

Application Number	Date of Appln	Committee Date	Ward
123437/FO/2019	2nd May 2019	25th Jul 2019	Piccadilly Ward

Proposal Demolition of existing buildings to facilitate construction of an 11 storey building with external terrace to form a mixed use development comprising office use (Use Class B1) and ground floor commercial units (Use Classes A1, A2, A3, A4, B1 and D2); creation of a new public square and associated landscaping, undercroft car and cycle parking, provision of plant and servicing and related access and highways' works and associated works.

Location 4 Angel Square, Corporation Street, Manchester, M4 4DU

Applicant NOMA (GP) Ltd, C/o Agent,

Agent Mr John Cooper, Deloitte Real Estate, 2 Hardman Street, Manchester, M3 3HF

Description

The site is 0.68 ha, rectangular and bounded by Miller Street, Rochdale Road/A664 Ring Road, Munster Street and Beswick Row/Dantzig Street. It comprises two vacant industrial buildings of varying heights and the former Ducie Bridge public house which all front on to Miller Street. A hardstanding to the rear is used as a storage yard, temporary contractor parking and a car park



Extent of the application site including layout and uses

There is significant change in topography across the site. The lowest part is in the northern corner at the junction of Munster Street and Corporation Street. A further

drop of 1 metre occurs on the bend in the ring road where Corporation Street meets Aspin Lane. The highest part is at the eastern point where it interfaces with Angel Square. The difference in level is around 4.5 metres, which equates to a large storey height. There is a vehicular access from Miller Street via Beswick Row, which becomes one-way and connects to Munster Street and Oswald Street, which runs north to south through the Site.



Existing view of the site and buildings with 1 Angel Square and Parkers Hotel in view

The site is part of NOMA which comprises of large cleared sites and historic offices and warehouses, six of which are Grade II listed. When the Co-operative group moved to 1 Angel Square in 2013, many listed buildings became vacant. The re-use and repurposing of the historic estate has been an integral part of the regeneration strategy for NOMA.

This strategy is underpinned by a Strategic Regeneration Framework adopted in 2009 and updated in 2010, 2013 and most recently in 2015 which seek to create a commercially led, mixed use destination covering an area of approximately 20 acres.

The site is surrounded by a variety of uses and buildings in the NOMA estate, including 1 Angel Square, as well as residential and serviced apartments, public realm and landscaping at Sadler's yard and Angel Meadows. The site is close to Manchester Victoria Station and Shudehill interchange. There are temporary surface car parks nearby which should be developed as office led mixed use developments.

There are no listed buildings on site and it is not within a conservation area. However, there are listed building is close proximity and the Smithfield and Shudehill conservation areas are nearby. The buildings on the site have some interest.

The proposal

The application proposes a 22,025 sq m Grade A office building. The accommodation would be flexible and could be sub-divided as necessary to attract larger and small occupiers. The massing aims to respond to adjacent building heights. The lower part of the building is 7 storeys with a 4 storey component above which twists about a central pivot point.

It will be necessary to provide a new primary substation on a site directly to the north of this site to facilitate future development at NOMA. This is the subject of planning application (123438/FO/2019). This is a critical piece of infrastructure that would be delivered as a standalone development.



Indicative view of the proposal corner of Miller Street/Corporation Street

The building would have a reconstituted stone concrete frame providing a solid appearance. It would have a two storey order, with each bay having a precast spandrel panel. The windows would be deeply recessed with dark grey aluminium frames.

An external roof terrace at level 10 would provide amenity space for employees. There would be 725 sqm of commercial floor space on the ground floor which could be subdivided and used for A1 (excluding food retail), A2, A3, A4, B1 of D2 (excluding gym uses) uses.



Proposed ground floor layout

The basement would contain 57 car parking spaces including 4 disabled bays (7%) and 26 electric vehicle charging points (45.6%). There would be 212 cycle spaces, including showers long with a refuse area and plant rooms.

The proposal includes a colonnade, a public square and a landscaped service area. The service area would be accessed from Corporation Street in the same location as the existing junction with Munster Street. It would provide access to the basement for delivery, refuse and other servicing requirements.

This planning application has been supported by the following information:

- Supporting planning and tall buildings statement;
- Heritage report;
- Noise assessment;
- Design and access statement;
- Statement of consultation;
- Crime Impact Statement;
- Transport statement;
- Travel Plan;
- Flood risk and drainage strategy;
- Waste management strategy;
- Environmental standards statement (including BREEAM);
- Energy Statement;
- Ventilation strategy;
- Ecology and bat survey;
- Archaeology assessment;

- Wind assessment
- Daylight and sunlight assessment;
- Air Quality;
- Waste management;
- Demolition and construction management plan;
- Ground conditions report; and
- TV reception study.

Consultations

Local residents/public opinion

The proposal has been advertised as a major development and of being of public interest together with affecting the setting of a conservation area and a listed building. Site notices were displayed around the site. Notification letters were sent to 249 residents and businesses over an extensive area and no representations were received.

Highway Services - Traffic movements could be absorbed in the network. The vehicular access would require some highway modifications and improvement to the public realm. Further details would have to be agreed about a pedestrian crossing on Miller Street. A construction management plan should be prepared as part of the development and The travel plan framework should be developed into a full travel plan when the development is occupied.

Environmental Health – The waste management strategy is acceptable. The operating hours for the ground floor commercial uses shall be agreed along with details of fume extraction and acoustic insulation. Details of plant should be agreed by condition. Deliveries should be restricted to 07:30 to 20:00 Monday to Saturday and 10:00 to 18:00 on Sundays. Details of the lighting should be agreed. The measures outlined within the air quality report should be implemented. Further details are required in respect of ground conditions.

Flood Risk Management - Details of a surface water drainage scheme with a management regime and verification report are required.

Neighbourhood Services (Trees) – The planting scheme has some interesting specimens which is welcomed.

Greater Manchester Ecology Unit – An internal and external ecology survey found no evidence of bats but there were features within the building which could support crevice dwelling bats. A number of precautionary measures are recommended prior to demolition. This should include the slate of the building being removed by hand. If bats are found at any time during the works, it should cease immediately and appropriate advice sought. The buildings could support nesting birds and there should be no demolition during bird nesting season unless the site has been inspected by a competent ecologist. The proposal should include biodiversity improvement measures.

Network Rail – Consideration should be given to Network Rail’s crane guidance should one be required.

Environment Agency – The site appears to have been the subject of past industrial activity which poses a risk to pollution to controlled waters. Consultation should take place with the Councils own specialist in this regard.

Greater Manchester Archaeological Advisory Service – The site could contain remains dating back to the late medieval and post medieval period activity and settlement along Long Millgate. There is a possibility of remains relating to 18th and 19th century workers housing and commercial buildings which were cleared in the 20th century. The remaining buildings on the site date to this period. All of these poses archaeological interest but their significance is likely to be local and/or regional rather than national.

A condition should require a programme of archaeological work commencing with a historic building survey of the buildings to be demolished followed by a targeted evaluation trenching. Dependent upon the results of the evaluation this might then lead on to a programme of open area excavation.

Manchester Conservation Areas and Historic Building Panel – The panel felt that important smaller scale historic buildings, which contribute to the character of the area, were being replaced with much larger buildings to the detriment of the area. Non-designated heritage assets such as the Ducie Street Hotel are of intrinsic quality and form a subservient group with the listed Parker’s hotel providing group value. They make a valuable contribution and are being eroded and a development of this scale is a rather brutal intervention considering the context of smaller buildings. The applicant should look at retaining and repairing these buildings and complete the other side of the block with low rise development.

Policy

The Development Plan

The Development Plan consists of:

- The Manchester Core Strategy (2012); and
- Saved policies of the Unitary Development Plan for the City of Manchester (1995)

The Core Strategy was adopted in July 2012 and is the key document in the Local Development Framework. It replaces significant elements of the Unitary Development Plan (UDP) and sets out the long term strategic planning policies for Manchester’s future development.

A number of UDP policies have been saved and accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents as directed by the National Planning Policy Framework (NPPF).

The NPPF requires application to be determined in accordance with the Development Plan unless material considerations indicate otherwise.

The relevant policies within the Core Strategy are as follows:

Strategic Spatial Objectives

The Core Strategy contains a number of Strategic Spatial Objectives that form the basis of the policies contained therein, as follows:

SO1. Spatial Principles The development would be in a highly accessible location and reduce the need to travel by private car and therefore support the sustainable development of the City and help to halt climate change.

SO2. Economy The scheme would provide new jobs during construction along with permanent employment and facilities in a highly accessible location. The employment opportunities would support the City's economic performance, reduce economic, environmental and social disparities, and help to create inclusive sustainable communities.

SO5. Transport The development would be highly accessible, reduce the need to travel by private car and make the most effective use of public transport facilities. The use of sustainable transport networks would improve physical connectivity and enhance the functioning and competitiveness of the city and provide access to jobs, education, services, retail, leisure and recreation.

SO6. Environment The development would seek to protect and enhance the natural and built environment and ensure the sustainable use of natural resources in order to: mitigate and adapt to climate change; support biodiversity and wildlife; improve air, water and land quality; and, ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

Policy SP 1 (Spatial Principles) - This sets out the key special principles which will guide the strategy. Development in all parts of the City should:

“Make a positive contribution to neighbourhoods of choice including: creating well-designed places that enhance or create character; making a positive contribution to the health, safety and wellbeing of residents; considering the needs of all members of the community regardless of disability; and, protect and enhance the built and natural environment”

The development would be highly sustainable and would deliver economic and commercial development within the Regional Centre. It would complement NOMA and be accessible by all forms of sustainable transport and therefore maximise the potential of the City's transport infrastructure. It would contribute to creating an attractive neighbourhood, create a well-designed place that would enhance and create character; re-use previously developed land; and, reduce the need to travel.

