

MANCHESTER CITY COUNCIL REPORT FOR RESOLUTION

Report to: Planning and Highways Committee – 15 September 2011

Subject: 096797/VO/2011/N2
CITY COUNCIL DEVELOPMENT Highway alterations and improvements to Miller Street, Corporation Street, Aspin Lane, Angel Street and Rochdale Road. Public realm and Landscaping as part of the Regeneration plans comprising of improved crossing facilities, resurfacing & repaving and associated works
Miller Street, Manchester, M60 4ES
Applicant: Mrs Amber Kalim-Douglas, Manchester City Council, Block A, Hooper Street (off Midland Street), Higher Ardwick, Manchester, M12 6LA

Report to: Head of Planning

Purpose of report

Top describe the above application for planning permission, the issues involved and to put forward recommendations.

Recommendation

The Head of Planning recommends that the Committee **APPROVE** planning application **096797/VO/2011/N2** relating to CITY COUNCIL DEVELOPMENT Highway alterations and improvements to Miller Street, Corporation Street, Aspin Lane, Angel Street and Rochdale Road. Public realm and Landscaping as part of the Regeneration plans comprising of improved crossing facilities, resurfacing & repaving and associated works for the reasons set out in this report.

Financial Consequences for the Revenue Budget

There are no financial consequences for the Revenue Budget

Financial Consequences for the Capital Budget

There are no financial consequences for the Capital Budget

Contact Officer(s)

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Background Documents

Planning Policy Statement nos.1, 4, 5, 9, 13, 15, 24, 25
North West of England Plan Regional Spatial Strategy to 2021
Greater Manchester Local Transport Plan 2011
Transport Strategy for Manchester City Centre
Manchester's Local Development Framework - Core Strategy
Unitary Development Plan Policies R1.1, E3.3, E3.4, I 2.1, T3.1, T3.6, HC 10b,
RC20. DC26.1-DC26.6
Collyhurst Local Plan
City Centre Strategic Plan 2008-2012
Guide to Development in Manchester
Supplementary Planning Document and Planning Guidance (April 2007).
The 'Co-operative's Manchester Estate: Delivering the Vision' Strategic Regeneration
framework

Responses of:

Environmental Health
New East Manchester
Environment & Operations (Trees)
Greater Manchester Ecology Unit
English Heritage (NW Region)
Environment Agency
Greater Manchester Police
Transport for Greater Manchester
Contaminated Land Section
Network Rail
North West Development Agency
Greater Manchester Archaeological Unit
Natural England

Third Party Consultations:

Corporate Property
Environmental Health
Director of Housing
New East Manchester
North Manchester Regeneration Team
Highway Services
Environment & Operations (Trees)
Greater Manchester Ecology Unit
English Heritage (NW Region)
Environment Agency

Greater Manchester Police
Transport for Greater Manchester
Contaminated Land Section
United Utilities Water PLC
Design Council
Network Rail
North West Development Agency
Greater Manchester Archaeological Unit
Lancashire Wildlife Trust
Natural England
Highway Services
Green Spaces - Neighbourhood Services
Environment & Operations (Highway Authority)
Highway Services
Councillor Marc Ramsbottom
Councillor Elaine Boyes
Councillor Mike Carmody
Councillor Mick Loughman
Councillor Jim Battle
Councillor Kevin Peel
Second Floor, 1 Mason Street, Manchester, M4 5FT
4 Rochdale Road, Manchester, M4 4JR
First Floor, 14 Rochdale Road, Manchester, M4 4RJ
Basement And Ground Floor, 56 - 60 Shudehill, Manchester, M4 4AA
First Floor Unit 1, 56 - 60 Shudehill, Manchester, M4 4AA
First Floor Unit 2, 56 - 60 Shudehill, Manchester, M4 4AA
First Floor Unit 3, 56 - 60 Shudehill, Manchester, M4 4AA
First Floor Unit 4, 56 - 60 Shudehill, Manchester, M4 4AA
Second Floor Unit 5, 56 - 60 Shudehill, Manchester, M4 4AA
Second Floor Unit 6, 56 - 60 Shudehill, Manchester, M4 4AA
Second Floor Unit 7, 56 - 60 Shudehill, Manchester, M4 4AA
Second Floor Unit 8, 56 - 60 Shudehill, Manchester, M4 4AA
62 - 64 Swan Street, Manchester, M4 5JU
1 Mason Street, Manchester, M4 5FT
55 Cable Street, Manchester, M4 5DF
56 - 60 Shudehill, Manchester, M4 4AA
John Swift Building, 19 Mason Street, Manchester, M4 5FT
8 Addington Street, Manchester, M4 5FQ
Warehouse Junction Cross Keys Street, Cable Street, Manchester, M4 5EG
First Floor, 1 Mason Street, Manchester, M4 5FT
Second Floor Front Left, 5 Swan Street, Manchester, M4 5JJ
First Floor To Third Floor, 35 Swan Street, Manchester, M4 5JZ
47 - 53 Swan Street, Manchester, M4 5JY
First Floor Front, 30 Mason Street, Manchester, M4 5EY
First Floor, 30 Mason Street, Manchester, M4 5EY
Second Floor, 5 Swan Street, Manchester, M4 5JJ
First Floor Offices 1 To 5, 5 Swan Street, Manchester, M4 5JJ
Second Floor Front Middle, 5 Swan Street, Manchester, M4 5JJ
Second Floor Front Right, 5 Swan Street, Manchester, M4 5JJ
First Floor, 46 Marshall Street, Manchester, M4 5FU

Second Floor, 46 Marshall Street, Manchester, M4 5FU
Third Floor, 46 Marshall Street, Manchester, M4 5FU
Third Floor, 53 Marshall Street, Manchester, M4 5FU
Basement, 46 Marshall Street, Manchester, M4 5FU
Ground Floor, 46 Marshall Street, Manchester, M4 5FU
James Crown Ltd, Marshall Street, Manchester, M4 5FU
Basement, 53 Marshall Street, Manchester, M4 5FU
Basement And Ground Floor, 53 Marshall Street, Manchester, M4 5FU
1 Marshall Street, Manchester, M11 2DY
First Floor, Swan Buildings, 20 Swan Street, Manchester, M4 5JW
Adam Geoffrey, Swan Street, Manchester, M4 5JW
Basement, 20 Swan Street, Manchester, M4 5JW
Manchester Alliance For Community, 20 Swan Street, Manchester, M4 5JW
Warehouse Adjacent 25, Addington Street, Manchester, M4 5EU
184 - 190 Rochdale Road, Manchester, M40 7RA
192 - 198 Rochdale Road, Manchester, M40 7RA
Basement To First Floor, 58 Swan Street, Manchester, M4 5JU
Basement, 6 Swan Street, Manchester, M4 5JN
Basement And Ground Floor, 29 Swan Street, Manchester, M4 5JZ
First Floor To Third Floor, 29 Swan Street, Manchester, M4 5JZ
18A Swan Street, Manchester, M4 5JW
60 Swan Street, Manchester, M4 5JU
Flat nos. 65 - 108 , 15 Dyche Street, Manchester, M4 4DS
Flat 507, The Linx, 10 Naples Street, Manchester, M4 4AR
Flat 506, The Linx, 10 Naples Street, Manchester, M4 4AR
Flat 505, The Linx, 10 Naples Street, Manchester, M4 4AR
Flat 404, The Linx, 10 Naples Street, Manchester, M4 4AR
Flat 402, The Linx, 10 Naples Street, Manchester, M4 4AR
1 – 17 (all) Parkers Apartments, Corporation Street, Manchester, M4 4HB
Pgs District Office Corner Of Gould Street, Rochdale Road, Manchester, M9 5TT
Ground Floor Unit 3, 55 Cable Street, Manchester, M4 5DF
Unit 1 Part First Floor, 2 Rochdale Road, Manchester, M4 4JR
Ground Floor Unit 2, 55 Cable Street, Manchester, M4 5DF
First Floor Unit 3, 55 Cable Street, Manchester, M4 5DF
First Floor Unit 4, 55 Cable Street, Manchester, M4 5DF
First Floor, 2 Rochdale Road, Manchester, M4 5DF
Basement, 55 Cable Street, Manchester, M4 4JR
Basement, 2 Rochdale Road, Manchester, M4 4JR
Ground Floor And First Floor, 14 - 16 Swan Street, Manchester, M4 5JN
Second Floor, 7 - 9 Swan Street, Manchester, M4 5JJ
Third Floor, 7 - 9 Swan Street, Manchester, M4 5JJ
Basement And Ground Floor, 7 - 9 Swan Street, Manchester, M4 5JJ
First Floor, 7 - 9 Swan Street, Manchester, M4 5JJ
Third Floor, 34 Mason Street, Manchester, M4 5EZ
Ground Floor, 34 Mason Street, Manchester, M4 5EZ
First Floor, 34 Mason Street, Manchester, M4 5EZ
Second Floor, 34 Mason Street, Manchester, M4 5EZ
Basement, 34 Mason Street, Manchester, M4 5EZ
Ground Floor, 30 Mason Street, Manchester, M4 5EY
Second Floor Unit 7, 30 Mason Street, Manchester, M4 5EY

Second Floor Unit 8, 30 Mason Street, Manchester, M4 5EY
Basement, 30 Mason Street, Manchester, M4 5EY
Basement Unit 1, 30 Mason Street, Manchester, M4 5EY
Basement Unit 2, 30 Mason Street, Manchester, M4 5EY
Daisy Mill Adjacent 39, Rochdale Road, Manchester, M4 4HT
4 - 6 Rochdale Road, Manchester, M4 4JR
Third Floor Right Side Unit 10, 30 Mason Street, Manchester, M4 5EY
Third Floor Left Unit 9, 30 Mason Street, Manchester, M4 5EY
First Floor And Second Floor, 53 Marshall Street, Manchester, M4 5FU
Second Floor, 58 Swan Street, Manchester, M4 5JU
Third Floor, 58 Swan Street, Manchester, M4 5JU
18 – 70 Parkers Apartments, Corporation Street, Manchester, M4 4HB
Flat 229, Parkers Hotel, Corporation Street, Manchester, M4 4DX
Flat 6, Parkers Hotel, Corporation Street, Manchester, M4 4DX
Flat 329, Parkers Hotel, Corporation Street, Manchester, M4 4DX
Flat 129, Parkers Hotel, Corporation Street, Manchester, M4 4DX
Flat 131, Parkers Hotel, Corporation Street, Manchester, M4 4DX
Flat 109, 15 Dyche Street, Manchester, M4 4DS
Flat 1, Liberty Court II, 87 Dantzic Street, Manchester, M4 4DW
Fourth Floor Nearis, Swan Buildings, 20 Swan Street, Manchester, M4 5JW
46 Marshall Street, Manchester, M4 5FU
53 Marshall Street, Manchester, M4 5FU
2 Rochdale Road, Manchester, M4 5DF
666 Rochdale Road, Manchester, M9 5TT
58 Swan Street, Manchester, M4 5JU
FLAT 101- 106 & 122-124, Icon 25, 101 High Street, Manchester, M4 1HG
FLAT 201-206 ,& 222-224 Icon 25, 101 High Street, Manchester, M4 1HG
FLAT 301-308, 322-324 & 401-408 , Icon 25, 101 High Street, Manchester, M4 1HG
FLAT501 – 508, & 601- 608 , Icon 25, 101 High Street, Manchester, M4 1HG
2 New George Street, Manchester, M4 4AE
4 New George Street, Manchester, M4 4AE
6 New George Street, Manchester, M4 4AE
Flat 101- 105 , 49 Goulden Street, Manchester, M4 5EL
Flat 201 -208 , 49 Goulden Street, Manchester, M4 5EL
Flat 301 -308 , 49 Goulden Street, Manchester, M4 5EL
Flat 401- 408 , 49 Goulden Street, Manchester, M4 5EL
Flat 501 – 508 , 49 Goulden Street, Manchester, M4 5EL
Flat 2, Liberty Court II, 87 Dantzic Street, Manchester, M4 4DW
Flat 3, Liberty Court II, 87 Dantzic Street, Manchester, M4 4DW
Flat 4, Liberty Court II, 87 Dantzic Street, Manchester, M4 4DW
Flat 6, Liberty Court II, 87 Dantzic Street, Manchester, M4 4DW
Flat 7, Parkers Hotel, Corporation Street, Manchester, M4 4DX
Flat 9, Parkers Hotel, Corporation Street, Manchester, M4 4DX
Flat Above, 10 Crown Lane, Manchester, M4 4DQ
Basement Flat, Liberty Court I, 83 - 85 Dantzic Street, Manchester, M4 4DW
Rooms 116-121 And 123-124, Ashton House, Corporation Street, Manchester, M4 4DU
Rooms 101-104 And 113-115, Ashton House, Corporation Street, Manchester, M4 4DU

Rooms 105-110 And 111-112, Ashton House, Corporation Street, Manchester, M4 4DU
Rooms 201-204 And 213-215, Ashton House, Corporation Street, Manchester, M4 4DU
Rooms 205-210 And 211-212, Ashton House, Corporation Street, Manchester, M4 4DU
Rooms 216-221 And 223-224, Ashton House, Corporation Street, Manchester, M4 4DU
Rooms 301-304 And 313-315, Ashton House, Corporation Street, Manchester, M4 4DU
Rooms 305-310 And 311-312, Ashton House, Corporation Street, Manchester, M4 4DU
Rooms 316-321 And 323-324, Ashton House, Corporation Street, Manchester, M4 4DU
The Ragged School, School Street, Manchester, M4 4HD
1 Victoria Station Approach, Manchester, M3 1NZ
93 - 95 Shudehill, Manchester, M4 4AN
Manchester Parking, Long Millgate, Manchester, M3 1NX
Smithfields, 77 Shudehill, Manchester, M4 4AN
First Floor, 89 Shudehill, Manchester, M4 4AN
Second Floor, 89 Shudehill, Manchester, M4 4AN
Third Floor, 89 Shudehill, Manchester, M4 4AN
Sixth Floor, 89 Shudehill, Manchester, M4 4AN
Flat 601 - 608, 49 Goulden Street, Manchester, M4 5EL
Flat 701 -708 , 49 Goulden Street, Manchester, M4 5EL
Flat 801 – 808 , 49 Goulden Street, Manchester, M4 5EL
Flat 901- 908, 49 Goulden Street, Manchester, M4 5EL
Flat 1001 -1008, 49 Goulden Street, Manchester, M4 5EL
Flat 1101- 1108, 49 Goulden Street, Manchester, M4 5EL
Flat 1201-1208 , 49 Goulden Street, Manchester, M4 5EN
Flat 1301 – 1308 , 49 Goulden Street, Manchester, M4 5EN
Flat 1401- 1405 , 49 Goulden Street, Manchester, M4 5EN
91 Shudehill, Manchester, M4 4AN
Fourth Floor And Fifth Floor, 89 Shudehill, Manchester, M4 4AN
6 Victoria Station Approach, Manchester, M3 1NY
89 Shudehill, Manchester, M4 4AN
Holyoake House, Hanover Street, Manchester, M60 0AS
Surgery Adjoining 33, Hanover Street, Manchester, M4 4AH
Ground Floor To Second Floor Vektor Ltd, 6 - 10 Hanover Street, Manchester, M4 4AH
6 - 10 Hanover Street, Manchester, M4 4AH
Basement, Holyoake House, Hanover Street, Manchester, M60 0AS
Second Floor, Holyoake House, Hanover Street, Manchester, M60 0AS
Gmpte Transport Interchange, Shudehill, Manchester, M4 4AN
Contractors Huts Adjacent Cis Building, Hanover Street, Manchester, M4 4AH
97 Shudehill, Manchester, M4 4AN
99 - 105 Shudehill, Manchester, M4 4AN
Flats 1-8 , 2 Hanover Street, Manchester, M4 4BB
Old Bank Building, Hanover Street, Manchester, M60 0AB
Flat 1406, 49 Goulden Street, Manchester, M4 5EN

