15 of the 2023 Screening and Scoping Request and agreed with MCC in the Scoping Opinion letter (dated 13 June 2023), with any emissions expected to be de minimis for the assessment. Accordingly, the reuse of existing materials on site have been excluded from the assessment. The mitigation measures around reuse of materials based on the GLA Whole Life Carbon Assessment Guidance and circular economy principles have been included in the 2023 ES.

- 4.11. Thus, in the 2023 ES, the focus is on emissions arising from the Proposed Development rather than emissions from existing assets.
- 4.12. Operational emissions associated with the existing buildings, arising from activities such as heating, cooling, lighting, and electricity consumption, were identified as part of the existing and future baseline. However, these baseline and future baseline emissions were not quantified in the 2023 ES due to limited data availability at the time of drafting the chapter. This is considered to represent a reasonable worst case for EIA, as the equivalent saving from a cessation of operational emissions associated with removal of the existing buildings would represent a reduction in operational emissions currently determined for the Proposed Development.
- 4.13. The construction energy consumption related emissions from the onsite concrete batching plant are covered within the 2023 ES in the A5 stage related emissions reported within the construction stage (emissions related to construction plants and equipment). As the batching plant is covered in A5 category, no separate assessment has been carried out for it to avoid double counting.
- 4.14. Annual operational transport emissions for the existing baseline scenario were estimated at 663,419 kgCO₂e/year. This was estimated using the transport data for the baseline scenario provided by Curtins, including vehicle distances, number of trips and other related information representing a quantified and assessed scenario.
- 4.15. The future baseline scenario was assumed to be consistent with the existing baseline.
- 4.16. There has been no change in guidance that would significantly change the methodology for evaluating the existing and future baseline of the project. As such, the existing and future baselines would be presented the same as they are in the 2023 ES and therefore not expected to change.

Evaluation of Likely Significant Effects

- 4.17. The effects identified within the GHG assessment have been reviewed against the 2026 ISEP guidance. It is considered that the approach adopted in the 2023 ES is consistent with good practice for GHG assessment as identified in the ISEP supplementary guidance, providing evidence of embedded mitigation in relation to key sources of GHG emissions: construction transport, operational transport and operational building emissions, along with recommendations for additional mitigation to minimise whole life embodied carbon impacts. The 2023 ES has also provided relevant contextual assessment, through comparison with UK carbon budgets up to 20376 and RIBA benchmark targets for 2025 and 2030.
- 4.18. The updated specifications and methodology in RICS guidance for whole life carbon assessment would not be expected to materially alter the overarching conclusions on significance, which are based on alignment with policy and trajectory-based decarbonisation pathways.
- 4.19. No factors have been identified that would be expected to change the significance of effects for operational GHG emissions identified in the 2023 ES.

Cumulative Effects Assessment

- 4.20. It is the cumulative effect of all GHG-emitting human activities that causes climate change, and therefore the assessment of GHGs due to the Proposed Development implicitly assesses the combined and cumulative impacts, taking global climate as the receptor. As such, cumulative assessment of committed developments is not specifically assessed for the Proposed Development.
- 4.21. Accordingly, the approach for cumulative assessment remains unchanged from the approach presented in the 2023 ES, and no factors have been identified that would be expected to change the cumulative assessment conclusions.

Residual Effects

- 4.22. Following the application of commitments and mitigation measures, the 2023 ES reported that the effects from whole life embodied emissions (including construction transport) and operational building emissions assessed would have a residual negligible magnitude of impact and therefore a negligible residual effect. For the operational transport emissions, the residual significance of effects was reported to be moderate-minor adverse residual effect in the 2023 ES. As the 'Evaluation of Likely Significant Effects' are not expected to change as a result of the updated ISEP and RICS guidance (see above analysis), it is further considered that the residual effects reported in the 2023 ES remain valid.

5. Daylight, Sunlight and Overshadowing

Legislation, Policy and Guidance

- 5.1. There have been no updates to the BRE guidance since the 2023 ES. The National Planning Policy Framework (NPPF) was last updated in August 2026, however the changes would not materially alter the conclusions of the ES Chapter.
- 5.2. The 2026 update to the NPPF places a strong emphasis on making effective use of land. Policy S4 supports development within settlements unless its benefits would be substantially outweighed by any adverse effects. Policy L2 gives substantial weight to the benefits of making better use of vacant and underutilised land and buildings, while Policy L3 expects residential and mixed-use development within settlements to contribute to an increase in density, unless there is a clear justification that this would be inappropriate or not possible. It also confirms that existing character should not prevent development from making the most of an area's potential.
- 5.3. In relation to daylight and sunlight, Policy P3 requires development to provide healthy living conditions for occupiers, including adequate access to light, and not to result in unacceptable daylight and sunlight conditions for neighbouring residents and occupiers. Adverse effects should be avoided where possible or otherwise mitigated to an acceptable degree.
- 5.4. While the revised Framework no longer contains the previous express wording requiring a flexible approach to daylight and sunlight policies and guidance, it continues to require a balance between making effective use of land and maintaining acceptable living conditions. The Framework does not prescribe compliance with particular numerical daylight and sunlight targets. The acceptability of the retained conditions should therefore be considered in the context of the Site, including the existing and emerging pattern of development, the sensitivity of the affected properties and the overall level of amenity retained. As such, the changes do not affect the methodology or conclusions of the daylight and sunlight assessment.

Baseline Context

- 5.5. For daylight, sunlight and overshadowing purposes, the following cumulative developments, of relevance, have been constructed or have begun construction since the issue of the 2023 ES.
 - (2) Crown Street Phase 2 (named Blade and Three60 in GIA report)
 - (8) Plot H, Great Jackson Street (named Deansgate South in GIA report)
 - (17) Plot F, Great Jackson Street
- 5.6. Notwithstanding these developments, the effects (construction and operational) of these cumulative schemes was considered as part of the cumulative scenario within the 2023 ES and therefore the start of construction would not alter the conclusions of our 2023 ES Chapters.

Evaluation of Likely Significant Effects

- 5.7. The daylight, sunlight and overshadowing effects of the Proposed Development would not be materially different to those identified within our 2023 ES Chapter. As such, no updated assessment is considered necessary, and the conclusions are considered to remain consistent with those stated in the 2023 ES Chapter and any subsequent addendums.

Cumulative Effects Assessment

- 5.8. Given the distance from the Proposed Development, the additional cumulative schemes do not alter the conclusions the 2023 ES.