Policy EC1 – Land for Employment and Economic Development – The proposal would develop a highly accessible site within a key location for employment growth.

It would help to spread the benefits of growth across the City and thereby help to reduce economic, environmental and social disparities and help to create an inclusive sustainable community. The site is well connected to transport infrastructure and would encourage walking, cycling and public transport use.

The City Centre is a key location for major employment growth and the proposal would create new jobs during the construction phase and when in operation. The design would use the site efficiently and enhance the sense of place within the wider area. It would provide users and employees with easy access to a range of transport modes and create a safer place by reducing opportunities for crime.

Policy EC3 The Regional Centre – The development would be in an appropriate location within the Regional Centre which has excellent sustainable transport facilities. The scale and type of office development would not undermine delivery of employment space elsewhere within the City Centre.

Policy CC1 – Primary Economic Development Focus (City Centre and Fringe) - The proposals would deliver a high quality new office building, providing office floorspace within a part of the City Centre identified in Policy CC1 as a focus for primary economic development.

Policy CC5 Transport - The proposal would contribute to improving air quality by being accessible by a variety of modes of sustainable transport.

Policy CC6 City Centre High Density Development - The proposals would be a high density development and maximise the efficient use of land available within the challenging constraints of the site.

Policy CC7 Mixed Use Development – The proposal would create an active ground floor with the potential for A1, A2, A3, A4, B1 or D2 uses.

Policy CC8 Change and Renewal - The proposed development would create temporary employment during construction.

Policy CC9 Design and Heritage - The development would be of a high quality design. It would have an impact on the settings of nearby listed buildings and conservation areas. This is discussed in more detail later in the report.

Policy CC10 A Place for Everyone – The proposals would complement the ongoing wider regeneration of NOMA. It would be fully accessible.

Policy T1 Sustainable Transport – The proposal would encourage modal shift away from car travel to more sustainable alternatives and include improvements to pedestrian routes and the pedestrian environment which would prioritise pedestrian and disabled people, cyclists and public transport.

Policy T2 Accessible Areas of Opportunity and Need – The proposal would be easily accessible by a variety of sustainable transport modes and would help to connect residents to jobs, local facilities and open space.

Policy EN1 Design Principles and Strategic Character Areas - The proposal involves a high quality design, and would result in development which would enhance the character of the adjacent conservation area and the overall image of Manchester. The design responds positively at street level and would enhance the City's permeability. The positive aspects of the design of the proposals are discussed in more detail below.

Policy EN3 Heritage – The proposal would have an impact on the settings of the nearby listed buildings and conservation areas. This is discussed in more detail later in the report.

Policy EN6 The development would be expected to comply with the target framework for CO2 reductions from low or zero carbon energy supplies. An Energy Statement, which sets out how it would comply with this policy.

Policy EN8 - Adaptation to Climate Change – A BREEAM Assessment and Sustainability Report, identifies measures that will ensure that the development would reach a target rating of “Excellent”.

Policy EN15 - Biodiversity and Geological Conservation – The site is not high quality in ecology terms and therefore no mitigation is required.

Policy EN16 - Air Quality The proposal would be highly accessible by all forms of public transport and reduce reliance on cars and therefore minimise emissions from traffic generated by the development. The proposal is not considered to compromise air quality. Car parking levels at the site are low and there is provision to encourage cycling together with electric car charging. Dust suppressions measures will be used during the course of the construction process.

Policy EN17 – Water Quality – An assessment of the site's ground and groundwater conditions shows the proposal would be unlikely to cause contamination to surface watercourses and the impact on water quality can be controlled by a condition.

Policy EN18 - Contaminated Land and Ground Stability - A desk study identifies possible risks arising from ground contamination and, as under Policy EN17 above, the impact could be controlled through a condition.

Policy EN19 Waste - The development would be consistent with the principles of waste hierarchy. A Waste Management Strategy sets out how waste production would be minimised during construction and operation. The onsite management team will ensure the various waste streams are appropriately managed.

Policy DM1 Development Management - This sets out the requirements for developments in terms of BREEAM and outlines a range of general issues that all development should have regard to. Of these, the following issues are or relevance to this proposal:

- Appropriate siting, layout, scale, form, massing, materials and detail;
- Design for health;

- Adequacy of internal accommodation and amenity space.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development;
- That development should have regard to the character of the surrounding area;
- Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;
- Accessibility to buildings, neighbourhoods and sustainable transport modes;
- Impact on safety, crime prevention and health; adequacy of internal accommodation, external amenity space, refuse storage and collection, vehicular access and car parking; and
- Impact on biodiversity, landscape, archaeological or built heritage, green infrastructure and flood risk and drainage.

These issues are considered full, later in this report.

Saved UDP Policies

The following saved UDP policies need to be considered in relation to the application.

DC18.1 Conservation Areas – The proposal would maintain the character and appearance of the adjacent conservation area. This is discussed in more detail later in the report.

DC19.1 Listed Buildings – The proposal would have an impact on the settings of the nearby listed buildings. This is discussed in more detail later in the report.

Policy DC20 Archaeology – An archaeological desk based assessment concludes that the development would not have an impact on any significant remains.

DC26.1 and DC26.5 Development and Noise – The application is supported by acoustic assessments and it is considered that the proposal would not have a detrimental impact on the amenity of surrounding occupiers through noise. This is discussed in more detail later on in this report.

Saved policy E3.3 states that the Council will upgrade the appearance of the City's major radial and orbital roads and rail routes. This will include improvements to the appearance of adjacent premises; encouraging new development of the highest quality; and ensuring that landscape schemes are designed to minimise litter problems. The IIR significant road route in the City. This proposal provides a building of the highest quality design which will provide new homes for this part of the City.

National Planning Policy Framework (2019)

The revised NPPF was adopted in July 2018 and re-issued in February 2019. The document states that the '*purpose of the planning system is to contribute to the achievement of sustainable development*'. The document clarifies that the '*objective of sustainable development can be summarised as meeting the needs of the present*

without compromising the ability of future generations to meet their own needs' (paragraph 7).

In order to achieve sustainable development, the NPPF states that the planning system has three overarching objectives – economic, social and environmental (paragraph 8).

Section 6 '*Building a strong and competitive economy*' states that planning decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development (paragraph 80).

Section 8 '*Promoting Healthy and Safe Communities*' states that *planning policies and decisions should aim to achieve healthy, inclusive and safe places* (paragraph 91).

Section 9 '*Promoting Sustainable Transport*' states that '*significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health*' (paragraph 103).

Developments should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe (paragraph 109).

Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations (paragraph 110).

All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a

transport statement or transport assessment so that the likely impacts of the proposal can be assessed (paragraph 111).

Section 11 '*Making effective use of land*' states that '*planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions*' (paragraph 117).

Decisions should support development that makes efficient use of land, taking into account:

- a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
- b) local market conditions and viability;
- c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
- d) the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and
- e) the importance of securing well-designed, attractive and healthy places. (paragraph 122)

Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site.

Paragraph 123 (c) states that Local Planning Authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in the NPPF. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

Section 12 '*Achieving Well Designed Places*' states that '*the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this*' (paragraph 124).

Planning decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping.

The NPPF is clear that planning permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents. Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development. Local planning authorities should also seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme (for example through changes to approved details such as the materials used). (paragraph 130).

In determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings (paragraph 131).

Section 14 '*Meeting the challenge of climate change, flooding and coastal change*' states that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure (paragraph 148).

Section 15 '*Conserving and Enhancing the natural environment*' states that planning decision should contribute and enhance the natural and local environment by protecting valued landscapes, minimising impacts on and providing net gains for biodiversity, preventing new and existing development from contributing to unacceptable levels of soil, air, water or noise pollution or land instability and remediating contaminated land.

Section 16 '*Conserving and enhancing the historic environment*' states that in determining applications, Local Planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation (paragraph 189).

In determining applications, local planning authorities should take account of:

- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- c) the desirability of new development making a positive contribution to local character and distinctiveness. (Paragraph 192)

In considering the impacts of proposals, paragraph 193 states that the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 194 goes on to state that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

Where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- a) the nature of the heritage asset prevents all reasonable uses of the site; and
- b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and
- d) the harm or loss is outweighed by the benefit of bringing the site back into use (paragraph 195).

Paragraph 196 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset (paragraph 197).

Paragraphs 10, 11, 12, 13 and 14 of the NPPF outline a "presumption in favour of sustainable development". This means approving development, without delay,

where it accords with the development plan and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

Guide to Development in Manchester Supplementary Planning Document (SPD) and Planning Guidance (April 2007) Part 1 of the SPD sets out the design principles and standards that the City Council expects new development to achieve, i.e. high quality developments that are safe, secure and accessible to all.

The SPD states that proposals should seek to ensure that the use of the building reflects their purpose and the place in which they are located. Development should enliven and define neighbourhoods and promote a sense of place. Development should have regard for the location of sustainable public transport and its proximity.

In relation to crime issues, the SPD requires that prevention measures should be demonstrated, and include the promotion of informal surveillance, CCTV, good lighting and stewardship.

Manchester's Great Outdoors – a Green and Blue Infrastructure Strategy for Manchester (2015)

Adopted in 2015, the vision for the strategy is that 'by 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow'

There are four objectives in order to achieve this vision:

1. Improve the quality and function of existing green and blue Infrastructure, to maximise the benefits it delivers
2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth
3. Improve connectivity and accessibility to green and blue infrastructure within the city and beyond
4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment

The proposal will provide enhanced landscaping to the site in the form of new tree planting and shrubs which will provide for biodiversity improvements.