Flat 1407, 49 Goulден Street, Manchester, M4 5EN
Flat 1408, 49 Goulден Street, Manchester, M4 5EN
Flat 1501, 49 Goulден Street, Manchester, M4 5EN
Flat 1502, 49 Goulден Street, Manchester, M4 5EN
Flat 1503, 49 Goulден Street, Manchester, M4 5EN
Flat 1504, 49 Goulден Street, Manchester, M4 5EN
Flat 1505, 49 Goulден Street, Manchester, M4 5EN
Flat 1506, 49 Goulден Street, Manchester, M4 5EN
Flat 1507, 49 Goulден Street, Manchester, M4 5EN
Flat 1508, 49 Goulден Street, Manchester, M4 5EN
Flat 1601, 49 Goulден Street, Manchester, M4 5EN
Flat 1602, 49 Goulден Street, Manchester, M4 5EN
Flat 1604, 49 Goulден Street, Manchester, M4 5EN
Flat 1605, 49 Goulден Street, Manchester, M4 5EN
Flat 1606, 49 Goulден Street, Manchester, M4 5EN
Flat 1607, 49 Goulден Street, Manchester, M4 5EN
Flat 1608, 49 Goulден Street, Manchester, M4 5EN
Flat 1704, 49 Goulден Street, Manchester, M4 5EN
Flat 1705, 49 Goulден Street, Manchester, M4 5EN
Flat 1706, 49 Goulден Street, Manchester, M4 5EN
Flat 1707, 49 Goulден Street, Manchester, M4 5EN
10 Rochdale Road, Manchester, M4 4JR
70 Shudehill, Manchester, M4 4AF
Flat 1801, 49 Goulден Street, Manchester, M4 5EN
Flat 506, Icon 25, 101 High Street, Manchester, M4 1HG
Flat G01, Icon 25, 101 High Street, Manchester, M4 1HG
Flat G02, Icon 25, 101 High Street, Manchester, M4 1HG
Flat G03, Icon 25, 101 High Street, Manchester, M4 1HG
Flat G04, Icon 25, 101 High Street, Manchester, M4 1HG
Flat G05, Icon 25, 101 High Street, Manchester, M4 1HG
Flat G06, Icon 25, 101 High Street, Manchester, M4 1HG
Holiday Inn Express, Goadsby Street, Manchester, M4 1EH
88A Miller Street, Manchester, M4 4DY
152 Corporation Street, Manchester, M4 4DU
10 Crown Lane, Manchester, M4 4DQ
192 Corporation Street, Manchester, M4 4DU
86 Miller Street, Manchester, M4 4DY
Flat 1- 16 , Parkers Hotel, Corporation Street, Manchester, M4 4DX
Flat 102 – 132 (all) , Parkers Hotel, Corporation Street, Manchester, M4 4DX
Flat 203-232, Parkers Hotel, Corporation Street, Manchester, M4 4DX
Flat 301-335, Parkers Hotel, Corporation Street, Manchester, M4 4DX
Flat nos. 402-427, Parkers Hotel, Corporation Street, Manchester, M4 4DX
Basement, Beswick House, Beswick Row, Manchester, M4 4EA
First Floor, Beswick House, Beswick Row, Manchester, M4 4EA
Second Floor, Beswick House, Beswick Row, Manchester, M4 4EA
Third Floor, Beswick House, Beswick Row, Manchester, M4 4EA
194 Corporation Street, Manchester, M4 4DU
130 - 140 Dantzic Street, Manchester, M4 4DN
Unico House, 80 - 84 Miller Street, Manchester, M4 4DY
Cis Building, Miller Street, Manchester, M4 4DY

Cws, Naples Street, Manchester, M4 4DB
Lower Ground Floor Unit 6, 23 New Mount Street, Manchester, M4 4DE
Lower Ground Floor Unit 12, 23 New Mount Street, Manchester, M4 4DE
Lower Ground Floor Unit 14, 23 New Mount Street, Manchester, M4 4DE
Lower Ground Floor Unit 15, 23 New Mount Street, Manchester, M4 4DE
Lower Ground Floor Unit 16, 23 New Mount Street, Manchester, M4 4DE
Lower Ground Floor Unit 17, 23 New Mount Street, Manchester, M4 4DE
Lower Ground Floor Unit 19, 23 New Mount Street, Manchester, M4 4DE
Lower Ground Floor Unit 20, 23 New Mount Street, Manchester, M4 4DE
Lower Ground Floor Unit 23, 23 New Mount Street, Manchester, M4 4DE
Lower Ground Floor Unit 24, 23 New Mount Street, Manchester, M4 4DE
Lower Ground Floor Unit 25, 23 New Mount Street, Manchester, M4 4DE
Lower Ground Floor Unit 28, 23 New Mount Street, Manchester, M4 4DE
Lower Ground Floor Unit 30, 23 New Mount Street, Manchester, M4 4DE
Lower Ground Floor Unit 33, 23 New Mount Street, Manchester, M4 4DE
Ground Floor Units 34 To 35, 23 New Mount Street, Manchester, M4 4DE
Ground Floor Units 36 To 37, 23 New Mount Street, Manchester, M4 4DE
Ground Floor Unit 38, 23 New Mount Street, Manchester, M4 4DE
Ground Floor Unit 39, 23 New Mount Street, Manchester, M4 4DE
Ground Floor Unit 40, 23 New Mount Street, Manchester, M4 4DE
Ground Floor Units 41 To 44, 23 New Mount Street, Manchester, M4 4DE
Ground Floor Unit 46, 23 New Mount Street, Manchester, M4 4DE
Ground Floor Unit 50, 23 New Mount Street, Manchester, M4 4DE
Ground Floor Units 51 To 53, 23 New Mount Street, Manchester, M4 4DE
Ground Floor Units 54 To 56, 23 New Mount Street, Manchester, M4 4DE
Ground Floor Units 57 And 69 And 70 To 72, 23 New Mount Street, Manchester, M4 4DE
Ground Floor Unit 58, 23 New Mount Street, Manchester, M4 4DE
Ground Floor Unit 60, 23 New Mount Street, Manchester, M4 4DE
Ground Floor Unit 61, 23 New Mount Street, Manchester, M4 4DE
Ground Floor Units 62 To 63, 23 New Mount Street, Manchester, M4 4DE
Ground Floor Unit 64, 23 New Mount Street, Manchester, M4 4DE
Ground Floor Unit 65, 23 New Mount Street, Manchester, M4 4DE
Ground Floor Units 66 To 68, 23 New Mount Street, Manchester, M4 4DE
First Floor Units 81 To 86, 23 New Mount Street, Manchester, M4 4DE
First Floor Unit 87, 23 New Mount Street, Manchester, M4 4DE
First Floor Units 88 To 89, 23 New Mount Street, Manchester, M4 4DE
First Floor Units 90 To 91, 23 New Mount Street, Manchester, M4 4DE
First Floor Unit 93, 23 New Mount Street, Manchester, M4 4DE
First Floor Units 94 To 97, 23 New Mount Street, Manchester, M4 4DE
First Floor Units 98 To 100 And 106, 23 New Mount Street, Manchester, M4 4DE
First Floor Unit 104, 23 New Mount Street, Manchester, M4 4DE
First Floor Unit 105, 23 New Mount Street, Manchester, M4 4DE
First Floor Unit 106, 23 New Mount Street, Manchester, M4 4DE
First Floor Unit 111, 23 New Mount Street, Manchester, M4 4DE
First Floor Unit 112, 23 New Mount Street, Manchester, M4 4DE
First Floor Unit 113, 23 New Mount Street, Manchester, M4 4DE
First Floor Unit 114, 23 New Mount Street, Manchester, M4 4DE
First Floor Units 116 To 117, 23 New Mount Street, Manchester, M4 4DE
First Floor Unit 118, 23 New Mount Street, Manchester, M4 4DE

Second Floor Unit 122, 23 New Mount Street, Manchester, M4 4DE
Second Floor Unit 124, 23 New Mount Street, Manchester, M4 4DE
Second Floor Units 125 To 126, 23 New Mount Street, Manchester, M4 4DE
Second Floor Unit 127, 23 New Mount Street, Manchester, M4 4DE
Second Floor Units 128 To 129, 23 New Mount Street, Manchester, M4 4DE
Second Floor Unit 130, 23 New Mount Street, Manchester, M4 4DE
Second Floor Unit 131, 23 New Mount Street, Manchester, M4 4DE
Second Floor Unit 132, 23 New Mount Street, Manchester, M4 4DE
Second Floor Unit 133, 23 New Mount Street, Manchester, M4 4DE
Second Floor Units 134 To 137, 23 New Mount Street, Manchester, M4 4DE
Second Floor Unit 139, 23 New Mount Street, Manchester, M4 4DE
Second Floor Unit 140, 23 New Mount Street, Manchester, M4 4DE
Second Floor Unit 141, 23 New Mount Street, Manchester, M4 4DE
Second Floor Unit 142, 23 New Mount Street, Manchester, M4 4DE
Second Floor Unit 143, 23 New Mount Street, Manchester, M4 4DE
Second Floor Unit 144, 23 New Mount Street, Manchester, M4 4DE
Third Floor, 23 New Mount Street, Manchester, M4 4DE
Fourth Floor, 23 New Mount Street, Manchester, M4 4DE
Ground Floor Units 47 To 49, 23 New Mount Street, Manchester, M4 4DE
Ground Floor Unit 59, 23 New Mount Street, Manchester, M4 4DE
First Floor Unit 80, 23 New Mount Street, Manchester, M4 4DE
First Floor Unit 101, 23 New Mount Street, Manchester, M4 4DE
First Floor Unit 115, 23 New Mount Street, Manchester, M4 4DE
Second Floor Unit 123, 23 New Mount Street, Manchester, M4 4DE
Second Floor Unit 138, 23 New Mount Street, Manchester, M4 4DE
Flat 5, Liberty Court II, 87 Dantzic Street, Manchester, M4 4DW
Flat 7, Liberty Court II, 87 Dantzic Street, Manchester, M4 4DW
Flat nos . 1-38 , Angel Meadows, 23 Naples Street, Manchester, M4 4HA
Flat nos. 1-24 (all) , Meadow View, 21 Naples Street, Manchester, M4 4BJ
Flat nos. 9-16 (all) , The Linx, 10 Naples Street, Manchester, M4 4AR
Flat 409 - 416, The Linx, 10 Naples Street, Manchester, M4 4AR
Flat 109- 116, The Linx, 10 Naples Street, Manchester, M4 4AR
Flat 209-218, The Linx, 10 Naples Street, Manchester, M4 4AR
Flat 309-316 (all), The Linx, 10 Naples Street, Manchester, M4 4AR
Beswick House, Beswick Row, Manchester, M4 4PR
23 New Mount Street, Manchester, M4 4DE
Meadow View, 21 Naples Street, Manchester, M4 4BJ
7 Rochdale Road, Manchester, M4 4HS
The Angel Inn, 6 Angel Street, Manchester, M4 4BR
36 New Mount Street, Manchester, M4 4DE
Arch nos 1-9 (all), Corporation Street, Manchester, M4 4DG
Flat 1-25 , Krupa Building, 19 Sharp Street, Manchester, M4 4BZ
Apartment 1, 101,102,103,104,105,106,107,108 The Linx Building, 25 Simpson Street, Manchester, M4 4AS
Apartment 2, 201,202,203, 304,205,206,207,208 The Linx Building, 25 Simpson Street, Manchester, M4 4AS
Apartment 3, 301,032,303,304,305,306,307,308 The Linx Building, 25 Simpson Street, Manchester, M4 4AS
Apartment 4, 401,402,403,04,405,406,407,408,The Linx Building, 25 Simpson Street, Manchester, M4 4AS

Apartment 5, 501,502,503,504,505,506,507,508, 510 The Linx Building, 25 Simpson Street, Manchester, M4 4AS

Apartment 6, 601,602,603,604,The Linx Building, 25 Simpson Street, Manchester, M4 4AS

Apartment 7, The Linx Building, 25 Simpson Street, Manchester, M4 4AS

Apartment 8, The Linx Building, 25 Simpson Street, Manchester, M4 4AS

Arch 32, Aspin Lane, Manchester, M4 4DQ

Cws Ltd, Aspin Lane, Manchester, M4 4DQ

Ground Floor Rear, 366 Cheetham Hill Road, Manchester, M8 9LS

Arch 10, Dantzic Street, Manchester, M4 4DW

Arch 11, Dantzic Street, Manchester, M4 4DW

Northern Dairies Ltd, Red Bank, Manchester, M4 4HF

Arch 11, Red Bank, Manchester, M4 4HF

Arch 8, Red Bank Court, Red Bank, Manchester, M4 4HF

Arch 9, Red Bank, Manchester, M4 4HF

Ground Floor Cis, Beswick House, Beswick Row, Manchester, M4 4EA

Ground Floor E Morris And Son Ltd, Beswick House, Beswick Row, Manchester, M4 4EA

Ground Floor, 515 Cheetham Hill Road, Manchester, M8 9HD

25 - 37 Rochdale Road, Manchester, M4 4HT

First Floor, 8A Progress Buildings, 491 - 493 Cheetham Hill Road, Manchester, M8 9ER

First Floor And Second Floor, 300 Cheetham Hill Road, Manchester, M8 0PL

Ground Floor Store Adjacent Unit 46, 23 New Mount Street, Manchester, M4 4DE

Ground Floor Store Adjacent Unit 56, 23 New Mount Street, Manchester, M4 4DE

5 Cheetham Hill Road, Manchester, M4 4FY

First Floor, 116 - 118 Cheetham Hill Road, Manchester, M4 4FG

Community Centre Junction Heath Street, Cheetham Hill Road, Manchester, M8 7ZZ

Ground Floor, 137 - 139 Cheetham Hill Road, Manchester, M8 8LY

Red Bank Service Station, 58 - 74 Cheetham Hill Road, Manchester, M4 4EX

Store Rear Of 141, Cheetham Hill Road, Manchester, M8 8LY

Warehouse Rear Of 151, Cheetham Hill Road, Manchester, M8 8LY

First Floor Offices Units 73 To 75, 23 New Mount Street, Manchester, M4 4DE

First Floor Office Unit 76, 23 New Mount Street, Manchester, M4 4DE

First Floor Office Unit 77, 23 New Mount Street, Manchester, M4 4DE

First Floor Office Units 78 To 79, 23 New Mount Street, Manchester, M4 4DE

Lower Ground Floor Unit 18, 23 New Mount Street, Manchester, M4 4DE

Workshop Adjacent Unit 16 Lwr Gnd Flr 23, New Mount Street, Manchester, M4 4DE

Units 10 And 11, 23 New Mount Street, Manchester, M4 4DE

Lower Ground Floor Units 7 To 9, 23 New Mount Street, Manchester, M4 4DE

Lower Ground Floor Unit 5, 23 New Mount Street, Manchester, M4 4DE

Lower Ground Floor Units 3 To 4, 23 New Mount Street, Manchester, M4 4DE

Lower Ground Floor Units 1 To 2, 23 New Mount Street, Manchester, M4 4DE

Lower Ground Floor Store Adjacent Units 1 To 2, 23 New Mount Street, Manchester, M4 4DE

First Floor Store Adjacent Unit 118, 23 New Mount Street, Manchester, M4 4DE

Second Floor Workshop Units 119 To 121, 23 New Mount Street, Manchester, M4 4DE

Lower Ground Floor Workshop Units 21 To 22, 23 New Mount Street, Manchester, M4 4DE

Lower Ground Floor Units 31 To 32, 23 New Mount Street, Manchester, M4 4DE
Lower Ground Floorunit 29, 23 New Mount Street, Manchester, M4 4DE
Lower Ground Floor Units 26 To 27, 23 New Mount Street, Manchester, M4 4DE
Arch 18, Red Bank, Manchester, M4 4HF
210 - 216 Cheetham Hill Road, Manchester, M8 8LW
Arches 1 And 2, Dantzic Street, Manchester, M4 4BS
Second Floor And Third Floor, 142 Dantzic Street, Manchester, M4 4DN
Arch 19, 20, 21, 22Red Bank, Manchester, M4 4HF
First Floor And Second Floor, 585 Cheetham Hill Road, Manchester, M8 9JE
62 Red Bank, Manchester, M8 8RG
472 - 474 Cheetham Hill Road, Manchester, M8 9JW
Ground Floor, 471 - 473 Cheetham Hill Road, Manchester, M8 9LR
First Floor And Second Floor, 471 - 473 Cheetham Hill Road, Manchester, M8 9LR
First Floor, 142 Cheetham Hill Road, Manchester, M8 8PZ
Ground Floor, 142 Cheetham Hill Road, Manchester, M8 8PZ
Ground Floor, 446A Cheetham Hill Road, Manchester, M8 9LE
First Floor, 446A Cheetham Hill Road, Manchester, M8 9LE
Warehouse Next To 151 To 153, Cheetham Hill Road, Manchester, M8 8LY
79 - 83 Cheetham Hill Road, Manchester, M4 4ER
Unit 17, Red Bank Court, Red Bank, Manchester, M4 4HF
First Floor And Second Floor, 475 Cheetham Hill Road, Manchester, M8 9LE
Ground Floor, 475 Cheetham Hill Road, Manchester, M8 9LE
Ground Floor Unit 1, 135 Cheetham Hill Road, Manchester, M8 8LY
Basement Unit 2, 135 Cheetham Hill Road, Manchester, M8 8LY
Unit 3 Rear Of 135, Cheetham Hill Road, Manchester, M8 8LY
Second Floor Unit 5, 135 Cheetham Hill Road, Manchester, M8 8LY
First Floor Unit 4, 135 Cheetham Hill Road, Manchester, M8 8LY
Ground Floor Right, 116 Cheetham Hill Road, Manchester, M4 4FG
Basement And Ground Floor Left, 116 Cheetham Hill Road, Manchester, M4 4FG
Unit nos 3- 5, Millow Street, Manchester, M4 4DR
First Floor Cis Ltd, Beswick House, Beswick Row, Manchester, M4 4EA
Ground Floor To Second Floor, 16 Sharp Street, Manchester, M4 4BZ
Unit 3, Rochdale Road Industrial Estate, Baptist Street, Manchester, M4 4BP
Unit 1, Rochdale Road Industrial Estate, Baptist Street, Manchester, M4 4BP
Unit 5, Rochdale Road Industrial Estate, Baptist Street, Manchester, M4 4BP
Unit 7, Rochdale Road Industrial Estate, Baptist Street, Manchester, M4 4BP
174 - 182 Cheetham Hill Road, Manchester, M8 8LQ
450A Cheetham Hill Road, Manchester, M8 9LE
First Floor And Second Floor, 581 Cheetham Hill Road, Manchester, M8 9JE
Sales Office, Damaz Building, 18 Sharp Street, Manchester, M4 4BZ
Unit 3, Rani House, Cheetham Hill Road, Manchester, M4 4EX
Unit 17a, Manchester Fort Shopping Centre, Cheetham Hill Road, Manchester, M8 8EP
Unit 7a, Manchester Fort Shopping Centre, Cheetham Hill Road, Manchester, M8 8EP
First Floor Unit 107, 23 New Mount Street, Manchester, M4 4DE
First Floor Units 108 To 109, 23 New Mount Street, Manchester, M4 4DE
476A Cheetham Hill Road, Manchester, M8 9LE
476B Cheetham Hill Road, Manchester, M8 9LE