Residual Effects

- 5.9. A review of relevant policy updates and the Proposed Development's design confirms that there are no changes to the identified residual effects identified in the 2023 ES. As such, no further assessment or mitigation is required.

6. Noise and Vibration

Legislation, Policy and Guidance

- 6.1. Since the 2023 ES was produced, the National Planning Policy Framework has been updated (August 2026). The updated Policy maintains a requirement to mitigate and reduce to a minimum potential adverse impacts resulting from noise and to not result in levels of noise exposure which would have a significant observed adverse effect. The updated policy does not materially change the requirements relating to noise impact. There have also been no changes to guidance documents that are relevant to the noise and vibration chapter.

Baseline Context

- 6.2. The baseline noise survey data that informed the 2023 ES was measured in September 2022. The ambient and background noise levels at and around the EIA Site are determined primarily by road traffic on the A57(M) and Chester Road. There have been no changes to the layouts of these roads or to the noise propagation paths from the roads to the proposed buildings or to the existing or committed buildings around the EIA Site since the noise surveys were conducted and therefore the baseline noise climate is considered to be unchanged.

Evaluation of Likely Significant Effects

- 6.3. On the basis that there have been no material changes in relation to potential noise impact requirements in relevant planning policy or guidance documents and given that the baseline noise climate reported in the 2023 ES is considered to be unchanged, the Proposed Development is not expected to rise to any new likely significant noise and vibration effects from those reported in the 2023 ES.
- 6.4. The adopted assessment methodology and significance criteria therefore remain appropriate, and the construction, operational and cumulative effects and mitigation measures presented in the 2023 ES Noise and Vibration Chapter remain valid.

Cumulative Effects Assessment

- 6.5. The introduction of additional cumulative schemes as summarised at section 1 of this ES Review Report does not impact the cumulative assessment conclusion, due principally to the acoustically significant distance between the additional cumulative schemes and the noise sensitive receptors around the Site.

Residual Effects

- 6.6. With reference to the paragraphs above, it is considered that the residual effects of the construction and operational phases would remain as described in the 2023 ES, these effects being negligible to minor adverse, which is not significant. No new or materially different mitigation measures in relation to noise and vibration are considered to be necessary. As no changes are expected, the residual effects reported in the 2023 ES remain valid.

7. Human Health

Legislation, Policy and Guidance

NPPF (2026)

- 7.1. The NPPF was revised in August 2026. The updated NPPF continues to promote the importance of considering health impacts during the planning process and recognising that many planning issues are directly related to the determinants of health. Chapter 16 Promoting Healthy Communities includes plan-making policies that aim to *“promote the creation of healthy and inclusive places and support the provision of appropriate public services, by enabling development which can support this aim and seeking to retain, improve and deliver new facilities which are important for community wellbeing and minimising inequalities.”* Policies continue to support and promote the creation of healthy and inclusive places. Changes are strategic in nature and are not considered to materially affect the findings of the Human Health chapter in the 2023 ES, or, 2024 ES Addendum.

Greater Manchester Places for Everyone (PfE) (March 2024)

- 7.2. The Vision for Greater Manchester (GM) includes to make Greater Manchester as *“a place where people live healthy lives”*; and Strategic Objectives include No 10 *“Promote the health and wellbeing of communities:*
- *Ensure new development is properly served by health care services that meet the needs of communities*
 - *Improve access to healthy food options for all communities*
 - *Reduce the health impacts of air pollution through accessibility of sustainable travel such as public transport, cycling and walking*
 - *Maximise the health benefits of access to the natural environment and green spaces;*
 - *Coordinate with and support the delivery of local and Greater Manchester wide health strategies*
- 7.3. The overall Strategy and many of the policies in the plan support improvements in health and wellbeing, and reductions in health inequalities, such as by *“promoting a successful economy; increasing supply of high quality and affordable homes; enabling people to adopt healthier lifestyles; and reducing risks to human health”*. PfE recognises that addressing health inequalities will require a diverse range of coordinated measures. PfE supports improvements in health and wellbeing including through promoting a successful economy, enabling people to adopt healthier lifestyles, and reducing the risks to human health.
- 7.4. Policy JP-P6 Health – *To help tackle health inequality new development will be required, as far as practicable, to:*
- A. *Maximise its positive contribution to health and wellbeing, whilst avoiding any potential negative impacts of new development;*
- B. *Support healthy lifestyles, including through the use of active design principles making physical activity an easy, practical and attractive choice; and*

C. Be supported by a Health Impact Assessment for all developments which require to be screened for an Environmental Impact Assessment...

- 7.5. The Policy supporting text advises that as well as being of great importance in its own right, *“health also has a significant impact on the ability of people to enjoy the immense range of opportunities across Greater Manchester and to make a positive economic contribution”*. The text recognises that improvements in health require a range of coordinated measures, many of which are beyond the scope of the GMJDP. PfE supports improvements in health and wellbeing, and reductions in health inequalities throughout its policies and proposals, such as by:

- Promoting a successful economy
- Increasing the supply of high quality and affordable homes
- Enabling people to adopt healthier lifestyles, including through development of a high-quality green infrastructure; encouraging provision of wide range of recreation and sports facilities; food growing opportunities; and increasing the proportion of trips made by walking and cycling
- Reducing the risks to human health, including flood risk; reducing air pollution; providing cooling and shading to combat high temperatures; promoting high levels of fire safety; and designing places to minimise opportunities for crime, terrorism, and anti-social behaviour

The policy supporting text does not suggest any particular kind of Health Impact Assessment (HIA) but rather advises that HIAs *“should aim to enhance the positive aspects of a proposal while avoiding or minimising any negative impacts, with particular emphasis on disadvantaged sections of communities that may be affected”*.

Greater Manchester Integrated Care Partnership Strategy: Improving Health and Care in Greater Manchester 2023-2028

- 7.6. The Strategy for a population health system acknowledges the importance of four key pillars of health improvement – wider determinants of health, behaviour and lifestyles, integrated public services, and place-based/person centred approaches.
- 7.7. The above changes in policy, guidance and legislation do not impact the conclusions of the Human Health Assessment.

Baseline Context

- 7.8. Key parameters for human health such as life expectancy, street crime and deprivation have not been updated since 2023 according to the MCC Intelligence Hub and it is considered that any changes are not significant with regard to the baseline for the Human Health chapter and its findings.

Evaluation of Likely Significant Effects

- 7.9. The likely significant effects for each element of the other technical topics relevant to Human Health have been reviewed and are unchanged. Therefore, there are no changes to the identified effects in relation to Human Health.

