

REPORT FOR RESOLUTION

<u>Committee</u>	PLANNING AND HIGHWAYS
<u>Date</u>	10 September 2009
<u>Subject</u>	090606/FO/2009/N1 Erection of 14 storey office (Class B1) building (Co-operative Headquarters) with associated basement car parking on two levels providing 151 car parking spaces with associated public realm works including the closure of part of Dantzic Street and associated alterations to the highway including formation of mini roundabout at corner of Angel Street and Dantzic Street
<u>Location</u>	Car Park, Miller Street, Ancoats, Manchester, M4 4DY,
<u>Applicant</u>	Co-operative Group Ltd, New Century House, Corporation Street, Manchester, M60 4ES
<u>Agent</u>	Mr Chris Beebe, Co-operative Group Ltd, New Century House, Property Division, P O Box 53, Manchester, M60 4ES
<u>Report of</u>	HEAD OF PLANNING

Purpose of report

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

Recommendation

The Head of Planning having taken all relevant matters into consideration recommends that the Committee APPROVE planning application **090606/FO/2009/N1** relating to the erection of 14 storey office (Class B1) building (Co-operative Headquarters) with associated basement car parking on two levels providing 151 car parking spaces with associated public realm works including the closure of part of Dantzic Street and associated alterations to the highway including formation of mini roundabout at corner of Angel Street and Dantzic Street for the reasons set out in this report, on the basis that the Council has taken the environmental information (as defined in the EIA regulations) into consideration.

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)

Julie Roscoe	0161-234-4552 j.roscoe@manchester.gov.uk
Derek Jones	0161-234-4522 d.jones5@manchester.gov.uk
Sue Wills	0161 234 4524 s.wills@manchester.gov.uk

Background Documents

Planning Policy Statement nos.1,4,6,9,13, 15,16, 22, 23,24,25
Unitary Development Plan Policies I1.1, I1.6, I1.12, I2.1, I3.1, R1.1, E1, E1.5 E2.7, E3.1,E3.3, E3.4, T3.1 HC10b
North West of England Plan Regional Strategy to 2021 - DP2, DP3, DP5, DP7, MCR2
Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (April 2007).

Responses of:

Head of Engineering Services
English Heritage
Head of Environmental Health (Pollution & Contaminated Land Sections)
Environment Agency
Greater Manchester Passenger Transport Executive
Greater Manchester Police
Greater Manchester Ecology Unit
Greater Manchester Archaeological Unit
Greater Manchester Geological Unit
Natural England
Manchester International Airport
United Utilities Asset Protection,
Commission For Architecture And The Built Environment
NWDA
North Manchester Regeneration Team
Environment and Operational Services (Highway Authority and Refuse and Sustainability)
Network Rail
English Heritage (NW Region)
Public Realm Manager
City Centre Regeneration

Third Party Consultations:

Over 1666 residents, businesses and other third parties in the area were notified about this application. A plan has been attached which shows the extent of notification.

Flat 1 –37, 6 –34 Tobacco Factory Phase 1, 30 Ludgate Hill, Manchester, M4 4TF

Chethams School Of Music, Long Millgate, Manchester, M3 1SB

Doctor Net Ltd, Pleer House, 1 Fennel Street, Manchester, M4 3DU

2 Fennel Street, Manchester, M4 3DU

Apartment 110-122, 111 - 121, 83 High Street, Manchester, M4 1BE

Apartment 214-226 215-225 83 High Street, Manchester, M4 1BE

Apartment 309- 317, 306-318 , 83 High Street, Manchester, M4 1BE

Apartment 405 –416 (all) , 83 High Street, Manchester, M4 1BE

Apartment 501- 504 (all) , 83 High Street, Manchester, M4 1BE

Hexa Services Uk Ltd, 60 Shudehill, Manchester, M4 4AA

56 –58 Shudehill, Manchester, M4 4AA

Royal Davis, 60 Shudehill, Manchester, M4 4AA

Apartment 101 - 118, 201-218 , 301-318 , 50 Goulden Street, Manchester, M4 5EH

Apartment 401 - 418, 501-518, 601 – 618, 50 Goulden Street, Manchester, M4 5EH

Apartment 701 - 718, 50 Goulden Street, Manchester, M4 5EJ

Apartment 801, 802, 803, 50 Goulden Street, Manchester, M4 5EJ

Apartment 901, 902, 903, 50 Goulden Street, Manchester, M4 5EJ

Apartment 1001,1002, 50 Goulden Street, Manchester, M4 5EJ

Apartment 1101, 50 Goulden Street, Manchester, M4 5EJ

Apartment G6, G8, G15,G16,G17,G18 , 50 Goulden Street, Manchester, M4 5EH

Apartment 1-11, 2- 14, 101-111, 100 -115, 6 Ludgate Hill, Manchester, M4 4BW

Apartment 201 – 215 (all) , 6 Ludgate Hill, Manchester, M4 4BW

Apartment 301 – 315 (all) , 6 Ludgate Hill, Manchester, M4 4BW

Apartment 401- 415(all), 6 Ludgate Hill, Manchester, M4 4BW

Apartment 501- 505 (all), 6 Ludgate Hill, Manchester, M4 4BW

Apartment 1-109, 2- 92, The Citadel, 15 Ludgate Hill, Manchester, M4 4AP

Apartment 101 - 119 , 102 - 118, 201-219, 202 – 220, 301 – 319 , 302 -320 , 401-419 , 404- 420 , 501- 517, 502 - 518 , 601- 609, 602- 610, 5 Ludgate Hill, Manchester, M4 4TG

Apartment 2 - 16, 1-13 , 10 Naples Street, Manchester, M4 4AR

Apartment 509, 512, 514, 10 Naples Street, Manchester, M4 4AR

Apartment 409-415, 402-416 , 10 Naples Street, Manchester, M4 4AR

Apartment 309-315, 310- 316, 10 Naples Street, Manchester, M4 4AR

Apartment 209 -217, 202- 218 , 10 Naples Street, Manchester, M4 4AR

Apartment 110-116 , 109 -115, 10 Naples Street, Manchester, M4 4AR

Apartment 1-8 (all), 25 Simpson Street, Manchester, M4 4AS

Apartment 101 –108 (all) ,25 Simpson Street, Manchester, M4 4AS

Apartment 201-208 (all) , 25 Simpson Street, Manchester, M4 4AS

Apartment 301- 308 (all) , 25 Simpson Street, Manchester, M4 4AS

Apartment 401-408 (all) , 25 Simpson Street, Manchester, M4 4AS

Apartment 501 –508 (all) , 25 Simpson Street, Manchester, M4 4AS

Apartment 601, 602, 603, 604, 25 Simpson Street, Manchester, M4 4AS

Flat 1-21, 2 – 24, 21 Naples Street, Manchester, M4 4BJ

Apartment 101- 123, 102 -124, 101 High Street, Manchester, M4 1HG

Apartment 201- 223, 202 -224, 101 High Street, Manchester, M4 1HG
Apartment 301- 323, 302 -324, 101 High Street, Manchester, M4 1HG
Apartment 401-423 , 402- 424 , 101 High Street, Manchester, M4 1HG
Apartment 501-523 , 502- 524 , 101 High Street, Manchester, M4 1HG
Apartment 601-623 , 602- 624 , 101 High Street, Manchester, M4 1HG
62 –66, 70, 94 Shudehill, Manchester, M4 4AA
91-99 High Street, Manchester, M4 1HQ
6 New George Street, Manchester, M4 4AE
2 –6, New George Street, Manchester, M4 4AE
89 –103 High Street, Manchester, M4 1HQ
The Co-operative Group (c W S) Ltd, Dantzic Building, Dantzic Street, Manchester, M60 0AF
Nosh, 77 Shudehill, Manchester, M4 4AN
21st Century Tattoo, 89 Shudehill, Manchester, M4 4AN
Premier, 91 Shudehill, Manchester, M4 4AN
Flats 1 -12 , 93-95, Shudehill, Manchester, M4 4AN
Royal Exchange Theatre, 47-51, Swan Street, Manchester, M4 5JY
Social City Enterprise, 14a, Rochdale Road, Manchester, M4 4JR
14-16, Rochdale Road, Manchester, M4 4JR
Verde Floral, 14a, Rochdale Road, Manchester, M4 4JR
The Crown & Cushion, 192 Corporation Street, Manchester, M4 4DU
Co-operative Recycling Education Centre, 79 Dantzic Street, Manchester, M4 4DW
Mathers Cafe, 4 Aspin Lane, Manchester, M4 4DP
10 Crown Lane, Manchester, M4 4DQ
Flats (all) 5- 8, Crown House, 83 Dantzic Street, Manchester, M4 4DW
Apartment G01, G02, G03, 101- 105, 102- 106, 201- 205, 202-206, 301-305, 302-306, 401-405, 402-404, 501-505, 502-506, 601, 602 33 Simpson Street, Manchester, M4 4BG
Apartment 1-39 , 2-20 2, Tobacco Factory Phase 3 2a, Naples Street, Manchester, M4 4GD
Flat 1-11,2 - 20 Crown House, 83 Dantzic Street, Manchester, M4 4DW
Arch 1, Corporation Street, Manchester, M4 4DG
M U D Uk Ltd, Arch 2, Corporation Street, Manchester, M4 4DG
Arch 3 Studio, Arch 3, Corporation Street, Manchester, M4 4DG
Cab Equipment, Arch 4, Corporation Street, Manchester, M4 4DG
Ashton House, Corporation Street, Manchester, M4 4DU
Carriages Autobody Specialists, Arch 5, Corporation Street, Manchester, M4 4DG
J Fitzgerald & Co Ltd, Arch 6, Corporation Street, Manchester, M4 4DG
Arch 7, Corporation Street, Manchester, M4 4DG
The Taxi Centre, Arch 8, Corporation Street, Manchester, M4 4DG
Arches 9, 10, 11, Corporation Street, Manchester, M4 4DG
1-69, 2-70, Parkers Apartments, 115 Corporation Street, Manchester, M4 4HB

Flat 16, Tobacco Factory Phase 2, 2 Naples Street, Manchester, M4 4DH
Flat 8, Tobacco Factory Phase 2, 2 Naples Street, Manchester, M4 4DH
Flat 3, Tobacco Factory Phase 2, 2 Naples Street, Manchester, M4 4DH
Flat 9, Tobacco Factory Phase 2, 2 Naples Street, Manchester, M4 4DH

Apartment 1 –23, 2 – 22 , 18 Sharp Street, Manchester, M4 4BF
Apartment 1 - 19, 2 –20 Damaz Building, Sharp Street, Manchester, M4 4BZ
Apartment 22, 18 Sharp Street, Manchester, M4 4BF
Dylan Harvey Properties & Investments Ltd, 1 Damaz Building, Sharp Street,
Manchester, M4 4BZ
Flat 1 -23, 2-22 Ophthalmic Works, Naples Street, Manchester, M4 4DB
Apartment 1-25, 14-18 Krupa Building, 19 Sharp Street, Manchester, M4 4BZ
King Of Kings School, 142 Dantzic Street, Manchester, M4 4DN
Arch Flooring, Arch 12, Corporation Street, Manchester, M4 4DG
M J T Motors Ltd, Irk Street, Manchester, M4 4JT
Legal Document Management Ltd, Unit 5, Millow Street, Manchester, M4 4DR
Unit 1, Millow Street, Manchester, M4 4DR
Ultimate & Prestige Sports, Unit 4, Millow Street, Manchester, M4 4DR
Unit 3, Millow Street, Manchester, M4 4DR
Hewden, Unit 2, Millow Street, Manchester, M4 4DR
Apartment 1- 109, 2-106 15 Dyche Street, Manchester, M4 4DS
J D Williams & Co Ltd, 23 Hunts Bank, Manchester, M99 1ZW
Snippers 2, Victoria Station Approach, Manchester, M3 1NZ
N R P Carbs, 2 Victoria Station Approach, Manchester, M3 1NY
Select Service Cafe, Victoria Station Approach, Manchester, M3 1NZ
Jaua Bar Cafe, Victoria Station Approach, Manchester, M3 1NZ
1 Victoria Station Approach, Manchester, M3 1NZ
The Hot Dog Stand, Victoria Station Approach, Manchester, M3 1NZ
W H Smith Ltd, Victoria Station, Manchester, M3 1WY
40 , 42, Long Millgate, Manchester, M3 1NX
The Co-operative Group (c W S) Ltd, Old Bank Building, Hanover Street, Manchester,
M60 0AB
109-113, Corporation Street, Manchester, M4 4DX
The Co-operative Group (c W S) Ltd, New Century House, Corporation Street,
Manchester, M60 4ES
Co-operative Insurance Society Ltd, Miller Street, Manchester, M60 0AL
The Ducie Bridge, 152 Corporation Street, Manchester, M4 4DU
86, 88a, Miller Street, Manchester, M4 4DY
The Co-operative Group (C W S) Ltd, Holyoake House, Hanover Street, Manchester,
M60 0AS
The Co-operative Group (c W S) Ltd, Redfearn Building, Redfearn Street, Manchester,
M60 0AE
Addaction, Beswick House, Beswick Row, Manchester, M4 4LA
Princess Royal Trust Manchester Carers Centre, Beswick House, Beswick Row,
Manchester, M4 4PR
Community Foundation For Greater Manchester, Beswick House, Beswick Row,
Manchester, M4 4LA
One Stop Insurance, 62-64, Swan Street, Manchester, M4 5JU
Aim Legal Ltd, 62-64, Swan Street, Manchester, M4 5JU
68 Swan Street, Manchester, M4 5JU
Supreme Finance, 58 Swan Street, Manchester, M4 5JU
12 Rochdale Road, Manchester, M4 4JR