First Floor And Second Floor, 1 Progress Buildings, 491 - 493 Cheetham Hill Road, Manchester, M8 9HJ
Unit 2, Millow Street, Manchester, M4 5GD
Unit 1, Millow Street, Manchester, M4 5GD
First Floor, 459 - 461 Cheetham Hill Road, Manchester, M8 0PF
459 Cheetham Hill Road, Manchester, M8 0PF
Units 15 And 16, Red Bank Court, Red Bank, Manchester, M4 4HF
Middle Office, 441 Cheetham Hill Road, Manchester, M8 0PF
142A Cheetham Hill Road, Manchester, M8 8PZ
142B Cheetham Hill Road, Manchester, M8 0PF
Ground Floor Room, 11 Dyche Street, Manchester, M4 4BQ
First Floor, 460 - 462 Cheetham Hill Road, Manchester, M8 9JW
Ground Floor To Second Floor, 404 Cheetham Hill Road, Manchester, M8 9LE
Rani House, Cheetham Hill Road, Manchester, M4 4EX
142 Dantzic Street, Manchester, M4 4DN
11 Dyche Street, Manchester, M4 4BQ
Flat nos. 1- 64, 15 Dyche Street, Manchester, M4 4BU
Red Bank Court, Red Bank, Manchester, M4 4HF
16 Sharp Street, Manchester, M4 4BZ
Krupa Building, 19 Sharp Street, Manchester, M4 4BZ
The Beerhouse, Angel Street, Manchester, M4 4BQ
Flat 1-20, Liberty Court I, 83 - 85 Dantzic Street, Manchester, M4 4DW
Flat 27, Krupa Building, 19 Sharp Street, Manchester, M4 4BZ
Apartment 502, The Linx Building, 25 Simpson Street, Manchester, M4 4AS
Apartment 509, The Linx Building, 25 Simpson Street, Manchester, M4 4AS
Apartment 511, The Linx Building, 25 Simpson Street, Manchester, M4 4AS
Apartment 512, The Linx Building, 25 Simpson Street, Manchester, M4 4AS
Apartment 402, The Linx Building, 25 Simpson Street, Manchester, M4 4AS
Apartment 404, The Linx Building, 25 Simpson Street, Manchester, M4 4AS
Apartment 505, The Linx Building, 25 Simpson Street, Manchester, M4 4AS
Apartment 506, The Linx Building, 25 Simpson Street, Manchester, M4 4AS
Apartment 507, The Linx Building, 25 Simpson Street, Manchester, M4 4AS
Flat 2 -26 , Krupa Building, 19 Sharp Street, Manchester, M4 4BZ
56 Marshall Street, Manchester, M4 5FU
39 - 45 Swan Street, Manchester, M4 5JZ
44 Addington Street, Manchester, M4 5EU
56 Swan Street, Manchester, M4 5JU
68 Swan Street, Manchester, M4 5JU
66 Swan Street, Manchester, M4 5JU
50 Swan Street, Manchester, M4 5JU
Ground Floor, 55 Cable Street, Manchester, M4 5DF
The Tobacco Factory 30 Ludgate Hill, Manchester, Manchester, M4 4TF

Wards affected

City Centre Ward
Ancoats And Clayton Ward

Implications for:

Anti-poverty	Equal Opportunities	Environment	Employment
Yes	Yes	Yes	Yes

Description

- 1.1 The application proposes changes to the Inner Ring Road at Miller Street to introduce a new one-way system. It details a re-design of the existing highway network including changes to Miller Street, Corporation Street, Aspin Lane, Angel Street and Rochdale Road. This proposed road alignment forms a key part of a wider regeneration strategy that is intended to develop the land surrounding the existing Co-operative Group's offices in the vicinity of Miller Street.
- 1.2 In July 2009 the Executive endorsed a Development Strategy for this area following a period of public consultation and requested that the Planning and Highways Committee take this into consideration when determining planning applications in the area. The Strategy proposes the development of a major commercially led, mixed-use destination within this area at this northern gateway to the City Centre.
- 1.3 The regeneration strategy is being taken forward by The Co-operative Group in partnership with Manchester City Council and will deliver essential infrastructure and key flagship schemes, which would have a catalytic regeneration effect, bringing about transformation of the area and creating a platform for further investment.
- 1.4 The regeneration strategy aims to transform 20 acres of the City Centre and deliver 4 million sq. ft of mixed use development. It is forecasted that the TEMPRO zone which includes Miller Street within a much larger City Centre area would see an overall increase of 14,500 jobs between 2013 and 2020. The Co-operative has invested £130 million in a new headquarters on Miller Street, and has committed an additional £170 million to this scheme.
- 1.5 The site is located within the Irwell Corridor – Area of Opportunity and is a major element of the City Centre North framework.
- 1.6 To the west of the area is Victoria Station, to the south is the Printworks and the retail core, to the east is Shudehill and to the north there is residential accommodation and Angel Meadow .
- 1.7 The broader area comprises a mix of uses, including business and industrial uses and residential accommodation. Residential apartment blocks are located at the back of pavement on Angel Street, and around Ludgate Hill / Tobacco Warehouse area.
- 1.8 The scheme includes:-

- alterations to Miller Street to form a new gyratory system around Corporation Street to Angel Street for east bound traffic . This would entail Miller Street being narrowed for part of the route to form two west bound lanes (with three lanes at the junction with Cheetham Hill Road) , and the creation of a new highway along the line of Corporation Street and Angel Street , with the existing single lane east bound route along Angel Street being widened to two lanes, increasing to three lanes where it would form the junction with Rochdale Road.
- Public realm and traffic calming measures to deter drivers from using roads to the north of Angel Street;
- Existing traffic islands at the junction of Corporation Street and Miller Street to suit the proposed highway alignments;
- a new access road to link with exiting Riga Street;
- a new access road to link the recently approved Co-operative headquarters;
- Pedestrian crossing and signal control would be upgraded throughout the area, including a toucan crossing at the junction of Corporation Street/Cheetham Hill Road and Miller Street, and Angel Street/Naples Street;
- Controlled pedestrian crossings would be provided at Rochdale Road, connecting Miller Street and Swan Street; Rochdale Road, connecting Angel Street and Addington Street; Angel Street , next to the junction with Rochdale Road; the junction between Dantzic Street, Aspin Lane and Angel Street; Corporation Street, by Munster Street; and Cheetham Hill Road, next to the junction with Corporation Street;
- Coloured surfacing is proposed at controlled crossings; for the cycle lane on Angel Street and for cycle areas at junctions;
- Landscaping to the residual area between the proposed realignment of Corporation Street and Aspin Lane to the north, with an additional area to be landscaped and incorporated into the St.Michael's Flags area.
- The provision of pay and display parking bays to the northern side of Angel Street.
- Installation of new lighting columns to Miller Street, Rochdale Road, Corporation Street and Angel Street;
- Prohibition of Traffic Orders to prevent access to Red Bank/Aspin Lane from Corporation Street; access to Naples Street from Angel Street; and access to Crown lane (from Aspin Lane). Other roads where access would be prohibited include to Oswald Street (from Miller Street), access to Kenwright Street (from Rochdale Road) and the southern section of Dantzic Street (from Miller Street).

1.9 An Environmental Statement has been submitted considering the following issues:

- Townscape /visual impact;
- Socio-economic effects;
- Cultural Heritage
- Ecology;
- Transportation;
- Flood Risk ;
- Air quality & Climate Change;

- Noise and Vibration:
- Cumulative effects;

As well as drawings, the following documents have been submitted in support of the application:

Design and Access Statement, Supporting planning statement and Transport Assessment.

- 1.10 The City Council has an interest in this site as a land owner. Members are reminded that in considering this matter, they are discharging their responsibility as Local Planning Authority and must disregard the City Council ownership interest.

Consultations

- 2.1 The application has been advertised on site and in the press as being a Major Development, as affecting the setting of Listed Buildings, development affecting the character and / or appearance of a conservation area, as affecting a Public Right of Way, and as being an application accompanied by an Environmental Statement.

- 2.2 Local Businesses – Two letters of objection have been received. One letter has been received expressing concern about how the current proposals would restrict access to their business, as there would only be an access point from Beswick Row. They would need to reconfigure line markings to deliver an entry and exit to and from Beswick Row, and this would have financial implications. They wish to apply to the City Council for financial compensation for these works. They also note that eight on street parking bays are indicated on the proposed plans, and advise that as the area is undersubscribed they do not see a need for them.

They also question how the land currently occupied by the former Crown & Cushion public house would be used, and that the phasing of the highway works would not cause the temporary closure of their business.

The second letter is from a local café operative. He advises that since the current construction work on the Co-op Headquarters building has taken place he has had to reduce the staff employed at the business from 5 to 2, which he feels is due to the construction works and closure of Dantzie Street. He believes the proposed development will worsen the existing situation as at present there are parking bays locally, and traffic can stop outside his premises, but in the current scheme cars will not be allowed to stop. He feels he has no option but to sell his business. He advises that he has already spoken with the Co-operative and the construction company with no avail.

- 2.3 Local Residents – 121 letters / e-mails have been received from local residents, together with a document entitled 'Response to the Miller Street /IRR planning application' signed by 17 local residents, who wish to object to the proposal on the grounds of:

- This consultation and that for the Framework Document in January 2011 have both taken place in peak holiday periods. Documentation has been missing or contradictory. Time limits given for comment have been short and this has led to residents feeling left out of the process and that their voice is not being heard. The Co-operative's attempt at "consultation" has been an exercise in PR and they have not changed their original proposals in light of comments received or demonstrated a real will to engage. The statement of consultation does not include some residents' objections and comments, even though alternatives had been stated. It was also stated that they met with residents but some residents were not aware of this. Residents feel communication has been very poor and restricted to those "in the know". 1 meeting at the Crowne Plaza and one opportunity to put concerns in writing does not equate to consultation. The freefone number to express concerns was not actively publicised.
- The proposals include no finalised design of how the acoustic barrier /bund would look at Aspin Lane / Angel St. The suggestion of the introduction of an acoustic barrier or noise bund is referred to in the EIA. It is unclear whether this option will be implemented or not.
- The current proposals do not demonstrate a coherent final plan. Two separate designs have been shown to residents – one contained in this application and another sent out by Coop Engage (showing a wider pavement, removal of parking bays on Angel Street, and some additional planting) in July 2011. It is clear that the scheme is being driven by the Co-operative, for the Co-operatives own agenda and the Council are simply along for the ride in order to get the appropriate plans passed. All this "*working together*" is a nonsense and a smoke screen when the appropriate designs are not being submitted. If this is passed, as I'm sure it will because it would appear the decision has already been made by the powers that be, then it will be on the plans submitted which negate all the consultation that has taken place since March 2011 and some of the matters addressed will therefore not implemented.
- The EIA does not fully take into account the impact on existing wildlife and environmental projects in the area. There is mention of a Peregrine Falcon (Category 1 on the Protected Species list) and bats in the report. The wildlife survey was done in January and should be re-done at breeding season. In addition, the report only looks at the impact of the road on wildlife during the construction phase and does not take into account the long term impact the road will have. Tawny Owls have been seen in Angel Meadows.
- The scheme uses £20m of public money and involves the transfer of expensive land to the Co-operative. The Co-operative is a commercial organisation which earned profits in excess of £800m in the last 2 years and as at the latest set of accounts was sitting on £3.8bn of cash. Is this really a justifiable use of public money?
- The Co-operative has quoted 10,000 jobs being generated by this scheme. The government's own modelling system (TEMPRO) used by the Highways Agency comes up with 725. This is not sufficient justification for the disruption to residents or the use of public money.
- The Co-operative has failed to demonstrate any need for a change in the current road layout beyond a purely commercial benefit to themselves.
- Residents were not informed about this proposal when the head office was under consideration, but it must also have been planned at that time. Had the

road proposals been known at that time residents would have raised objections to the construction of the offices. Some residents had supported the Headquarters development as they had been led to believe (by the Co-operative) that the tranquil setting of Angel Meadow would be an absolute priority.

- This consultation and that for the Framework Document in December 2010 have taken place in peak holiday periods. Documentation has at times been missing or contradictory. Time limits given for comment have been short and this has led to residents feeling left out of the process and that their voice is not being heard. The Co-operative's attempt at "consultation" has been an exercise in PR and they have not changed their original proposals in light of comments received or demonstrated a real will to engage.
- A resident has to complain that residents residing in Jefferson Place in the Green Quarter have not been consulted about the proposal, and residents of Jefferson Place use Angel Meadows, and would be affected due to the alteration to the roads. He feels that this is leading to a flawed process which would not properly gauge the opinion of people in the local area.
- The proposed cycle path in the Co-op Engage July 2011 plans are not connected to other cycle paths and leads cyclists into busy roads. As speed limits are not adhered to on Miller Street the introduction of another busy road is reducing the safety of residents.
- A landlord of a property in Meadow View has expressed concerns about letting properties in the local area if the scheme goes ahead.
- Request for past current and future plans in respect of the CWS car park bounded by Style Street, Naples Street and Ludgate Hill.
- The scheme will lead to the loss of many trees.
- The Ardwick Fault is shown approximately 300 m to the southwest of the site, trending from northwest to southeast and downthrown to the northeast. There is an unnamed fault approximately 150 m to the northeast of the site trending from northwest to southeast and downthrown to the northeast. What is the impact of the road on this fault? This has not been addressed, probably because it is unknown. The moving of the road may have detrimental effects on the buildings in the area. Assurances that these faults will not be affected by the proposed road are required.
- The scheme will impact on the condition and value of properties in the immediate area, and it is questionable whether some properties will be habitable given the anticipated increases in noise, and vibration levels.
- A resident has indicated she will pursue taking the Council to judicial review if all options are not investigated and there are other options, even if it means doing nothing. She states new roads which create a noise between 63-72dB are usually refused unless there is no alternative, and advises there are alternatives, but these have either been rejected or not even considered. Noises above 72dB are usually refused. The noise on this road is above these levels. Compensation does not mitigate the loss of amenity and sound proofing only goes so far but not far enough. There is no justification for this proposed road.
- Non-compliance with plans and national guidance
 - the Council is committed to reducing air pollution caused by traffic, but this scheme introduces traffic pollution into a residential area;

- the Council is committed to protecting important wildlife habitat, but this scheme threatens habitat;
 - the Council's objective is to prevent the loss of trees, but this scheme will see trees cut down;
 - the Council's environmental policy included retaining buildings and areas of historic interest, but this scheme has seen the loss of some historic buildings and sights;
 - the Council's policy is to protect recreational open spaces, but this scheme threatens the open nature of Angel Meadow particularly in light of rat-running along Style Street;
 - the Council's environmental policy will not allow high noise levels where it will affect the occupiers of nearby property, but this scheme will introduce noise beyond acceptable levels;
 - the Council's environmental policy will minimise the need for HGVs to pass through residential areas, but this scheme introduces HGV's and large passenger vehicles into a residential area;
 - the Council is also committed to the careful design of new roads to minimise noise, but this scheme does not follow the mitigation measures suggested by the D of T design manual for road building e.g. roads should be realigned away from residential and sensitive areas.
 - The scheme is contrary to Regional Spatial Strategy (2008) policy DP7 (promoting environmental quality) and policy DP9(reduce emissions and adapt to climate change).
 - The current proposals do not comply with the Department of Transport manual for building roads and bridges which states major roads should be aligned away from residential and sensitive wildlife areas.
 - The scheme is contrary to UDP policy E1.4.
- Impact on adjacent properties
 - The impact on adjacent properties includes significant noise and vibration , and it will not be possible to mitigate it. Residents will not be able to have windows open;
 - The impact on St.Michael's flags and Angel Meadow Park will be significant in terms of poor air quality and noise.
 - The NOMA building has also significantly impacted on light to balconies fronting onto Angel Meadows Park for which no compensation appears to have been discussed.
 - Noise, Smell and Nuisance
 - It will lead to an unacceptable increase in noise pollution levels in a residential area. The Environmental Impact Assessment (EIA) states a Highly Significant Adverse impact predicted to occur at residential properties. This is contrary to Local Planning Policy Guidelines (7.2.1.3) which aim to "reduce the impact of noise on people living in the City".
 - The Baseline Monitoring Locations used for the noise pollution modelling used in the EIA are at inappropriate places. No Baseline Monitoring has been done on residential streets such as Angel Street, Dantzig Street, etc. The places used are the current ring road and 2 busy junctions having the effect of increasing the Baseline. At the very least the baseline monitoring should have included Angel Street, but

should be made around Ludgate Hill , Naples Street and Simpson Street a well as in Angel Meadow. A resident in the Linx on the Angel Street side has measured the current noise from his flat at 85dB. It has been suggested that the noise increase is likely to be 10dB making it totally unacceptable. Planning Policy Guidance 24 used by Civil Engineers state noise from roads between 63-72dB are normally refused unless no alternatives exist and above 72 dB are normally refused. In addition the baseline noise readings took place between 10.00 and 1430hrs which is not even during the rush hour and as such not conclusive. The noise levels during rush hour would be significantly higher. The Council will and must consider the effect of new development proposals which are likely to be generators of noise. Developments likely to result in unacceptably high levels of noises will not be permitted in residential areas or near open land used frequently for recreational purposes. Based on this alone means the Council must refuse this application.