Cumulative Effects Assessment

- 7.10. The introduction of additional cumulative schemes would not significantly impact the cumulative assessment.

Residual Effects

- 7.11. The likely residual effects for each element of the other technical topics relevant to Human Health have been reviewed and are unchanged. Therefore, there are no changes to the identified residual effects in relation to Human Health.

8. Solar Glare

Legislation, Policy and Guidance

- 8.1. There have been no updates to the BRE guidance since the 2023 ES. The National Planning Policy Framework (NPPF) was last updated in August 2026. There are no relevant policies within the NPPF related to solar glare, therefore the changes to the NPPF do not alter the methodology or conclusions of the solar glare assessment.

Baseline Context

- 8.2. The following developments, of relevance, have been constructed or have begun construction since the issue of the ES Chapter in 2023 and so would be considered within the surrounding context.
- (8) Plot H, Great Jackson Street
 - (13) One City Road
 - (17) Plot F, Great Jackson Street
- 8.3. Whilst these schemes may be visible within the field of view at some viewpoints, they would not result in a change in baseline conditions as Solar Glare is not a comparative assessment; the fact it may occur in the baseline does not necessarily justify its occurrence as a result of the Proposed Development and, the assessment considers the effect of the Proposed Development in absolute terms. Therefore, it is considered that their construction would not alter the conclusions of the 2023 ES Chapter on solar glare.

Evaluation of Likely Significant Effects

- 8.4. Whilst the additional developments, of relevance, that have been constructed or begun construction since the issue of our ES Chapter in 2023 may be visible within the field of view and have the potential to shade or shield the proposed elevations at some of the assessed viewpoints, the 2023 assessment is considered to represent a worst-case scenario. The likely effects would be no greater than, and in some instances may be less than, those reported in the 2023 ES Chapter.

Cumulative Effects Assessment

- 8.5. Based on a common practice approach to portray the reasonable worst-case scenario, the cumulative effects are not considered in the 2023 ES as neighbouring Committed Developments can block sunlight reaching the facades of the Proposed Development and/or obscure the Proposed Development from the viewpoints to be assessed.

Residual Effects

- 8.6. The residual effect remains the same as those of the likely significant effects identified for the operational stage. Whilst the additional developments, of relevance, that have been constructed or begun construction since the issue of our ES Chapter in 2023 may be visible within the field of view and have the potential to shade or shield the proposed elevations at some of the assessed viewpoints, the 2023 assessment is considered to represent a worst-case scenario. The residual effects would be no greater than, and in some instances may be less than, those reported in the 2023 ES Chapter.

9. Townscape and Visual Impact

Legislation, Policy and Guidance

- 9.1. There has been one document that updates the Guidelines for Landscape and Visual Impact third edition: Notes and Clarifications on Aspects of Guidelines for Landscape and Visual Impact Assessment third edition published in 2024 (LITGN-2024-01) since the 2023 ES. The guidance contained in this does not affect the assessment in any material way in relation to the methodology or conclusions of the 2023 TVIA ES chapter, or 2024 ES Addendum. There are no further policy or legislative guidance, in terms of the TVIA which affects the conclusions.
- 9.2. The August 2026 NPPF places emphasis on well-designed places, making effective use of land and conserving the historic and natural environment. The NPPF does not impact the methodology, or, conclusions of the 2023 TVIA ES Chapter or the 2024 ES Addendum.

Baseline Context

- 9.3. There have been no substantial changes to the baseline conditions that would affect the methodology or assessment of the 2023 ES TVIA chapter. Although a few of the schemes noted as being Cumulative in the 2023 ES have now started construction, they do not alter the prevailing character of the baseline that existed in 2023.

Evaluation of Likely Significant Effects

- 9.4. There are no changes to the conclusions on significant effects with regard to the 2023 ES TVIA chapter, or 2024 ES Addendum. The reason for this is due primarily to the prevailing nature of the surrounding character of the townscape into which the Proposed Development fits which has not changed substantially since 2023. The component parts of the Proposed Development merge into the Great Jackson street framework in a consistent, almost seamless way, with subtle differentiation between the towers that improves the visual diversity, composition and townscape character.

Cumulative Effects Assessment

- 9.5. There are some additional cumulative schemes that have come forward since the 2023 ES but these are either too small or too far away from the Proposed Development to materially alter the conclusions of the cumulative effects section of the 2023 ES TVIA chapter and 2024 ES Addendum.

Residual Effects

- 9.6. There are no changes with regard to the residual effects. The visual impact assessment has been carried out based on the assumption that all the necessary mitigation measures have been accounted for in the design process with the predicted significance of effect values the same for each representative viewpoint and Townscape Character Area as the residual effect values.

10. Traffic and Transport

Legislation, Policy and Guidance

- 10.1. Since the 2023 ES was prepared, the NPPF was revised in August 2026. Section 15 of the new NPPF (Promoting sustainable transport) states an objective that “transport considerations are taken fully into account in the evolution and assessment of development proposals”. This has and remains to be the case for the Proposed Development, with planning for active and sustainable modes of transport central to the scheme. It also refers to a vision-led approach to planning for transport to “embed the role that transport infrastructure and choices can play in creating well-designed, sustainable, inclusive and popular places”. Whilst the 2026 NPPF places increased emphasis on a vision-led approach to transport planning and the promotion of sustainable travel patterns, the Proposed Development was assessed on the basis of a highly accessible city centre location and incorporates measures to support walking, cycling and public transport use through the Framework Travel Plan. The underlying principles of the updated policy are therefore already embedded within the assessment.
- 10.2. The new NPPF also references the DfT’s Connectivity Tool “to assess the connectivity of particular locations proposed for development”. The Proposed Development site has a very high connectivity score nationally and is in local authority bands A and B, which are the highest connectivity bands in Manchester. This confirms that the Proposed Development is in a sustainable location that would support sustainable patterns of movement, which is consistent with the aims and objectives of the Framework Travel Plan for the site.
- 10.3. The principles covered by the national decision-making policies related to locating development in sustainable locations (TR3), transport considerations contributing to well-designed places (TR4), and assessing transport impacts (TR6), are addressed by the existing transport reports (Transport Assessment, Framework Travel Plan, and ES Chapter on Traffic and Transport), which demonstrates the sustainability credentials of the site, being highly accessible by active and sustainable forms of travel
- 10.4. Overall, the 2026 NPPF does not materially alter the methodology, assessment or conclusions presented in the 2023 ES in relation to Traffic and Transport.
- 10.5. With regards to other Policy/Legislation, the Holcroft Moss Supplementary Planning Document has been considered, and additional information was submitted on 4 February 2026. Additional information submitted in February 2026 confirmed that although forecast vehicle movements exceed the SPD screening thresholds, the resulting traffic effects do not exceed the significance thresholds applicable to habitats assessment and therefore do not materially alter the conclusions of the ES. As such, the impacts of the Proposed Development are not significant in EIA terms and would not trigger the need for project-level air quality modelling or scheme-specific mitigation. Notwithstanding, site specific mitigation for the Proposed Development is provided in the form of the Framework Travel Plan and Construction Environmental Management Plan.
- 10.6. It should be noted that the ‘Guidelines for the Environmental Assessment of Traffic and Movement’, published by IEMA in 2023, supersedes the 1993 IEMA Guidelines for the Environmental Assessment of Road Traffic used within the 2023 ES. The new guidance provides an updated approach and methodology (but not substantially different to the previous IEMA guidance); therefore, the application of the new guidance would not materially change the conclusions and effects presented.
- 10.7. On this basis, the findings established within the 2023 ES are considered to be robust and in line with the new guidance.