NOMA regeneration framework (2010)

This regeneration framework covers the 20 acres of land surrounding the Cooperative headquarters. This considered in detail how the Cooperative group, together with the City Council, could achieve a new high quality City Centre district together with other long term strategies for the area.

The application site is located within the 'major office zone' where it is anticipated to offer large office floorplates which are limited in the city centre. This area can also take advantage of the proximity to the major transport hubs of Victoria and Shudehill.

The creation of a Grade A office cluster characterised by large floorplates (15,000+ sq ft) and high quality specification will be encouraged. With access to new public realm and existing parkland areas, supported by a new utilities network wholly powered by green energy, connected to a range of transportation and access options, while also linked to the core of the City Centre and the dynamic refurbished Listed Estate, this area will offer a unique combination of attractions. The Major Office Zone will therefore provide a new option into the Manchester and UK market, with a combination of assets and attractions not delivered anywhere else in the city.

Lower Irk Valley – Neighbourhood Development Framework (January 2016)

The development framework has been prepared in order to help guide future development in the areas as part of establishing new development and supporting public realm, highways and other infrastructure as part of a residential led neighbourhood.

The framework establishes core principles that seek to complement adjoining regeneration areas and coordinate with the principles established within the frameworks of these areas. The idea of connectivity from the City Centre and NOMA to areas and existing communities of Collyhurst in the north together with New Cross to the east and Angel Meadow to the south is vitally important as part of improving connections, new development and high quality public realm.

City Centre Strategic Plan 2015-2018 (March 2016)

On the 2 March 2016 the City Council's Executive approved the City Centre Strategic Plan which seeks to provide an up-to-date vision for the City Centre within the current economic and strategic context along with outlining the key priorities for the next few years for each City Centre neighbourhood. This document seeks to align itself with the Manchester Strategy (January 2016) along with the Greater Manchester Strategy. Overall the City Centre plan seeks to "*shape the activity that will ensure that the City Centre continues to consolidate its role as a major economic and cultural asset for Greater Manchester and the north of England*".

It should also be noted that the strategic plan approved by the Executive also endorsed an extended boundary of the City Centre upon which the strategic plan is based. This extended boundary includes the application site and the wider New Cross area.

Indeed the strategic plan states that the growth of the City Centre “*has contributed additional residential accommodation, commercial property and leisure destinations, and these locations (together with others including the Irk Valley and New Cross) have clear potential to contribute to the City Centre offer: their relationship with, and proximity to, existing concentrations of activity demands their inclusion with the City Centre boundary. The expansion of the City Centre boundary to incorporate edge of centre neighbourhoods and developments will increase a population that has already trebled over the last decade and subsequently further enhance the City Centre economy*”

It is therefore clear that from this document that the expansion of the City Centre boundary to include areas such as New Cross is vital in terms of delivering the City’s growth objectives for residential, commercial and population growth.

The City Centre plan particularly recognises the role that New Cross can play in terms of delivering residential growth and providing a higher quality residential offer in line with the regeneration framework. Indeed, the strategy recognises that by incorporating new areas such as NOMA, New Cross and the Irk Valley within the City Centre boundary it will allow for better linkages with the communities of North Manchester to the City Centre along with providing a catalyst that can drive further residential development in these areas.

As a result, one of the key priorities for the Northern Quarter is to “*explore options to develop connections to Ancoats/New Islington and New Cross, spreading the creativity of the Northern Quarter eastwards and also maximising the opportunities presented by the growing communities in those areas*”.

Manchester Strategy (January 2016)

The strategy sets the long term vision for Manchester’s future and how this will be achieved. An important aspect of this strategy is the City Centre and how it will be a key driver of economic growth and a major employment centre. Furthermore, increasing the centre for residential is fundamental along with creating a major visitor destination.

Other legislative requirements

Section 16 (2) of the Planning (Listed Building and Conservation Areas) Act 1990 (the "Listed Building Act") provides that "in considering whether to grant listed building consent for any works to a listed building, the local planning authority or the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses"

Section 66 Listed Building Act requires the local planning authority to have special regard to the desirability of preserving the setting of listed buildings. This requires more than a simple balancing exercise and considerable importance and weight should be given to the desirability of preserving the setting. Members should consider whether there is justification for overriding the presumption in favour of preservation.

Section 72 of the Listed Building Act provides that in the exercise of the power to determine planning applications for land or buildings within a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

Conservation Area Designations

Shudehill Conservation Area Declaration

The Shudehill conservation area is bounded by Hanover Street, Riga Street, Mayes Street, Shudehill, Wither Grove and Corporation Street. It also includes one building on the north side of Hanover Street, fronting Corporation Street.

The west side of the conservation area is composed of large buildings constructed during the 20th century. These line the east side of Corporation Street and turn the corner up Wither Grove. The older, smaller scale properties which survive today are situated to the east side of the conservation area.

The small-scale commercial premises on Shudehill and Wither Grove date from the 18th century.

The conservation area is dominated by the buildings associated with the Co-operative estate. The main building, built between 1905 and 1906 lies on Corporation Street between Balloon Street and Hanover Street. There are other buildings in the vicinity which display the development of commercial architecture through the 20th century. The CIS building is immediately outside but adjacent to the conservation area.

Smithfield Conservation Area Declaration

Historically, the predominant building type was food markets. Few of these are still standing, and those that are have been converted to other uses. Principal amongst them is the retail fish market, which is now the craft village. This building, significant among indoor markets, was an extension to the original retail fish market constructed during the 1890s.

The Smithfield Market Hall on Swan Street is a two-storey stone building dated 1858. The detail around the main entrances takes its inspiration from the architecture of classical Greece, and each principal semi-circular arch has a bull's head carving on the central large key block. Originally a meat market, it soon became a vegetable market, and in recent years has been a training workshop for the Greater Manchester Youth Association.

No. 29 Swan Street is a Ruskinian Gothic-style building in orange-red brick with stone dressings. It has coloured bricks in the arches over the windows, with projecting stone hood-moulds, and also an overhanging oriel window at first floor level. Some of the stonework is richly carved in a leaf pattern, which forms both horizontal cornice banding and decorating near the windows.

Issues

Principle of the redevelopment of the site and contribution to regeneration

Regeneration is an important planning consideration. The NOMA Strategic Regeneration Framework and masterplan seeks to create a commercially-led, mixed use destination at the northern gateway to the city centre. NOMA has already made significant progress in delivering its vision with around 6,000 people working there, bringing back historic buildings into active use, investment in public realm including the creation of 1 Angel Square and Sadler's Yard and other social and economic value objectives.

The site is identified in the masterplan as being suitable for a large floorplates office scheme to continue the process of economic growth in this area. This is essential to ensure that the city centre remains competitive and investment in Manchester continues.

The City Centre is the primary economic driver in the City Region and the City Centre must continue to provide office space that meets occupier requirements. This is by section 6 of the NPPF which states that *'significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.'*

There is an acknowledged shortage of good quality office accommodation within the regional centre and, as occupational demand continues to grow, good quality products must be brought forward in sustainable locations such as this which have been specifically designated to accommodate such uses.

The proposal would continue the regeneration of NOMA and support economic growth, by delivering 22,025 sqm of Grade A office accommodation. This would create jobs, active ground floor uses and significant areas of public realm.

The site is in close to Victoria station and Shudehill interchange which makes it ideal for office use. Many amenities are nearby.

The former Ducie Bridge public house, Miller House (88a Miller Street) and 86 Miller Street would be demolished to facilitate the proposal. These buildings are not listed and are not located within a conservation area. Whilst they have some heritage interest, which is set out below, they have no formal designation as a heritage asset.

The Ducie Bridge public house ceased trading in August 2015 and has not operated since. It has been significantly remodelled and a large number of its original features have been removed. Whilst the loss of the public house would remove a building that has some social value, as well a local architectural interest, the loss of the building is outweighed by the creation of much needed high quality office accommodation in the city centre.

The proposal would create in the region of 2000 permanent jobs in a range of skills, together with temporary jobs during the construction period. There would be opportunities for local people to access employment during the construction period which would be agreed by a local labour agreement.

The investment made in delivering this next phase of the NOMA masterplan would act as a catalyst to unlock the wider masterplan thereby continuing the success, economic growth and job creation in this part of the city centre.

The design would be of the highest quality, energy efficient and provide further investment in the public realm which would enhance pedestrian connectivity to the city centre and around the northern gateway.

The development would therefore be consistent with the City Centre Strategic Plan and would complement and build upon the City Council's current and planned regeneration initiatives and as such would be consistent with sections 1 and 2 of the National Planning Policy Framework, and Core Strategy policies SP1, EC1, CC1, CC6, CC7, CC8, CC9, CC10, EN1 and DM1. As such, it is necessary to consider the potential impact of the development.

Visual amenity

The main entrance would be on Miller Street providing clear visibility when viewed from the junction with Corporation Street, Dantzig Street and the new pedestrian link in between New Century Hall and House from Sadler's yard. A double height recess in the façade would give it prominence.

It would provide access to a large reception with access to one of the commercial units. There would be a secondary access to this unit from the colonnade. A separate office suite to the rear of the ground floor would be accessed from the main core and an additional retail unit accessed from the public square. Due to the topography of the site, the office suite is elevated above Corporation Street and the service yard.

A landscaped service area off Corporation Street provides access to the lower ground floor parking area, cycle and refuse stores.

The scale and appearance responds positively to this prominent site and the density and pattern of development in the area. Building heights vary with Number 1 Angel Square at 14 storeys whilst Angel Gardens (currently under construction) is part 7, part 35 storey. On the opposite side of Miller Street is the CIS tower and New Century Hall, whilst Parker Hotel on the opposite side of Corporation Street is ?. There is also New Victoria adjacent to Victoria Station where buildings of 26 and 21 storeys have been approved.