- It is clear that there will be both air-borne and ground-borne vibrations and it is accepted that such vibrations are a source of annoyance. The EIA states that vibrations of 58dB affect a small percentage of people. However, in this case the vibrations have been measured between 75.4 and 77.3dB some 17.4dB plus difference. Compensation is being suggested with just a 1dB increase. Vibration is going to be a significant nuisance.
- No comprehensive mitigation proposals have been put forward showing how apartments might be sound-proofed and how much this will cost. I expect to see detailed proposals of compensation schemes, which properties this will include and how it will be funded – the council (i.e. taxpayers) or the Co-operative. However, even if it were possible to provide satisfactory mitigation proposals on this matter, it is not possible to mitigate for the noise and air pollution that residents would suffer on balconies and via open windows destroying the enjoyment of outside space for residents.;
- In addition to the points raised above in regard to noise pollution and air quality issues , residents advise there is currently a strong smell of diesel fumes on Miller Street, particularly during rush hour. This would be transferred into a residential area and public park land. In addition the stopping and starting of moving traffic along Angel Street will generate more noise and pollution.
- The location of the crossing by Naples Street will increase noise for residents, both from 'bleeping' for visually impaired users, as wells as forcing traffic to set off from a standing start on a hill right next to residential properties.
- The apartments are wooden with a steel frame, which allows noise to transfer through the structure of the building as well as through walls and windows. Additional traffic noise would raise these levels significantly. The overhanging roof canopy on the building also has the effect of reflecting sound down from the roof as well as directly up from the road.
- The proximity of the proposed road would increase noise and pollution , necessitating the installation of air filtration and handling units , which

are expensive to fit , maintain and run,. Compensation for retrofitting these units will run to £000's per apartment.

- The direction of traffic (uphill) on Angel Street would cause additional engine loading noise , and traffic control (crossings and traffic calming measures) would also increase traffic noise and pollution.
- It will lead to an unacceptable increase in environmental pollution. The EIA states a Highly Significant Adverse impact on local air quality and large increases in Nitrogen Dioxide in the residential area. Nitrogen Dioxide has been proved to have a detrimental effect on health. This is contrary to the Regional Spatial Strategy (2008) and Policy DP7: Promote Environmental Quality and Policy DP9: Reduce Emissions and Adapt to Climate Change. No mitigation is proposed for this which is fully unacceptable.

- Heritage

- The proposals would change the character of the area, and would also damage a number of LS Lowry heritage sites and also affect historic areas at St Michael's park.
- It will have a detrimental effect on at least 3 historic public houses in the area (Crown and Cushion, Ducie Bridge, The Angel). This is against the Council Environmental Protection Policy which states that buildings and areas of historic interest should be maintained.

- Privacy and Amenity

- The road will be built next to properties which were never designed to have roads next to them, with regards to layout and position. One flat in particular on Meadow View is situated on a ground floor and will have a dual carriageway running 3 to 4 metres from its window.
- The expansion of Angel Street will impact physically and environmentally on the use of Angel Meadows , changing the character of the park as a place for recreation and play. Families will be discouraged from using the park by increased noise levels, increased pollution, and danger to young children, due to the massive increase in traffic running alongside the park.
- It has been suggested that the park have a wall of significant height built around it to buffer the noise. This in itself would create its own set of problems. Currently, there is a low wall surrounding the park but it is less than shoulder height and enables residents to see into and out of the park. I have concerns as to how safe the park will be if people cannot look into and out of the park. It would probably return to being an area where drug addicts and anti-social delinquents would hang out. The Council have worked hard at changing the nature of the park so let's build on that. I would hate to see accidents increase because the park is on the edge of a busy major road.
- The proposals will detract from the only significant area of green space, other than Piccadilly Gardens, within ½ mile radius of the city centre , which is against the Council's stated aims .

- The proposals to negate the effects of increased traffic and pollution are unsatisfactory. The only proposal is to increase the height of the walls surrounding the park.
- No mitigation will be possible for noise and pollution on balconies and via open windows destroying the enjoyment of outside space for residents.
- Current construction work in the area is already giving rise to noise issues, with works regularly taking place on weekends and weekdays as early as 0600 and as late as 2130 and requests to construction staff to reduce operational hours have been ignored. Residents believe additional building work would also flaunt operational hours and adversely affect local residents.

- It will have negative effect on Angel Meadows park – loss of character, tranquillity, increased pollution, impact on wildlife. Trees may be cut down. This is against the stated policy of the Council to protect recreational open spaces – of which there are very few in the city centre. I am concerned that the historical character of the park may be lost as the surrounding area is visually landscaped in the NOMA development. The face of the park will change as trees are cut down and this is not compatible with Council policy.
- Miller Street is a busy city centre Inner Ring Road and the area has a residential character which will be destroyed by the re-routing of the Inner Ring Road along Angel street. This will lead to a huge increase in, fast moving traffic using not only Angel Street, but the connecting residential streets. This in turn will cause increased noise, disturbance and distress for the residents. The changes will totally alter the residential character of the area.
- The main living area in my flat would overlook the proposed direction of traffic travelling along Angel Street. This would mean that in the evenings my living area and main bedroom would be subject to an increased, busy stream of oncoming traffic headlights, as well as any necessary increased street lighting that a busy highway would require. I believe this would have a detrimental impact on my health and quality of life.
- Although the property already overlooks a road this is currently a quiet residential street and not subject to large volumes of passing traffic. I believe increased traffic would mean my main living areas, bedroom and balcony would be directly overlooked and this would be an issue particularly at peak times where traffic would be stationary (due to close proximity of pedestrian crossings) and facing in the direction of my ground floor flat ;
- If the application is approved it is presumed that conditions are likely to be imposed relating to replacing loss of amenity. What is happening to this money earmarked by the Council? The resident wants confirmation that if approved, it will be going to replacing lost amenities to the residents in this area and will not be earmarked for some scheme elsewhere (e.g. regenerating Miles Platting/Collyhurst or some other deprived area). The residents will be suffering by this proposal not others.

- Impact on traffic movement
 - It is claimed that Miller Street has one of the highest congestion rates in the city. I have no statistical evidence to show otherwise apart from my own experience. Yes, the road is busy but from experience and in the reports you have commissioned, the delay caused by the levels of traffic are not significant. In fact I have rarely, if ever, been delayed for more than 5 minutes on this road. The same cannot be said for the rest of the inner ring-road, namely the turn off to the universities and going towards Altrincham, where I have been delayed on many occasions for 20 minutes and more. By your own admissions this alteration (I do not believe it is an improvement as claimed in your application) does nothing to ease the claimed congestion, despite the contradictions in the reports. Miller Street is to remain a 2 lane road to the north, with the existing southbound route being moved onto Angel Street. I see from your plans that there is no road leading from Miller Street into the development. The only access into and out of the site is from Angel Street, thus creating even more noise, vibration and traffic as well as ruining the appearance of this currently tranquil residential area of the city. It does not make sense to me that you would add extra unnecessary traffic on the Angel Street side of the development rather than the Miller Street side which has hardly any impact on and to residents. If the application is approved I would strongly urge that entry and exit to the site be moved onto Miller Street;
 - It will lead to rat-running through a residential area. Traffic calming proposals should be demonstrated in the road planning application in order for it to be properly assessed and the impact on adjoining roads understood. The proposed plan does not present effective measures for tackling this. Assurances that residents concerns regarding traffic calming will be dealt with at a later date are not enough;
 - There are several residential car park entry gates just off the proposed road. The gating systems are very slow to open and currently cars must wait. Waiting vehicles will impact on the flow of traffic on the proposed ring road and there is significantly risk of accidents;
 - The planning application does not give detail of the impact on the surrounding roads.
 - The Co-operative have failed to fully consider and respond to mitigation measures put forward by local residents, which included a full or partial tunnel covering of the road adjacent to sensitive areas or bridge crossing of Miller Street.
 - The re-routing of the inner relief route along Angel Street would lead to additional difficulties relating to rat –running, which would endanger users of the Linx Building requiring access/egress to the car parking area. Suggestions made during the ‘engage ‘ consultation process to close the estate off from the proposed ring road have failed to form part of the current planning application.
 - The Traffic Assessment concludes "It is therefore concluded that the construction of the highway alterations will fulfil the planning aspirations for this district of the city

centre whilst continuing to provide sufficient capacity for the existing and future traffic demand.” But this in itself is not a reason for allowing the development as it does not compare the results against the current road layout or against alternatives. The proposal results in more junctions than currently exist, surely it would be common sense to compare results of future traffic flows against the current conditions?

- Moving the road does not allow for an increase in traffic as the road is to remain 2 lanes in both directions. The forecast of traffic levels over the next few decades shows an increase so the objective of reducing traffic growth has not been met. All that will happen is that traffic delays will increase, because the road is the same and can only move the same amount of traffic in anyone period. This means that residents will have to endure higher traffic levels, noise and vibration for longer periods of time. Therefore the “do something” is no different to the “do nothing” and therefore does not justify moving the road. Mitigating the impacts has not been addressed in the application and it would appear that the Council’s idea of mitigation is compensation, rather than not allowing the road to be moved.
 - By not allowing entrance or exits onto Miller Street means there is an unnecessary increase in traffic on Angel Street. Miller Street already exists and is nowhere near residential areas. The original plans showed that Angel Street was only going to be used for access to the Co-operative building; this has now changed to accommodate the southbound inner ring-road and increase the traffic on that road by an unacceptable amount. Currently there are probably less than 100 traffic movements on that stretch of road and if approved traffic movements are likely to increase to tens of thousands a day.
- Road Safety and Access
 - It will lead to a dangerous increase in traffic levels in a residential area that is home to families with young children and a school. Per the Aecom report, here have been no serious accidents on Angel Street in last 5 years compared to 10 serious accidents on Miller Street and Corporation Street in the same period.
 - The proposals are contrary to local , regional and European policies on road building. The plans will not ‘ improve connections between the city centre and communities in North Manchester, but instead , if you believe Miller Street to be any barrier at all, create 2 barriers – Miller Street and Angel Street.
 - With the proposed road , local residents will have to cross two major roads to get into the City Centre. The proposed road would create an additional barrier which will raise issues of road safety.
 - The application claims that the proposed road is vital to local development. However , these road plans were never part of the original plans. As such, issues such as road safety and access have not been properly considered.
 - One of the main factors for the planning application has been the desire of the CIS to "integrate" their two campuses, this has been identified on information prior to the planning application and is stated in the Supporting Planning Statement, section 1.1.12 . Crossing Miller Street

as a pedestrian on most days, I do not believe only having to cross 2 lanes in one direction will be significantly easier than having to cross the current 4 lanes. It is hard to understand how the proposal will help the integration of the two sites - I don't believe this crucial aspect is properly explained. As this aspect was not part of the original proposal as part of the development of the new headquarters it would seem that at the time the CIS also did not see it as crucial for the success of the site.

- The re-routing of traffic from the inner ring road will increase traffic along Angel Street, in effect creating an additional 'barrier' to the residential area beyond. As someone who crosses the 'barrier' of Miller Street everyday on foot, I refute that simply dividing and moving part of the inner ring road will satisfactorily address this issue, and certainly not for those who live on the other side of the 'barrier' . In fact, whereas Miller Street (wide and busy though it is) can currently be crossed by pedestrians at one set of traffic lights, the creation of two major roads, carrying west-bound and east-bound traffic separately, would take considerably longer for pedestrians to cross and make movement between the North and the City Centre more time-consuming and difficult. The plans do not adequately demonstrate easing of pedestrian movement across this area. Instead, the focus is on easing the movement from the Co-op estate to the new building and the needs of existing residents are not adequately addressed. The need for a change in the road layout has not clearly been established beyond the clear commercial benefit to the Co-op themselves.
 - There has never been a full explanation as to why alternatives to the proposed road are not feasible, such as extending the road down Corporation Street to the east and come out further up Rochdale Road where the area has much less residents and is a more industrial area. It is clear that a business will not promote a scheme which will add extra millions to the project. Just because the Co-operative have not explored this option does not mean the Council should not. Moving the ring-road further east is a viable option. This is a viable option but has not been investigated because it does not fit in with the Co-operatives plan to only enhance their site rather than the city as a whole and would obviously mean more expense. The Council have repeatedly stated in their UDP and reports that they wish to embrace local communities and make them feel part of the city, this would certainly embrace Miles Platting & Collyhurst Estates into the city centre.
 - The Council and the Co-operative have also failed to respond to mitigation measures put forward by local residents, which included a full or partial tunnelling of the road adjacent to sensitive areas, or to keep the existing road network and construct a bridge to cross Miller Street to make it safe for pedestrians. The Council are referred to the existing plans for this development where there was no change in the road network but Angel Street was to become the entrance for the site.
- Parking
 - It will exacerbate current problems with residential parking. The Council, in the past, allowed the development of the area but failed to insist on

satisfactory and appropriate parking. This has meant that residents often have nowhere to park. This will further be exacerbated by the Council's plans to extend the parking restrictions in the city from 6pm to 8pm 7 days a week. Residents are being forced to change their personal circumstances. I have a car, as I work outside of the city and there is no public transport around the times I work. I have parking but I use my situation as an example that not all people living in the city work in the city. A car is often a necessity and restricting parking in an area where parking has become the norm is unacceptable.

- Compensation
 - within the application it makes reference to a compensation scheme being set up, which suggests that the decision has already been made and this is just a paper exercise which has to be seen to be followed. No comprehensive mitigation proposals have been put forward showing how apartments might be sound-proofed, how much this will cost and whether the total cost will be funded. Detailed proposals of the compensation scheme should be provided, including which properties will be included and how it will be funded – the Council (i.e. taxpayers) or the Co-operative before the application could be granted. An independent Company should be employed to carry out this task. Currently it is suggested that it will be run by the Council and the Co-operative which is a conflict of interest;
 - Concern is expressed that mitigation is taking the form of compensation rather than the scheme not going ahead. The EIA states that 914 properties will experience noise nuisance and the guidelines, policies and strategies all state noise is to be seriously considered and applications refused if it is to have a serious impact.

2.3 North Manchester Partnership

No comments have been received.

2.4 New East Manchester

Has no objections to this application.

2.5 Design for Security Team

Has no comments to make on this application.

2.6 NWDA

The application site lies within the Salford Quays /Irwell Corridor Area strategic regional site which was designated by the Agency in July 2009. They therefore have no specific comments to offer in relation to this application , but hope that their guidance note on Regional Economic Strategy and Future North West will be helpful in determining the application.

The current (2006) Regional Economic Strategy sets out a Vision of 'a dynamic, sustainable international economy which competes on the basis of knowledge, advanced technology and an excellent quality of life for all where, among other

things, Manchester and Liverpool are vibrant European cities and, with Preston, are key drivers of city-regional growth.

RES Action 54 aims to 'capitalise on the strengths and key assets of the cities of Manchester, Liverpool and Preston as key drivers for city regional growth'. This is one of the Strategy's transformational, or priority, actions for achieving the outcomes of the RES Vision.

2.7 **Lancashire Wildlife Trust**

No comments have been received.

2.8 **Head of Regulatory Services (Contaminated Land)**

The Contaminated Land Section has received a copy of the Environmental Impact Assessment. It is acknowledged that applications relating to highways improvements works would not normally be subject to contaminated land considerations. However, in this instance the proposed scheme also includes elements of landscaping. Any soils present in these areas will need to be demonstrated as being suitable for use, and this should be reflected in the remediation strategy for these areas.

As such it is recommended that a contaminated land condition should be attached to any approval given in order to deal with the landscaping aspects of the scheme.

2.9 **Head of Regulatory Services (Pollution Section)**

Have assessed the Environmental Impact Assessment supplied by AECOM Ltd and dated June 2011 in support of this application. Provided the mitigation measures identified in Section 7 (noise and vibration) of the report are implemented then we are satisfied with the information provided in respect of noise and vibration.

In regard to the air quality section of the Environmental Statement, it indicates that the proposed scheme will have an overall significant negative impact on air quality due to increased nitrogen dioxide (NO₂) concentrations created from the re-distribution of traffic flows.