Baseline Context

- 10.8. It is considered that the baseline traffic data used in the 2023 ES remains robust, as the data are from a neutral month in 2022, which reflects typical travel patterns.
- 10.9. It is acknowledged that daily traffic flows vary and there is a targeted reduction in peak hour trips to the city centre outlined within the Transport for Greater Manchester (TfGM) City Centre Transport Strategy to 2040. The Deansgate and Whitworth Street Active Travel Scheme became operational in 2025. The effect of this Scheme on localised traffic flows is considered in the 'Evaluation of Likely Significant Effects' section below.
- 10.10. The Baseline scenario comprised the 2022 traffic flows and 19no. Committed Developments. As such, the 2023 ES Baseline is considered to remain robust, suitable and reliable.
- 10.11. Details of additional Committed Developments are provided in the 'Cumulative Effects Assessment' section below.

Evaluation of Likely Significant Effects

- 10.12. As part of the 2023 ES, it was noted that 2no. links (roads on the local highway network within the study area) would result in a percentage change in traffic above 30%. As all links were established to be of Low sensitivity, Rule 1 of the IEMA guidance was applied, and further detailed assessment of impacts of these 2no. links was undertaken within the ES.
- 10.13. Engagement with Highways Officers at Manchester City Council (MCC) has taken place with regards to the potential effect of the Deansgate and Whitworth Street Active Travel Scheme on the A56 Chester Road. 2026 traffic data have been supplied by TfGM for a count point located on the A56 Chester Road (Link 1).
- 10.14. It was established in Table 13.2 of the 2023 ES that the Proposed Development when operational would result in a percentage increase in daily traffic of 3.19% on Link 1, which is below the 30% threshold for assessment.
- 10.15. The use of 2026 traffic data show that the Proposed Development when operational would result in a percentage increase in daily traffic of 6.78% on Link 1, which remains below the 30% threshold for assessment, and therefore no further assessments are required. The 2026 traffic data are included in Appendix 2. This remains substantially below the threshold at which further assessment was triggered within the ES and does not alter the sensitivity classification or significance conclusions.
- 10.16. It was established in the 2023 ES that both the construction and operational phases would have a direct, permanent, long-term, Negligible to Minor Adverse effect at a local level on these links assessed, which is not significant overall.
- 10.17. Based on the above considerations, the conclusions of the 2023 ES remain valid.

Cumulative Effects Assessment

- 10.18. An additional 6no. Committed Developments within the study area have been considered; on review, it has been established that these developments would give rise to a relatively low number of additional daily vehicular trips – noting the various developments comprise low/zero car parking. Furthermore, once distributed across the highway network, it is not considered that these additional developments would result in a material impact to the Baseline or Cumulative Assessment.
- 10.19. On this basis, the cumulative effects reported in the 2023 ES are still considered valid for consideration of the proposed development.

Residual Effects

- 10.20. As per the 2023 ES, it is considered that the residual effects of the construction and operational phases would remain Neutral to Minor Adverse, which is not significant.
- 10.21. As no changes are expected, the residual effects reported in the 2023 ES remain valid.

11. Wind Microclimate

Legislation, Policy and Guidance

- 11.1. WSP are not aware of any updates to, or new, legislation or guidance relevant to the assessment of wind microclimate.
- 11.2. The August 2026 NPPF does not explicitly cover wind microclimate, it does seek to ensure appropriate living conditions on and off site. Therefore, there is no impact to the methodology or conclusion of our wind assessment.

Baseline Context

- 11.3. There have been several changes to the surrounding context since the 2023 ES wind microclimate assessment. These changes have been tested in a 2026 assessment of the proposed site and surrounding context. The differences between the surrounding contexts are summarised in Figure 1 below.
- 11.4. The CFD results for the 2023 and 2026 scenarios are shown in Figure 2, showing negligible changes in wind conditions on the proposed site. The results show the winter season using the Lawson LDDC criteria for wind comfort.