The 11 storey proposal would complement the scale and density which exists and is emerging. It would complement this 5-7 storey datum created by the much older buildings in the area with a 7 storey lower building form with a 4 storey block added on top which twists about a central pivot point on the north and south axis.

This shift enables the building to activate each corner of the site. The 7 storey element consists of a double height ground floor with the eastern edge parallel to Beswick Row pushed back to form a 6 metre-wide double height colonnade.

The elevations have been developed to express the building as two coherent interlocking forms. A proportioned grid and consistent palette of materials has developed from this.

All of the elevations of the building adopt a double storey grid which is commonly found in heritage buildings. This has been combined with the articulation of deep, shadowed and recessed fenestrations.

The façade is divided into rectangular bays 3 metre-wide with a 2 storey proportion formed from a precast concrete frame with a 500mm outer face. The use of a high quality reconstituted stone frame gives a solidity to the façade whilst the grid replicates the language of the nearby 1960s tower and New Century House as well as that at Angel Gardens.

At the base of the building, each two storey bay is precast concrete spandrel panel, set back 300mm from the face of the outer grid and in the same material. These solid spandrel panels help strengthen the building's solidity and act as a horizontal weave.

Above the solid spandrel panel, the two storey window has a dark grey aluminium frame approximately 100 mm deep, set flush with the spandrel panel. The frame has a central mullion which provides another layer of vertical articulation to the grid. The glazing is set back approximately 100mm from the face of the frame to increase the depth within the reveals which in turn provides an element of shading and shadow modelling.

The extent of glazing within each bay is maximised through the use of a single glass to glass joint.



Typical bay detail

The colour of the façade reflects its context and the language found in the wider NOMA estate particularly around Sadler's Yard. The darker colour proposed would accentuate the grid format particularly the predominant glass façade of the building.



View from Miller Street looking north west

The ground floor would read as a single mass with 8 large columns clad in the same precast concrete forming the colonnade along the east elevation. The concrete grid at ground floor increases from 500mm to 1000mm wide across all four elevations. The increase in solid mass would help to ground the building and differentiate it from the office floors above.

The main entrance on Miller Street is recessed across 3 bays and measures approximately 1.7 m deep by 8 m wide by 6.4 m high. A solid canopy projects beyond the building line.



Miller Street main entrance

The north elevation would accommodate the servicing access along with some of the plant requirements for the building and the elevations would be more solid. The access to the lower ground floor car park is via dark grey roller shutters set within a continuous louvred wall providing ventilation. Above the louvred wall is a horizontal band of living green wall forming part of the retaining structure to the new square above.

Overall the design would provide an individual and distinctive piece of architecture. The scale of the building is appropriate in this location and the materials deliver a simple and effective façade treatment. Conditions of the planning approval will ensure that the materials are devised and undertaken to the highest standard.

Impact on the historic environment

The site is not in a conservation area and does not contain any listed buildings. It is close to the boundaries of the Smithfield and Shudehill conservation areas and the following listed buildings: Parkers Hotel (Grade II), Ashton House (Grade II), New Century House (Grade II), former Co-op bank building (Grade II), CIS building (Grade II), Hanover building (Grade II) and City Buildings (Grade II).

Legislation and planning policy seek to preserve and enhance the character, appearance, and historic interest which heritage assets possess. Sections 16, 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990

("P(LBCA)A 1990") require that 'special regard' be paid in taking decisions affecting listed buildings and their settings and conservation areas.

A heritage assessment has considered the impact of the proposal on the historic environment as required by paragraph 189 of the NPPF. The impact on the setting of the heritage assets and on key views has been assessed to allow the impact of the proposal to be understood and evaluated. The affected listed buildings and conservation areas form part of the wider character and view of the site and have been considered in detail. The heritage assessment has also considered the loss of the existing buildings. The proposal does not impact on the setting of the conservation area in any meaningful way.

The heritage assets have been considered within 6 key viewpoints and the impacts on each view point can be summarised as follows:

View 1 – The is from the west side of Corporation Street, to the south of its junction with Miller Street and Cheetham Hill Road. The Grade II Old Bank building is seen to the right along with an element of the tower of the Grade II New Century House. Grade II Parkers Hotel is clearly seen on the northern corner of the junction as is the modern building at One Angel Square. The view demonstrates the variety of building heights, forms, massing's, styles and materials along with the local highway network.

The proposal would be highly visible in this view responding appropriately to its position on this major junction in the city centre. The form, bulk, massing and use of materials sits well within a context of large buildings, including the listed New Century House and 1 Angel Square. The height of the proposal would result in a minor degree of harm to the setting of the listed Parkers Hotel but it would remain legible in its setting.



View 1 – west side of Corporation Street

View 2 – is experienced from the south side of Cheetham Hill Road. The view is dominated by the rear of the Grade II listed Parker Hotel with the grade II CIS tower and Grade II New Century House to the right. The upper section of 1 Angel Square is visible. Cheetham Hill Road also dominates with the 19th century Bridge across the railway and tram lines.

The proposal would add a substantial new feature to this part of the city centre, but it's scale and appearance appropriate given the tall building in this context. The fenestration and façade would complement existing buildings such as the CIS tower and New Century Hall whilst providing a high quality backdrop to the utilitarian rear elevation of Parkers Hotel.

The proposal would have a positive impact on the view and benefit the setting of the nearby listed buildings. The building would dominate the view of the rear elevation of Parkers Hotel, but would not be detrimental and the listed building would remain legible.

View 2 – view along Cheetham Hill Road

View 3 – is from Aspin Lane, looking towards the site and the city centre along Corporation Street. The right hand side of the view is dominated by modern medium rise residential development and the retaining wall to the adjacent railway approaching Victoria Satation. The left hand side is part of the Grade II listed Ashton

House. The rear elevations buildings at the site and be seen with the listed New Century House and the Old Bank Building. There are also long distance views towards more modern developments in the city centre such as Hotel Indigo and the National Football Museum.

The proposal would dominate the view, but the Old Bank Building is legible with the more modern buildings. New Century Hall would no longer be seen and the existing buildings would be removed from the site. The development would have a positive impact as its scale complements the surrounding development and the view appears more cohesive. Its fenestration complements surrounding built form. The removal of a partially vacant site from this view would have a minor beneficial impact on Ashton House.



View 3 – view from Aspin Lane

View 4 – is from Sadlers yard looking north. All of the buildings are listed and the yard area provides a setting to these buildings. Number 1 Angel Square can be seen in the distance. The image provides a clear view of the mixture of building scales and styles in this area.

The proposal would be marginally visible in this view (shown as an orange wireline) and provide a contemporary backdrop to the listed building alongside 1 Angel Square. The scale, massing and fenestration of the development would respond with the details of the listed buildings and would not impact on the historic environment which will remain legible from the view.



View 4 – view from Sadlers Yard

View 5 – is from Miller Street looking west. The view is dominated by the CIS and New Century House towers and New Century Hall. Number 1 Angel Square can be seen to the right and Parkers Hotel and the new roof to Victoria Train station are visible.

The proposal, in orange wireline, would complement the scale of the development in the area and would complement the listed buildings of New Century House and the CIS tower as well as 1 Angel Square together with removing a partially vacant site which has a negative impact on the setting of these listed buildings. The proposal would obscure the view of Parkers Hotel, however, the impact of this is considered to be minor given to a certain degree, it is obscured by the current buildings.



View 5 – view from Miller Street

View 6 – is from the junction of Dantzig Street and Angel Street, looking towards the site. The view contains a number of listed buildings (New Century Hall, Old Bank and Parkers Hotel) but these are on the margins of the view which is dominated by the car park. Number 1 Angel Square is to the left of the view.

The proposal would dominate the view and complement the urban form. The proposal would complement the scale of New Century Hall. Whilst it would be taller than Parkers Hotel, the existing road network allows the listed building to remain largely understood and legible.



The site contains the former Ducie Bridge public house, Miller House (88a Miller Street) and 86 Miller Street. These buildings would be demolished. In considering the impact of the loss of these building, it is necessary to consider whether they have any historic value as defined by paragraph 197 of the NPPF which requires the *'effect of an application on the significance of a non-designated heritage asset to be taken into account in determining the application.*

Should the buildings be considered to be non-designated heritage assets then the NPPF requires *'a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset'*

The former Ducie Bridge public house was built between 1899-1901. The building has four floors including basement level and is constructed from red stock brick with red terracotta embellishments. The building has been extensively remodelled internally and externally and the original sash windows and doors have been lost, there is limited internal fabric with no fixtures and fittings of note with much of the interior being opened up by the removal of original walls and decorative features. The second floor and basement areas do retain the original plan layout, however, much of the original fabric has been removed.

In 2017, the public house was put forward for listing. However, this was rejected by Historic England who noted that all the windows have been replaced and the interior extensively remodelled which they judge to be a key factor when assessing 19th century public houses for listing. They found no evidence of *'high quality 1900 century bar furniture, plasterwork, tiling or other features that might be seen to be of potential special interest'*. Historic England concluded that the public house was *'fairly typical'* rather than of *'special interest'*.

The former Ducie Bridge public house, has some historic interest due to its architectural and communal value as a public house, but has low overall historic interest due to the lack of surviving fixtures, fittings and plan form.

Miller House was constructed in 1895 on the rear yard of the public house. The exterior of the property and consists of a rendered two storey brick building. The windows and doors have been replaced but the 1895 pediments over the upper window and entrance door can still be seen. The interior of the property does not contain any historic fixtures or fittings. Its condition together with the fact it has been substantially altered internally and externally and retains no historic features or fittings of note, means the heritage value of the property is low.