2 Hatter Street, Manchester, M4 5FZ
Realty Estates Ltd, 25 Rochdale Road, Manchester, M4 4HT
Apartment 101-107, 102-108, 49 Goulden Street, Manchester, M4 5EL
Apartment 201-207, 202-208, 49 Goulden Street, Manchester, M4 5EL
Apartment 301-307, 302-308, 49 Goulden Street, Manchester, M4 5EL
Apartment 401-407, 402-408, 49 Goulden Street, Manchester, M4 5EL
Apartment 501-507, 502-508, 49 Goulden Street, Manchester, M4 5EL
Apartment 601-607, 602-608, , 49 Goulden Street, Manchester, M4 5EL
Apartment 701- 707, 702-708, 49 Goulden Street, Manchester, M4 5EL
Apartment 801- 807, 802-808, 49 Goulden Street, Manchester, M4 5EL
Apartment 901- 907, 902-908, 49 Goulden Street, Manchester, M4 5EL
Apartment 1001-1007, 1002-1008, 49 Goulden Street, Manchester, M4 5EL
Apartment 1101-1107, 1102-1108, 49 Goulden Street, Manchester, M4 5EL
Apartment 1201-1207, 1202-1208, 49 Goulden Street, Manchester, M4 5EL
Apartment 1301-1307, 102-1308, 49 Goulden Street, Manchester, M4 5EL
Apartment 1401-1407, 1402-1408, 49 Goulden Street, Manchester, M4 5EL
Apartment 1501-1507, 1502-1508, 49 Goulden Street, Manchester, M4 5EL
Apartment 1601-1607, 1602-1608, , 49 Goulden Street, Manchester, M4 5EL
Apartment 1701- 1707, 1702-1708, 49 Goulden Street, Manchester, M4 5EL
Apartment 1801- 1807, 1802-1808, 49 Goulden Street, Manchester, M4 5EL
West Properties Uk Ltd, Skyline Central 10-12, Rochdale Road, Manchester, M4 4JR
Priority Travel Club, John Swift Building, 19 Mason Street, Manchester, M4 5FT
Edenvale Property Management Uk Ltd, John Swift Building, 19 Mason Street,
Manchester, M4 5FT
Westbeach Apparel Uk Ltd, John Swift Building, 19 Mason Street, Manchester, M4 5FT
39 Mason Street, Manchester, M4 5FX
Lucky Knitwear Ltd, 53 Marshall Street, Manchester, M4 5FU
Javed Signs Ltd, 53 Marshall Street, Manchester, M4 5FU
46 Marshall Street, Manchester, M4 5FU
Greater Manchester County Record Office, 56 Marshall Street, Manchester, M4 5FU
Cloud Nine, 56 Swan Street, Manchester, M4 5JU
1 Mason Street, Manchester, M4 5FT
Bank Of Baroda, 50 Swan Street, Manchester, M4 5JU
Apartments 1-37, 2-38 , 16, Angel Meadows, 23 Naples Street, Manchester, M4 4HA
Any Mobile U Want Ltd, 23 New Mount Street, Manchester, M4 4DE
P C Help, 23 New Mount Street, Manchester, M4 4DE
Making Spaces, 23 New Mount Street, Manchester, M4 4DE
Sol Leisure Ltd, 23 New Mount Street, Manchester, M4 4DE
Thinkdata, 23 New Mount Street, Manchester, M4 4DE
Storm Advertising & Design Ltd, 23 New Mount Street, Manchester, M4 4DE
Greater Manchester Hazards Centre, 23 New Mount Street, Manchester, M4 4DE
Native Studios Ltd, 23 New Mount Street, Manchester, M4 4DE
Quay Computing Ltd, 23 New Mount Street, Manchester, M4 4DE
Silk Productions Ltd, 23 New Mount Street, Manchester, M4 4DE
Hall Aitken, 23 New Mount Street, Manchester, M4 4DE
Roundstone International Ltd, 23 New Mount Street, Manchester, M4 4DE
J V C, 23 New Mount Street, Manchester, M4 4DE

Going On Holiday, 23 New Mount Street, Manchester, M4 4DE
Premier Media Uk Ltd, 23 New Mount Street, Manchester, M4 4DE
7 Rochdale Road, Manchester, M4 4HS
Apartment 2, 6b Melia House, 2 Hornbeam Way, Manchester, M4 4AY
Apartments 2- 9 (all), 8b Melia House, 2 Hornbeam Way, Manchester, M4 4AY
Apartment 2, 5b Melia House, 2 Hornbeam Way, Manchester, M4 4AY
Apartment 2, 7b Melia House, 2 Hornbeam Way, Manchester, M4 4AY
Apartment 7, 8b Melia House, 2 Hornbeam Way, Manchester, M4 4AY
Apartment 2, 3b Melia House, 2 Hornbeam Way, Manchester, M4 4AY
66 Swan Street, Manchester, M4 5JU
Dallas Knitwear Ltd, 2 Rochdale Road, Manchester, M4 4JR
Usman Fashions, 11 Dyche Street, Manchester, M4 4BQ
112 , 116, High Street, Manchester, M4 1HQ
Flat 101- 109, 102- 108, 114 High Street, Manchester, M4 1HQ
Flat 201-209 , 202 –208 , 114 High Street, Manchester, M4 1HQ
Flat 301-309 , 302 –308 , 114 High Street, Manchester, M4 1HQ
Flat 401-409 , 402 –408 , 114 High Street, Manchester, M4 1HQ
Flat 502-508, 501 - 509 114 High Street, Manchester, M4 1HQ
Flat 601 – 604 (all) , 114 High Street, Manchester, M4 1HQ
Alfred Mcalpine, Site Office, Goadsby Street, Manchester, M4 5AH
Apartment 2, 4b Melia House, 2 Hornbeam Way, Manchester, M4 4AY
Apartment 2, 1b Melia House, 2 Hornbeam Way, Manchester, M4 4AY
Apartment 2, 2b Melia House, 2 Hornbeam Way, Manchester, M4 4AY
Smithfield Exchange, 42 Shudehill, Manchester, M4 4AA
G W Lofthouse, 44 Shudehill, Manchester, M4 4AA
Hare & Hounds, 46 Shudehill, Manchester, M4 4AA
38 Shudehill, Manchester, M4 1EZ
Abergeldie Cafe, 40 Shudehill, Manchester, M4 1EZ
This & That Take Away, 3 Soap Street, Manchester, M4 1EW
Trof Cafe, 6-8, Thomas Street, Manchester, M4 1EU
Apartments 1- 39, 2- 40, 8 Dantzic Street, Manchester, M4 2AD
6 Dantzic Street, Manchester, M4 2AD
10a, Dantzic Street, Manchester, M4 2AD
10 Dantzic Street, Manchester, M4 2AD
12-14, Dantzic Street, Manchester, M4 2AD
18-20, Dantzic Street, Manchester, M4 2AE
Unit 24, The Printworks, 27 Withy Grove, Manchester, M4 2BS
Unit 23, The Printworks, 27 Withy Grove, Manchester, M4 2BS
Unit 2a, The Printworks, 27 Withy Grove, Manchester, M4 2BS
U C I Cinema, Unit 19, The Printworks, 27 Withy Grove, Manchester, M4 2BS
Holmes Place Health Club, Unit 4, The Printworks, 27 Withy Grove, Manchester, M4 2BS
Tiger Tiger, Unit 5-6, The Printworks, 27 Withy Grove, Manchester, M4 2BS
Lloyds Number One, Unit 16-17a, The Printworks, 27 Withy Grove, Manchester, M4 2BS
Wagamama, Unit 1a, The Printworks, 27 Withy Grove, Manchester, M4 2BS

The Printworks Leisure Scheme Fund Ltd, Management Suite, The Printworks, 27 Withy Grove, Manchester, M4 2BS
Unit 1, The Printworks, 27 Withy Grove, Manchester, M4 2BS
The Old Orleans, Unit 20, The Printworks, 27 Withy Grove, Manchester, M4 2BS
Virgin, Unit 11-12, The Printworks, 27 Withy Grove, Manchester, M4 2BS
29a, Withy Grove, Manchester, M4 2BJ
Waxy O`conners, Unit 3, The Printworks, 27 Withy Grove, Manchester, M4 2BS
Unit 25, The Printworks, 27 Withy Grove, Manchester, M4 2BS
Unit 14, The Printworks, 27 Withy Grove, Manchester, M4 2BS
Henry J Beans, Unit 18, The Printworks, 27 Withy Grove, Manchester, M4 2BS
Unit 15, The Printworks, 27 Withy Grove, Manchester, M4 2BS
Opus, Unit 21-22, The Printworks, 27 Withy Grove, Manchester, M4 2BS
Norwegian Blue, Unit 10, The Printworks, 27 Withy Grove, Manchester, M4 2BS
Unit 2, The Printworks, 27 Withy Grove, Manchester, M4 2BS
Nando`s, Unit 3, The Printworks, 27 Withy Grove, Manchester, M4 2BS
Hard Rock Cafe, Unit 7-9, The Printworks, 27 Withy Grove, Manchester, M4 2BS
Live Leisure, Unit 23a, The Printworks, 27 Withy Grove, Manchester, M4 2BS
Unit 2b, The Printworks, 27 Withy Grove, Manchester, M4 2BS
Apartment 3, 8 Dantzic Street, Manchester, M4 2AD
Apartment 13, 8 Dantzic Street, Manchester, M4 2AD
Apartment 33, 8 Dantzic Street, Manchester, M4 2AD
Apartment 21, 8 Dantzic Street, Manchester, M4 2AD
8a, Dantzic Street, Manchester, M4 2AD
Apartment 12, 8 Dantzic Street, Manchester, M4 2AD
Apartment 34, 8 Dantzic Street, Manchester, M4 2AD
Apartment 324, 101 High Street, Manchester, M4 1HG
2 New George Street, Manchester, M4 4AE
89 High Street, Manchester, M4 1HQ
4 New George Street, Manchester, M4 4AE
Hanover Street Dental Surgery, 15 Hanover Street, Manchester, M4 4AH
Snippers 2, Victoria Station Approach, Manchester, M3 1NZ
N R P Carbs, 2 Victoria Station Approach, Manchester, M3 1NY
Select Service Cafe, Victoria Station Approach, Manchester, M3 1NZ
Jaua Bar Cafe, Victoria Station Approach, Manchester, M3 1NZ
1 Victoria Station Approach, Manchester, M3 1NZ
The Hot Dog Stand, Victoria Station Approach, Manchester, M3 1NZ
W H Smith Ltd, Victoria Station, Manchester, M3 1WY
40 Long Millgate, Manchester, M3 1NX
42 Long Millgate, Manchester, M3 1NX
Escape, Hanover Building, Hanover Street, Manchester, M4 4AH
The Co-operative Group (c W S) Ltd, Hanover Building, Hanover Street, Manchester, M60 0AD
The Newsphere Optical Co Ltd, 29 Dantzic Street, Manchester, M4 2AH
Urbis, Cathedral Gardens, Manchester, M4 3BG
Apartments 1-8 (all), 2 Hanover Street, Manchester, M4 4BB
Apartment 1, 2 Hanover Street, Manchester, M4 4BB
Work Solutions, 6-10, Hanover Street, Manchester, M4 4BB

Co-operative Bank Plc, 1 Balloon Street, Manchester, M4 4BE
Robert Howarth Ltd, Balloon Street, Manchester, M4 4BE
Travelcare, 1 Balloon Street, Manchester, M4 4BE
Paramount Book Exchange, 25-27, Shudehill, Manchester, M4 2AF
Pee Wees, 3 Nicholas Croft, Manchester, M4 1EY
Central Radio Manchester Ltd, 30-32, Shudehill, Manchester, M4 1EZ
Shudehill Book Centre, 34 Shudehill, Manchester, M4 1EZ
7 Shudehill, Manchester, M4 2AF
D J Jewellers, 9 Shudehill, Manchester, M4 2AF
D B Flooring, 4 Millgate Dantzic Street, Manchester, M4 4BS
2 Well Street, Manchester, M4 2AG
4 Dantzic Street, Manchester, M4 2AD
Shudehill Books, 11 Shudehill, Manchester, M4 2AF
H Pollock Ltd, 13 Shudehill, Manchester, M4 2AF
Apartments 1- 6 (all), 21 Shudehill, Manchester, M4 2AF
A A Clothing, 29 Shudehill, Manchester, M4 2AF
Shudehill Interchange, Shudehill, Manchester, M4 2AF
Arden News, Shudehill Interchange, Shudehill, Manchester, M4 2AF
Flat 4, 15a, Shudehill, Manchester, M4 2AF
15 Shudehill, Manchester, M4 2AF
Flat 1,2,3 , 15a, Shudehill, Manchester, M4 2AF
Brown & Co (electrical Engineers) Ltd, 19 Shudehill, Manchester, M4 2AF
Aleef Newsagents, 21 Shudehill, Manchester, M4 2AF
23 Shudehill, Manchester, M4 2AF
Apartment 101 –105 (all), 201- 205(all), 301-305(all), 401-405 (all), 501- 505 (all),
601-605 (all), 701-705 (all), 801 – 803 (all) , 901-903 (all) 33 Withy Grove, Manchester,
M4 2BJ
Withy Grove Stores, 35 Withy Grove, Manchester, M4 2BJ
T Stensby & Co Ltd, 1 Shudehill, Manchester, M4 2AF
29 Withy Grove, Manchester, M4 2BJ
31 Withy Grove, Manchester, M4 2BJ

Wards affected

Ancoats And Clayton Ward

Implications for:

Anti-poverty	Equal Opportunities	Environment	Employment
Yes	Yes	Yes	Yes

Introduction

- 1.1 The applicant owns an extensive area of land in the northern part of the city centre, which straddles the Inner Relief Route (Miller Street section). It comprises

a number of listed buildings and several large cleared sites including a number of car parks, including the site which is the subject of this application. To the west is Victoria Station, to the south is the Printworks and the retail core, to the east is Shudehill and to the north is Angel Meadow (St. Michael's flags) and parts of Collyhurst. The area benefits from outstanding public transport links, being located close to Victoria Station, two Metrolink stops at Victoria Station and Shudehill, and the Transport Interchange. Its flanking of the IRR provides easy access to the local and national road network.