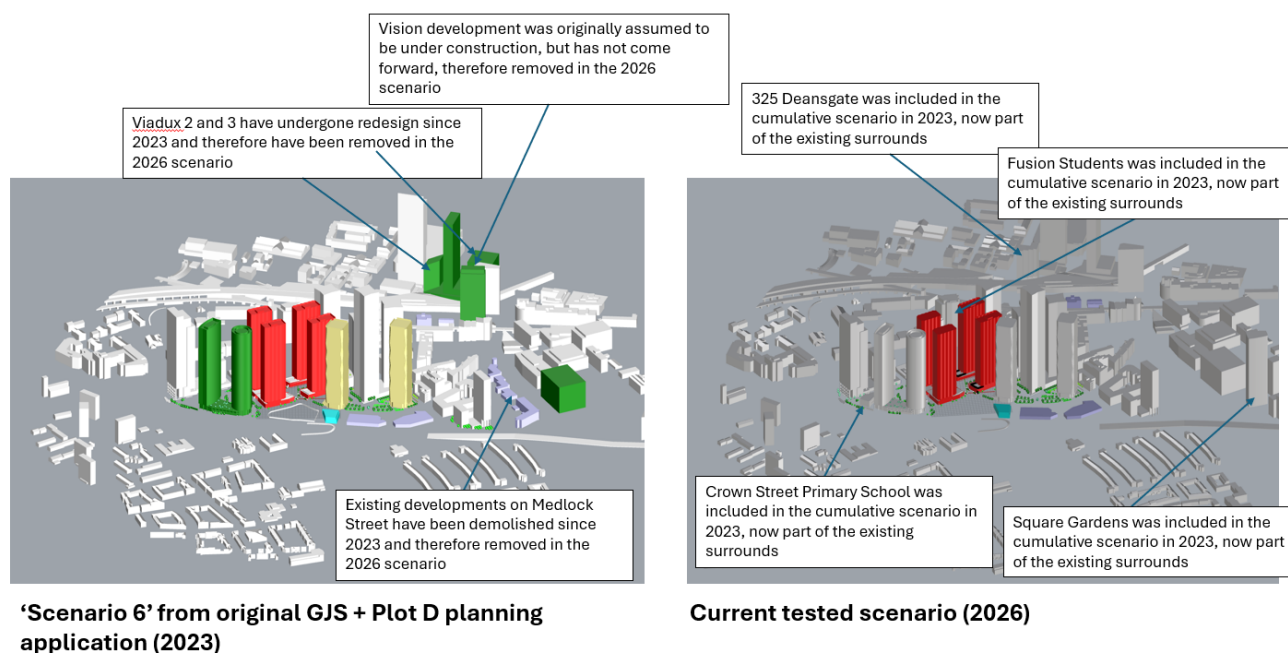
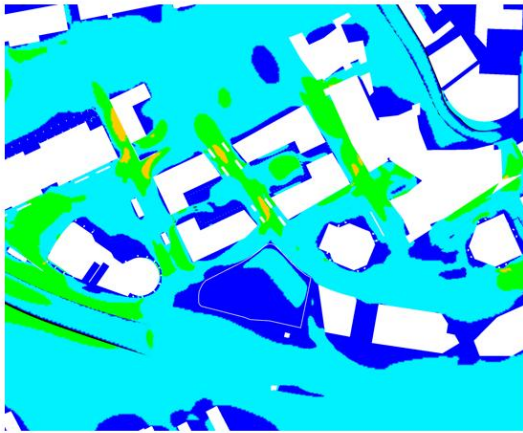
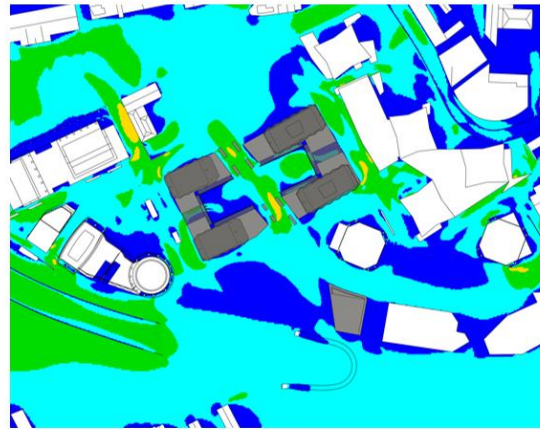


Figure 1: Comparison between 'Scenario 6' from the 2023 ES Chapter and the updated 2026 surrounding context.



'Scenario 6' from original GJS + Plot D planning application (2023)



Current tested scenario (2026)

Figure 2: Comparison of the Lawson LDDC criteria results for the winter season.

Evaluation of Likely Significant Effects

- 11.5. The Likely Significant Effects as a result of the Proposed Development in relation to wind microclimate remain as identified within the 2023 ES Chapter, and no further assessment or mitigation is therefore required.

Cumulative Effects Assessment

- 11.6. There have been some small changes to the status of the cumulative developments identified within the surroundings in the 2023 ES Chapter. A number of the previously identified cumulative schemes have now been assessed as part of the existing surrounding context shown in Figure 1. One exception which has now received resolution to grant planning permission is the Viadux Phase 2 development. WSP has reviewed the potential effects of the introduction of Viadux Phase 2 development, which sits around 480m to the north-east of the Proposed Development. The prevailing strong winds in the area are predominantly from the south and west. As the Viadux Phase 2 development is significantly far enough away from the site to the north-east, any strong prevailing winds on the site will not be affected. Therefore, WSP have concluded that the introduction of the Viadux Phase 2 development will not have a material impact on the wind conditions on the proposed site.

Residual Effects

- 11.7. The Residual Effects as a result of the Proposed Development in relation to wind microclimate remain as identified within the 2023 ES Chapter, and no further assessment or mitigation is required.

12. Socio-Economic

Legislation, Policy and Guidance

- 12.1. Since the 2023 ES, amendments to the following legislation, policy and guidance have been identified that are relevant to the Socio-economic chapter, however, changes in these documents are not considered material to the environmental effects identified in the 2023 assessment:
- The National Planning Policy Framework (NPPF), published in August 2026, superseding the 2024 version and the 2021 NPPF referred to within the submitted ES;
 - The Greater Manchester Places for Everyone Plan, which was adopted in March 2024, superseding the draft version assessed within the submitted ES;
 - The 2025 Greater Manchester Strategy, which supersedes the 2018 Strategy referred to in the submitted ES; and
 - The Greater Manchester Local Growth Plan (January 2026).

Baseline Context

- 12.2. Several baseline sources used in the 2023 ES socio-economic assessments such as data on employment levels and productivity from the Office for National Statistics (ONS) and economic activity data from the Annual Population Survey (APS) have been superseded by more recent data releases, and a number of previously assessed cumulative schemes now form part of the baseline. Having reviewed the updated information, the baseline conditions are considered to remain broadly the same as in the 2023 ES. The likely changes in the baseline are not of a scale or nature to affect the conclusions of the assessment for the following receptors:
- 12.3. **Individuals seeking employment:** there have been no material changes to the employment structure of the local economy, and overall conditions in relation to employment sectors and productivity remain in line with the 2023 ES. The receptor sensitivity remains moderate.
- 12.4. **The local economy:** there have been no material changes to the baseline conditions since the submitted ES, and overall conditions in relation to employment sectors and productivity remain in line with the 2023 ES. The receptor sensitivity remains moderate.
- 12.5. **Primary healthcare:** the baseline position in relation to primary healthcare indicates a minor improvement when compared to the 2023 ES, in relation to the number of registered patients to full-time equivalent (FTE) GP ratio across the eight practices within one mile of the Proposed Development. The ratio has reduced from 1,956 patients per FTE GP to 1,784 patients per FTE GP according to the latest available data. This indicates that a worst-case scenario was assessed and that the receptor sensitivity rating of moderate remains robust and valid.
- 12.6. **Open space and recreational facilities and their users:** there have been no material changes to access to open space and leisure facilities within the local area and, as such, baseline conditions remain in line with the 2023 ES. The receptor sensitivity remains moderate.
- 12.7. **Crime and fear of crime:** there have been no material changes to crime rates in the local area and, as such, baseline conditions remain in line with the 2023 ES. The receptor sensitivity remains moderate.