86 Miller Street was developed in three phases which is demonstrated by the long side elevation on Osmond Street. The narrow middle section to the middle forms the earliest part, dating to the late 18th century and originally a dwelling numbered 1 Oswald Street. The internal plan form and surviving chimney breasts/areas of original internal walls have been removed. The next phase can be seen to the left of the two bay dwellings, which was built as a commercial premises at some point during the 1830s. The third phase of the building is evident to the right which was built at some point between 1883 and 1891.

Internally, the floor plan of the building demonstrates the separate building phases. 19th Century columns exist and chimney breasts. The ground floor warehouse is also largely unaltered with original windows, painted brick walls and timber floorboards. The floorplan is repeated at first and second floors.

The building, due to its date, evidence of its former uses and historical development together with the survival of fixtures and fittings both internally and externally means that the building is of some local interest. However, it is not an exemplar of its type.

Impact Assessment

The proposal would result in some instances of low level adverse impact on nearby listed buildings, particularly Parkers Hotel but the impacts would result in less than substantial harm and at the lower end of the scale. Any harm should be outweighed by the public benefits that would be delivered, in accordance with the guidance provided in paragraph 196 of the NPPF.

The existing buildings have been assessed for their heritage significance. The Ducie Bridge public house, has some architectural and social value, and was subject to a recent request for listing which was rejected by Historic England on the grounds on the quality of its interior and the fact that it was not an exemplar example of a public house of this era. Miller House is in a poor condition, both internally and externally, and therefore is no longer of any particular historical significance. 86 Miller Street is the most interesting of the 3 buildings, due to the phases of development which are evident and internal features which remain, but it is in a poor condition and not a particularly good example of its type.

These buildings are therefore not considered to be non-designated heritage assets as defined by the NPPF. Notwithstanding this, there are substantial public benefits

as a result of this proposal which outweigh any minor harm as a result of the loss of the existing buildings together with any minor harm to the surrounding listed buildings. These public benefits are considered in detail below.

Many buildings in the NOMA estate have been restored and re-used. In total, ten buildings have been restored, six of which were listed buildings.

In acknowledgment of the history of the existing buildings, and in line with the comments of GMAAS, the buildings should be subject to a historic building survey prior to their demolition.

There would be a minor degree of harm to the surrounding listed buildings as a result of the introduction of a tall building at this site, particularly to the setting of Parkers Hotel. This harm is less than substantial and at the lower end of the scale. In these circumstances, the NPPF requires that the public benefits should mitigate against this harm and these are considered in detail below.

The proposal would regenerate this partially vacant brownfield site within NOMA where change and development is expected to take place. The creation of high quality office accommodation would support economic growth and allow access to employment opportunities. The vacant buildings and car parking have a neutral impact on the setting and character nearby listed buildings.

This proposal would comprehensively develop the site and provide a development to the main street frontages as well as activating new areas of public realm which is a key requirement in NOMA. Large floorplate, grade A office accommodation is in demand in the City in close proximity to excellent public transport links.

The scale and appearance of the development would be appropriate and would complement surrounding development and respect the setting of 1 Angel Square and the nearby listed building, which remain clearly legible.

The development would be of a high quality and add positively to and complement the range of architectural styles found across the NOMA estate. The building would be a well detailed grid with deep window reveals and large amounts of glazing.

The level of harm would be less than substantial and it is necessary to assess whether the 'public benefits' would outweigh the identified harm. In assessing this, consideration must be given to para 8 of the NPPF which outlines the objectives to achieve sustainable development.

The public benefits are derived from redevelopment of a highly sustainable brownfield site within the NOMA masterplan area. The removal of the largely vacant site would allow a comprehensive high quality development which responds positively to all the surrounding streets.

The massing and elevational treatment would be high quality and follow many of the characteristics found on the nearby listed buildings. In particular, the creation of a cohesive, uniform development, and well detailed elevations including deep window reveals, would ensure a high quality development.

Over 22,000 sqm of Grade A office floor space would be created and the large floor plates would attract a variety of users. The floor plates are also flexible and can be adapted and subdivided. A flexible space on the ground floor which could be available to start-up businesses. The proposal would create in the region of 2000 permanent jobs in a range of skills, together with temporary jobs during the construction period. There would be opportunities for local people to access employment during the construction period which would be secured by a local labour agreement.

The investment made in delivering this next phase of the NOMA masterplan will also act as a catalyst to unlock the wider masterplan thereby continuing the success, economic growth and job creation in this part of the city centre.

The proposal would be energy efficient and provide further investment in the public realm which will enhance pedestrian routes, improving connectivity to the city centre and the northern gateway.

It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings and conservation areas as required by virtue of S66 and S72 of the Listed Buildings Act, and paragraph 193 of the NPPF, the harm caused would be less than substantial and would be outweighed by the public benefits of the scheme and meet the requirements set out in paragraph 196 of the NPPF.

Archaeology

An archaeological assessment notes that archaeology may exist underground and that the existing building have some local significance. GMAAS consider that any remains and ground excavations should be recorded. They recommend that a survey of the buildings is carried prior to demolition. Following completion of the works, and depending on the quality of the archaeological investigations, there should be some form of commemoration of the remains. A condition should be imposed on the planning permission to this affect in order to satisfy the requirements of policy EN3 of the Core Strategy and saved policy DC20 of the UDP.

Ecology

An ecological appraisal has concluded that there are no significant ecological constraints. There is some minor potential for disturbance of bat and bird habitats and Greater Manchester Ecology Unit have advised a condition that some precautionary measures take place prior to the demolition to minimise any disruption. The landscaping and street trees would enhance green infrastructure and biodiversity at the site and in the area in line with policy EN9 and EN15 of the Core Strategy.

Contribution to Improving Permeability, Public Spaces and Facilities and Provision of a Well Designed Environment

A new pedestrian square would connect to the existing public realm at 1 Angel Square. The space would be active and used for pop up events and activities

managed by NOMA in a similar manner to Sadler's yard. There would be raised planters with trees, timber benches, bespoke lighting columns and a softened seating edge. The hard landscaping would include grey and red clay paving.

A pedestrian colonnade, comprising a covered walkway would lead from Miller Street to the square.



Landscape square and pedestrian colonnade

The service yard would be landscaped with a central planter with pines and fern planting. Yorkstone paving would be provided to Miller Street and Corporation Street and a planting buffer to Miller Street, encased in a steel edging incorporating seating. 16 mature trees would be planted including large specimen pinus trees.

Effect of the development on the local environment and existing residents

(a) Sunlight, daylight, overshadowing and overlooking

An assessment has been undertaken to establish the likely significant effects of the proposal on the amount of daylight and sun light received by properties which surround the site. Consideration has also been given to any instances of overlooking which would result in a loss of privacy. To assess the surrounding existing properties, the BRE guidelines have been used to provide a method for assessing daylight – Vertical Sky Component (VSC) and No Sky Line (NSL) methods. For the assessment of sunlight, the approach considers the Annual Probable Sunlight Hours (APSH) for a reference point on a window (i.e. if a window point can receive at least 25% APSH, then the room should still receive enough sunlight).

The residential properties which were assessed are as follows:

- Parker's Apartments (109-113 Corporation Street);
- Parker's Apartments (115 Corporation Street);
- Ashton House;
- 4 Aspin Lane;
- 83-85 Dantzic Street (Mansion Court); and
- Committed development, comprising proposed residential development at New Victoria.

A summary of the impacts is detailed below:

Daylight

Parker's Apartments (109-113 Corporation Street) – A total of 100 windows, serving 67 rooms. 12 windows would experience a greater amount of daylight, 37 experience no change and the remaining 51 do not pass the initial VSC assessment. These 51 windows serve 31 rooms. Daylight distribution analysis demonstrates that 18 rooms out of 31 would retain levels of daylight distribution in excess of the 80% threshold. Whilst the remaining rooms would experience a degree of adverse impact given the urban context it is considered that the level of harm would not be sufficient to warrant refusal of this application.

Parker's Hotel apartments (115 Corporation Street) – There are 113 windows affected and all of the windows expect 3 pass the assessment with the overall impact being marginal and are affected due to existing balcony arrangements.

Ashton House – There will be limited impact on the windows of Ashton House. The daylight assessment shows that VSC levels post development are subject to limited reductions and that the residual VSC remains high for a city centre location.

4 Aspin Lane - There would be limited impact. VSC levels post development are subject to limited reductions and the residual VSC remains high for a city centre location.

Manison Court (83-85 Dantzic Street) – The post development VSC levels would either be subject to no change or very limited reductions and that residual VSC levels for the windows would remain high for a city centre location.

Sunlight

Parker's Apartments (109-113 Corporation Street) – There would be a degree of impact on the south western end of the building. This impact is likely to be as a consequence of the New Victoria development. Without other committed developments in the area, where there are impacts on the level of winter sun, these generally remain above the BRE threshold. With committed developments, the results are marginally lower with regards to annual sunlight and winter sunlight. Of the 100 windows, there would be 31 which either previously enjoyed total sunlight hours in excess of the BRE threshold but which would fall below the threshold in the post development scenario.

Parker's Hotel apartments (115 Corporation Street) –There were 155 windows subject to analysis 9 which either previously enjoyed sunlight hours in excess of the BRE threshold and would not fall below this or previously fell below the threshold and would be subject to further reduction.

Ashton House – There will be one window within this building which will result in a slight reduction in sunlight which is considered moderate out of the 54 windows considered.