- 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. The new head office building would provide the anchor for further development to take place across the rest of the estate and surrounding area.
- 1.3 The site is located within the Irwell Corridor – Area of Opportunity and is a major piece in the jigsaw within the City Centre North framework.

Description

- 2.1 This proposal details a re-development of a site immediately to the north of the City Centre, and covers an area of 1.6 hectares (4 acres). The site is bounded to the south-west by Miller Street, Dantzic Street to the west, Angel Street to the north, and additional land within the ownership of the applicant to the East.
- 2.2 The broader area comprises a mix of uses, including business uses, industrial uses and residential accommodation. Residential properties are located around Ludgate Hill / Tobacco Warehouse area.
- 2.3 The site is currently occupied by a public car park operated by National Car Parks (NCP) known as the Miller Street car park. The proposed development would ultimately occupy approximately 50% of the existing surface car park. The remainder of the existing privately owned surface car parking would continue to be used as parking facility, but access to the remaining area would be via an existing access from Kenwright Street.
- 2.4 The proposal is for the erection of a 14 storey office building (with plant above), and 2 levels of basement car parking, with associated public realm treatment to the front of the site adjoining Miller Street. At the north-east corner the building rises from ten storeys to 14 (with plant above), at the pinnacle on the north west corner of the site. The facade is composed of two 'skins' to provide an 'environmental' buffer zone between internal and external space. The outer skin would be comprised of glazing using a combination of capped and capless curtain walling system, with bronze anodised aluminium perforated ventilation panels. The inner skin would comprise a double glazed aluminium outer casement with exposed timber inner structure, and pre-cast concrete panel system.
- 2.5 The building would create 45,803 sq.m of office floorspace to form the Co-operative headquarters. The scheme also incorporates ancillary café

- accommodation within the atrium at ground level, and restaurant accommodation for staff.
- 2.6 The proposed development would accommodate approximately 3,500 staff currently employed by the Co-op, the majority of which are currently based at the existing Co-op campus situated to the south of Miller Street, and the proposed headquarters would operate on a 24 hour, seven day a week basis.
- 2.7 Parking for this development would be in the form of off street undercroft /basement parking. 151 spaces are proposed, which include 8 disabled spaces, 16 motorcycle spaces and 105 cycle spaces. Car parking spaces within the proposed building would be designated as staff and visitors spaces, and would be allocated to staff that currently hold a parking pass as part of a Head Office Green Travel Programme.
- 2.8 Vehicular access to the site would be taken from Dantzic Street on the western side of the site, with additional pedestrian access from Miller Street through a new area of public realm to the south of the building. A separate entrance via Angel Street to the north of the site to provide access to a dedicated pick up/drop off point (close to the main building entrance) is proposed.
- 2.9 The development proposals include a significant element of new public realm and open space within the overall site. The scheme includes a piazza on Miller Street that would form part of a major new pedestrian link between the Irk Valley and Angel Meadow , and the City Centre that would improve connectivity within the wider area.
- 2.10 An Environmental Statement has been submitted considering the following issues:
- Land Use and Planning Policy
 - Socio-economic effects;
 - Townscape and Visual Impact;
 - Archaeology
 - Built Environment;
 - Microclimate (i.e. wind assessment, sunlight/daylight effects);
 - Ecology;
 - Transportation;
 - Ground conditions and Contamination;
 - Water Resources (Hydrology and flood risk);
 - Air quality;
 - Noise and Vibration;
 - TV reception;
- 2.11 As well as drawings, the following documents have been submitted in support of the application:
Design and Access Statement, Transport Assessment, Crime Impact Statement, Statement of Community Involvement, Explosive Ordnance Desk Top Study, Land Quality Desk Top Study, Noise Survey, Utilities Survey, Flood Risk Assessment, Arboricultural Survey, Television Reception Survey & Development Effects Investigation, a Regeneration Statement.

2.12 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

3.1 The application has been advertised on site and in the press as being a Major Development, as affecting the setting of a Listed Building, 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.

3.2 Local Residents and Local Businesses – Two initial e-mails were received seeking access to view the associated documents.

Subsequently 14 e-mails have been received from local residents on the grounds of:

- The lack of parking provision. The development is to be sited on a public car park and only provides 150 spaces. This is inadequate for the future occupiers of the building, before you take into account the effect on the local parking situation caused by thousands of displaced commuters. This development needs to incorporate an enormous public car park. Closing the public roads proposed will further cause huge inconvenience for local traffic and pedestrians.
- Concerns about the considerable impact such a large building will have on the residents in the area once it is completed.
- Seriously concerns about noise pollution and disruption during construction.
- Concerns are expressed about a reduced view of the skyline, and terrorism threat.
- Another high rise building will shield sunlight from occupiers of the Citadel at 15 Ludgate Hill, and lead to overshadowing of the Citadel building. It would also create an unsightly view for many of the residents.
- Some occupiers of the Citadel Building work from home and pay a considerable amount of money to be able to relax in their City Centre apartment at the end of the working day, they feel strongly that they will be blighted by an office building, and that more commuters and traffic will ruin their local environment.
- Any future developments should be geared towards improving the natural surroundings, for example investing in expanding the Angel Meadows area. Two residents have also queried whether the applicant would consider making a contribution to making further improvements to Angel Meadow as the occupiers of the proposed building would be likely to increase the use of Angel Meadow.
- The Co-op already has a significantly large amount of buildings in the City Centre and surrounding areas, why do they need another 14 storeys?
- Concerns are expressed about the limited time for consultation with residents.
- The plans will lead to the closure of Dantzic Street, which is one of the access routes to the park.

- This proposal is not appropriate as it puts a commercial scheme into a growing residential area.
- The building is too squat and round, and not in keeping with the area, something taller and slender would be more appropriate.
- Building an imposing structure overlooking one of the City Centre's few parks will provide an eyesore. The building of these towers is a mistake.
- The height of the building does not fit into the character of the surrounding area.
- Although the main entrance to the building opens onto the proposed public space, the building closes itself off, entrance-wise at the junction of Miller Street and Dantzic Street, which should be seen as a focal point for both pedestrian and vehicular traffic. More consideration should be given on 'this' corner and side of the proposed building, so as to maximise its aesthetic appeal and its ability to clearly demarcate an entrance for access and wayfinding purposes.
- Some concerns have been expressed that the location of the building could take more consideration of Angel Meadow Park, as the proposed office block would be very close to Angel Meadow Park, but does not look very compatible with it. The office is facing away from the park towards the CIS tower, and there is no detail of any access from the office environment to the park. It is suggested that a link from the proposed building to the park is created, that investment is made to allow further improvements to the park, that signage is provided to ensure that Angel Meadow Park is visible to people and not hidden by the building, and that the proposed office developments will not damage the park.
- The Co-op should help to fund better wayfinding to and from the site. This could include signage as part of an overall Area Action Plan for the Victoria Area, as well as the establishment of a 'green route'.

A further letter of objection has been received, which centres on two main concerns relating to the effects on Angel Meadow, and the proposed 'Stage 2' planning in respect of traffic on Miller Street. They advise that residents use Angel Meadow on a daily basis, and they are concerned that the proposed development borders Angel Street, which they state is only 10ft away from Angel Meadow. They are concerned about the impact of the proposed development on the local environment at the top of Angel Meadow, from a quiet oasis, to a patch of green overlooked and overcast by a large commercial building with queues of traffic on Angel Street to and from the new commercial building. They note the paved area to the south of the building, and believe it would be better to relocate the building more to the south away from Angel Meadow. Concerns are also expressed about the construction period and resultant litter, and residents ask the applicant to have a litter policy with the contractors.

In respect of traffic management they note the introduction of a mini roundabout and partial closure of Dantzic Street, but are concerned that this is already a busy street, which they feel is important for visitors to the City, and query where these visitors would park. They advise that on-street parking in this area is already an issue for local residents, and ask for consideration to be given to whether street

parking restrictions will need to be lifted /amended to allow minimal disruption to local residents, or if the existing spaces could be utilised for residents parking. They do not believe there is space to accommodate a mini roundabout, and believe if it is introduced it would lead to tailbacks up Angel Street. They question why access to the staff car park could not be from Miller Street.

They also advise that an article in City Life advised that the Co-op were seeking to reduce Miller Street from 4 to 2 lanes, but this is not included in this application. The residents have expressed significant concerns if this reduction were to be allowed' citing the potential resultant rat running , grid locking etc , if this were to occur. They believe the issue of traffic management is an integral part of any new development, which should be resolved before this application is determined.

An e-mail expressing support has been received from a local resident, who feels that the proposed development looks great, and wishes to be kept informed of how the application is progressing.

A further e-mail from a local resident feels that the development as outlined can only be good for Manchester and the surrounding area, but has concerns about the traffic management element of the proposals. He is concerned that the development is located in an area characterised by narrow highways, and that previous residential developments in the local area have not addressed this issue, and this scheme may be the last opportunity to rectify some of the omissions of the past. He believes that the scheme will bring more business traffic to the local area, and advises that the roads are only sufficiently wide enough for two cars to pass, therefore deliveries by vans will make the roads too narrow for use in both directions. Also if deliveries were outside normal office hours this would affect residents returning home from work to apartments in the vicinity. He advises that the transport assessment makes no reference to sharp turn in Angel Street, and due to an adverse camber and frozen surface water conditions in winter, he feels there is an increased risk in this area, which has not been addressed by the traffic management report. He is concerned that whilst the introduction of a mini roundabout may help traffic movement, widening Angel Street where it meets Dantzic Street would improve traffic flows as it is only wide enough for one vehicle at present. Finally he indicates that the junction of Rochdale Road and Miller Street does not have pedestrian crossing facilities on all approach arms to the junction as outlined in the Transport Assessment as there is no pedestrian crossing facility from the island in Miller Street to the Shudehill side of Miller Street.

Another resident welcomes the application in respect of the improvements it will bring to the area, but would like to see greater consideration given to pedestrians and cyclists in the area. Currently there are no facilities for pedestrians and cyclists at the crossing at Aspin Lane, and the Ring Road traffic lights have no pedestrian phase.

Feedback from the Public Exhibition

Prior to the submission of the planning application, the applicant held a public exhibition on 7th and 8th July 2009, and invited comments from members of the public. This does not form part of the formal consultation and notification process , but the applicant has provided details of the comments that were received .

- External appearance should have more in common with existing buildings in the area – should be some brick and timber elements in the design to relate to the old industrial spirit.
- Local community should have access through the site in the form of pathways.
- Supportive of the sustainable and energy efficient approach.
- Issues in connection with traffic flows around the site due to narrow roads – consideration should be given to widening Angel Street. Need for traffic management in the area.
- Believe the development will be a real boost to the local area, but need to be mindful of local residents in terms of noise and disturbance, access to open space and overcrowding.
- Impressive vision and plan, great for the local economy.
- Would be good to see a commitment to using the site to benefit the local community e.g. Public spaces, community buildings to avoid being a wholly commercial space like Spinningfields.
- Concerned about what happens to redundant buildings.
- An iconic building in an underdeveloped area, and the opportunity for something special to be created here.
- Need to consider car parking issues, and transport links. Concerns over level of parking provision.
- Foresight for the future image of Manchester. Striking, stunning design.
- Fantastic looking building with good functional philosophy.
- Concern whether downdraft around the proposed building has been considered.
- Concern over the height and proximity of the proposed building to adjacent residential developments.
- Consideration should be given to a metro link spur (or redirection) to serve the development.
- Request that the roads be returned to a usable condition after development, and that disruption to access to the area be kept to a minimum.
- Ambitious, impressive – a building to be proud of.
- Development long overdue.
- The effective re-routing of the ring road has a huge negative impact on local residents.