Evaluation of Likely Significant Effects

- 12.8. The 2023 ES concluded that the Proposed Development would result in the following socio-economic effects at construction stage and once completed:
- Temporary moderate beneficial effects in relation to individuals seeking construction employment and the local economy;
 - Permanent negligible effects in relation to individuals seeking employment and the local economy;
 - Permanent minor adverse effects in relation to primary healthcare facilities;
 - Permanent minor beneficial effects in relation to open space and recreational facilities and their users; and
 - Permanent minor beneficial effects in relation to reduction in crime and fear of crime.
- 12.9. As there have been no design changes affecting floorspace or use classes, and the baseline data remains similar, the socio-economic effects identified in the 2023 ES are expected to remain consistent. Accordingly, and as such, the conclusions of the 2023 ES therefore remain valid and robust.

Cumulative Effects Assessment

- 12.10. The 2023 ES concluded the following effects in relation to socio-economics as a result of the Proposed Development and relevant cumulative schemes:
- Temporary moderate beneficial effects in relation to individuals seeking construction employment and the local economy;
 - Permanent minor beneficial effects in relation to individuals seeking employment and the local economy;
 - Permanent minor adverse effects in relation to primary healthcare facilities;
 - Permanent minor beneficial effects in relation to open space and recreational facilities and their users; and
 - Permanent minor beneficial effects in relation to reduction in crime and fear of crime.
- 12.11. There are some changes to the list of cumulative schemes considered, with some schemes now forming the existing baseline and new cumulative schemes. Within the context of the updated baseline and considering the scale of development in Manchester, the effects identified in the 2023 ES and listed above are still considered appropriate.

Residual Effects

- 12.12. The 2023 ES did not identify any significant adverse effects, and this review has concluded that the significance of effects remains valid and robust. No new or materially different mitigation or monitoring measures are required. All residual effects therefore remain as stated in the 2023 ES.

13. Conclusions

- 13.1. This ES Review Report does not identify any new likely significant environmental effects when compared to the assessments and conclusions presented within the 2023 ES and 2024 ES Addendum. There would be no change to the likely significant environmental effects presented within the 2023 ES and 2024 ES Addendum.
- 13.2. The August 2026 NPPF has been considered both at an overarching level and within the relevant technical topic reviews. Whilst the revised Framework introduces a substantially restructured national policy framework, including updated provisions relating to decision-making, housing delivery, the effective use of previously developed land, sustainable and accessible locations, density, design, townscape, amenity, health, pollution and transport, the review has not identified any policy change which materially alters the scope, methodology, baseline assumptions, assessment findings or conclusions of the 2023 ES or 2024 ES Addendum. The updated NPPF therefore does not give rise to any new or materially different likely significant environmental effects, and the topic-specific assessments remain capable of informing the determination of the Planning Applications under the current national planning policy framework.
- 13.3. Therefore, it is considered that the findings of the assessments presented within the 2023 ES and 2024 ES Addendum remain valid in light of the relevant updates to legislation, policy, guidance and baseline context on and surrounding the EIA site. It is therefore considered that the likely significant effects associated with the Proposed Developments are entirely understood and are fully assessed within the 2023 ES and 2024 ES Addendum, supplemented by this ES Review Report.

Appendix 1: Committed Developments



Crown Street Phase 3 and Greater Jackson Street Plot D
Committed Developments

Update June 2026

ID	Name	LPA Planning Ref.	Description of Development	Distance from Site	Status	Status June 2026
Baseline (Under Construction)						
1	Deansgate Square	111719/FO/2016/C1	Construction of four residential buildings, ancillary amenity building for residents accommodating a tennis court, swimming pool and gym facilities (Use Class C3), ground floor retail units (Use Classes A1, A2, or A3), amenity space for residents within residential buildings, new public realm and landscaping, basement car parking and related highway, access, servicing, engineering and associated works.	85 m	BASELINE Complete, although not all approved landscaping has been delivered.	Completed
2	Crown Street Phase 2 (including School)	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)	100 m	BASELINE Under construction.	Completed

ID	Name	LPA Planning Ref.	Description of Development	Distance from Site	Status	Status June 2026
3	Viadux Phase 1	126868/JO/2020	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.	476 m	BASELINE Above ground works have commenced albeit construction has not progressed beyond the podium level.	Phase 1 Completed
4	Plot 9 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 spaces0 and cycle parking (130 spaces) landscaping and other associated works.	430 m	BASELINE Above ground works have commenced, with construction expected to commence within the next couple of weeks.	Completed (Jan 25)
5	10-12 Whitworth Street	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.	360 m	BASELINE Planning Permission implemented, not under construction. Site has been cleared.	Construction Commenced February 2024, but time limiting condition means consent expires 31 October 2024 if no contract agreed. Note: Developer has now gone into administration so likelihood and timescales for delivery unknown.

ID	Name	LPA Planning Ref.	Description of Development	Distance from Site	Status	Status June 2026
6	Trinity Islands	132429/FO/2021	Erection of four towers ranging from 39, 48, 55 and 60 storeys to form a mixed-use development comprising 1950 residential apartments (Use Class C3a) and commercial uses (Use Classes E and Sui Generis: Drinking Establishment) (361 sqm) within the podium level together with public realm, car and cycle parking, access arrangements and highway works, and other associated works.	696 m	BASELINE Approved – 13 th May 2022	Under Construction – Remain in Baseline
7	Arundel Street / St George's Place	123261/FO/2019	Erection of a part 8 and 9 storey building located on Arundel Street and Worsley Street, a part 11 and 23-storey residential building located on the Mancunian Way and refurbishment and conversion of the existing DOT Building to form 355 residential apartments in total (Use Class C3a) together with commercial uses (Use Classes A1, A2, B1, D1 and D2) along with associated car parking, cycle parking, access, landscaping and other associated work.	425m	BASELINE Second application submitted and approved in June 2019. Enabling works underway. Start date TBC.	Under Construction Remain in Baseline
Cumulative						
8	Plot H, Great Jackson Street Framework	129406/FO/2021	Full planning permission for a 28-storey purpose-built student accommodation building (Sui Generis).	132 m	CUMULATIVE Planning Permission approved 17/05/2022, not under construction and no conditions discharged.	Construction Started Feb24 Baseline Development