Manison Court 83-85 Dantzic Street – There will be a modest impact on sunlight hours within this development which will be further impacted on as a result of committed development in the local area. However, the changes are not considered to be detrimental with only a minor degree of impact where the BRE threshold will be reduced.

The impact on daylight to the windows in these buildings would be minor adverse. The area is generally occupied by dense blocks arranged around a tight street pattern and this inevitably means that impacts arise. These impacts are not unusual in this type of area and a balanced judgement has to be formed about the extent of the harm. The gap between the proposal and surrounding developments by the existing road network will assist in minimising any impacts. It is considered that the effects are acceptable in this context and do not warrant a refusal on this ground.

(b) TV reception

A TV reception survey has concluded that there is likely to be minimal impact on digital television services or digital satellite television services but should any arise it could be mitigated through antenna upgrade or realignment of the transmitter. A condition would require of a post completion survey to be undertaken to verify that this is the case and that no additional mitigation is required.

(c) Wind

A wind assessment has been undertaken to assess the impact of the development on the wind environment in and around the application site.

The proposal would result in suitable conditions for the intended users of the building. Entrances to the buildings, terrace area and public realm are all suitable for the intended uses. The proposal would improve several pre-existing safety issues outside of the site boundaries through the introduction of built form and deciduous and evergreen trees which form part of the landscaped strategy for the site.

Further consideration should be given the potential landscaping along the north side of the site which would further improve the wind environment around the application site and Parker Hotel. This should be explored further as part of the conditions of the approval.

(d) Air quality

An air quality assessment has considered whether the proposal would change the air quality during both the construction and operational phases of the development. The site is within an Air Quality Management Area (AQMA).

There would be dust for the construction process but this would be minimised as no demolition is required. A dust management plan would ensure that the dust and air quality impacts during the construction phase will not be significant and this should remain in place for the duration of the construction period.

The operational aspects would have limited impact on air quality. The majority of those working at the site would use public transport. There would be a low level of car parking at the development at 57 spaces. 26 car parking spaces would be fitted with an electric charging point. 212 secure cycle spaces are proposed along with shower facilities.

Fume extraction

Fume extraction would be required for the commercial units if they are to be occupied by a food and drink use. A suitable scheme could be integrated into the scheme and a condition is recommended requiring details to be agreed.

Noise and disturbance

A noise assessment identifies the main sources of noise would be from: plant and construction. The acoustic specification would limit noise ingress from external noise, particularly from nearby roads.

Construction noise would be acceptable provided that the strict operating and delivery hours are adhered to along with an acoustic site hoarding, equipment silencers and regular communication with nearby residents. This should be secured by a planning condition.

The office would operate on a 24 basis. The roof terrace would be used between 08:00 to 23:00 and the hours would be restricted by a condition.

The hours of the commercial units should be restricted to protect amenity and prevent unacceptable noise transfer. Acoustic insulation should be put in place and details of the plant equipment should be agreed for the entire building.

Provided that construction activities are carefully controlled and the plant equipment and residential and commercial accommodation are appropriately insulated the proposal would be in accordance with policy DM1 of the Core Strategy, extant policy DC26 of the UDP and the NPPF.

Waste management

A waste management strategy details how waste would be managed. There would be a central collection point on each office floor for general and paper waste. The waste will be transferred to the basement refuse and recycling store. Waste from the retail and leisure uses will also be transported to the bin store area.

The waste store would have 23 bins. The following will be required for the office element of the scheme:

- 8 no. 1100 litre for non-recyclable
- 7 no. 1100 litre for dry mixed recycling
- 2 no. 1100 litre for glass recycling

The following will be required for the retail/leisure element of the scheme:

- 2 no. 1100 litre for non-recyclable
- 2 no. 1100 litre for dry mixed recycling
- 1 no. 600 litre for glass recycling
- 1 no. 240 litre for organic waste.

This requires a collection frequency of three times a week. Environmental Health have considered the waste management arrangements for the development to be acceptable and the implementation would be a condition.

Accessibility

The proposal would be accessible. Four disabled car parking space would be provided within the basement car park in close proximity to the lift core. There is level access into the commercial units and office entrance lobby off Miller Street. All floors of the building are accessible by lift.

Impact on the highway network/car parking

A transport statement has concluded that the number of trips generated would not have a detrimental impact on the local highway network. Access to the car and cycle areas will be via an access off Corporation Street. Highways services consider the layout of the entrance and car park to be acceptable.

The proposal requires some highway interventions including the introduction of a signalised junction at Corporation Street/Munster Street with priority Corporation Street. Footways would be improved as part of the upgrading of the public realm. Detailed discussions are progressing regarding a potential pedestrian crossing on Miller Street.

A draft travel plan encourages the use of sustainable forms of travel and conditions would require the production and implementation of a full travel plan. A draft construction management plan demonstrates that there would be minimal impact on the local highway network. A detailed plan would be produced as part of the conditions of any planning approval.

Overall, the development would have a minimal impact on the local highway network and there would be adequate car and cycle provision. Travel planning would take advantage of the sustainable location to further reduce the reliance on the car. The proposal therefore accords with policies SP1, T1, T2 and DM1 of the Core Strategy

Flood Risk/surface drainage

The site is in flood zone 1 '*low probability of flooding*'. However, it is in a critical drainage area where there are complex surface water flooding problems from ordinary watercourses, culverts and flooding from the sewer network. These areas are particularly sensitive to an increase in rate of surface water run-off and/or volume from new developments which may exasperate local flooding problems. The applicant has prepared a drainage statement in support of their planning application. The Flood Risk Management Team require further details which should be secured by a condition together with verification and future management arrangements.

Sustainability and energy efficiency

An energy and environmental standards statement demonstrates that the energy hierarchy has been applied and that low and zero carbon technologies would be used and would comply with part L (2010). In addition, a BREEAM pre-assessment has been submitted to support the application.

The BREEAM report demonstrates that the proposal can achieve a 'very good' rating with an opportunity to achieve 'excellent'. In addition, the proposal has the potential to deliver 21.75% CO₂ reduction against Part L 2013.

Other measures are promoted to minimise water and energy demands. The use of public transport would be maximised through travel planning and cycle provision and landscaping would include biodiversity measures such as bird and bat boxes.

The overall energy performance would be satisfactory with an overall reduction in emissions as prescribed by policy EN6 of the Core Strategy. The development complies with the spirit of the Core Strategy with high quality building fabric and systems. The energy standards should be a condition of any approval.

Designing out crime

The CIS recognises that the development would bring vitality to a partially derelict site and would present a more active frontage to improve natural surveillance. It is recommended that a condition requires CIS to be implemented in full in order to achieve Secured by Design Accreditation.

Ground conditions

A ground conditions report notes that further information is required to inform the final remediation strategy. A verification report should confirm that the agreed remediation has been carried out.

Demolition and Construction management

The work would take place close to homes and comings and goings from the site are likely to be noticeable. However, these impacts should be short in duration and predictable. A condition requires a construction management plan to be agreed which would include details of dust suppression measures, highways management plan and details of use of machinery. Wheel washing would prevent any dirt and debris along the road and beyond.

Limited information has been provided about routing but servicing vehicles are likely to use Miller Street/Corporation Street/Angel Street which should minimise disruption on the local network. There is unlikely to be any cumulative impact from construction activity. There is a large amount of activity in the local area but the proximity of the strategic road network should help to minimise disruption on the surrounding area.

Provided the initiatives outlined above are adhered to, it is considered that the construction activities are in accordance with policies SP1 and DM1 of the Core Strategy and extant policy DC26 of the Unitary Development Plan. However, it is recommended that a condition of the planning approval is that the final construction management plan is agreed in order to ensuring the process has the minimal impact on surrounding residents and the highway network.

Conclusion

The proposal would help to regenerate a key site within NOMA providing much needed high quality office accommodation. It would develop a vacant, poor quality site on a key road junction in the city centre. Whilst a former public house and two former industrial buildings which have a degree of social and heritage value would be lost, the public benefits of the proposal would outweigh any harm.

The new building would be sustainable and high quality and contribute to NOMA through its materials, elevational treatment and how it addresses street frontages. Others benefits include job creation and public realm improvements.

The scale of the proposal would cause some a low level of harm to the significance of the nearby listed buildings, particularly Parkers Hotel. However, this would be outweighed by the public benefits delivered. There would be some localised impacts on amenity at nearby residents in terms of daylight and sunlight, but none are unusual for this urban context. .

The level of harm would be less than substantial and would be outweighed by the public benefits delivered. Notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings and conservation areas as required by virtue of S66 and S72 of the Listed Buildings Act, the harm caused would be less than substantial and would be outweighed by the public benefits of the scheme thus meeting the requirements set out in paragraph 193 and 196 of the NPPF.

Human Rights Act 1998 considerations – This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have the right to a fair hearing and to this end the Committee must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved polices of the Unitary Development Plan, the Head of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the

applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation APPROVE

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice has been sought in respect of this matter where early discussions took place regarding the siting/layout, scale, design and appearance of the development along with noise and traffic impacts. Further work and discussion have taken place with the applicant through the course of the application, particularly in respect of the highways matters and impact on the historic environment. The proposal is considered to be acceptable and therefore determined within a timely manner.

Reason for recommendation

Conditions to be attached to the decision

1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2) The development hereby approved shall be carried out in accordance with the following drawings and documents:

Drawings

stamped as received by the City Council, as Local Planning Authority, on the 3 August 2018.

Supporting information

stamped as received by the City Council, as Local Planning Authority, on the 3 August 2018

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SP1 and DM1 of the Core Strategy.

3) a) Prior to the commencement of the development, details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration

of the construction of the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction of the development.