3.3 North Manchester Partnership

Any significant comments will be reported to committee.

3.4 GMP Architectural Liaison Officer

Advises that they have prepared the Crime Impact Statement for this scheme prior to the submission of the planning application. They are happy with the proposed use and have no objections to this scheme, however they point out that crime analysis has highlighted specific problems that could render this development vulnerable. They recommend that the advice contained within the Crime Impact Statement is taken on board, and that the scheme is constructed in line with Secured by Design standards.

They note from the Design and Access Statement that the landscaping proposals would be subject to a design competition, and ask that the Design for Security Consultancy be consulted when putting the design brief together in order that crime prevention measures are integrated from the initial concept stages of the landscaping proposal.

3.5 NWDA

Whilst this application falls outside the type of development upon which the Agency wishes to be consulted as a statutory consultee. They feel it is clearly an important project with the potential to bring significant economic benefits to Manchester City Centre. The following comments are made on a non-statutory basis.

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 'inter alia' 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.

The new Co-operative HQ, as proposed under this application, would help to support these aspects of the RES. It offers the potential to retain approximately 3,500 jobs in the city centre, and as a catalyst for the regeneration of the surrounding area, known as the 'Northern Gateway', of which this proposal represents the first phase. For the above reasons, the Agency wishes to express its general support for this application

3.6 Lancashire Wildlife Trust

Any significant comments will be reported to committee

3.7 Head of Regulatory Services (Contaminated Land)

Historical information relating to this site indicates the possible presence of significant levels of contamination. It is therefore recommended that a contaminated land condition should be attached to any approval given.

3.8 Head of Regulatory Services (Pollution Section)

It is recommended that in relation to the proposed office accommodation conditions relating to acoustic insulation, refuse storage, fume extraction, external lighting and delivery/servicing hours be attached to any planning permission.

3.9 North West Regional Assembly

As you will be aware, the Regional Spatial Strategy for the North West of England was published on 30 September 2008. The plan replaces the previous RSS (formerly RPG13).

RSS development principle policies DP4, DP5 and DP7 are relevant, including promoting sustainable communities, making best use of existing resources and infrastructure, increasing accessibility and promoting environmental quality.

DP4 directs development to existing built up areas, with a sequential approach directing development to previously developed land within settlements first. DP5 states that development should be located so as to reduce the need to travel, and should be genuinely accessible by public transport, walking and cycling. The location of the proposed development meets the requirements of both these policies.

DP7 aims to promote environmental quality, through a wide range of protection and enhancement measures. They note the application documents include a commitment to environmental quality – it will be important to ensure this is carried through to the final development.

Policy RDF1 sets out the spatial priorities for the region. This proposal is located within the regional centre of Manchester, which along with the regional centre of Liverpool, is first priority for growth and development in the region. Policy MCR2 indicates that the regional centre of Manchester City Region should be a primary economic driver, providing the main focus for business development in the City Region.

Policy W1 promotes opportunities to strengthen the North West's economy, building on the region's strengths, especially in the 3 City Regions. In Manchester City Region the strengths listed include financial services. W3 states that office development should be focussed on regional centres, along with town and city centres.

RT2 Managing Travel demand expands on the need to locate major new developments where there is good access to public transport and effective provision for pedestrians and cyclists. It also seeks to reduce the use of the private car and promote use of public transport, walking and cycling. RT9 requires that proposals incorporate high quality pedestrian and cycling facilities.

The scheme's city centre location affords good access for pedestrians, cyclists and other sustainable modes (particularly bus, rail and Metrolink owing to its proximity

to Victoria and Shudehill Interchange). The number of car parking spaces proposed is well within the RSS maximum Parking Standards. However implementation of a travel plan will still be of key importance in supporting RSS policy.

Policy EM3 deals with green infrastructure and it is important that any proposed landscaping takes this policy into account. They welcome the proposals to include green space within the public realm.

EM5, EM15, EM16 and EM18 establish a framework for sustainable design and construction, including water management, energy efficiency and use of decentralised, renewable or low carbon energy. EM18 indicates that the development should secure at least 10% of its predicted energy requirements from decentralised and renewable or low carbon sources, unless it can be demonstrated by the applicant that this is not feasible or viable.

The proposals show a commitment to a range of sustainable design and construction techniques, which they would welcome. It will be important to ensure that the proposed sustainable design measures are incorporated in the final development.

Subject to the above considerations, the proposals are generally supported by RSS policy and will play a role in implementing RSS sub regional policies.

3.10 Environment Agency

The Environment Agency has reviewed the above flood risk assessment (FRA) as part of the planning submission and advise that the proposed development would only be acceptable if it were subject to a condition requiring a scheme detailing surface water regulation arrangements to be submitted and approved, and that the approved scheme 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.

3.11 Greater Manchester Archaeological Unit

GMAU held discussions with the Co-op regarding archaeological mitigation for this development site ahead of the EIA and application coming forward. The Co-op expressed a desire to carry out best practice archaeological procedures and maximise public benefit, in line with their ethical policies and practice. They have demonstrated this desire to act as model developers by commissioning, at GMAU's behest, an archaeological evaluation scheme of trial trenching to determine the extent, character, date and significance of archaeological remains across the site.

GMAU have no objections to the planning proposal which will rejuvenate this part of Manchester. The adjacent public realm space is seen as an opportunity to

celebrate the industrial history of Manchester. Discussions have been held with the Co-op about protecting and presenting the site of Arkwrights Mill in a later scheme in the higher, south-eastern part of the Miller Street car park.

This site has well preserved archaeology, as demonstrated by a Time Team investigation a few years ago, relating to one of the world's first steam powered cotton mills and of national importance (although not designated). The public realm scheme immediately to the south of the HQ site will contain more archaeological remains relating to workers' housing which will require archaeological investigation. But there is also an opportunity here to display and incorporate archaeological artifacts and building fabric from the HQ site into the landscaped area, together with interpretive facilities. This would help recompense for the loss of the archaeology at the HQ site and disseminate the results of the excavations to the public, enhancing the cultural offer in this part of the city. It will be important to build the display of archaeology into the design brief for the public realm and put in consultancy time for archaeological input to display and information.

The outstanding scheme of archaeology should be secured through two planning conditions:

'No development should be undertaken until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation approved by Manchester City Authority.'

Reason: to make an archaeological record for research and archive purposes and to disseminate the results of the archaeological investigations.

And

'The applicant will devise a scheme for the display of archaeological remains commemorating the history and archaeology of the site, the details to be agreed with Manchester Planning Authority.'

Reason: to commemorate the history of the site and provide an educational and community amenity.'

3.12 Manchester Airport

Have no objections

3.13 Director of Neighbourhood Services (Environment & Operational Services)

Any significant comments will be reported to committee.

3.14 GMPTE

As the accompanying Transport Assessment (TA) states the site is very well located in relation to public transport. It is within easy walking distance of both Victoria rail and Metrolink station, Shudehill Interchange and a number of other city centre bus

stops. Future employees of the proposed office development would therefore have access to a choice of travel mode which should help to reduce the amount of car travel otherwise generated by this development.

Providing new high quality, public realm with pedestrian priority on the frontage of the site leading onto Miller Street will help encourage people to access the development on foot / via public transport. It is important to ensure that the pedestrian routes linking both Victoria station and Shudehill Interchange are attractive, inviting, safe and convenient. This can be achieved through measures such as the appropriate use of surfacing materials, landscaping, lighting, signage and road crossings.

Although the site is accessible by public transport, it is important to influence people's travel patterns at the beginning of occupation and it is therefore encouraging to note the applicant's commitment to developing and submitting a Travel Plan, prior to occupation, to help encourage employees to use sustainable modes of travel. However the Travel Plan should be informed by any specific issues identified and highlighted by the TA and it should be tailored to address the site-specific issues

relating to the proposed development. It is therefore unfortunate that the TA does not establish the total person trip generation and trip distribution from the proposed development for all travel modes, in line with government guidance on Transport Assessments (especially in this particular case as a travel questionnaire survey of the existing Co-operative Group employees could be used rather than generating predictions with TRICS). The information would be useful in helping to identify any specific transport issues and inform the development of the Travel Plan. GMPTE would suggest that the TA is amended to include an assessment of total person trip generation and distribution. This would allow meaningful and appropriately challenging targets to be set within the Travel Plan and resources to be targeted at the appropriate measures to help achieve the targets and encourage sustainable travel.

For example, one Travel Plan measure which might be appropriate is a financial contribution towards the free city centre bus service Metroshuttle 2. In the past other major city centre developments have made a financial contribution to the provision of the Metroshuttle bus services. You may wish to suggest that the Cooperative Group make a similar developer contribution towards the future provision and development of Metroshuttle bus services in the city centre and a new bus stop on Miller Street.

It is noted that the applicant has requested that any planning approval is subject to a pre occupation planning condition requiring approval of a Travel Plan. Once planning permission has been granted, the approved Travel Plan will provide the ongoing management tool for implementing the necessary transport measures to the site and the success of the Travel Plan measures will depend on their effective delivery. Therefore it is important to ensure that funding is secured to enable the implementation of Travel Plan measures and day to day administration. GMPTE

would suggest that robust arrangements for the implementation and administration of the approved Travel Plan are included in the plan itself, and secured from the developer through a Section 106 Agreement.

3.15 City Centre Regeneration

The City Centre Regeneration Team fully supports this application. The team has been working closely with The Co-operative Group's project team over a number of months on the development of its proposals for the new building and have jointly developed the recently approved regeneration framework for the wider Co-op estate which sets out the longer term objectives.

The building marks the first critical phase of development in this key gateway location and forms an important part of the regeneration ambitions for this area. The development signifies the tremendous success of the City Centre as it expands outwards and will also provide a vital opportunity to reconnect this area with surrounding communities.

The proposals for a new iconic building for The Co-operative Group on this strategically important site, within the Irwell Corridor and City Centre North area, represents a major investment by The Co-operative Group and re-affirms its commitment to the City. The team understands that The Co-operative Group's existing estate is no longer fit for purpose and that the proposed new building will contribute enormously to achieving its long-term business needs and objectives.

The building and The Co-operative Group's continued presence will contribute significantly to the ambitions and principles set out in the City Centre Strategic Plan. The Plan sets out the vision for Manchester to be among the front rank of cities in Europe and the world and recognises the increasingly important economic role of the City Centre in achieving this ambition. As a major employer, The Co-operative Group plays a key role in Manchester's financial services sector and this investment will strengthen the City's growing reputation as an international business destination. The building also supports the principles set out in the Plan of the need for design excellence and quality in the City Centre.

The building will be located within the wider City Centre North area- a new arc of opportunity between Salford and Manchester's Northern Quarter and The Co-operative Group's development will act as a catalyst for further investment in this part of the City Centre. Its location is highly accessible, adjacent to the Inner Relief Route and in close proximity to Victoria Station, Shudehill Interchange and the retail/commercial core.

The team fully supports The Co-operative Group's ambition to achieve high sustainability standards for the building and a Building Research Establishment Environmental Assessment Method Assessment (BREEAM) rating of 'outstanding'. The team also supports The Group's commitment to active community involvement in many aspects of the project, for example through its local Academy and in maximising local employment opportunities.

The City Centre Regeneration Team will continue to work closely with The Co-operative Group beyond approval as the framework evolves in order to ensure the development is fully integrated and connected to the City Centre and surrounding communities.

3.16 Head of Engineering Services

Traffic Impacts

- Broadly there will be a net reduction in traffic associated with the development. The existing land-use is a car park and the number of parking spaces will be reduced by 124. However;
- The closure of Danzic Street results in localized reassignment of traffic on to Miller Street and will impact the Rochdale Road/Miller Street junction. The Transport Assessment estimates an additional 130 vehicles making the left turn in the AM peak hour (worst case) to the new entrance on Kenwright Street. This represents an increase of over 10% of the base turning flows, and peak hour observations and/or other justification is recommended.
- The modelling for the proposed mini-roundabout and the car park entrance are all within acceptable parameters. However, in respect of the detailed assessment of the Kenwright Street/car park entrance, assessment of the Rochdale Road interface would have provided a better picture of the impacts on the highway, but it is unlikely to be a major cause for concern.
- Miller Street forms part of the Inner Relief Route (IRR) which is currently subject to a number of capacity improvement schemes planned for the mid to long-term, which are likely to supersede the current arrangements.