ID	Name	LPA Planning Ref.	Description of Development	Distance from Site	Status	Status June 2026
9	1 Alpha Place	120113/FO/2018	Erection of a seven storey apart-hotel (use class C1), comprising 59 rooms on the upper floors, with reception area and ancillary residents' lounge and breakfast area on the ground floor.	449 m	CUMULATIVE Planning permission not implemented, not under construction. Discharge of Condition application submitted in August 2021 shows as pending neither approved nor dismissed on Council website.	Pre-Commencement Conditions discharged Construction Commenced Baseline Development
10	325 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.	326 m	CUMULATIVE Planning permission not implemented, not on site.	Construction Completed May 2026
11	Hotspur Press	120635/FO/2018	Part demolition and redevelopment and part retention and refurbishment of the former Hotspur Press Complex (Medlock Mill) to deliver 171 residential units (10 no. 1 bed, 1 person apartments, 49 no. 1 bed, 2 person apartments, 2no. 2 bed, 3 person apartments and 110 no. 2 bed 4 person apartments) - Use Class C3, within refurbished mill space and 28 storey building (including two levels of basement), commercial floorspace (Use Classes A1 (shop), A2 (financial and professional services), A3 (restaurants and cafes), B1 (office), D1 (medical clinic, health centre, art gallery and museum only) and / or D2 (gymnasium or bowling alley only) together with servicing, access, landscaping including a new public space and pedestrian route between Gloucester Street and First Street, and other associated works.	540 m	CUMULATIVE Located just outside of buffer zone. Planning permission not implemented, not on site.	Updated Planning App 138805/FO/2023 Construction yet to commence

ID	Name	LPA Planning Ref.	Description of Development	Distance from Site	Status	Status June 2026
12	Plot 11 First Street ¹	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.	436 m	CUMULATIVE Planning permission not implemented, not on site.	Construction Completed Baseline Development
13	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.	302 m	CUMULATIVE Planning Permission not implemented, not under construction	Pre-Commencement Conditions discharged Construction Commenced Baseline Development

¹ The committed developments were agreed with Manchester City Council in November 2022 and consultants have based their EIA assessments on this basis. Since then, we have been made aware that Plot 11, First Street has started on-site, all consultants will therefore consider whether Plot 11 First Street being in the baseline will have any impact on their conclusions.

ID	Name	LPA Planning Ref.	Description of Development	Distance from Site	Status	Status June 2026
14	Plot G, 34 Great Jackson Street	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.	130 m	CUMULATIVE Live planning application in SRF area, resolution to approve (s106 Agreement is outstanding), not under construction.	Approved November 2024 Construction yet to Commence - Cumulative
15	2-4 Whitworth Street	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.	336 m	CUMULATIVE Planning Permission not implemented, not under construction	New planning app LPA Ref: 141773/FO/2024 Approved at Committee May 2025 S106 yet to be signed Cumulative
16	Bridgewater House Great Jackson Street	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.	95 m	Pending decision (validated on 24 th August 2022)	Application approved Feb 23 Construction yet to Commence - Cumulative

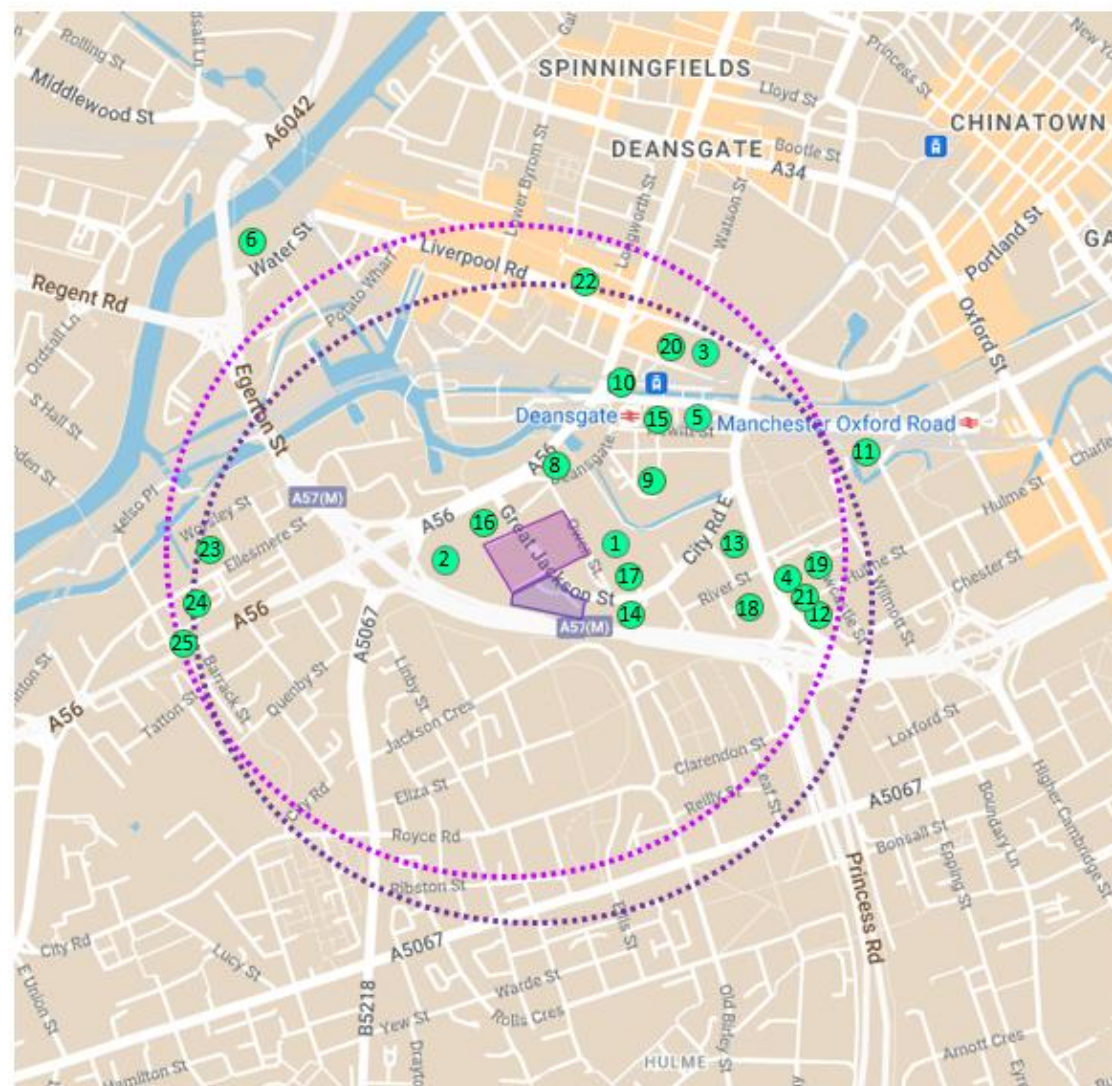
ID	Name	LPA Planning Ref.	Description of Development	Distance from Site	Status	Status June 2026
17	Plot F Great Jackson Street	132199/FO/2021	Full planning permission for the demolition of existing structures and the erection of two 51-storey residential buildings (Use Class C3) across two phases, including residential amenity facilities, basement car parking, landscaping and public realm, servicing and access arrangements, highways alterations, and associated works.	114 m	CUMULATIVE Approved – 1 st July 2022	Construction Started Sep 23 / Feb 24 Baseline Development
18	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 associated ancillary internal and external amenity space, hard and soft landscaping and associated highway works.	220m	CUMULATIVE Validated – 29 th November 2022	Construction Started May 2025 – Baseline Development