In this condition a Local Benefit Proposal means a document which includes:

- i) the measures proposed to recruit local people including apprenticeships
- ii) mechanisms for the implementation and delivery of the Local Benefit Proposal
- iii) measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives

(b) Within one month prior to construction work being completed, a detailed report which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority.

Reason – The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy (2012).

4) No soft-strip, demolition or development groundworks shall take place until the applicant or their agents or successors in title have secured the implementation of a programme of archaeological works. The works are to be undertaken in accordance with a Written Scheme of Investigation (WSI) submitted to and approved in writing by Manchester Planning Authority. The WSI shall cover the following:

1. A phased programme and methodology of investigation and recording to include:
 - archaeological building survey (Historic England level 2)
 - archaeological evaluation through trial trenching
 - dependent on the above, targeted open area excavation and recording (subject to a separate WSI)
2. A programme for post investigation assessment to include:
 - production of a final report on the results of the investigations and their significance.
3. Deposition of the final report with the Greater Manchester Historic Environment Record.
4. Dissemination of the results of the archaeological investigations commensurate with their significance.
- 5 Provision for archive deposition of the report and records of the site investigation.
6. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

Reason: In accordance with policy EN3 of the Manchester Core Strategy and saved policy DC20 of the UDP, to record and advance understanding of heritage assets impacted on by the development and to make information about the heritage interest publicly accessible.

5) Notwithstanding the details submitted

(a) the development shall not commence until a scheme for the drainage of surface water from that phase of the new development shall be submitted for approval in writing by the City Council as the Local Planning Authority. This shall include:

- Maximise use of green SuDS in design
- Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for climate change in any part of a building;
- Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.
- Hydraulic calculation of the proposed drainage system;
- Construction details of flow control and SuDS elements.

(b) The development shall then be constructed in accordance with the approved details, within an agreed timescale.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

6) Notwithstanding the stamped as received by the City Council, as Local Planning Authority, on the, (a) before the development hereby approved commences, the following information shall be submitted for approval in writing by the City Council, as Local Planning Authority:

- Submission of the site investigation and updated final risk assessment;
- Submission of a remediation strategy.

One approved, the development shall then be carried out in accordance with the approved details.

(b) When development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority prior to the first occupation of the development.

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall

take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

Reason – There is evidence of site contamination at the application site which requires further consideration and examination. In particular, details of outstanding gas monitoring is required to be submitted for consideration and an appropriate remediation strategy prepared. This is pursuant to policy EN18 of the Manchester Core Strategy (2012).

7) Prior to the commencement of the development, a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include;

- Display of an emergency contact number;
- Details of Wheel Washing;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Routing strategy and swept path analysis;
- Parking of construction vehicles and staff; and
- Sheeting over of construction vehicles.

The development shall be carried out in accordance with the approved construction management plan.

Reason - To safeguard the amenities of nearby residents, highway safety and air quality, pursuant to policies SP1, EN16, EN19 and DM1 of the Manchester Core Strategy (July 2012).

8) Prior to the commencement of development, (a) a programme for the issue of samples and specifications of all material to be used on all external elevations of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority, the programme shall include timings for the submission of samples and specifications of all materials to be used on all external elevation drawings to illustrate details of full sized sample panels that will be produced. The panel to be produced shall include jointing and fixing details between all component materials and any component panels, details of any external ventilation requirements, details of the drips to be used to prevent staining and details of the glazing and frames, a programme for the production of the full sized sample panels and a strategy for quality control management;

(b) All samples and specifications shall be submitted to and approved in writing in accordance with the programme as agreed under part (a). The approved materials shall then be implemented as part of the development.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Core Strategy.

9) Prior to the first occupation of the development, details of the implementation, maintenance and management of the sustainable drainage scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt this shall include:

- Verification reporting providing photographic evidence of construction;
- Management and maintenance plan for the lifetime of the development which shall include the arrangements adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason – To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

10) (a) Prior to the first occupation of this development, details of hard and soft landscaping treatments (including tree planting, street tree planting, boundary treatments and appropriate samples of materials) shall be submitted to and approved in writing by the City Council as local planning authority.

(b) The approved scheme shall be implemented prior to the first occupation of the development. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Core Strategy.

11) Prior to the first use of the development hereby approved, full details of the specification and locations of bat and bird boxes, shall be submitted to and approved in writing by the City Council as Local Planning Authority. The bat and bird boxes shall be installed prior to the completion of the development and therefore be retained and remain in situ.

Reason - To ensure the creation of new habitats in order to comply with policy EN15 of the Manchester Core Strategy (2012).

12) The development hereby approved shall be carried out in accordance with the Environmental Standards and energy statement stamped as received by the City Council, as Local Planning Authority, on the. A post construction review certificate/statement shall be submitted for approval, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Core Strategy and the principles

contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

13) BREEAM

14) (a) Prior to the first use of the development hereby approved, details of any externally mounted ancillary plant, equipment and servicing shall be submitted for approval. For the avoidance of doubt, externally mounted plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5 db (L_{aeq}) below the typical background (L_{a90}) level at the nearest noise sensitive location.

(b) The approved scheme shall be implemented and prior to the first use of the development, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority, and thereafter retained and maintained in situ.

Reason - To minimise the impact of plant on the occupants of the development pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

15) The development hereby approved shall be carried out in accordance with site waste management strategy with the design and access statement and drawing ?? stamped as received by the City Council, as Local Planning Authority, on the ??. The details shall be implemented prior to the first use of the development and thereafter retained and maintained in situ.

Reason - To ensure adequate refuse arrangement are put in place for the development pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

16) Prior to the first use of the development, details of a scheme to extract fumes, vapours and odours from the premises shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall then be implemented prior to the first occupation of the residential element and thereafter retained and maintained in situ.

Reason – To ensure appropriate fume extraction is provided for the development pursuant to policies SP1 and DM1 of the Manchester Core Strategy and saved policy DC10 of the Unitary Development Plan for the City of Manchester (1995).

17) The development hereby approved shall include a building and site lighting scheme and a scheme for the illumination of external areas during the period between dusk and dawn. Full details of such a scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority before the first

use of the development hereby approved. The approved scheme shall be implemented in full prior to the first use of development and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using the proposed development in order to comply with the requirements of policies SP1 and DM1 of the Core Strategy.

18) If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy.

19) The development shall be carried out in accordance with the Crime Impact Statement prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the ?. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Core Strategy and to reflect the guidance contained in the National Planning Policy Framework.

20) The development shall be carried out in accordance with the interim travel plan stamped as received by the City Council, as Local Planning Authority, on the ?

In this condition a Travel Plan means a document which includes:

- i) the measures proposed to be taken to reduce dependency on the private car by those working at the development;
- ii) a commitment to surveying the travel patterns of staff during the first three months of the first use of the building and thereafter from time to time
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car
- iv) measures for the delivery of specified travel plan services
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

Within six months of the first occupation of the building, a Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority. Any Travel Plan which has been approved by the City Council as

Local Planning Authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel for occupants, pursuant to policies T1, T2 and DM1 of the Manchester Core Strategy (2012).

21) Prior to the first occupation of the residential building element, the provision of 212 cycle spaces, as indicated on drawing ? stamped as received by the City Council, as Local Planning Authority, on the ? shall be implemented prior to the first occupation of the residential element of the development hereby approved and retained and maintained in situ for as long as the development remains in use.

Reason – To ensure there is sufficient cycles stand provision at the development and the residents in order to support modal shift measures pursuant to policies SP1, T1, T2 and DM1 of the Manchester Core Strategy (2012).

22) Prior to the first occupation of the residential element of the development hereby approved, the car parking layout, as indicated on drawing ? stamped as received by the City Council, as Local Planning Authority, on the ? shall be laid out, demarcated and made available. The car parking layout shall be retain and maintained for as long as the development remains in use.

Reason – To ensure car parking is available for the development pursuant to policies SP1, T1, and DM1 of the Manchester Core Strategy (2012).

??23) Prior to the first use of the residential element within the development hereby approved, a scheme of highway works and details of footpaths reinstatement/public realm in relation to shall be submitted for approval in writing by the City Council, as Local Planning Authority.(high quality materials yorkstone)

For the avoidance of doubt this shall include the following:

- Footway improvement and reinstatement works around the perimeter of the application site including provision of street trees. These footway improvements shall include details of materials, including natural stone or other high quality materials to be used for the footpaths and for the areas between the pavement and the line of the proposed building/public realm;
- Improvements to the junction radii at Radium Street/Primrose Street as indicated on drawing 75001-P01 stamped as received by the City Council, as Local Planning Authority, on the 19 December 2018
- Creation of vehicular entrance off Radium Street.
- Making Silk Street 'one-way' including alterations to footway in front of the application site by increasing its width to 2 metres as indicated on drawing 05004 P01 stamped as received by the City Council, as Local Planning Authority, on the 19 December 2018

The approved scheme shall be implemented and be in place prior to the first occupation of the residential element of the development hereby approved and thereafter retained and maintained in situ.

Reason - To ensure safe access to the development site in the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012) and in accordance with the NOMA masterplan.

24) Prior to the first occupation of the use of the development 26 electric car charging points shall be installed within the car parking area in accordance with a scheme submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall be implemented prior to the first use of the development and made available and thereafter retained for as long as the development is in place.

Reason – In the interest of promoting alternatives and minimising the impact of the development on air quality pursuant to policies EN16 of the Manchester Core Strategy (2012).

25) Notwithstanding the TV reception survey stamped as received by the City Council, as Local Planning Authority, on the ?, within one month of the practical completion of each phase of the development or before the residential element of the development is first occupied, whichever is the sooner, and at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact area a study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above. The measures identified must be carried out either before the building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

Reason - To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception - In the interest of residential amenity, as specified in policy DM1 of Core Strategy.