Road Alignments/Works

- In context of the individual application, the layout plans are appropriate for the building usage, ie access for cars and the servicing of the building. It is worth highlighting that these will change once plans for the IRR are finalized.
- New road alignments and adjustments; namely the mini roundabout on Danzic Street/Angel Street/Aspin Lane and widening works to the interface of Aspin Lane and Corporation Street will need to be constructed to adoptable standards in liaison with Manchester Highway Services and will require a S278 agreement.

Sustainable Modes/Public Transport

- The Co-op has a good track-record of commitment to sustainability. This application demonstrates that there is a strong commitment to ensure that staff use alternative means to the private car to access the new site. Dedicated cycle spaces and entrances all contribute to this commitment whilst the proximity to the Shudehill Public Transport Interchange is a major bonus. Existing crossings at Miller Street/Rochdale Road will allow safe negotiation of Miller Street to the site by pedestrians who have alighted buses/trams at Shudehill Interchange.

Stopping up

- The applicant needs to apply for a 'Stopping Up Order' for Danzic Street. Proof will be required that the section of road to be closed serves no current purpose. Strong communication of the rationale behind closing the street is recommended- perhaps with linkage to the wider aspirations for the area. This process generally takes around 6 months and is subject to statutory consultation.

3.17 Greater Manchester Geology Unit

Have confirmed that there are no waste sites in the immediate vicinity of the proposed development , and they have no further comments to make.

3.18 English Heritage

English Heritage advise that the proposed development site lies outside of the conservation area and does not contain any listed buildings. The site is currently a car-park, but contained a dense group of modest residential properties and workshops in the late-19th and early-20th centuries. It has important connections to the textile industry in the city and retains part of the remnants of Arkwright's mill, which is of great historical significance.

Consequently, it will be clear that the site both contains significant archaeological interest and its development will affect the setting of the adjacent listed buildings and the conservation area.

Importance of the strategic context

The proposal is for the erection of a substantial, new headquarters building. This is part of the implementation of an ambitious 'vision' framing the evolution of the COOP complex, which is supported by ourselves and endorsed by the City Council. The complex demonstrates a relatively unique concentration of buildings of national importance and the current proposal is an expression of the continued evolution of this group.

We, therefore, consider it important that the development of the new COOP headquarters both contributes a building of architectural significance to the city's urban fabric and facilitates the sustainable management of their existing portfolio. This is understood to be one of the key objectives of the "*Strategic Regeneration Initiative*", which frames the current development proposal. English Heritage have expressed support for this over-arching vision, while encouraging progression into a more detailed '*Masterplan*' for the overall complex, supported by a '*Conservation Management Plan*' focusing on the historic buildings and archaeological sites.

With specific regard to the 'Strategic Regeneration Initiative' (included in the Design & Access Statement) we support the key objectives of the strategy including that to, "*celebrate Manchester's heritage and the contribution it has made to the world in industry, science, ideas and culture*". In particular, we welcome the recognition that the COOP's heritage assets (from its 18th Century industrial archaeology to the late-20th Century listed buildings), represent a valuable, shared

resource that will continue to contribute to the identity, vitality and cultural life of the city.

Furthermore, we applaud the focus on the importance of the wider site's "heritage" in terms of creating a "*sense of place*" and the aspiration to breathe new life "*into old property*". We, therefore, entirely endorse the COOP's strategic recognition in the current planning application that their development proposal (i.e that within the redline) must be a stimulus to the future development of their wider complex (as defined by the blue-line).

Consequently, we would request that the objectives of the strategy are explicitly recognised in the determination of the current planning application. This should be achieved by means of appropriate clauses in the Section 106 Agreement requiring the publication and endorsement of both a detailed '*Masterplan*' for the entire COOP complex (i.e the red and blue line sites) and a '*Conservation Management Plan*' to define the parameters of the restoration and re-use of the historic buildings. We consider that such plans are essential to facilitate detailed design work on both wider public realm and the restoration of the listed building group.

The proposed design

We consider that the proposed building is both well located in relation to the city's urban fabric and demonstrates a high quality of design. The scale and form of the new building is considered to have no detrimental impact on the setting of the adjacent historic buildings. Similarly, it will have a minimal physical or visual impact on the fabric and character of the nearby conservation areas. Consequently, we are of the opinion that the design form of the proposed headquarters will make an innovative and positive contribution to the city's skyline.

Public realm & landscaping

We note the 'indicative' landscape strategy, including the intention that the site's public realm should act as a direct link between the COOP's existing complex (and the city centre) and the Irk valley. We understand that the landscaping of the public realm has yet to be resolved and is due to be subject to a design competition.

Given the nature of the site and the on-going archaeological evaluation we have no 'in principle' objection to the detailing of the public realm in this manner. However, we would suggest that the "*extent of landscaping*" is broadened to include the site of Arkwright's Mill, on the corner of Miller Street, Angel Street and Rochdale Road. This corner site is considered to be fundamental to the setting of the proposed new headquarters and its connections to the city centre. It should, therefore, be included in the landscape strategy, along with the details of the functional and visual connections to the Irk valley (i.e Angel Meadows).

Consequently, we would suggest that the objectives of the "landscape strategy" need to be explicitly recognised in the determination of the current planning application. The achievement of high quality public realm is essential and should ideally be ensured by means of approval of a detailed landscape design, concurrent with the submitted planning application. Alternatively, appropriate, 'pre-

commencement' planning conditions should be applied, along with detailed clauses in the Section 106 Agreement, to secure future site management and maintenance. We consider that these plans are essential to secure the necessary high quality public realm.

Recommendation

English Heritage support the development of the new Headquarters building for the COOP, subject to the implementation of appropriate mechanisms to secure the sustainable management of the wider portfolio of historic buildings and archaeological sites. We, therefore, urge you to address the above issues, and recommend that the application should be determined in accordance with national and local policy guidance.

3.19 **United Utilities**

Have no objection to the proposal providing this site is drained on a separate system, with only foul drainage connected into the foul sewer. Surface water should discharge to SUDS as stated on the planning application form.

Currently, United Utilities policy is not to adopt SUDS (Sustainable Urban Drainage System) structures. This stance has been taken as SUDS structures, typically ponds, do not align with United Utilities asset base and would represent a substantial maintenance liability.

United Utilities will only consider the adoption of surface water sewers draining to a balancing pond (as opposed to any other SUDS structure), providing that conditions are met: -

In addition they confirm that :-

- Foul drains must have adequate grease traps. All surface water drains must have adequate oil interceptors.
- Land drainage or subsoil drainage water must not be connected into the public sewer system directly or by way of private drainage pipes. It is the developer's responsibility to provide adequate land drainage without recourse to the use of the public sewer system.
- Deep rooted shrubs and trees should not be planted in the vicinity of the public sewer and overflow systems.
- The connection of highway drainage from the proposed development to the public wastewater network will not be permitted.

3.20 Natural England

Natural England has no substantive comment to make in relation to this application. They do, however, note with satisfaction the commitment to make the project an exemplar for sustainable development in the City

3.21 Greater Manchester Ecology Unit

The Ecology Unit responded to the scoping opinion for this proposal in June 2009. The Unit made initial comments expressing concerns regarding Black Redstarts. A Black Redstart survey has been referred to GMEU, and any significant comments received regarding this aspect of the scheme will be reported to committee .

In addition, the Environmental Standards Statement makes reference to proposals to enhance biodiversity at the site, but no details have been provided. They would therefore recommend that a condition be attached to any permission, if granted, that prior to the commencement of any development on site, including site clearance, full details of biodiversity enhancement measures for the site be submitted to and agreed by the council. Such measures should then be implemented as agreed.

They would also recommend that following conditions be attached to any permission, if granted:

1. There should be no clearance of vegetation, including trees and scrub, during the main bird breeding season (March to July inclusive).
2. Prior to any works commencing on site a method statement for the control of Japanese knotweed and giant hogweed should be submitted to and agreed by the council.

3.22 CABE

Any significant comments will be reported to committee.

3.23 Director of Corporate Property

Any significant comments will be reported to committee.

3.24 Network Rail

Have no objection in principle to the development, however due to its close proximity to the operational railway; they request that the following points are taken into account regarding the proposed environment impact:

- As there is emphasis on the use of public transport (thence the smaller car park). Network Rail considers that accessibility is a significant issue when determining where developer contributions are utilised. Support is given to contributions that fund the cost of providing infrastructure needed as a result of the development proposed. Where it can be identified that rail patronage will increase as a direct result of new development and impact upon capacity, contributions for transport infrastructure should be sought. This could include station upgrading work, additional car parking, improved waiting facilities, improved accessibility (e.g. cycle

routes/storage), public transport access, disabled access or improved layout. The Guidance on Transport Assessment (2007) published by the DfT places a much greater emphasis on the significance of rail as an alternative and sustainable method of transport. It states that: "The railways are a vital part of the country's transport infrastructure, and the Government wants to see this continue and accelerate". Victoria Station is 200m away from the development and developer contributions could be used to enhance the sustainability of Victoria Station as increased passenger traffic is potentially envisaged by the proposal.

We would highlight to the developer our concern of possible damage due to piling to the listed Victoria Station.

- With a development of a certain height that may/will require use of a tower crane, the developer must bear in mind the following. Tower crane usage adjacent to railway infrastructure is subject to stipulations on size, capacity etc. which needs to be agreed by the Outside Party Engineer prior to implementation.

Applications that are likely to generate an increase in trips under railway bridges may be of concern to Network Rail where there is potential for an increase in 'Bridge strikes'. Vehicles hitting railway bridges cause significant disruption and delay to rail users. Consultation with the OPE is necessary to understand if there is a problem. Developers may be asked to pay for bridge protection barriers.

Although the railway line is listed as being 80m away it may be advantageous to present any excavation plans to the OPE at least six weeks before works commence on site to ensure that deep excavations present no risk to the safety, operation or integrity of the railway especially as there is a proposal for a two level basement car park.

3.25 Health and Safety Executive

Any significant comments will be reported to committee.

3.26 Public Realm Manager

Any significant comments will be reported to committee.

Relevant Planning Policies

4.1 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 an iconic quality building, which would help to regenerate the local area, and contribute to the Northern Gateway. It would also

create linkages to adjoining areas, and create vibrancy in the area through the provision of a public piazza to the front of the development in a main radial route into the City.

4.2 Planning Policy Guidance 4: Industrial and Commercial Development and small firms.

Paragraph 21 of PPG4 deals with the re-use of urban land and encourages the optimum use of potential sites, taking into account such factors as accessibility by public transport. The regeneration of the site in accordance with the development proposals outlined, accords with the approach set out in PPG4.

4.3 Draft Planning Policy Statement 4: Planning for prosperous economies (May 2009)

This document will replace PPG4 , and PPS6. The Draft PPS states that planning applications for economic growth should be considered favourably unless there is good reason to believe the costs outweigh the benefits. This is addressed in paragraph 4.40 of the report.

4.4 Draft Planning Policy Statement 6 : Town Centres and Retail Development (July 2008)

This government guidance advocates a plan led approach to the allocation of sites for Town Centre uses. The site is allocated for commercial uses in the Unitary Development Plan, satisfying the requirements of PPS6.

4.5 Planning Policy Statement No.9

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.

4.6 Planning Policy Guidance Note 13 : Transport

This seeks to encourage alternative modes of transport which have less environmental impact and reduces reliance on the private car. The applicants have submitted a transport assessment, which has been examined by the Head of Engineering Services. This site is in a highly accessible location close to the City

Centre. It is within walking distance of Victoria railway and metrolink stations, Shudehill transport interchange and is bounded by Miller Street which has bus services.

This issue is considered in detail elsewhere in this report.

4.7 Planning Policy Guidance Note 15 : Planning and the Historic Environment

This 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 site is not located within a Conservation Area. However, the application site is in the vicinity of listed buildings, and due to the height of the proposed building, visible from Smithfield Conservation Area. 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.

4.8 Planning Policy Guidance Note No.16 Archaeology.

Government Guidance provides a framework which protects scheduled ancient monuments and their settings, protects nationally important unscheduled monuments, has a presumption in favour of in-situ remains, and provides for the excavation and investigation of sites which do not merit in-situ preservation.

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 evaluation has been undertaken, which has included a series of trial excavation trenches. Whilst the removal of archaeological remains is considered to be acceptable on this site, it is considered that this should only be carried out following a proper archaeological record through open area excavation has been made ahead of the development works. 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.

4.9 Planning Policy Statement Note No.22 Renewable Energy

PPS22 sets out the Government's objective of cutting carbon dioxide emissions. Local Authorities are advised to require a percentage of the energy used in residential, commercial development to come from on-site renewable energy developments, depending on the viability given the type of development. This is fully addressed in paragraph 4.34 of the report.

4.10 Planning Policy Statement Note No.23 Planning and Pollution Control.

This note provides advice on the relationship between controls over development under planning law and pollution control legislation. It is particularly relevant to the redevelopment of contaminated land and lays particular emphasis on developments, which would have significant environmental benefits through the regeneration of land and the recycling of brownfield sites for new sustainable development.

In this particular instance a significant part of this site was previously used for industrial uses, and would need to be fully remediated to allow re-use for the uses proposed.