ID	Name	LPA Planning Ref.	Description of Development	Distance from Site	Status	Status June 2026
19	Plot 10 First Street ²	N/A – not yet submitted	TBC – below is a summary we have extracted from the consultation website: <i>“Our proposals for commercially-led, mixed use development on Plot 10 include a next generation sustainable office building and high-quality, purpose-built student accommodation. A ground floor food hall, open to both residents and the public, will add to the vibrancy of the area.”</i> More information is available here: FIRST STREET (firststreet-plot10.co.uk)	390m	CUMULATIVE We understand this is due for submission pre-Christmas. Deloitte to update team as soon as further information available.	Plot 10a - 136043/FO/2023 Approved May 23 Cumulative Plot 10b - 136170/FO/2023 Completed August 25
Additional Developments						
20	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	421m	Cumulative Resolution to grant at Planning Committee 10/04/2025 S106 not yet signed	As per status column
21	First Street Plot 9b	141786/FO/2024	Erection of part 12, part 33 storey purpose-built student accommodation (PBSA) building (Sui Generis), alongside ancillary amenity space, landscaping, secure cycle parking and other associated works; and use of land east of River Street as a construction compound (Plot 9B)	484m	Baseline Started construction October 2025	As per status column
22	Upper / Lower Campfield	Lower - 138377/FO/2023	Refurbishment and restoration of the former Upper and Lower Campfield Market Halls to create a workspace development comprising offices, a technology incubator hub, recording studios and events space (Use Class E(g) / Sui Generis) with ancillary bar, cafe and events spaces; and retail unit (Use Class E(a)); together with associated cycle parking at Castlefield House	424m	Baseline Completed Feb 26	As per status column

² Since agreement with Manchester City Council in November 2022, this planning application has now been submitted and validated.

ID	Name	LPA Planning Ref.	Description of Development	Distance from Site	Status	Status June 2026
23	Talbot Mill	117595/FO/2017	Conversion of the Talbot Mill complex to create 114 residential apartments (Use Class C3), including rooftop extensions to Mill 1 and 2, and rear extension to Mill 1; demolition of Buildings A, B and C; retrospective application for demolition of Building E; erection of a 9 storey building plus 1 basement level, to provide 88 residential apartments (Use Class C3); and creation of new landscaped courtyard, lighting and other associated works.	494m	Baseline Construction Commenced Sept 24	As per status column
24	Phoenix Works	129127/FO/2021	Demolition of the existing building on the site and the erection of a residential-led mixed use development within a part 11, part 13 storey building to accommodate 237 residential units (80 no. 1-bed apartments, 134 no. 2-bed apartments and 23 no. 2-bed townhouses - Use Class C3), 338 sq. m. of commercial floorspace (Use Class E), car parking (11 spaces) and cycle parking (237 spaces) at ground floor level, new public realm and landscaping, access and servicing arrangements and associated work	535m (slightly outside buffer zone)	Cumulative Planning approved Aug 23	As per status column
25	Gallery Gardens	124302/FO/2019	The demolition of the existing building on site and the erection of a residential-led mixed use development within two build blocks ranging from 8 to 18 storeys in height. The development consists of 366 residential units (C3); 217 sq.m of commercial floor space (Use Classes A1, A2, A3, A4, B1 or D2); associated car and cycle parking within a basement level; public realm and landscaping; access and servicing arrangements and other associated works	586m (Slightly outside buffer zone)	Baseline Construction started Aug 24	As per status column

-  Application for Crown Street Phase 3 500m buffer
-  Application for Plot D 500m buffer
-  Deansgate Square Application
-  Crown Street Phase II (exc school)
-  Viadux
-  Plot 9 First Street
-  10-12 Whitworth Street
-  Trinity Islands
-  Arundel Street / St George's Place
-  Plot H, Great Jackson Street
-  1 Alpha Place
-  325 Deansgate
-  Hotspur Press
-  Plot 11 First Street
-  One City Road
-  Plot G, 34 Great Jackson Street
-  2-4 Whitworth Street
-  Bridgewater House, Great Jackson Street
-  Plot F, Great Jackson Street
-  Old Medlock Street
-  Plot 10 First Street
-  Viadux Phase 2
-  First Street 9b
-  Upper / Lower Campfield
-  Talbot Mill
-  Phoenix Works
-  Gallery Gardens



Appendix 2: 2026 Traffic Flow Data

Row Labels	Sum of Volume
<18/06/2026	
18-Jun	12820
19-Jun	13224
20-Jun	13786
21-Jun	12257
22-Jun	11553
23-Jun	12094
24-Jun	13180
25-Jun	13517
26-Jun	13851
27-Jun	12751
28-Jun	12987
29-Jun	11061
30-Jun	11749
01-Jul	12009
02-Jul	12764
03-Jul	13079
04-Jul	13981
05-Jul	11764
06-Jul	11067
07-Jul	11649
08-Jul	12485
09-Jul	13442
10-Jul	14128
11-Jul	13999
12-Jul	12323
13-Jul	12504
14-Jul	13634
15-Jul	14310
16-Jul	14693
17-Jul	14502
Grand Total	387163

12850 June/July Period Average

A56 Chester Road TfGM Count Point	Daily Traffic Flow
Base AADT	12,850
Proposed Development AADT	871
Base + Development AADT	13,721
% Change	6.78%

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