However, the negative impacts of the scheme are limited to a small area (principally Angel Street and Dantzic Street) and are predicted to be restricted to the lower levels of properties. In addition, concentrations of NO₂ predicted with the scheme in place are comparable to other locations in and around the city. It is also predicted that the scheme will have beneficial air quality impacts at other locations in the study area.

It is recommended that further monitoring of NO₂ levels is carried out within the study area to keep a watching brief on air quality associated with the scheme.

2.10 **Environment Agency**

Has no objection in principle to the proposed development.

The flood risk assessment (FRA) has acknowledged that run-off must be controlled to ensure that risks are not increased elsewhere. It has also identified that it may not be feasible to achieve the aims of the Council's SFRA to reduce

run-off by 50%, but there may be scope to provide some reduction.

They request that any planning approval includes a surface water drainage condition.

2.11 Greater Manchester Archaeological Unit

A section on Archaeology has been included in the Environment Statement supporting this application. This was undertaken by AECOM and presented under section 6 'Cultural Heritage', with a summary provided in the 'Site Specific Planning Issues'.

GMAU feel that in this instance it is appropriate for archaeological interests to be treated as a post-determination matter, secured through a planning condition, in line with policy HE12 of Planning Policy Statement No. 5. GMAU recommends that the development is subject to a programme of works, consisting in the first instance of an archaeological evaluation, more detailed historical research and a historic building survey (of the Crown and Cushion Pub), undertaken by a suitably qualified archaeological contractor. GMAU will monitor the archaeological works on behalf of Manchester City Council.

The evaluation phase will comprise the excavation of trial trenches across sites with below ground archaeological potential. If well preserved remains are identified that will be destroyed by the development then further more detailed archaeological excavation will be required followed by a programme of post excavation analysis, report writing, archive deposition and dissemination of the results. It is recommended that evaluation is undertaken as soon as possible so that subsequent more extensive archaeological investigation does not impact on the project's timetable.

GMAU recommend that a condition requiring a programme of archaeological works is applied to consent to secure archaeological interests:

2.12 Director of Neighbourhood Services (Environment & Operational Services)

No comments have been received.

2.13 Transport for Greater Manchester

Having reviewed the Transport Assessment and proposals they make the following comments;

The Transport Assessment correctly identifies the Metro shuttle Bus No.2 as travelling northwest to south east along Miller Street and which would need to be diverted. This would involve extra mileage, delays at additional junctions and possibly additional stops to serve the new Co-op HQ. The Metro shuttle Bus No.2 runs every 10 minutes and already operates to a tight schedule. To accommodate the additional running time and keep a 10 minute frequency, it is likely that the considerable cost of running an extra vehicle (7 days a week) would be incurred. Additional funding will therefore need to be sought since Metro shuttle is supported by a consortium of organisations. Without this funding in place the alternative would be to route the Metro shuttle NO.2 services in the

opposite circular direction to the present arrangement (Corporation Street, Withy Grove, Shudehill, Miller Street (south-east to North West direction), Corporation Street Todd Street etc, but this would not serve the Co-op HQ development.

There are also a number of late night services (8,39,135) that depart Manchester via Miller Street, but it is not envisaged that these will be affected by the proposals as they travel in a southeast to north west direction.

All other bus services travelling to and from Shudehill Bus Station use Corporation Street/ Withy Grove or Rochdale Road/Shudehill. As a result they would not need to be re-routed, but the following junctions will need to ensure they operate with minimal delay to these bus services:

- Right turn from Cheetham Hill Road into Corporation Street;
- Rochdale Road/ Shudehill; and
- Rochdale Road/Angel Street.

The swept path analysis of all new turning movements should be undertaken using a 12.76metre long vehicle to ensure bus movements can be accommodated within the proposed highway alterations.

2.14 Head of Engineering Services

No comments have been received.

2.15 Director of Housing

No comments have been received.

2.16 Head of Corporate Property

No comments have been received.

2.17 Greater Manchester Geology Unit

No comments have been received.

2.18 English Heritage

Have considered the information received and do not wish to offer any comments on this occasion. They advise that the application should be determined in accordance with national and local policy guidance, and on the basis of your specialist conservation advice.

2.19 United Utilities

No comments have been received.

2.20 Natural England

Have considered the proposal against the full range of Natural England's interests in the natural environment but our comments are focussed on the following specific matters:

They are not aware of any nationally designated landscapes or any statutorily designated areas of nature conservation importance that would be significantly affected by the proposed planning application.

They are also satisfied that the proposal does not have any significant impacts upon Natural England's other interests, including National Trails, Access Land, or the areas of search for new national landscape designations.

They are generally satisfied with the scope and the conclusions of the Ecology section of the EIA and Natural England recommends that the proposed mitigation are subject to suitable and enforceable planning conditions should any permission be granted. In addition we recommend the following be included in planning conditions:

- There will be a net gain of plant/tree species as a result of the planting scheme of this proposal and species should be of native and local provenance.
- Bird boxes must be installed to compensate for the loss of habitat and to bridge the gap between habitat loss and new species maturing.

2.21 Greater Manchester Ecology Unit

The Ecology Unit advise that provided the mitigation measures outlined in section 10.5 and Appendix 10.4 of Volume 2 of the EIA are implemented in full, the proposals should not have a significant effect on the ecology of the site. They recommend that these mitigation measures by required by condition, should permission be granted.

2.22 Design Council

No comments have been received.

2.23 Network Rail

Has no objection to the proposals and had no comments to make.

2.24 Head of Street Management (Arboricultural Section)

Has no objection to the proposed works, but advises that all work should be implemented in accordance with BS 3998 Recommendations for Tree Works.

Issues

3.1 Planning Policy Statement No.1: Creating Sustainable Communities

PPS1 encourages the promotion of urban and rural regeneration to improve the well being of communities, improve facilities, promote high quality and safe development and create new opportunities for the people living in those communities. Policies should promote mixed use developments that create linkages between different uses and create more vibrant places.

The scheme would create a revised gyratory system and is a key component of delivering regeneration objectives within this area.

3.2 Planning Policy Statement 4: Planning for Sustainable Economic Growth

The objective of PPS4 is to deliver economic growth that can be sustained and is within environmental limits. Policy EC10 states that local planning authorities should adopt a positive and constructive approach towards proposals for economic development, and that schemes that secure sustainable economic growth should be treated favourably.

The proposed highway realignment forms part of wider regeneration proposals in the locality, which are designed to bring forward commercial development and economic growth, which accords with the approach set out in PPS 4.

3.3 Planning Policy Statement 5: Planning and the Historic Environment

PPS5 relates to the identification and protection of historic buildings, conservation areas and other elements of the historic environment. There are no listed buildings on site, and the highway works is not located within a Conservation Area. There are no scheduled ancient monuments or nationally important ones within the site, but there is the potential for historical industrial remains which may be of local importance. However, the application site is in the vicinity of a number of listed buildings, and conservation areas. It is therefore necessary to consider the impact that the proposals would have on the settings of listed buildings, and on the conservation area. Within the Environment Statement the applicant has given an assessment of the impacts, and the matter is discussed in more detail elsewhere in the report.

3.4 Planning Policy Statement No.9 – Biodiversity and Geological Conservation

This embodies the Governments commitment to sustainable development and to conserving the diversity of wildlife.

PPS 9 seeks to maintain, and enhance, restore or add to biodiversity and geological conservation interests. Any scheme should incorporate measures to deliver ecological enhancements as well as measures to:

- Avoid negative ecological impacts – especially those that could be significant;
- Reduce negative impacts that cannot be avoided; and
- Compensate for any remaining significant negative ecological impacts.

It is acknowledged that the impact of the proposed development would have the potential adverse effect on the ecology in the vicinity of the site, given the scale of development. This issue is considered in detail elsewhere in this report.

3.5 Planning Policy Guidance Note 13: Transport

The objectives of PPG13 are to integrate planning and transport at the national, regional, strategic and local level in order to promote sustainable transport choices; promoting accessibility to jobs, shopping and services by public transport; walking and cycling; and to reduce the need to travel by car.

There has been revised guidance published in 2011 with regard to residential parking standards, which places the onus on local authorities to determine local requirements through removing the more prescriptive national standards.

The applicants have submitted a transport assessment, which has been examined by the Head of Engineering Services. The proposed highway realignment works are within walking distance of Victoria Railway and Metrolink stations, Shudehill transport interchange, and involve works to Miller Street which has bus services.

This issue is considered in detail elsewhere in this report.

3.6 Planning Policy Guidance Note No.24 Planning and Noise.

Paragraph 2 of the guidance sets out the general principle that wherever practicable noise sensitive developments should be separated from major sources of noise, and new development involving noisy activities should be sited away from noise sensitive uses. This matter is discussed in more detail elsewhere in the report.

3.7 Planning Policy Statement No.25 Flood Risk.

This guidance looks at how flood risk should be considered at all stages of the planning and development process. It details the importance of the management and reduction of flood risk in planning, acting on a precautionary basis and taking account of climate change.

A Flood Risk Assessment has been submitted. The site falls within Flood Zone 1, and is therefore not at direct risk from fluvial or tidal flooding. The assessment indicates that the proposed road alignment has the potential to increase flood risk by increased surface water run off during operation (mainly due to the projected effects of climate change). However, the assessment concludes that if mitigation measures such as appropriate drainage and attenuation, together with regular inspection and maintenance are put in place this would reduce any potential impacts to a negligible impact.

3.8 North West of England Plan Regional Spatial Strategy to 2021

The North West of England Plan Regional Spatial Strategy transport policies to 2021 support the vision and objectives of the RSS by concentrating on the development of better transport links within the region. This would be achieved by significantly improving the quality and provision of public transport and by promoting a structured approach to managing and selectively improving the Region's highway network.

Regional Transport Policy 2 relates to managing travel demand and states that plans and strategies will need to be specific to the nature and scale of the problems identified, set clear objectives and specify what is being proposed, why it is necessary and what the impacts will be. They should:

- Ensure that major new developments are located where there is good access to public transport, backed by effective provision for pedestrians and cyclists to minimise the need to travel by private car;
- Seek to reduce private car use through the introduction of 'smarter choices' and other incentives to change travel behaviour which should be developed alongside public transport, cycling and pedestrian network and service improvements; and
- Consider the effective reallocation of road space in favour of public transport, pedestrians and cyclist alongside parking charges, enforcement and provision.

The document sets out the framework for delivering sustainable development in the North West. Spatial principle policies relevant to the proposed development include policy DP1 – promoting sustainable economic development, sustainable communities, promoting environmental quality and reduction of emissions, and adaptation to climate change; - the Miller Street re-alignment scheme is aimed at enhancing sustainable economic development in the locality. Policy RT1 – integrated Transport Networks ; - the proposal will deal with the increased traffic flows from development within the Development Strategy area, whilst improving links with public transport interchanges.; Policy DP7 – promoting environmental quality; and policy DP9 reduction of emissions to adapt to climate change. Issues arising in connection with DP7 and DP9 are dealt with elsewhere in the report.

Policy MCR2 is also relevant. In the inner areas (where this site is located) it advises that plans and strategies should provide for employment. The proposed highway realignment forms part of wider regeneration proposals in the locality, which are designed to bring forward commercial development and economic growth, which accords with policy MCR2.

3.9 Greater Manchester Local Transport Plan 2011

This plan sets out the Council's transportation policies and proposals for a five year period. The main elements for the plan include; enhancing Metrolink; improving rail; develop Corridor partnerships to integrate planning and capital investment; encourage more short trips to be undertaken by walking & cycling; traffic management improvements to manage residual increase in car movements at the same time optimising the network, especially for sustainable modes; continue development of workplace and school travel plans; and refine land use planning strategy to direct development to feasible locations for sustainable transport use.

3.10 Transport Strategy for Manchester City Centre

One of the key objectives is to ensure that the city's transportation system can cope efficiently with an expected additional 50,000 people working in the city by 2020. This would be achieved by improving public transport and improving facilities for cyclists and pedestrians.

The vision is for a transport network that supports the ongoing sustainable economic growth of the City Centre, maintaining Manchester's position as a key location where people chose to work shop and live. This is supported by four objectives: - supporting the competitive advantage of current and future employers, by ensuring access to the City Centre; providing improved access to employment opportunities; tackling climate change and delivering a low-carbon economy in a manner that is both environmentally and economically sustainable; and improving actual and perceived personal safety and security.

3.11 Environmental Impact Assessment

The applicant has submitted an Environmental Statement in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 and Circular 2/99 ('The Regulations'). During the EIA process the applicant has considered an extensive range of potential environmental effects in consultation with relevant consultees and it is considered that the issues that could give rise to significant impact are:

- Townscape /visual impact;
- Socio-economic effects;
- Cultural Heritage
- Ecology;
- Transportation;
- Flood Risk;
- Air quality & Climate Change;
- Noise and Vibration:
- Cumulative effects;

These issues are dealt with elsewhere in this report.

3.12 Local Development Framework- Core Strategy

Policy SO2 – 'Economy', seeks to support a significant further improvement of the City's economic performance and spread the benefits of this growth across the City to reduce economic, environmental and social disparities, and to help create inclusive sustainable communities. It confirms that the Regional Centre will continue to be the main focus for business, retail, higher education, leisure, cultural and tourism development, to further develop its role as the main employment location and primary economic driver of the City region.

Policy EC1 –'Land for employment and economic development', advises that a minimum of 200 ha of employment land will be developed between 2010 and 2027 for offices (B1a), research and development (B1b), light industrial (B1c), general industry (B2)and distribution and warehousing (B8). Key locations for major employment growth will be Manchester City Centre 33ha, City Centre Fringe (including Strangeways, Collyhurst, Ancoats, New Islington and Manchester Science Park) 25ha.

Policy CC 1- 'Primary Economic Development Focus : City Centre and Fringe' states The City Centre is a Strategic Economic Location and focus of employment growth in the City and City-Region. The City Centre is expected to accommodate 33ha and the City Centre Fringe 25ha of office or similar employment development. Within the City Centre and the fringe a variety of high quality accommodation types, sizes and foot-plates will be encouraged to boost investment by local, national and international businesses.

Policy CC5 – 'Transport' advises that the Transport Strategy for Manchester City Centre will be delivered to ensure that transport is managed in a way which supports the projected growth of the City Centre.

Developers should work with public transport providers to ensure that users are able to access development by sustainable means, especially taking account of times when developments are likely to be busiest.

Proposals will be supported that improve pedestrian safety, improve air quality and increase the scope for public realm improvements.

Policy EC 4 – ‘North Manchester’ advises that North Manchester is expected to provide approximately 14ha of employment land.

The key development opportunity in the area is:

1. City Centre Fringe suitable for office (B1a) led mixed use development:

Strangeways

Collyhurst

2. Significant existing employment and economic development are found in:

Strangeways Employment Area north of the City Centre fringe, suitable for retention and growth of general industry, warehousing and distribution ;

Collyhurst, north of City Centre Fringe, an area with a number of major employers; Cheetham offering cultural facilities, such as museums; Manchester Fort Retail Park; North Manchester Business Park

3. The district centres of Harpurhey and Cheetham offer opportunities for mixed use.

The proposed road alignment forms a key part of a wider regeneration strategy that is intended to develop the land surrounding the existing Co-operative Group’s offices in the vicinity of Miller Street, and as such would broadly accord with the aspirations of the above policies.

Unitary Development Plan

3.13 Part 1 Policies

Policy R1 states that the Council will pursue an area based regeneration strategy working with local communities, public sector and the private and voluntary sectors and Central Government in order to achieve a holistic approach to dealing with economic, social and environmental problems. The proposal is aimed at encouraging further regeneration in the area, which includes employment, housing and community facilities.

Policy E1.4 advises that Council will control noise levels through the careful design of new roads so that lines and levels selected minimise the impact of noise on local people, and in addition, ensuring noise barriers are provided to deflect noise from housing areas. Issues in respect of noise are dealt with elsewhere in this report.

Policy E2.4 states the Council will ensure that the effects upon wildlife are taken fully into account when considering development proposals. Furthermore, should development be allowed, the Council will seek to protect existing features of ecological value, such as ponds and hedges, by requiring them to be incorporated into the development wherever this is possible. The Council will also encourage developers to create new features which will sustain wildlife.

Policy E2.6 states the Council will prevent wherever possible the loss of existing trees and, in addition, will encourage extensive broadleaved tree planting schemes especially as a means to enhance informal recreational areas and to improve the appearance of built up areas. The Council supports the principle of the establishment of a community forest in the western part of the conurbation and will seek to ensure that it will bring benefits for the city's residents.

Policy E3.3 advises that the Council will seek to upgrade the appearance of the City's major radial and orbital roads and rail routes. This scheme will create a new gyratory route with new footways, street furniture and street lighting to create a quality radial route.

Policy I2.1 seeks to ensure that commercial developments are fully accessible by all forms of transport and also served by public transport. The proposed infrastructure would help to facilitate commercial regeneration. This proposal is one of eight key projects that provide the immediate focus of a wide regeneration strategy. The eight projects are focussed on delivering essential infrastructure and key flagship commercial development schemes.