4.11 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.

4.12 Planning Policy Guidance Note 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 development may give rise to increases in runoff rates/volumes due to the introduction of impermeable areas or due to construction activities, if unmitigated. The proposed development will also have an impact on the supply demand balance.

A number of mitigation measures are proposed including, the control of surface water runoff, the preparation of environmental management plans, safe location of fuel and chemical storage areas, use of preventative practices, and pumping of groundwater and water ingress as necessary to reduce any potential impacts to a negligible impact.

Specific mitigation would include a drainage strategy which incorporates sustainable drainage technology (SuDS) where appropriate, and the management of water resources through water efficient appliances.

4.13 North West of England Plan Regional Spatial Strategy to 2021

The document sets out the framework for delivering sustainable development in the North West. Spatial principle policies relevant to the proposed development include

policy DP3 – promoting sustainable economic development; policy DP5 – managing travel demand; reduced need to travel and increased accessibility; policy DP7 – promoting environmental quality, and policy DP9 – reduction of emissions and adaptation to climate change.

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 proposal would accord with the aspirations outlined in those policies.

4.14 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:

- Land Use and Planning Policy
- Socio-economic effects;
- Townscape and Visual Impact;
- Archaeology
- Built Environment;
- Microclimate (i.e. wind assessment, sunlight/daylight effects);
- Ecology;
- Transportation;
- Ground conditions and Contamination;
- Water Resources (Hydrology and flood risk);
- Air quality;
- Noise and Vibration;
- TV reception;

These issues are dealt with elsewhere in this report.

Unitary Development Plan

4.15 Part 1 Policies

Policy E1 advises that that major new development will be required to be located where it can be easily served by public transport; policy E2.7 refers to the protection of the city's architectural and historical heritage as an important element in promoting tourism and further economic investment in the city and ensuring that the city is an attractive place in which to live; 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 quality development at the fronting onto a radial route.

In addition policy E3.4 aims to create a network of safe and attractive recreational open spaces by linking river valleys, canals, and policy E3.1 encourages the reclamation of derelict land with a view to re-use.

Policy E1.5 advises that the Council will contribute towards energy conservation by ensuring that where practicable new major development is located where it can be easily served by public transport; and by encouraging high standards of energy efficiency in the new development.

It is considered that these proposals would accord with the policies outlined above.

Policy I1.1 advises that the Council will ensure the allocation of a range of sites both in terms of size and appropriate location for a variety of different commercial and industrial development purposes in order to maximise new development/employment opportunities. Priority will be given to promoting economic development in the northern, eastern and central parts of the City, and the development of vacant, and derelict land and buildings. The proposed office development would promote economic development in the northern part of the City, and accords with policy I1.1.

Policy I1.6 states that the Council will encourage uses within Class B1 and A2 where it is seen that the development of such uses would aid regeneration and create employment opportunities within areas of high unemployment. This proposal accords with policy I1.6.

Policy I2.1 seeks to ensure that developments are fully accessible by all forms of transport and also served by public transport. This proposal is in close proximity to the transport interchange at Shudehill, is within walking distance of rail and metrolink services at Victoria Station is served by bus routes on Cheetham Hill Road and Rochdale Road.

Policy I3.1 states that new commercial and industrial development will be expected to be of a good standard of design, and where appropriate , include suitable landscaping treatment. This proposal accords with policy I3.1.

Policy I1.12 advises that the Council will support proposals from businesses, which seek to expand or adapt their premises to meet changing economic and technological circumstances and to improve energy efficiency. This proposal which has been designed to achieve a BREEAM excellent rating which would accord with policy I1.12.

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 scheme accords with the objectives of policy R1.

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 is accessible on foot and has facilities within the development to cater for cyclists.

4.16 **Part 2 of the UDP**

The site is specifically allocated in the UDP for business or commercial development under policy HC10b. It is considered that this proposal would accord with policy HC10b.

4.17 **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.

4.18 **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 relation to building heights the guide advises that it is important that new developments are of an appropriate height having regard to location, character of the area, and specific site circumstances and local effects such as microclimate.

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.

Issues

4.19 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. The work in the City Centre Renewal Area, Piccadilly, Spinningfields, around Manchester Central, the Northern Quarter and Castlefield are all good examples of this. However, much remains 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 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. The construction of a new headquarters building is the first block in the transformation of the northern edge of the City Centre, creating an environment into which further new investment can be brought forward.

In summary the new headquarters and wider masterplan area will have significant beneficial economic benefits, including; direct employment in the Head Office of 3,500 jobs; the creation of construction jobs directly impacting on the local economy; and reducing worklessness through early intervention by investing in skills, education and training within the new headquarters as part of The Co-Operative College.

4.20 Proposed Development

The proposed development would be consistent with the wider Development Strategy, which was endorsed by the Executive in July 2009. The Strategy proposes the development of a major commercially led, mixed-use destination within this area at this northern gateway to the City Centre. The new head office building would provide the anchor for further development to take place across the rest of the estate and surrounding area.

The proposed development would include 45,803 sq.m of office floorspace. The introduction of a large scale office use on this site would create vitality and diversity in the area providing increased activity at all times of the day. The application includes the closure of a section of Dantzic Street to form part of a new area of public realm between the proposed office building and Miller Street. Other highways works include the provision of a mini-roundabout at the junction of Dantzic Street, Aspin Lane and Angel Street to replace the existing five arm junction; restriction of parking on Aspin Lane to facilitate two way traffic movement, and an increase in kerb line radius from Corporation Street to Aspin Lane.

The plans indicate a proposal of high quality both in terms of layout of the site, which together with the use involved will provide a range of facilities to enhance this location in close proximity to the northern gateway.

An important consideration in the development of this site is how it relates to existing and surrounding uses. The requirement is that good pedestrian links are created, and that the development integrates into the adjacent area. The layout plans demonstrate the development would achieve this integration. These routes would be safe, secure and user friendly and would encourage and support the development of a pedestrian link through the scheme. This will encourage people to continue to use the development by a full range of transport modes including walking and cycling thereby reducing reliance on the car.

Quality design and good management of the public realm will be essential to creating a safe and viable location. To this end it is important to create pedestrian-friendly environments, whilst accommodating the vehicle and servicing requirements.

4.21 **Layout and Design**

The design and layout of the development has been designed within the spirit of the Guide to Development for Manchester. It has been located to the north eastern corner of the site in order to minimise impact on the residential developments to the north-east of the site on Angel Street,

The building form and appearance is derived from studies of traditional beehive constructions. The building is arranged in three wings arranged around a large central atrium. The building breaks from its introverted parti at its lower levels, and its south facing terraced roofscape, which serve to connect it with its context and the wider city.

The facade is composed of two 'skins' to provide an 'environmental' buffer zone between internal and external space. The outer skin would be comprised of glazing using a combination of capped and capless curtain walling system, with bronze anodised aluminium perforated ventilation panels. The inner skin would comprise a double glazed aluminium outer casement with exposed timber inner structure, and pre-cast concrete panel system.

The building has been designed to maximise light intake for both the new structure and neighbouring properties. At the north-east corner the building rises from ten storeys rising to 15 (including plant) at the pinnacle on the north west corner of the site. The massing of the building diminishes towards the south to ensure that the entire building form is perceived on the main approach from the south and to respect the smaller scale of the residential buildings to the north-east. Adjacent sites to the north-east are characterised by buildings ranging from 3 to 6 storeys in height, whilst the current CIS Tower to the south of the site is 23 storeys in height.

It is considered that the scale and massing are appropriate for the first phase of a major commercially led, mixed-use destination within this area at this northern gateway to the City Centre

The proposal would lead to the creation of an iconic building,
Which would provide a landmark development at a gateway into the City Centre and North Manchester, and would be clearly visible from the wider City Centre fringe area.

4.22 **Listed buildings**

The site faces 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 the site. Due to the height of the proposed buildings, elements of the proposed development would also be visible from 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 proposals would be highly prominent when viewed from the nearby Smithfield Conservation Areas, and would be at least partly visible from other conservation areas within the City Centre. However, the proposed building would not dominate views out of the conservation areas to such an extent that their special historic and architectural character would be adversely affected.

The proposals would address the diverse character of the area. The re-establishment of buildings along Miller Street , with active ground floor uses would continue the regeneration which is starting to commence within this locality.

The setting of the listed buildings to the north of the site and to the south of Miller Street is undoubtedly affected by the proposed development. However, the location of the proposed building would allow for clear views of the buildings along the existing streets. It is therefore considered that the proposals would not have a detrimental impact on the settings of the nearby listed buildings, or conservation area.

English Heritage has been consulted on the proposed design and the visual assessment and have confirmed they support the development proposal, subject to the implementation of appropriate mechanisms to secure the sustainable management of the wider portfolio of historic buildings and archaeological sites.

The applicants have confirmed that the adopted strategic regeneration initiative sets out of principles with regard to the existing Listed Estate, which currently houses the Co-op staff. The document recognises the importance of preserving the listed estate and breathing new life and a new mixture of uses into what are

tired buildings which are no longer fit for the existing purpose. This will safeguard the long term future of the buildings and ensure that they make a positive contribution to the City Centre.

As yet no formal plans for the reuse of the building have been formulated, but it is an integral part of the Co-op's strategy that the buildings are refurbished and brought back into active use following decampment to the new HQ. The applicants have confirmed that they are currently carrying out detailed Conservation appraisals of the Estate, and intend to work closely with both MCC and English Heritage in order to formulate appropriate proposals for this sensitive and important group of buildings.

4.23 **Secure by Design**

A Crime Impact Statement has been submitted which demonstrates the types of crimes most prevalent in the locality at present. The recommendations are that measures are incorporated into the scheme to mitigate against criminal damage which is a problem in this area. Measures include access controls to the building, appropriate door and window installations, well designed lighting and that open space should be overlooked and well managed /maintained to reduce opportunities for crime.

The applicant has confirmed that the building would be constructed to Secure by design standards, and that access to the car park would be controlled by roller shutters and barriers, overseen by the adjacent service entry point.

In addition the proposed development would bring activity to the locality, with associated improved surveillance of the site and wider area.

4.24 **Traffic**

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

The Transport Assessment proposes the following measures in connection with the proposed development:-

- Dantzic Street is closed to all vehicles over a distance of approximately 80metres from its junction with Miller Street, which would allow the proposed area of public realm (to the front of the site).
- Replace the existing five arm junction at Dantzic Street/Aspin Lane/ Angel Street (which converges at a single priority controlled junction to the north western corner of the site) , with a mini-roundabout following the permanent closure of Dantzic Street to the east.
- It is proposed to restrict parking on Aspin Lane to facilitate improved two-way traffic movements due to anticipated increased traffic flows along this route.

- Kerb line radius from Corporation Street into Aspin Lane will also need to be increased to ease turning movements into Aspin Lane , and ensure large vehicles do not encroach onto the opposite side of the carriageway.

It has been demonstrated through an assessment of the increase in traffic flows on the local highway network that the proposed scheme, including road closures would have no detrimental impact on the local highway network. Furthermore, through detailed capacity assessments it has been demonstrated that the proposals to relocate the existing Miller Street car park access to Kenwright Street would have no impact on Rochdale Road. The proposals for a mini-roundabout junction at Dantzic Street/Aspin Lane/Angel Street would operate with significant spare capacity and little or no queuing.

The Transport Assessment concludes that the development is in a highly sustainable location, which is fully accessible by a range of transport modes; the scheme would improve linkages between the city Centre and existing residential developments to the north of the site; and the development proposals, including the proposals to close existing routes would have no detrimental traffic impact on the surrounding local highway network.

Issues raised by objectors in relation to other highways works , such as a reduction in the width of Miller Street, do not form part of this application.

4.25 Parking and Access

The site is currently occupied by a public car park operated by National Car Parks(NCP) known as the Miller Street car park. The proposed development would ultimately occupy approximately 50% of the existing car park. This facility currently has 545 spaces of which it is understood that the Co-op have an allocation of 275 spaces for staff use.

The remainder of the site would be retained as surface car parking with existing access from Kenwright Street retained. This would continue as a part contract, part public car park facility.

Vehicular access to the new office development would be taken from a new roundabout at the junction of Aspin Lane and Dantzic Street on the western side of the site , with additional pedestrian access from Miller Street through an area of public realm.

Parking for this development would be in the form of off street lower ground level and basement parking to serve the commercial floorspace. 151 spaces are proposed which include 8 disabled spaces, 16 motorcycle spaces and 105 cycle spaces. This provision is approximately 124 spaces fewer than the number of cars (Coop staff) which can currently park on the Miller Street car park. Car parking spaces within the proposed building would be designated as staff and visitors spaces.

Additional space for pool cars would be provided with the service facilities on the lower ground floor level. These spaces would be controlled by the security provided for the service entry point.

Cycle storage would be located adjacent to the gymnasium, and locker and shower facilities in the gym would be available for cyclists to use.