26) Prior to the first use of the development hereby approved a signage strategy for the entire building shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved strategy shall then be implemented and used to inform any future advertisement applications for the building.

Reason – In the interest of visual amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

27) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) the premises shall only be used for offices (Use Class B1) and for no other purpose.

Reason – In the interest of retaining the provision of office space within the development pursuant to policies EC1, EC4 of the Manchester Core Strategy (2012) and the NOMA masterplan.

28) The commercial units, as indicated on drawing ? stamped as received by the City Council, as Local Planning Authority, on the ? can be occupied as A1 (excluding convenience retail), A2, A3, A4, B1 and D2 (excluding gyms). The first use of the each commercial unit to be implemented shall thereafter be the permitted use of that unit and any further change of use may be the subject of the requirement of a new application for planning permission or subject to the requirements of the Town and Country Planning (General Permitted Development) Order 2015.

Reason - For the avoidance of doubt and in order to secure a satisfactory form of development due to the particular circumstance of the application site, ensuring the vitality of the units and in the interest of residential amenity, pursuant policy DM1 of the Core Strategy for Manchester.

29) The commercial units as shown on drawing ? stamped as received by the City Council, as Local Planning Authority, on the ?, shall remain as separate units and shall not be sub divided or amalgamated without the benefit of planning permission being secured.

Reason- In the interests of residential amenity and to ensure the future viability and vitality of the commercial units pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies DM1, C5 and SP1 of the Manchester Core Strategy.

30) Prior to the first use of the development hereby approved, a servicing management strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved strategy shall then be implemented as part of the development and remain in place for as long as the development remains in use.

Reason – In the interest of highway and pedestrian safety pursuant to policies SP1, T2 and DM1 of the Manchester Core Strategy (2012).

31) When the development is first occupied, deliveries, servicing and collections including waste collections shall not take place outside the following hours:

Monday to Saturday 07:30 to 20:00
Sundays (and Bank Holidays): 10:00 to 18:00

Reason – In the interest of residential amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

32) Prior to the first use each of the commercial units, as indicated on drawing stamped as received by the City Council, as Local Planning Authority, details of the opening hours shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved opening hours shall then become the operating hours for the commercial units.

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

33) hours of use of office

34) The roof terrace as shown on drawing stamped as received by the City Council, as Local Planning Authority, on the ? shall not be open outside the following hours:-

Monday to Saturday

No use of the property on Saturday and Sundays

There shall be no amplified music or sound on the roof terrace at any time.

Reason - In interests of amenity in order to reduce noise and general disturbance in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

35) Prior to the first use of each of the commercial units as indicated on drawing stamped as received by the City Council, as Local Planning Authority, on the, details of any roller shutters to the ground floor of the premises shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt the shutters shall be fitted internally to the premises. The approved details shall be implemented prior to the first occupation of each of the commercial units and thereafter retained and maintained in situ.

Reason – To ensure that the roller shutters are appropriate in visual amenity terms pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

36) The development hereby approved shall include for full disabled access to be provided to all areas of public realm and via the main entrances and to the floors above.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions Core Strategy policy DM1.

37) In the event that any of the commercial units, as indicated on drawing are occupied as an A3 or A4 use, prior to their first use the following details must be submitted and agreed in writing by the City Council, as Local Planning Authority. These details are as follows:

Management of patrons and control of external areas. For the avoidance of doubt this shall include:

*An Operating Schedule for the premises (prevention of crime and disorder, prevention of public nuisance, Management of smokers)

*Details of a Dispersal Procedure

* Mechanism for ensuring windows and doors remain closed after 9pm

The approved scheme shall be implemented upon first use of the premises and thereafter retained and maintained.

Reason - To safeguard the amenities of nearby residential occupiers as the site is located in a residential area, pursuant to policies SP1, DM1 and C10 of the Manchester Core Strategy and to saved policy DC26 of the Unitary Development Plan for Manchester.

38) Prior to the first use of each of the ground floor commercial units, as indicated on drawing stamped as received by the City Council, as Local Planning Authority, on the, details of how the commercial units will be acoustically insulated and treated to limit the break out of noise (including roof terrace) shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include a noise study of the premises and a scheme of acoustic treatment. For the avoidance of doubt, where entertainment noise is proposed the Laeq (entertainment noise) shall be controlled to 10 db below the La90 (without entertainment noise) in each octave band at the façade of the nearest noise sensitive location.

(b) The approved scheme shall be implemented and prior to the first use of each of the commercial units, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority, and thereafter retained and maintained in situ.

Reason - To minimise the impact of plant on the occupants of the development pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

39) All windows at ground level shall be retained as a clear glazed window opening at all times and views into the premises shall not be screened or obscured in any way.

Reason - The clear glazed window(s) is an integral and important element in design of the ground level elevations and are important in maintaining a visually interesting street-scene consistent with the use of such areas by members of the public, and so as to be consistent with saved policy DC14 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

Informatives

- Any signage, wayfinding, banners or any other advertisements to be installed in and around the application site for the purpose of the promotion of the developments and routes to it may require consent under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.

- Whilst the building to be demolished has been assessed as very low risk for bats, the applicant is reminded that under the Habitat Regulation it is an offence to disturb, harm or kill bats. If a bat is found all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 123437/FO/2019 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

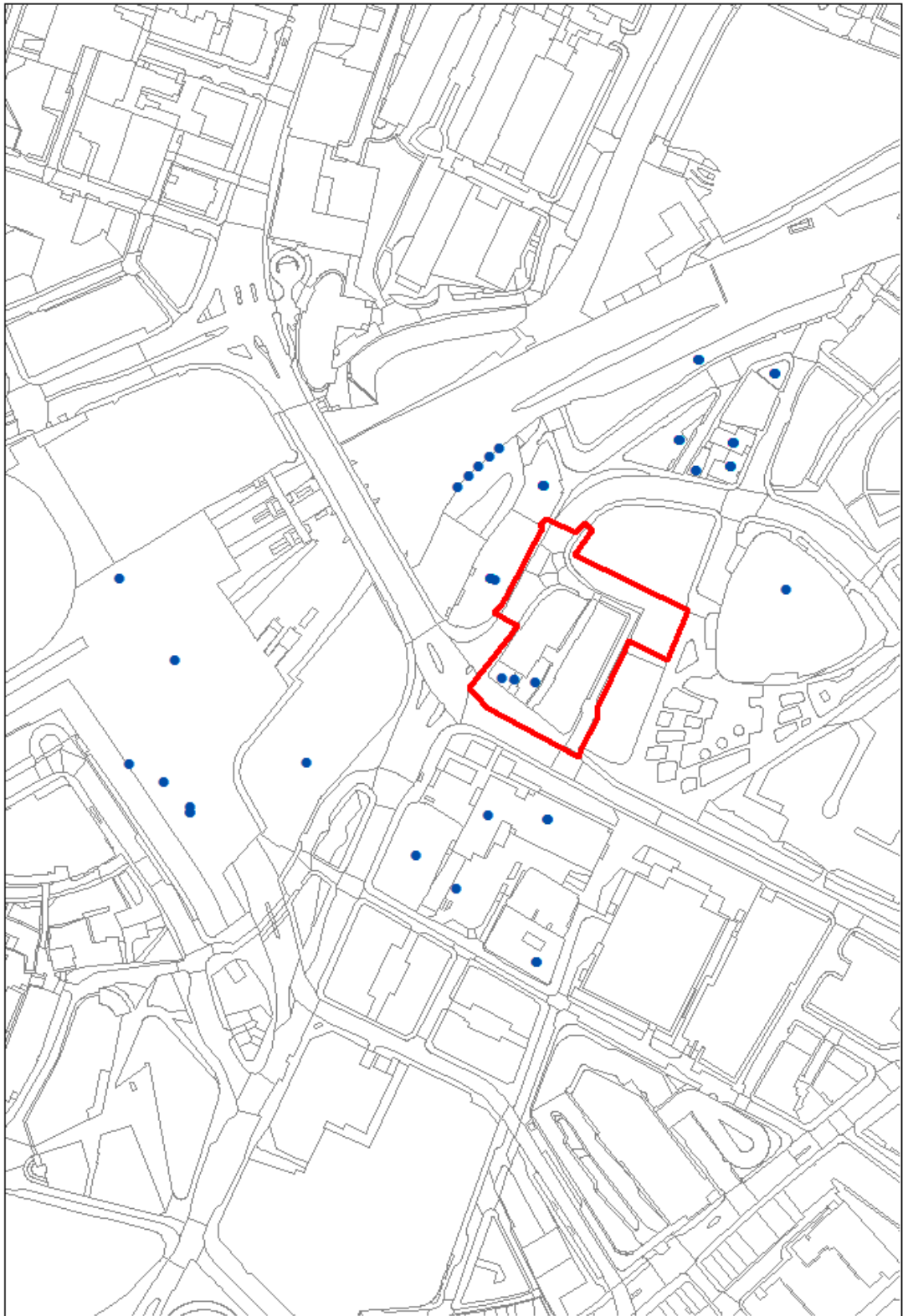
The following residents, businesses and other third parties in the area were consulted/notified on the application:

**Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Strategic Development Team
Work & Skills Team
Greater Manchester Police
Historic England (North West)
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit
Friends Of Angel Meadow
Network Rail**

A map showing the neighbours notified of the application is attached at the end of the report.

Representations were received from the following third parties:

Relevant Contact Officer : Jennifer Atkinson
Telephone number : 0161 234 4517
Email : j.atkinson@manchester.gov.uk



 Application site boundary  Neighbour notification
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