Policy T3.1 advises that the particular needs of both pedestrians and cyclists are catered for in the design of new developments. The proposed development has facilities in the form of a new cycle lane along Angel Street, and demarcated areas at junctions to cater for cyclists.

Policy T3.6 advises the Council will promote cycling in the City by developing a safe network of routes and facilities for cyclists. Priority will be given to routes to the City Centre, major areas of employment, educational establishments, District Centres, recreational facilities and railway stations.

Policy DC26.1 advises that the Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both:

- a. the effect of new development proposals which are likely to be generators of noise; and

- b. the implications of new development being exposed to existing noise sources which are effectively outside planning control.

DC26.3 Developments likely to result in unacceptably high levels of noises will not be permitted:

- a. in residential areas;

- b. near schools, hospitals, nursing homes and similar institutions;

- c. near open land used frequently for recreational purposes.

DC26.4 Where the Council believes that an existing noise source might result in an adverse impact upon a proposed new development, or where a new proposal might generate potentially unacceptable levels of noise, it will in either case require the applicant to provide an assessment of the likely impact and of the measures he proposes to deal satisfactorily with it. Such measures might include the following:

- a. engineering solutions, including reduction of noise at source, improving sound insulation of sensitive buildings or screening by purpose-built barriers;
- b. layout solutions, including consideration of the distance between the source of the noise and the buildings or land affected by it; and screening by natural barriers or other buildings or non-critical rooms within a building; and
- c. administrative steps, including limiting the operating times of the noise source, restricting activities allowed on the site or specifying an acceptable noise limit. Any or all of these factors will be considered appropriate for inclusion in conditions on any planning permission.

DC26.5 The Council will control noise levels by requiring, where necessary, high levels of noise insulation in new development as well as noise barriers where this is appropriate.

DC26.6 Exceptions to the general policy will be considered on their merits.

These aspects of the proposed development are considered elsewhere in this report.

3.14 **Part 2 of the UDP**

The realigned highway adjoins an area to the north specifically allocated in the UDP for business or commercial development under policy HC10b.

The area to the south of Miller Street falls within policy RC20 area 2. Area 2 is seen as an important gateway into the City Centre. The primary consideration in the area is to retain the major commercial activities at CWS and CIS.

The proposed infrastructure would help to facilitate commercial regeneration, and accord with policy HC10b and RC20.

3.15 **Collyhurst Local Plan**

The proposed development also falls within an area covered by the Collyhurst Local Plan, which was approved as a non-statutory plan by the City Council Executive in 2006. The Plan provides updated advice from the adopted Unitary Development Plan.

The site falls within the City Centre Neighbourhood area, and is identified as a 'major development opportunity'. The Local Plan also seeks to achieve attracting development of the CIS surface car park to integrate the site back into the fabric of the City Fringe Neighbourhood. Within the City Fringe Neighbourhood, investors will be encouraged to create additional public open space within new developments. It is also important to upgrade the streetscape to emphasise the transformation. The current scheme would enable the streetscape to be upgraded and enhanced.

3.16 **City Centre Strategic Plan 2008-2012**

The plan recognises that one of the remaining strategic objectives of the original city centre renewal programme is the transformation of the northern part of the city centre to create a new gateway destination with a modern and diverse retail

and business offer, regional leisure facilities and world class public realm. The NOMA masterplan for this area has the potential to act as a catalyst to aid the transformation of the locality.

3.17 Guide to Development in Manchester Supplementary Planning Document and Planning Guidance. (April 2007).

In relation to design the Guide advises that a high quality environment is created by buildings, which reflect their purpose and respect the place in which they are located. It also requires buildings to relate well to each other in respect of the setting and relationship to adjacent buildings and their impact on the street scene, roofline, and skyline.

In respect of parking, the impact of car parking areas is to be minimised, and the submission of Travel Plans are required, Good quality public realm is encouraged together with nature conservation.

It is considered that the development has been designed to reflect the principles advocated by the Guide.

3.18 The 'Co-operative's Manchester Estate: Delivering the Vision' Strategic Regeneration framework

This document builds on the original SRF produced in May 2009, and has been designed to act as a catalyst too support regeneration in the wider area and support the strategic objectives of City Centre North by significant financial investment and job creation.

The main matters relating to transport are that :

- Miller Street acts as a barrier between the northern and southern parts of the Estate, by transforming Miller Street into a two lane west bound road, and adapting Corporation Street and Angel Street to accommodate east bound traffic to Rochdale Road; the perception of a barrier will be reduced;
- Pedestrian movement across the road and linkages to the main transport hubs at Victoria Station and Shudehill from the North of the City Centre would be made easier;
- The public realm design strategy , due to be completed in 2011 , would both effectively link the Masterplan site to the transport, cultural and leisure hubs nearby;
- The new road network that delivers the transformation needed to reconnect the wider area with the City Centre, while protecting the essential function of the Inner Ring Road as a valuable route to access the City Centre and thereby support growth.

3.19 Regeneration Benefits

Regeneration is an important planning consideration. Over the past 15 years, the City Council had had a considerable amount of success in terms of regenerating the City Centre. However, further work needs to be done if the City Centre is to remain competitive and it will be important to ensure that investment in the City continues. The proposals is a component of a wide

regeneration strategy called NOMA., which will transform the area and create a platform for further investment.

The current proposal is considered to be fundamental in order to create the conditions that would enable NOMA to fulfil its regeneration and economic growth potential. The proposed highway infrastructure together with the elements of public realm, which are proposed, would help to improve connectivity to existing public transport interchanges.

Currently Miller Street acts as a barrier between the City Centre and the north of Manchester, it is considered that the reduction in the width of Miller Street and associated one way traffic reduce the perception of the barrier .

The Co-op Estate and Northern Gateway represents a unique opportunity to deliver investment in a 20 acre site held in a single ownership in a highly sustainable location.

3.20 Traffic

A Traffic Assessment has been submitted, which reviews, the local accessibility, existing traffic conditions, highway facilities and transportation constraints effecting this proposal.

The proposed design for the realignment of Miller Street and adjacent roads has been modelled to accommodate the increase in traffic due to the new trips generated by committed development which forms part of the regeneration strategy, estimated traffic growth and redistribution of traffic flows along the roads. Therefore, the proposed realignment is not expected to result in significant impacts on the highway network, road safety and public transport once in operation. It is predicted that the proposed road alignment will result in significant positive impacts on pedestrians and cyclists across Miller Street and Angel Street due to the additional crossing points , new cycleways and traffic calming measures.

The Transport Assessment concludes that the construction of highway alterations would fulfil the development aspirations of this area of the city whilst continuing to provide sufficient capacity for the existing and future traffic demand. The proposed changes to the road network are necessary for the development of the area lying between Miller Street and Angel Street.

During the operational phase of the development , traffic flows are expected to increase due to trips generated by committed development , traffic growth and reassignment of flows along Miller Street and Corporation Street . This is addressed with junction and local road network changes. Impacts have been modelled and traffic levels are shown to be within capacity at the redesigned junctions.

It is considered that the impacts arising from transport movements associated with the proposals would not cause a significant problem when the proposed mitigation measures are taken into account.

3.21 Traffic Calming

Rat running through the residential area bounded by Old Mount Street, Gould Street, Rochdale Road and Angel Street has been identified as a potential problem.

An Environmental Improvement Scheme would be designed and implemented for the streets adjacent to the altered sections of highway, including adjacent to Angel Street. This aspect of the scheme would only be confirmed if the current proposals under consideration are granted planning permission, but it is expected that they would include a range of measures to prevent rat-running through the area. Given concerns expressed by local residents it is recommended that this aspect of the scheme is conditioned.

3.22 Lighting and signals

The proposed highways alterations include the provision of new street lighting and signals. Plans indicate columns of a similar height to those already present in the locality. However, the exact design and specification of the columns and lanterns is unknown at this stage. Although the applicant has confirmed that where lighting is to be provided it would be sympathetically designed to minimise light spill. It is however anticipated that light levels in some areas may increase, particularly on Corporation Street and Angel Street to improve pedestrian safety. The lighting scheme would consist of light emitting diode (LED) lighting if achievable. In view of the above matters it is recommended that a condition be attached to any approval to require full details of all external lighting to be erected to be submitted and agreed in writing. This is in order to ensure proposals would not give rise to significant adverse impact on local residents and on security.

3.23 Parking

Following the calculation of trip rates increase and the potential shift onto public transport identified in The Transport Assessment, the Assessment identified it was necessary to identify car park locations within walking distance of the Masterplan area.

It is considered that adequate parking would be provided in the form of 8 bays on street on Angel Street. This aspect of the scheme has led to the comments from residents about the current scheme under consideration not being the same as a scheme originally discussed with them by the Co-op engage team.

The scheme would not have a detrimental impact on the highway network, nor that it would create additional pressure on street car parking locally

Concerns expressed in regard to increased residential parking problems in the locality have been noted. The NOMA site would deliver a suitable level of car parking to support its residents and enable its businesses to remain competitive.

Using the initiatives that are being piloted in the Co-operative's new Head office, the NOMA scheme would also encourage high use of alternative sustainable

transport modes, promoting better use of train and tram connections from Victoria Station and tram and bus connections from the Shudehill Interchange, both of which are adjacent to the redevelopment site.

In addition during the ongoing development of a traffic calming scheme, particularly along streets north of Angel Street, that residential parking will be considered. The area will also be monitored to see if parking patterns change or if there is an increase in commuter parking.

3.24 Consideration of Alternatives

The proposed highway works currently under consideration have been identified following the consideration of a number of alternative options.

The first option was to leave the existing network in the locality as it is.

The second alternative considered was to have one lane heading west and one heading east along Miller Street. This option also proposed an upgraded highway along Corporation Street and Angel Street, and new junction facility at Rochdale Road/Angel Street to allow access to and from Angel Street. It was considered however, that the implementation of this option would generate greater disruption during construction, which would adversely affect the surrounding area. This option would also displace large volumes of traffic into the surrounding road network. In addition the costs associated with this scheme would mean that its implementation was unviable.

In addition, the Co-operative Group investigated suggested mitigation measures from local residents received during the consultation period. A 'cut and cover' tunnel along Angel Street was not a feasible option due to the excessively steep gradients which would be necessary to return traffic to ground level at Rochdale Road and Corporation Street. To maintain permeability for pedestrians and local traffic at ground level the tunnel road level would have to be between 6 and 7 metres below ground level and there is already a substantial gradient between Rochdale Road and Corporation Street. A half in and half out tunnel would act as a barrier as there is insufficient space to take a route over the carriageway due to the proximity of buildings.

Constructing a bridge across Miller Street which incorporates a DDA compliant Access Ramp was considered, but would impact significantly on the viability of the NOMA development site and would result in the potential demolition of buildings south of Miller Street.

3.25 Listed buildings and Cultural Heritage

Within 250metres of the proposed highway alignment there are fifty –two listed buildings and five conservation areas. Miller Street is directly adjacent to the CIS Tower and New Century House , which are grade two listed buildings. In addition two grade 2 listed buildings, Sharp Street Ragged School and 23 Mount Street are located to the north of Angel Street/Aspin Lane. The scheme also adjoins the Smithfield, Cathedral and Shudehill conservation areas. It is therefore necessary to consider the impact that the proposals would have on the

settings of listed buildings, and on the conservation area. Within the Environment Statement the applicant has given an assessment of the impacts.

The setting of the listed buildings to the north of the site and to the south of Miller Street would not be directly affected by the proposed development, as none of the buildings are directly adjacent to the proposed highway. It is therefore considered that the proposals would not have a detrimental impact on the settings of the nearby listed buildings, or conservation areas.

3.26 Archaeology /Heritage

There are no scheduled ancient monuments or nationally important ones within the site, but there is the potential for historical industrial remains which may be of local importance. Thus, there is potential for damage to archaeological remains during the ground works. An archaeological mitigation strategy is set out in the Environmental Statement, under section 6 of 'Site Specific Planning Issues'. This is considered to be generally acceptable, but a more detailed historic assessment is required for individual sites directly affected by the highways scheme. Secondly, it is important that the results of the archaeological investigations are disseminated to the local and wider community through various media, which is in accordance with government policy advice and the NOMA development vision statement.

The proposed road alignment is predicted to impact upon a number of archaeological and historic assets during the construction phase. The Environmental Statement identifies the most appropriate scheme of mitigation to preserve the archaeological resources by record. This will be undertaken in phases as include building recording , evaluation, and further excavation requirements identified from the evaluation phase.

It is therefore proposed that a condition is attached to any planning approval to require the implementation of a programme of archaeological work in accordance with a written scheme of investigation.

3.27 Ecology

The applicant has undertaken desk based study, followed up by a Phase 1 habitat survey. The assessment concludes that no designated sites would be affected by the proposed works.

The majority of the impacts affecting animal species are predicted to be short term, and would occur during construction, which can be mitigated by carrying out surveys prior to construction, programming works or checks by ecologists during construction. Impacts would occur due to loss of habitat, in particular scattered trees, grassland and scrub. Whilst these would be replanted in other areas as part of screen planting, it would take time for them to fully replace habitats.

It is considered that provided the mitigation measures outlined in section 10.5 and Appendix 10.4 of Volume 2 of the EIA are implemented in full, the proposals

should not have a significant effect on the ecology of the site. It is therefore recommended that these mitigation measures are conditioned, should permission be granted.

With regard to the existence of a Peregrine Falcon in the locality it is widely known, through local media reporting and RSBP activities that a Peregrine Falcon nests at a prominent location in the area. There is an existing maintenance and mitigation strategy, and a suitable area for the birds would be kept free from disturbance during the nesting season.

In respect of issues raised regarding bat and bat boxes, the 10 trees which are currently known to require removal were considered to be unsuitable for use by bats due to the absence of loose bark, cracks and crevices and ivy cover. No bat boxes were observed in these trees at the time of the site visit.

Any bat boxes located further into Angel Meadow would not be directly impacted. Indirect impacts such as the loss of potential bat foraging habitat, commuting routes and disturbance due to noise and lighting are considered in the ES Section 10.4 'Potential Environmental Impacts'. This concludes there will be both temporary and permanent losses and gains of foraging and commuting habitat for protected species within the study area, which will include trees, and small areas of scrub and grassland. Due to the extent of available foraging habitat in the wider study area, in particular along the river corridor to the north of the railway line, this loss is not considered to be significant. The two buildings which are to be demolished in the study area have been identified as having only low potential for use by bats. Some lighting may be required during early morning and late afternoon during the winter months for the construction phase of the works, this would be kept to a minimum and be directional to reduce light spill, and to reduce impact both protected species and local residents. Both Natural England and the Greater Manchester Ecological Unit are satisfied with the submitted information, provided the mitigation measures identified in the ES are implemented.

3.28 Landscaping / Trees

As a result of the proposed road re-alignment it will be necessary to carry out limited tree, shrub and grass removal. This would consist of the removal a total of 10 trees, comprising of a group of mature and semi mature trees/scrub on the southern end of Angel Street, near Rochdale Road and a small area of trees/scrub on the western edge of St. Michael's and Angel Meadow. These trees have been surveyed and found to be in poor condition, of low ecological value and of limited amenity value in landscape and visual terms. The Arboricultural officer has no objections to their removal. No trees would be removed from Angel Meadows Park.

New tree planting is however proposed, within areas of landscaping at the northern end of Angel Street and on Corporation Street, but due to underground services in these locations replacement planting in these areas may be limited. The applicant has been asked to consider tree planting in other areas around Angel Meadow, and their response will be reported to the Committee.

In addition some the scheme would necessitate the loss of an area of improved and amenity grassland. This would be limited to small patches adjacent to the footpath on the northern side of Miller Street near Rochdale Road .

The proposed development includes areas of landscaping at Corporation Street, on land at the northern end of Angel Street by the entrance to Angel Meadow , and on Miller Street in proximity to Riga Street. Although the applicant has confirmed that species in these areas would be native, and of local provenance including Rowan , hawthorn , wild cherry , gilder rose and crab apple, the final designs for the areas of landscaping have not been submitted for consideration , as the applicant wishes to consult with the local community and key stakeholders.

In view of the above it is therefore recommended that this aspect of the scheme including design (including species and density) implementation, timing and maintenance be conditioned. This is in order to enable the full impact of such proposals on the locality.

3.29 Socio-economic impacts

A Socio-economic impact assessment of the proposed road alignment has been undertaken, and concludes that the proposed road alignment would encourage further economic development and the creation of jobs in the area. It is forecasted that the TEMPRO zone which includes Miller Street within a much larger City Centre area would see an overall increase of 14,500 jobs between 2013 and 2020.

The assessment also indicates that the scheme would improve access for people across the area, and would improve connectivity of the City Centre, and transport links with the residential areas north of Miller Street.

3.30 Ground Conditions

Although it is acknowledged that applications relating to highways improvements works would not normally be subject to contaminated land considerations. However, in this instance the proposed scheme also includes elements of landscaping. Any soils present in these areas will need to be demonstrated as being suitable for use, and this should be reflected in the remediation strategy for these areas.

As such it is recommended that a contaminated land condition should be attached to any approval given in order to deal with the landscaping aspects of the scheme.