It is considered that adequate parking would be provided within the scheme in this location for staff and visitors, and that the scheme would not have a detrimental impact on the highway network, nor that it would create additional pressure on street car parking locally due to any displacement of vehicles from the Miller Street car park. This is because:-

- Adequate alternative public car parking provision exists elsewhere close to the site. Parking is available in car parks at the Arena, Shudehill, Red Bank, CIS car park and the Boddingtons site for members of staff and the public. The applicant has confirmed that staff who are displaced from the existing Miller Street car park can be accommodated at these alternative car parks. Also, if necessary any displaced permit holders can be allocated permits within alternative car parks. This will mean staff will not have to park on street and capacity of these car parks is such that any cars displaced from the HQ site can readily be accommodated within these alternative car parks which will easily have the capacity to absorb any spaces lost.
- The proposed development would be subject to a Green Travel Plan, which would investigate a number of new sustainable travel initiatives, and encourage staff not to travel by car, but to use sustainable methods of transport. The site is in a highly sustainable location close to bus, tram and rail interchanges and this will allow staff to use non car based transport to travel to work.
- The applicant has also confirmed that flexible working will be encouraged, which will deliver an integrated package of measures, including the option of working from home.

4.26 **Servicing**

Service entry deliveries, contractor vehicles and refuse removal would be located on the lower round floor and accessed from the proposed roundabout. This access point would have a manned security point with roller shutter access, and retractable bollard barriers to enable vehicles to be checked prior to entry into the building.

Refuse vehicles would be located from a lay-by on Dantzic Street

4.27 Public transport

The site is located in a highly accessible location close to existing facilities and major transport hubs. It is served by bus routes on Cheetham Hill Road and Rochdale Road, and is within walking distance of rail and Metrolink Services at Victoria Station, and the Shudehill transport interchange.

4.28 Travel Plans

A travel Plan will be prepared to support the proposed development and promote sustainable transport as part of the applicant's commitment to sustainability and the environment. It is proposed to attached a condition to any planning approval regarding this matter.

Discussions are taking place in relation to the contents of the Travel Plan, including car clubs, car sharing, personalised travel planning, and flexible working initiatives.

4.29 Environmental Wind Conditions

The site is currently relatively exposed to prevailing wind which is locally diverted from the usual south westerly direction to a north westerly direction.

The wind assessment has identified a number of localised areas of concern. Mitigation measures are proposed to be incorporated into the design of the main entrance in the centre of the southern façade. These include the setting back of entrance doors and the provision of an entrance lobby. It is also envisaged that the future public realm would be likely to incorporate soft planting including small trees, which would provide additional mitigation. The measures outlined would mean that the impact would be reduced to a negligible level.

Future development of the surrounding sites will help to neutralise its effect and ensure a comfortable microclimate for external spaces.

4.30 Ecology

The applicant has undertaken a Phase 1 habitat survey on 10th May 2009, which confirms that the majority of this site comprises hard standing reflecting its current use as car park. In places edges of the site have been colonised by Buddlea and nettles, and bramble and goat willow is present on a number of gradually sloping embankments. The site also has Japanese Knotweed and a single patch of Giant Hogweed on the site. The report indicates that due to location and lack of ponds in the locality, the site is unlikely to provide a habitat for amphibians. Similarly the site is likely to be of negligible value to foraging bats and does not include any potential bat roosts.

It is proposed to attach conditions to ensure scrub and trees are removed outside the bird nesting season, and that Japanese Knotweed and the Giant Hogweed is treated and appropriately disposed of.

Survey work has been undertaken in relation to Black Redstarts, which concludes that Black Redstarts do not currently appear to use the site for feeding and were not observed nesting / breeding on suitable habitats close to the site. However, the site does offer suitable feeding habitat for Black Redstarts in the future, and this species has previously been recorded on / near the site. The survey recommends that it would be preferable for the proposed development to incorporate a feeding habitat, and where possible a breeding habitat for Black Redstarts. The applicant has confirmed that as green roofs are being provided possible feeding habitats as part of the application for the public realm will be investigated.

In addition, the Environmental Standards Statement makes reference to proposals to enhance biodiversity at the site, but no details have been provided. It is therefore recommended that a condition be attached to any permission, if granted, that prior to the commencement of any development on site, including site clearance, full details of biodiversity enhancement measures for the site be submitted to and agreed by the council. Such measures should then be implemented as agreed.

4.31 **Landscaping /Open Space**

Detailed landscape proposal for the application site would be subject to a design competition. The brief will be developed in discussion with the Co-operative Group, design team, and Manchester City Council. An initial investigation of the landscape factors affecting this site and its surroundings has been prepared, and has informed a set of initial parameters for the landscape design.

However, indicative plans suggest a concept of hard surfaced piazza with elements of tree planting between the south of the building and Miller Street. In addition landscaping proposals are suggested at roof level where the office floor plates step back incrementally forming a series of south facing terraces overlooking the City.

It is therefore recommended that this aspect of the scheme, including design, implementation, timing and maintenance be conditioned.

4.32 **Trees**

An arboricultural survey has been undertaken for both the site of the proposed development and the area of car parking which would be retained to the east of the site. There are 18 trees on the site, together with 3 further groupings of trees, the majority of which are located along the northern boundary of the site with Angel Street, and along the boundary with Kenwright Street. From the arboricultural survey, 17 trees would be removed in relation to the proposed office development,

however the survey confirms that the trees which would be lost are of low amenity value in terms of species and condition.

The replanting of trees, however would be dealt with as part of the landscaping of the piazza . The applicant's have confirmed the provision of additional trees to replace those lost as part of the new office development would be investigated , and that replacement trees would be of superior condition, and would be of an appropriate species for this location.

A condition to protect trees not affected by the proposal would be attached to any planning approval.

4.33 Effects on Daylight and Sunlight

The applicant has carried out an assessment as a part of the Environmental Statement , which identifies minor adverse impacts on neighbouring properties in relation to daylight and sunlight with exception of 21 Naples Street which it is suggested would experience moderate adverse impacts . The measured survey of daylight and sunlight conditions within the assessment concludes the impact is within acceptable limits within the BRE guidelines.

Whilst there would be reductions to sunlight levels , the impact would not be unusual in a City Centre location. In addition , the existing levels of daylight to many of the windows in Naples Street show similar, and in several cases lower than, the proposed daylight levels for the windows facing the site.

It is not considered that the loss of light would be so significant to warrant the refusal of planning permission

4.34 Lighting

The building will incorporate an external lighting scheme , but the applicant intends to develop detailed proposals in discussion with the City Council, to develop a coordinated approach with forthcoming proposals for public realm works to ensure a safe and attractive 24 hour environment. 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 enable the full impact of such proposals on local ecology and on security.

4.35 Sustainability

An environmental standards statement has been submitted which outlines how the development would meet the environmental standards outlined in Manchester Guide to Development 2 with appropriate technology –current or future. The applicant gives a commitment that the building proposed would achieve BREEAM 'Outstanding' rating.

Key sustainability issues that have been considered in the development of the scheme include :

- (1) Sourcing of materials.
- (2) Transport.
- (3) Health and well being (lighting , thermal comfort, and indoor air quality).
- (4) Water consumption.
- (5) The design of the building envelope to minimise heat losses and solar gains, and the provision of energy efficient lighting.
- (7) Waste minimisation.

The building would be carbon neutral through the use of low/zero carbon technologies . The property would maximise the use of renewable energy sources for heating , cooling and lighting. A high efficiency biomass boiler is proposed, which would be located below the northern core, and requires the introduction of a flue extracting above roof level, using wood pellets as fuel.

The building will be the first of its kind in the UK to achieve a BREEAM ‘ Outstanding ‘ rating. By being the first building of this type and scale to achieving the “outstanding “rating the building will be an exemplar in terms of sustainability and environmental mitigation.

4.36 Ground Conditions

The Explosive Ordnance Desk Top Study has found that there is a credible Unexploded Ordnance (UXO) risk on the site and the consequences of an uncontrolled encounter with, or detonation of, an item of UXO could have catastrophic consequences. The risk can be effectively mitigated by implementing the recommended UXO mitigation strategy which has been designed to use recognised UXO risk mitigation and safety procedures suitable and sufficient to meet the intended ground investigation and construction methods and scope. It is therefore recommended that this aspect of the scheme is conditioned.

However, a contaminated land survey, including site investigations and final report would be required, and it is recommended that this aspect of the scheme is conditioned.

4.37 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.

In respect of the proposed office development, it is considered that a Class B1 use is likely to have a minimal effect in respect of noise generation, and is a use, which co-exists with residential accommodation (in close proximity) elsewhere on the fringe of the City Centre without giving rise to residential disamenity. Although the proposed use is not considered to be a significant noise generator, the noise

assessment considered the potential impact of additional road traffic and also from any building plant associated with the use of the building. The assessment proposes mitigation measures in respect of plant noise. Therefore, to ensure that the proposal does not result in residential disamenity due to noise, it is recommended that this aspect of the development is conditioned.

4.38 **TV Reception**

A Television Reception Survey and Development Effects Investigation has been submitted. However, it is not possible to be conclusive about the effects on TV and Radio reception until such time as the buildings are constructed. It is therefore recommended that this aspect of the scheme is conditioned.

4.39 **Access for Disabled People**

The proposed development has 10 lifts split around three service cores has been designed to accommodate two lift shafts, which are suitable for wheelchair access, and these would also give access to the underground parking facilities (where these are provided) . Access to the building would be level. The reception area has two revolving doors together with an additional power operated sliding door. The reception desk would be designed to accommodate a lower section with knee recesses.

Provision has been made for eight disabled parking bays within the basement parking level. There would also be space allocation for charging electric wheelchairs within the building. Toilet facilities for disabled persons are provided on each floor and within every service core, and they have combined WC and shower facilities.

4.40 **Overlooking**

The applicant has given thought to the issue of overlooking, and the space between the building and neighbouring properties would exceed the minimum required distances in the guidelines.

4.41 **Statement of Community Involvement**

The applicant held a public exhibition at the Lancaster Suite of New Century House, Corporation Street prior to the submission of the planning application, on 7th and 8th July 2009; staff from the Co-operative group were able to view the proposal on 6th July 2009. The above events were advertised in the Manchester Evening News; a press release was sent by the applicant to the Manchester Evening News; leaflets advertising the event were delivered to local homes and businesses, and stakeholders were invited.

4.42 **Residential Amenity**

The proposed building has been located at the north-west corner of the site, with the tallest element of the building at the junction of Aspin Lane and Dantzic Street.

The massing of the building diminishes towards the south to ensure that the entire building from is perceived on the main approach from the south and to respect the smaller scale of the residential buildings to the north-east, and minimise any overshadowing effects. The location of the building is such , that the nearest development on Angel Street is approximately 25 metres away to the north-east .

4.43 Comments by Objectors

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

Concern have been expressed roads/pavements etc. are returned to a useable condition after development takes place. It is therefore recommended that a condition be attached to any approval to require a repaving strategy for the public footpaths and redundant vehicular crossings around the site.

The introduction of a commercial use in what is a growing residential area has been raised. However, this site is specifically allocated in the UDP for business or commercial development under policy HC10b, and therefore the proposed development accords with policies for development in this area.

The closure of Dantzic Street has been identified by residents as a concern due to loss of parking and associated traffic impacts on the local highway network. However, the closure of a section of Dantzic Street would enable the creation of a large public piazza to the front of the proposed building. This would be an area of high quality open space for use by staff , visitors to the building and residents in the local area.

Concerns regarding length of time available to respond to consultations have been noted, however, the applicant held a public exhibition to inform local residents and local businesses of their development prior to the submission of the planning application, on 7th and 8th July 2009, and delivered leaflets to local residents and local businesses. In addition as part of the planning process the application has been advertised on site on 7th August 2009 and in the press on 11th August 2009, as being a Major Development, as affecting a Listed Building, as affecting a Public Right of Way, and as being an application accompanied by an Environmental Statement. Neighbour notification letters were also sent out to 1666 residents on 16th July 2009.

Residents have requested that section 106 arrangements are entered into to make improvements to Angel Meadow. Angel Meadow is included within the strategic regeneration initiative, and will be included in the design brief for the public realm, which will improve Angel Meadow , while retaining its unique character. The City Council and the Co-op have signed a Memorandum of Understanding that will lead to a formal Development Agreement which will govern, amongst other things, the design and funding of public realm within the site and wider area.

The adequacy of levels of parking has been raised. Given that this development is in close proximity to public transport links; that the applicant is committed to delivering a Green Travel Plan, and the capacity of other existing car parks in the vicinity.