3.31 Flood Risk

The proposed road alignment has the potential to increase flood risk by increased surface water run off during operation (mainly due to the projected

effects of climate change). However, the assessment concludes that if mitigation measures, such as appropriate drainage and attenuation, together with regular inspection and maintenance are put in place the flood risk level would be minimal.

A flood risk assessment has shown that the potential flood risks during construction can be reduced to a level at which they are insignificant, by the use of appropriate best practice construction methods.

3.32 Noise

A noise assessment has been submitted in relation to the construction phase of the development, which identifies impacts relating to construction and demolition noise, and potential increase in road traffic noise due to construction traffic, together with mitigation measures (e.g. agreed working methods) to reduce the construction noise impacts to an acceptable level.

In respect of the proposed highway realignment development, the assessment predicts noise effects for short term (2013) and long term (2028) effects. The assessment concludes that, both in the short and long term scenarios, more residential properties (including Angel Meadows) would experience an increase in noise levels than those benefitting from less noise levels. As a result a package of mitigation measures are proposed (i.e. improved glazing and ventilation under noise insulation regulations) to ensure that existing residents do not suffer significant residential disamenity due to noise.

In addition the introduction of traffic calming measures north of Angel Street are expected to have a positive impact in terms of noise reduction.

With regard to baseline noise surveys, these were not undertaken on either Angel Street or Dantzic Street due to ongoing construction works at the new Co-operative Group Head office which at the time dominated the noise climate at these locations.

Without construction works, road traffic noise is prominent. Accordingly, the methods detailed in the Department for Transport's document "Calculation of Road Traffic Noise" (CRTN, 1988) can be used to predict noise levels at residential properties potentially affected by the proposed scheme. Moreover, the baseline noise survey was undertaken to confirm the noise sources in the area and to calibrate the noise models. It is not a specific requirement of the Design Manual for Roads and Bridges (DMRB) to undertake noise surveys.

The noise survey is not used in the assessment of the impacts because in accordance with CRTN, the preferred method for determining road traffic noise is the prediction method used based on average annual weekday traffic flows.

The Environmental Impact Assessment supplied by AECOM Ltd has been examined in detail by the Head of Environmental Health, and it is considered that provided the mitigation measures identified in Section 7 of the report are implemented then they are satisfied with the information provided.

Residents concerns that noise levels are likely to increase by 10 dB and that current noise levels taken by a resident in the Linx on Angel Street are measured at 85dB have been noted. However, directly to the south of Angel Street is active construction site, which is likely to have a significant impact on these figures at this time.

Some residents have suggested that in PPG24 schemes affected by noise from roads between 63-72dB are normally refused unless no alternatives exist and above 72 dB are normally refused. These figures appear to have been taken from a table in Annex1 of PPG24 which provides guidance in respect of building new dwellings near to existing noise sources. The figures quoted relate to guidance in respect of road traffic noise. However, this scheme relates to an existing highway, the use of which would be intensified, and existing housing.

3.33 Vibration

As part of the submitted noise assessment, traffic- induced vibration was considered. Two effects of traffic vibration were examined, those being the effects on buildings, and the disturbance caused to the occupiers of the properties. The ES suggests that extensive research as been carried out historically, but that no substantial evidence has been found to support the theory that traffic induced vibration is a source of damage to buildings. In addition because it attenuates more quickly as it travels through the ground, ground borne vibration is also much less likely to be the cause of disturbance to occupiers than air borne vibration. Smooth and well maintained road surfaces free from potholes are unlikely to give rise to road traffic ground borne vibration. Therefore it is considered that residents should not be affected by ground borne vibration as a result of the proposed development.

In regard to air borne vibration the ES suggests that vibration annoyance for residential properties within 40metres of the affected road is predicted to increase.

The Environmental Impact Assessment supplied by AECOM Ltd has been examined on detail by the Head of Environmental Health, and it is considered that provided the mitigation measures identified in Section 7 of the report are implemented then they are satisfied with the information provided.

3.34 Air Quality

An air quality and climate change assessment has been undertaken to consider the impacts of construction and operational dust, vehicle emissions associated with construction traffic, and redistribution of traffic during the operation, and impacts on regional air quality. It identifies a range of mitigation measures which would be used during the construction period to ensure that potential short term impacts on air quality are minimised to acceptable levels, including dust suppression measures. In addition supplementary information has been provided by the applicant to clarify impacts on air quality.

The Head of Environmental Health has examined all the submitted information in respect of air quality, and acknowledges that the ES indicates that the proposed scheme will have an overall significant negative impact on air quality due to increased nitrogen dioxide (NO₂) concentrations created from the re-distribution of traffic flows.

However, the negative impacts due to increased nitrogen dioxide (NO₂) concentrations are limited to a small area (principally Angel Street and Dantzic Street) and are predicted to be restricted to the lower levels of properties.

Some of the disbenefits would have an impact on nearby residential accommodation. However, to set this issue in context it has been predicted with or without this scheme, the levels of nitrogen oxide concentrations will be in excess of national objectives and European limit values.

The Head of Environmental Health has therefore recommended that further monitoring of NO₂ levels is carried out within the locality to keep a watching brief on air quality associated with the scheme, and that this aspect of the proposed development is conditioned.

3.35 Mitigation and Compensation scheme

The proposal would result in an increase in noise in some nearby residential properties around Angel Street. Mitigation in respect of this issue would be dealt with as part of The Noise Insulation Regulations 1975, which state that the Council must provide mitigation measures, either by carrying out insulation works or paying a grant, when:

1. An additional carriageway on a road opens; and
 2. Use of that road causes an increase in noise levels above a specified level.
- Compensation will be provided for the above scheme where households comply under either the Noise Insulation Regulations 1975 or the Land Compensation Act 1973.

3.36 Building demolition

The scheme would involve the demolition of two buildings Crown and Cushion public house (located at the corner of Aspin Lane/Corporation Street), and the Co-operative recycling centre at 79 Dantzic Street. These aspects of the scheme have already been considered as part of a 'Prior notification of demolition application' ref: 096594/DEM/2011/N1, and 096870/DEM/2011/N1.

In this instance none of the buildings to be demolished are formally categorised as having either special architectural or historic interest. Nevertheless, The Co-operative Group commissioned independent experts to undertake a full heritage survey including a photographic survey of the exterior and interior of the former Crown & Cushion public house.

In addition it is known that jobs would be lost as a result of the removal of these premises, however, it is anticipated that this should not have a significantly detrimental impact on the locality as it is anticipated the area will

benefit from further development and associated job creation linked to the NOMA masterplan projects are focussed on delivering essential infrastructure and key flagship schemes.

3.37 Statement of Community Involvement

A Statement of Community involvement has been submitted by the applicant. The Co-operative Group has carried out pre-application consultation with key stakeholders, including the LPA, statutory consultees, local residents, local businesses, road users, councillors and MP's. The consultation took place between 18th February 2011 and 20th March 2011, however, late responses received by 25th March 11 were included in the analysis.

The Co-operative Group held a public drop in session at the Crowne Plaza Hotel on 2nd March 2011 prior to the submission of the planning application. Public consultation leaflets advertising the event were delivered to 2,369 local residents and businesses by the Co-operative Group in the vicinity of the site; a dedicated consultation website to provide background information about the regeneration plans and an in depth section about the road network proposals with an on-line response form for feedback was set up by the Co-operative Group, together with a dedicated telephone information line.

3.38 Consultation process

Concerns regarding length of time available to respond to consultations have been noted, however the scheme has been advertised as being a Major Development, as affecting the setting of Listed Buildings, development affecting the character and / or appearance of a conservation area, as affecting a Public Right of Way, and as being an application accompanied by an Environmental Statement on notices affixed to lamp posts in 13 locations along the route on the works on 27th July 2011, and by notices put in the local press on 19th July 2011. In addition letters were sent to over 1000 local residents and local businesses on 20th July 2011.

3.39 Comments by Objectors

Other matters raised by residents not responded to above, are outlined below.

Sound proofing mitigation - Compensation will be provided for the above scheme where households comply under either the Noise Insulation Regulations 1975 or the Land Compensation Act 1973.

Noise pollution on balconies and via open windows - It is recognised there is no appropriate noise mitigation for balconies or open windows.

Aspin Lane / Angel Street – Acoustic barrier or noise bund - Although residents have referred to a noise bund the area identified would be landscaped, but this does not include a mounded feature at this time. As part of their strategy to improve the public realm around the development site The Co-operative Group

is committed to introducing landscaping long Angel Street, the details of which will be shaped during further engagement with statutory consultees and local residents.

It is anticipated that proposals within the landscaped areas will be developed as part of this wider strategy. It is therefore recommended that this aspect of the re-aligned highway is conditioned.

Department of Transport manual for building roads - Designing and constructing a new highway or improving existing highways within the confines of an urban environment is extremely challenging and full compliance with the Department for Transport's Design Manuals for Roads and Bridges may not always be possible. However, officers are satisfied that the scheme that has been developed is appropriate and acceptable.

Confusion over previously tabled plans - concerns have been expressed that two separate designs have been shown to residents – one contained in this application and another sent out by Coop Engage (showing a wider pavement, removal of parking bays and some additional planting) in July 2011.

The application currently under consideration is the scheme the applicant's preferred option, at this time, and it is this scheme for which approval is being sought. The changes in the current scheme are not considered to be significant from the plans originally shown to residents by Coop Engage, the primary change being the inclusion of on-street parking bays on Angel Street.

Road safety concerns - The new alignment has been designed to improve visibility for drivers. A cycle lane is incorporated between Dantzic Street and Rochdale Road to benefit cyclists and advanced stop lines at junctions will be provided.

New signalised pedestrian crossings would be introduced along Angel Street and at specific points along the route to provide safe crossing points for pedestrians. Some of these crossings will be 'Toucans' to benefit cyclists as well as pedestrians. Linking the site together with surrounding areas through the new public realm will also open up new connections, bring the wider community together and give pedestrians greater accessibility.

The scheme has been through Stage 1 and Stage 2 Road Safety Audits. No adverse comments were received but any recommendations made by the Audits will be incorporated where possible.

Negative effects on Angel Meadows Park - Angel Meadows, an important public park with a history that connects it directly to the creation of modern Manchester, will be connected to the area identified as a Major Office Zone, which will increase activity throughout the day as a route to and from the City Centre from residential communities, and a place for recreation and play.

The Co-operative Group are committed to ensuring that NOMA has a positive effect on Angel Meadows Park

The Group is committed to engaging with local residents to form a local co-operative that would be responsible for managing the future of Angel Meadows Park. This would include The Co-operative Group providing funds to help improve and maintain the park as a quiet and attractive place for local residents, workers and visitors.

Unjustifiable use of public money - Although not a material consideration related to the planning application the Co-operative has already invested £130m in a new head office which has guaranteed that approximately 3,500 jobs will remain in Manchester City Centre, with an additional £170 million already committed by the Group to this scheme. The investment from the public sector complements this investment and recognises that the overall NOMA development will create a new, vibrant and economically active quarter in the city centre that will promote investment, encourage economic activity and attract visitors. The transfer of land to the Co-operative would be at market value.

Job creation - Residents have stated that The Co-operative has quoted 10,000 jobs being generated by this scheme, but that the government's own modelling system (TEMPRO) used by the Highways Agency comes up with 725. This is not sufficient justification for the disruption to residents or the use of public money.

The statement is misleading as TEMPRO does not actually suggest directly that 725 jobs are associated with the proposed development. It would appear therefore that statements within the TA have been taken out of context.

By way of clarification, the TEMPRO zone includes Miller Street within a much larger Manchester City Centre area that forecasts an overall increase of 14,500 jobs between 2013 and 2020. The figure of 725 simply represents this development as 5% in geographical area of the wider Manchester City zone but as stated within the TA, such an approach which forecasts purely based on area was deemed inappropriate and the more robust Co-operative Group estimate of 10,000 jobs was used for the purpose of more accurately predicting levels of traffic generation.

This approach is documented fully in Section 6.4 of the Transport Assessment.

Suggestion that changes to road layout purely for commercial benefit to the Co-operative Group - At present, Miller Street acts as a barrier between the northern and southern parts of the NOMA regeneration area and contributes to the separation of North Manchester communities from the City Centre. By transforming the road into a two-lane, westbound boulevard, and adapting Corporation Street and Angel Street to accommodate east bound traffic to Rochdale Road; the perception of a barrier will be reduced, while still maintaining traffic capacity on the Inner Ring Road network. Pedestrian movement across the road and linkages to the main transport hubs at Victoria Station and Shudehill from North of the City Centre will also be made easier.

By making the proposed changes to the road layout and including it within an area of quality public realm, is a fundamental prerequisite for creating the conditions for regeneration and economic growth. Without these road alterations, the dynamics for site change from being able to attract quality end users who will bring excellent job creation, to a second tier location which could struggle to bring the jobs to the City Centre that are needed to drive further growth.

3.40 Third Party Representations

Euro Car Parks, 31 Byrom Street, Manchester M3 4PF
Mr .T. Penlington , 4 Aspin Lane. M4 4DP

Miss Angela Eyre (e-mail x2) no address given

Shane Montague - no address given

Colin McDermott – no address given

Jia Wu – no address given

Jamie Barlow– no address given

Hannah Skelton , Flat 38, Tobacco Factory 2a Naples Street M4 4DH

Two residents , Flat 2, Phase 3 Tobacco Factory 2a Naples Street M4 4DH

Peter, Flat 15, Phase 3 Tobacco Factory 2a Naples Street M4 4DH

Philip Condon, Flat 33, Phase 3 Tobacco Factory 2a Naples Street M4 4DH

Rachel Sumner, Flat 33, Phase 3 Tobacco Factory 2a Naples Street M4 4DH

Dr Michael Pollard, Tobacco Factory Phase 1 30 Ludgate Hill M4 4TF

Liz Long Flat 12 Tobacco Factory Phase 1 30 Ludgate Hill (letter x1) M4 4TF

Loren Holland , Flat 9, Phase 1 Tobacco Factory 30 Ludgate Hill M4 4TF

Carol Hodge , Flat 10, Phase 1 Tobacco Factory 30 Ludgate Hill M4 4TF

Richard Paul Long , Flat 12, Phase 1 Tobacco Factory 30 Ludgate Hill M4 4TF

Euiola Odetunde, Flat 16, Phase 1 Tobacco Factory 30 Ludgate Hill M4 4TF

Mark Bowman, Flat 16, Phase 1 Tobacco Factory 30 Ludgate Hill M4 4TF

Emma Powell , Flat 23, Phase 1 Tobacco Factory 30 Ludgate Hill M4 4TF

Jonathon Green , Flat 23, Phase 1 Tobacco Factory 30 Ludgate Hill M4 4TF

Janice & Rik Harding , Flat 30, Phase 1 Tobacco Factory 30 Ludgate Hill M4 4TF

James Smart Flat 2 Angel Meadows 23, Naples Street M4 4HA

Resident Flat 2 Angel Meadows 23, Naples Street M4 4HA

Paul Oslier Flat 6 Angel Meadows 23, Naples Street M4 4HA

Resident Flat 7 Angel Meadows 23, Naples Street M4 4HA

Catherine Brooks Flat 11 Angel Meadows , Naples Street M4 4DB

Mr S Gill Flat 12 Angel Meadows , Naples Street M4 4DB

Jennifer Nolan & David Whitworth, Apartment 17 , 23 Naples Street M4 4HA

Agatal Broyd, Apartment 18 , 23 Naples Street M4 4HA

Dr David Mansell, Apartment 18, Angel Meadows 23 Naples Street M4 4HA

Susan Gray, Apartment 18, Angel Meadows 23 Naples Street M4 4HA

Matt Alton Apartment 22, Angel Meadows M4 4HA

Mr & Mrs A.J & H Y Howard, Apartment 23, Angel Meadows M4 4HA

Sara Mudalige, Apartment 23, Angel Meadows M4 4HA

C J Marshall, Apartment 26, Angel Meadows M4 4HA

Alban Obianyor Apartment 26 Angel Meadows 23 Naples Street M4 4HA
Juliette McMahon Apartment 27 Angel Meadows 23 Naples Street M4 4HA
Hannah Smith, Apartment 28 Angel Meadows, 23 Naples Street, M4 4HA (signed by on additional signatory from Flat 19 Angel Meadows)
Alex Farmer & Kelly Young, Apartment 31 Angel Meadows, 23 Naples Street, M4 4HA
Mr Christopher Punchard, 34 Angel Meadows 23 Naples Street M4 4HA
P.Coffey & M.King , 35 Angel Meadows 23 Naples Street M4 4HA
Colin Archer 36 Angel Meadows 23 Naples Street M4 4HA
Mr Tibor Kouacs, Apartment 37 Angel Meadows, 23 Naples Street, M4 4HA
Mr Zsolt Papp, Apartment 37 Angel Meadows, 23 Naples Street, M4 4HA
Kate Haley, Flat 2 Meadow view 21 Naples Street M4 4BJ
D.Keeseey, Flat 5 Meadow view 21 Naples Street M4 4BJ
Attah Anzaku Flat 5 Meadow view 21 Naples Street M4 4BJ
Jason Hindle, Flat 7 Meadow view 21 Naples Street M4 4BJ
Martyn Mascord, Flat 8 Meadow view 21 Naples Street M4 4BJ
Lucie Graham, Flat 8 Meadow view 21 Naples Street M4 4BJ
Resident (x2) Flat 9 Meadow view 21 Naples Street M4 4BJ
Kate Lear Flat 10 Meadow view 21 Naples Street M4 4BJ
Richard West Flat 10 Meadow view 21 Naples Street M4 4BJ
Resident, Flat 14 Meadow view 21 Naples Street
Frandenon, Flat 14 Meadow view 21 Naples Street
Stacey White Flat 16 Meadow view 21 Naples Street
Michelle O'Brien Flat 16 Meadow view 21 Naples Street
Brenda Krijnen, Flat 18 Meadow view 21 Naples Street M4 4BJ
Emma Krijnen-kemp, Flat 18 Meadow view 21 Naples Street M4 4BJ
Resident, Flat 19 Meadow view 21 Naples Street M4 4BJ
Neil Burn, Flat 21 Meadow view 21 Naples Street M4 4BJ
S Whittard, Flat 23 Meadow view 21 Naples Street M4 4BJ
Paul Copestake, Flat 23 Meadow view 21 Naples Street M4 4BJ
Mark Boswell 502 Mason Pace , Green Quarter (signed by 15 people ,2 from Naples Street, 2 from Simpson Street, one from Sharp Street , one from Damaz Building, two from Dyche Street , 3 from Droyslden, one from Whitefield , one no address given)

507 Simpson Street (signed by 12 people ,2 from Angel Meadows Naples Street, 4 from Simpson Street, two from Ophthalmic works Naples Street , 4 from the Citudel Ludgate Hill)

Kirsten Rennie 115 Skyline Chambers, 5 Ludgate Hill M4 4TG (signed by 10 people , 4 from Simpson Street, three from Naples Street , 2 from the Citudel Ludgate Hill, 1 from the Tobacco Factory)

Hannah Wright Flat 15 The Linx Building 25 Simpson Street M4 4AS
(7 additional signatories , one from Ludgate Hill, 2 from Liverpool, one from Thomas Street, two from The Grand , Aytoun Street
Dr Tom Steel, Flat 1 The Linx 25 Simpson Street M4 4AS
Harriet Riggs Flat 106 The Linx Building 25 Simpson Street M4 4AS
Peter Barden Flat 212 The Linx Building 10 Naples Street M4 4AR
H. Wolstenholme, Apartment 307 The Linx, 25 Simpson Street M4 4AS

Miss Eva Lai, Apartment 601 The Linx, 25 Simpson Street M4 4AS
Mr D Sawyer, Apartment 601 The Linx, 25 Simpson Street M4 4AS
Dave Martin, Apartment 602 The Linx, 25 Simpson Street M4 4AS
Ruth Guest, Apartment 603 The Linx, 25 Simpson Street M4 4AS
M and AJ Hodgson, Northern Angel
Victoria Stewart & Tim Seed Flat 7, The Citadel
J Arora Meadow View 21 Naples Street (additional Smithfield signatory)
Joseph Kindred Flat 12 Krupa Building, 19 Sharp Street M4 4BZ
Michael Newman Flat 12 Krupa Building, 19 Sharp Street M4 4BZ
Jekaterina Donika Flat 12 Krupa Building, 19 Sharp Street M4 4BZ
Prof.Andrew Newman Flat 12 Krupa Building, 19 Sharp Street M4 4BZ
Ryan Hill & Sarah Precious Flat 2 Ophthalmic Works, 2 Naples Street M4 4DB
Adam Turner, Flat 4 Ophthalmic Works, Naples Street M4 4DB
Resident, Flat 5 Ophthalmic Works, Naples Street M4 4DB
Resident, Flat 6 Ophthalmic Works, Naples Street M4 4DB
Janice Stainton Flat 7 Ophthalmic Works, 2 Naples Street M4 4DB
Angela Daly Flat 8 Ophthalmic Works, 2 Naples Street M4 4DB
Resident Flat 11 Ophthalmic Works, 2 Naples Street M4 4DB
Resident Flat 12 Ophthalmic Works, 2 Naples Street M4 4DB
Mr & Mrs MacPhee, Flat 13 Ophthalmic Works, 2 Naples Street M4 4DB
Resident Flat 14 Ophthalmic Works, 2 Naples Street M4 4DB
A Earnshaw Flat 14 Ophthalmic Works, 2 Naples Street M4 4DB
Jo Dudderidge, Flat 15 Ophthalmic Works, Naples Street M4 4DB
Justine Goldstraw, Flat 15 Ophthalmic Works, Naples Street M4 4DB
Resident Flat 16 Ophthalmic Works, 2 Naples Street M4 4DB
Dr Dima Vachtman Flat 18 Ophthalmic Works, 2 Naples Street M4 4DB
Richard Smith, Flat 21 Ophthalmic Works, 2 Naples Street M4 4DB
Mark Williams, Flat 21 Ophthalmic Works, 2 Naples Street M4 4DB
Richard Crabtree & Jenny Twigg Flat 22 Ophthalmic Works, 2 Naples Street M4 4DB
Peter Wakelam, Flat 23 Ophthalmic Works, Naples Street M4 4DB
Joe Hodgkinson, Flat 23 Ophthalmic Works, Naples Street M4 4DB
Elliot Brown Flat 1707, Skyline Central 2, 49 Goulden Street M4 5EN
Louise Green Flat 103, Smithfield Buildings, M4 1LA
L. Meos 109-17 Market Building M4 1EU (additional Hudson Building signatory)
Simon Humphreys Flat 403, 25 Church Street M4 1PE (additional Smithfield signatory)
Mai Shuml Flat 403, 25 Church Street M4 1PE
Lori Deslands Flat 103, 1 Redbank
Richard Lindsay, Jefferson Pace , Green Quarter
Andy Haigh 16a, Portland Tower, Portland Street, Manchester.M1 3LD
RJ Wormleighton, Flat 41, Cambridge Mill, 5 Cambridge Street
Stephen Kane, Flat 6, 86 Great Bridgewater Street M1 5JG
Aron Matthews Apartment 32 Pall Mall House, 18 Church Street
A.Khalillig 60, Roundhay, Heald Green SK8 3JR
C R Dwaranpudi, 122 Albert Schweitzer Avenue, Liverpool L30 5SQ
Johan Taft, 497 Cable Street, London E1W 3ER

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 a 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 Unitary Development Plan, the Head of Planning 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 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. He 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.

Conclusion

This proposed road alignment forms a key part of a wider regeneration strategy that is intended to develop the land surrounding the existing Co-operative Group's offices in the vicinity of Miller Street.

The regeneration strategy is being taken forward by The Co-operative Group in partnership with Manchester City Council and will deliver essential infrastructure and key flagship schemes, which would have a catalytic regeneration effect, bringing about transformation of the area and creating a platform for further investment. Whilst the development will impact on the area, the conclusion reached is that there are measures that can and will be introduced to minimise potential adverse impact with regards to matters such as traffic related issues.

Recommendation

The Head of Planning therefore recommends that the Committee **APPROVE** planning application **096797/VO/2011/N2**.

Conditions and/or Reasons:

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 drawings numbered A0- 204552-100 rev.A (site layout) , A0- 204552-013 rev.F (general arrangement), A0- 204552-045 rev.A (general arrangement with autotracks), A0-204552-128 rev.A (white marking plan), A0- 204552-120 rev.A (proposed street lighting plan), A0-204552- 122 rev.A(proposed Transport for Greater Manchester signal control equipment), A0-204552 – 102 rev.A (proposed long section), A0-

204552-115 rev.A (proposed drainage plan), standard details for lighting, Noma Regeneration – Highways Alteration – Supporting Planning Statement, Noma Regeneration – Highways Alteration -Design and Access Statement , Noma Regeneration – Highways Alteration –Transport Assessment, and Environmental Impact Statement date stamped as received 11th July 2011; LED Bollard specification received by e-mail dated 21st July 2011 A0-204552-128 Rev A and A0-204552-051 Rev A received by e-mail on 18th August 2011, unless otherwise agreed in writing with the City Council as Local Planning Authority.

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policy T3.1 and H2.2 of the Unitary Development Plan for the City of Manchester.

3) The car parking indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the building hereby approved being occupied. The car park shall then be available at all times whilst the site is occupied.

Reason - To ensure that there is adequate parking for the development proposed when the building is occupied in order to comply with Policy T2.6 of the Unitary Development Plan for the City of Manchester.

4) The wheels of contractors vehicles leaving the site shall be cleaned and the access roads leading to the site swept daily in accordance with a management scheme submitted to and approved in writing by the City Council as local planning authority prior to any works commencing on site.

Reason - In the interest of pedestrian and highway safety, as specified in policy H2.2 of the Unitary Development Plan for the City of Manchester.

5) All contractors' vehicles entering and leaving the site during the construction period shall be sheeted.

Reason - To ensure that the proposed development is not prejudicial or a nuisance to the adjacent premises in the interests of public health and amenity, pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester.

6) The details of an emergency telephone contact number shall be displayed in a publicly accessible location on the site and shall remain so displayed unless otherwise agreed in writing by the City Council as local planning authority.

Reason - In the interests of local amenity, pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester.

7) No development shall take place until there has been submitted to and approved in writing by the local planning authority a plan indicating the detailed design of the area of landscaping referred to as a bund. The bund shall be completed before the re-aligned highway is brought into use. Development shall be carried out in accordance with the approved details and shall thereafter be retained unless, otherwise agreed in writing by the City Council as local planning authority.

Reason - To ensure that the appearance of the bund 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 in order to comply with Policies H2.2, E3.3 and E3.5 of the Unitary Development Plan for the City of Manchester.

8) Full detailed designs of carriageway and footways (including cross sections, and external facing materials), shall be submitted to and approved in writing by the City Council as Local Planning Authority, prior to the development commencing. The development shall be implemented in accordance with the approved details, prior to the development brought into use, unless otherwise agreed with the local planning authority.

Reason - In the interests of highway safety, pursuant to policy T3.1 of the Unitary Development Plan for the City of Manchester.

9) Within six months of any part of the development first being occupied, a repaving strategy for the public footpaths and redundant vehicular crossings around the site shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be carried out in accordance with a phasing programme to be approved by the Local Planning Authority.

Reason - In the interests of amenity and to ensure that paving materials are consistent with the use of these areas as pedestrian routes, pursuant to Manchester Unitary Development Plan policy H2.2.

10) Prior to the commencement of development, detailed design specifications of all lighting columns and lanterns, along the realigned highway and within the public realm works shall be submitted to, and approved in writing by, the City Council as local planning authority, The development shall be implemented in accordance with the approved details.

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 government guidance in Planning Policy Statement 1 and Policies H2.2, E3.3 and E3.5 of the Unitary Development Plan for the City of Manchester.

11) If when the lighting units are illuminated they cause in the opinion of the City Council as Local Planning Authority undue glare or light spillage to the detriment of adjoining and nearby residential properties, baffles and/or cut-offs shall be installed on the units and adjustments shall be made to the angle of the lighting units and the direction of illumination, which shall thereafter be retained in accordance with details which have received the prior written approval of the Local Planning Authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of existing and proposed nearby residential accommodation, pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester.

12) No trees shall be felled, or have any works undertaken on them, during the bird nesting season (March to August inclusive), unless otherwise agreed with the City Council as Local Planning Authority.

Reason - To ensure the protection of wildlife habitats in the locality , pursuant to policy E2.4 of the Unitary Development Plan for the City of Manchester.

13) The development hereby permitted shall not be commenced until such time as a scheme to regulate surface water run-off has been submitted to, and approved in writing by, the local planning authority.

The scheme shall be fully implemented and subsequently maintained, in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason- To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site, pursuant to policy E1.3 of the Unitary Development Plan for the City of Manchester.

14) No development shall commence until a hard and soft landscaping treatment scheme for the areas identified plan ref: A0-204552-013 rev.F together with long term maintenance arrangements has been submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the realigned highway has been implemented. 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, unless otherwise agree in writing by the City Council as local planning authority.

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 policy H2.2; of the Unitary Development Plan for the City of Manchester.

15) No development hereby approved shall commence until a programme of archaeological work in accordance with a written scheme of investigation for the following has been submitted to and approved in writing by the City Council as local planning authority:

(a) A phased programme and methodology of site investigation and recording to include :

- an archaeological evaluation;
- (where merited by the evaluation results) targeted excavation and recording;
- detailed historical research.

(b) A programme for post investigation assessment to include analysis of the site investigation records and finds, and production of a final report on the significance of the archaeological and historic interest represented;

(c) Provision for community engagement, publication, interpretation and dissemination in relation to the site's history and archaeology;

(d) Provision for archive deposition of the report, finds and records of the site investigation;

and (e) Particulars of the persons who will carry out said tasks.

The schemes approved shall be implemented in accordance with the timetables contained therein and no development shall take place on site until written confirmation of completion of the said schemes has been received by the City Council, unless otherwise agreed in writing by the City Council as local planning authority.

Reason - To commemorate the industrial heritage of the site and to record and advance the understanding of the significance of heritage assets with an archaeological interest for archival and research purposes, pursuant to Policy DC20.1 of the Unitary Development Plan for the City of Manchester and guidance in PPS5.

16) a) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before the development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

b) When the 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.

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 - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the

interests of public safety, pursuant to H2.2 of the Unitary Development Plan for the City of Manchester.

17) The mitigation measures in relation to noise and vibration, as detailed within Volume 2: NOMA Regeneration- Highway Alterations Environmental Impact Assessment- Environmental Statement Section 7 shall be fully implemented before the re-aligned highway is brought into use.

Reason - To protect the amenity of the occupants of the premises once the development hereby approved is occupied, pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester.

18) All trees, shrubs and hedges within the site and/or trees whose root structure may extend within the site, which are to be retained shall be fenced off before any building or other operation approved by this permission is carried out within the vicinity in accordance with British Standard 5837 (1991). Thereafter, no excavation or other building or engineering operations shall take place and no plant, machinery or materials (including excavated material) shall be placed, deposited, stored or stacked within any such fence during the construction period.

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area, pursuant to policy E2.6 of the Unitary Development Plan for the City of Manchester.

19) The mitigation measures in relation to ecology, as detailed within Volume 2: NOMA Regeneration- Highway Alterations Environmental Impact Assessment- Environmental Statement Section 10.5 and Appendix 10.4 shall be fully implemented before the re-aligned highway is brought into use.

Reason - To protect the amenity of the occupants of the premises once the development hereby approved is occupied, pursuant to policy E2.3 of the Unitary Development Plan for the City of Manchester.

20) Prior to the commencement of development, a scheme to achieve a speed restriction to 20mph in regard to existing highways directly to the north of Angel Street shall be submitted to, and approved in writing by, the City Council as Local Planning Authority, and shall be retained in situ thereafter.

Reason

In the interests of highway safety pursuant to policy H2.7 of the Unitary Development Plan for the City of Manchester.

21) Prior to commencement of works on site, a construction method statement (including details of any vibro compaction works), and a strategy for the management of construction traffic,(including information regarding site approach routes, hours of deliveries and directional signage) shall be submitted to and approved in writing by the City Council as local planning authority. The approved works shall be implemented prior to the commencement of the development, and shall be retained in situ thereafter during the construction period.

Reason - To safeguard the amenities of nearby residents, pursuant to Policy H2.2 of the Unitary Development Plan for the City of Manchester.

22) Within 3 months of the re-aligned highway first being brought into use, full details and location of permanent bird and bat boxes, shall have been submitted to and agreed in writing with the City Council as the Local Planning Authority. The permanent bird roost scheme should then be installed in accordance with the agreed design, unless otherwise agreed in writing with the Local Planning Authority.

Reason - To provide a roost for birds and to comply with policies E2.3 and E2.4 of the Unitary Development Plan for the City of Manchester and Planning Policy Statement 9.

23) Full detailed designs (including specifications) of the area at the back of pavement to the north of the re-aligned section of Miller Street, shall be submitted to and approved in writing by the City Council as Local Planning Authority, prior to the development commencing. The development shall be implemented in accordance with the approved details, prior to the development brought into use, unless otherwise agreed with the local planning authority.

Reason - In the interests of highway safety, pursuant to policy T3.1 of the Unitary Development Plan for the City of Manchester.

24) Prior to the commencement of development, a method statement and strategy to monitor NO₂ levels within an agreed locality shall be submitted to and approved in writing by the City Council as local planning authority. The approved strategy shall be implemented prior to the commencement of the development, and shall be retained in situ at all time thereafter, unless otherwise agreed in writing with the local planning authority.

Reason - To safeguard the amenities of nearby residents and to keep a watching brief on air quality associated with the scheme, pursuant to Policy H2.2 of the Unitary Development Plan for the City of Manchester.

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: 096797/VO/2011/N2 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 all held by the Planning Division.

Equal Opportunities

The proposal will be accessible to all members of the public, including those with mobility impairments.

Environmental Improvements

The proposal will bring an improvement to the appearance of the streetscape in this area.

Employment Implications

The proposal will create jobs during construction, and facilitate the delivery of further jobs as part of the wider regeneration strategy for this area.

HEAD OF PLANNING