4.44 Third Party Representations

Flat 17, Meadow View, 21 Naples Street, Manchester, M4 4BJ
Flat 28 The Tobacco Factory, 30 Ludgate Hill, Manchester, M4 4TF
Flat 33, Tobacco Factory Phase 3, 2 Naples Street, M4 4DH (x2)
Flat 4, Meadow View, 21 Naples Street, Manchester, M4 4BJ (x2)
23 New Mount Street, Manchester, M4 4DE
4, Mountside Crescent,, Prestwich,, Manchester , M25 3JF
60, The Citadel, 15 Ludgate Hill, M4 4AP
Apartment 7, Tobacco Factory , Phase 3, 2 Naples Street M4 4DH
Flat 218, The Linx Building, 10 Naples Street, M4 4AR
Flat 601, The Linx Building 25 Simpson Street, M4 4AS
Flat 602, The Linx Building 25 Simpson Street, M4 4AS
Flat 115, The Linx Building 10 Naples Street
50 Colombo Square, Worsdell Drive, Gateshead, Tyne & Wear
Flat 1503, Jefferson Place, 1, Fernie Street, M4 4BT
Flat 509, The Beaumont Building, 22 Mirabel Street, M3 1DY

4.45 Conclusion

The redevelopment of this site with a quality development will bring major environmental and regeneration benefits and retain approximately 3,500 jobs.

The proposals would lead to the transformation of the Northern Gateway into the City Centre, creating an enhanced public realm, and would be a major catalyst for further regeneration. The existing buildings being used to provide space for other businesses.

It is considered that the scheme would transform an area of North Manchester with the provision of quality commercial floorspace, and would deliver further employment opportunities and improve the range of locally available services.

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 noise, traffic etc. What is important is that the documentation does identify the clear positive elements of the proposal, which will introduce a quality commercial development scheme into North Manchester, which would be the first BREEAM ' Outstanding ' office building in the UK , and would retain a significant number of jobs in an accessible location for pedestrians and those travelling by public transport.

- 4.46 **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.

4.47 **Recommendation**

The Head of Planning therefore recommends that the Committee planning to APPROVE application **090606/FO/2009/N1**, on the basis that the Council has taken the environmental information (as defined in the EIA regulations) into consideration and the applications are in accordance with the Unitary Development Plan for Manchester (adopted 1995) in particular policies , I1.1, I1.6, i1.12, I2.1, I3.1 R1.1, T3.1, E1, E1.5 E2.7, E3.1,E3.3, E3.4, E3.5, HC10b and there are no other significant material considerations to indicate otherwise.

4.48 **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) Construction of the building hereby approved by this permission shall not take place unless and until samples and specifications of all materials to be used on all external elevations of that building have been submitted to and approved in writing by the City Council as local planning authority. The development shall be constructed only using the approved materials unless otherwise agreed in writing by the City Council as local planning authority.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area

within which the site is located, as specified in policies I3.1 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 development hereby approved shall be carried out in accordance with the drawings numbered 0909109 (D) 001, 0909109 (D) 002, 0909109 (D) 003, 0909109 (D) 004, 0909109 (D) 005, 0909109 (D) 006, 0909109 (D) 007, 0909109 (D) 008, 0909109 (D) 100, 0909109 (D) 101, 0909109 (D) 102, 0909109 (D) 103, 0909109 (D) 104, 0909109 (D) 105, 0909109 (D) 106, 0909109 (D) 107, 0909109 (D) 108, 0909109 (D) 109, 0909109 (D) 110, 0909109 (D) 111, 0909109 (D) 112, 0909109 (D) 113, 0909109 (D) 114, 0909109 (D) 115, 0909109 (D) 116, 0909109 (D) 117, 0909109 (D) 151, 0909109 (D) 152, 0909109 (D) 201, 0909109 (D) 202, 0909109 (D) 203, 0909109 (D) 301, 0909109 (D) 302, 0909109 (D) 303, 0909109 (D) 401, 4707 cv-01, 04707 cv-02 and Environmental Statement, Design and Access Statement, Transport Assessment, Crime Impact Statement, Statement of Community Involvement, Explosive Ordnance Desk Top Study, Land Quality Desk Top Study, Noise Survey, Utilities Survey, Flood Risk Assessment, Arboricultural Survey, Television Reception Survey & Development Effects Investigation, received 13th July 2009, and e-mails dated 24th August 2009, and 26th August 2009 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.

5) No development shall commence until details of the measures to be incorporated into the development (or phase thereof) to demonstrate how secure by design accreditation will be achieved have been submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secure by design accreditation.

Reason - To reduce the risk of crime pursuant to Policy E3.5 of the Unitary Development Plan of the City of Manchester and to reflect the guidance contained in Planning Policy Statement "Delivering Sustainable Development".

6) 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 of the Unitary Development Plan for the City of Manchester.

7) 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.

8) 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.

9) No development shall take place until there has been submitted to and approved in writing by the local planning authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the development is occupied. Development shall be carried out in accordance with the approved details and shall thereafter be retained.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located in order to comply with Policies H2.2, E3.3 and E3.5 of the Unitary Development Plan for the City of Manchester.

10) No part of the development shall be occupied until space and facilities for bicycle parking have been provided in accordance with the approved drawings. The approved space and facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with Policies T3.1, T3.6 and T3.7 of the Unitary Development Plan for the City of Manchester.

11) Full detailed designs (including specifications) of all highways works, 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.

12) Details of access proposals to the development for mobility impaired persons including route widths, levels and gradients, shall be submitted to and approved in writing by the City Council as local planning authority before development commences. The approved details shall be implemented before the development is first brought into use, unless otherwise agreed with the local planning authority.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions of the Unitary Development Plan for the City of Manchester policy DC9.1, and the Disability Discrimination Act 1995. However, in approving the relevant drawings, the City Council as the local planning authority does not hereby give any warranty that the provisions of the Disability Discrimination Act 1995 have been complied with.

13) No development shall commence until a scheme for the storage (including segregated waste recycling) and disposal of refuse has been submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - To ensure that adequate provision is made for the storage and disposal of waste and to aid sustainable development, in accordance with the Guide to Development in Manchester, SPD and Planning Guide.

14) No loading or unloading to the operational development, including waste collections shall be carried out after 8.00p.m. Mondays to Saturdays with no loading on Sundays. Loading and unloading shall be restricted to the period between 07:30 a.m. and 8:00p.m. daily.

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

15) Details of any roller shutters or security grilles to be installed within the development, shall be submitted to and agreed in writing by the City Council as Local Planning Authority before they are in place. Roller shutters and grilles shall be of an open grille construction, with the housing for the mechanism recessed behind the plane of the wall where the mechanism is to be located and be colour-coated.

Reason - In the interests of visual amenity, pursuant to policy DC14 and policy E3.3 of the Unitary Development Plan for the City of Manchester.

16) The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of 'very good' or 'excellent' or 'outstanding'. A post construction review certificate shall be submitted to and approved in writing by the City Council as local planning authority before the building hereby approved are first occupied.

Reason - In order to minimise the environmental impact of the development pursuant to policies E1.5 and E1.6 in the Unitary Development Plan for the City of Manchester,

policies ER13 and DP3 of Regional Planning Guidance for the North West (RPG13) and the principles contained within The Guide to Development in Manchester 2 SPD and Planning Policy Statement 1.

17) 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.

18) Prior to the commencement of development, details of all external lighting, including lighting on the buildings, within the site, and lighting units within the public realm works, for each building or phase of development 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.

19) 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.

20) Prior to commencement of development, full details of a scheme for the management, destruction and /or disposal of Japanese knotweed and Giant Hogweed, to be carried out by the developer, shall be submitted to and approved in writing by the City Council as Local Planning Authority. This plan shall include a timetable for implementation. Should a delay of more than one year occur between the date of approval of the management scheme and either the date of implementation of the management scheme or the date of development commencing, a further site survey must be undertaken and submitted to the Local Planning Authority for approval in order to ensure that the agreed scheme is still applicable.

Reason - To prevent the spread of Japanese Knotweed and Giant Hogweed which has been found on part of the site in accordance with the Wildlife and Countryside Act 1981.

21) Prior to commencement of development, full details of a scheme for the detailing surface water regulation arrangements, shall be submitted to and approved in writing by the City Council as 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.

22) No development shall commence until a hard and soft landscaping treatment scheme 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 buildings are first occupied. 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.

23) No development should be undertaken until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation approved by Manchester City Authority.

Reason - To investigate the archaeological interest of the site and record and preserve any remains of archaeological interest, pursuant to Policy DC20.1 of the Unitary Development Plan for the City of Manchester and guidance in PPG16.

24) The applicant will provide proposals for the presentation and interpretation of archaeological remains commemorating the history and archaeology of the site, the scheme to be submitted to and agreed in writing by the City Council as local planning authority. The approved details shall be implemented and retained in situ.

Reason -To commemorate the industrial heritage of the site and provide an educational and community amenity pursuant to Policy DC20.1 of the Unitary Development Plan for the City of Manchester and guidance in PPG16.

25) 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.

26) Details of a Travel Plan with the objective of reducing car borne journeys; and including particulars of its implementation and monitoring of effectiveness and how measures to improve effectiveness shall be implemented shall be submitted to and approved in writing by the City Council as local planning authority prior to occupation of each phase of dwellings or commercial premises; For so long as the use is in operation the local planning authority shall be provided with such information as specified in the Travel Plan and all measures that are identified that can improve the effectiveness of the Travel Plan shall be adopted and implemented within a timescale agreed in writing by the local planning authority.

Reason - In accordance with the provisions contained within Planning Policy Guidance 13.

27) The applicant shall, with regard to television reception in the area containing the application site, provide the City Council as local planning authority with studies that:

- a) Identify, before the development commences, the potential impact area in which television reception is likely to be adversely affected by the development. The study shall be carried out either by the Office of Communications (Ofcom), or by a body approved by Ofcom and shall include an assessment of when in the construction process an impact on television reception might occur.
- b) Measure the existing television signal reception within the potential impact area identified in (a) above before development commences. The work shall be undertaken either by an aerial installer registered with the Confederation of Aerial Industries or by a body approved by the Office of Communications, and shall include an assessment of the survey results obtained.
- c) Assess the impact of the development on television signal reception within the potential impact area identified in (a) above within one month of the practical completion of the development or in accordance with the phasing programme required by condition 3 of this planning permission or before the development is first occupied, whichever is the sooner, and at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact area. If the development is found to have a detrimental impact upon existing television signal reception, the study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out in (b) above. The measures identified must be carried out either before the building is first occupied or in accordance with the phasing programme required by condition 3 of this planning permission or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

Reason - To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception, as advised in Planning Policy Guidance Note 8: Telecommunications, pursuant to Manchester Unitary Development Plan policy H2.2.

28) Before first occupation of the development the building, together with any externally mounted ancillary equipment, shall be acoustically insulated in accordance with a scheme submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment/property.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policy H2.2 of the Manchester Unitary Development Plan.

29) Before development commences a scheme for the extraction of any fumes, vapours and odours from the premises hereby approved shall be submitted to, and approved in writing by, the City Council as local planning authority. The approved scheme shall be implemented prior to occupancy and shall remain operational thereafter.

Reason - In the interests of the amenities of the occupiers nearby properties in order to comply with Policy of the Unitary Development Plan for the City of Manchester.

30) 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.

31) The permission hereby granted relates to the principle of developing the land for 45, 803 sq.m. of Class B1 (offices).

Reason - For the avoidance of doubt .

32) No development hereby permitted shall commence until fully detailed cross section plans of the existing and proposed external ground levels of that phase have been 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, unless otherwise agreed with the local planning authority.

Reason - To ensure that a satisfactory development is carried out, in accordance with policy H2.2; of the Unitary Development Plan for the City of Manchester.

33) Prior to any works commencing, including any demolition works, site vegetation clearance or earth moving on the site, a programme of surveys relating to protected species shall be submitted to, and approved in writing by, the City Council as Local Planning Authority. The programme thereafter, approved annually (as necessary), shall identify the protected species to be surveyed in the following twelve months, shall set out the objectives of the surveys, and shall set out the methodologies to be used and the procedures for reporting to the Local Planning Authority the survey results. The results of all surveys shall be utilised as baseline information in relation to specific mitigation works. Detailed mitigation measures shall be proposed for the development to address any impacts identified by the survey results and which will either affect reptiles, bats or

Black Redstarts , and include compensatory measures where necessary for the possible loss of terrestrial habitat, foraging areas and breeding sites. Mitigations measures shall be submitted to and approved in writing by the City Council as Local Planning Authority, which measures shall be implemented in accordance with the particulars so approved.

Reason - The site includes habitat which has the potential to contain Black Redstarts. The implementation of ongoing protection surveys would ensure that there would be adequate protection measures in place during a phased construction, pursuant to policies E2.3 and E2.4 of the Unitary Development Plan for Manchester (adopted 1995).

34) Before the development hereby approved commences, the measures identified in the Unexploded Ordnance mitigation strategy shall be carried out, and a report prepared outlining what measures, if any, are required to remediate the land which shall be submitted to and approved in writing by the City Council as local planning authority.

Reason - To ensure that the presence of or the potential for any Unexploded Ordnance 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.

35) 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.

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: 090606/FO/2009/N1 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 make the site and its development directly accessible to all members of the public, including those with mobility impairments.

Environmental Improvements

The proposal will bring a significant improvement to the appearance of this site and the area generally.

Employment Implications

The proposal will create jobs during construction, and on occupation would retain approximately 3,500 jobs.

Peter Babb
HEAD OF PLANNING