

Planning

Growth & Development

Delegated officer report for planning application

Application no. 134092/FO/2022

Date registered valid: 20 June 2022

Proposal: Erection of a 10 storey office building (Use Class E) plus basement, a ground floor commercial unit (Use Class E), with associated external amenity in the form of roof terraces, plant, substation, cycle parking, hard and soft landscaping, access and servicing and other associated works

Address: Land At Corporation Street "New Victoria Phase 2" , Manchester, M3 1NX

Ward(s): Deansgate Ward

Applicant: Toriview Limited C/o Agent

Agent (if any): Ms Rachel Poole Deloitte LLP The Hanover Building, Corporation Street, Manchester, M4 4AH

Case officer: Jennifer Atkinson
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Recommendation: Approve

Date of recommendation:

Application details

Type of application: Full Application Consent

Development type: Largescale Major Office

Date of site visit:

Standard consultations:

Printed: 22 June 2022 Expired: 13 July 2022

Neighbour notifications

Printed: 22 June 2022 Expired: 13 July 2022

Site notice

Posted: Expired:

Press advert

Published: 28 June 2022 Expired: 19 July 2022

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The application site is bound by Corporation Street to the east, the Metrolink line to the south west, Victoria Station to the west and a construction site to the north known as 'New Victoria' comprising two residential buildings forming 520 apartments. Further north is Manchester inner ring road.

The site is currently hardstanding and is surrounded by hoarding.

Listed building: Not applicable

Conservation area:

Tree Preservation Order:

Description of area

The application site is located in the heart of Manchester City Centre. Manchester Victoria railway station (Grade II) dominates the area to the north and west of the application with the AO arena beyond that. The area is characterised by buildings of different scale, age and architecture which provides a unique setting.

The site is located in flood zone one and a critical drainage area. The Air Quality Management Area (AQMA) covers the site. There are no ecological designations at the site. The site does not fall within a conservation area but is located immediately adjacent to the Shudehill conservation area with the boundary being along Corporation Street. The Cathedral Quarter lies directly to the south of the site.

There are a number of listed buildings in close proximity to the site and these are as follows:

- Chethams School of Music (Grade I);
- Manchester Cathedral (Grade I);
- Manchester Victoria Station (Grade II);
- City Buildings, 67 Corporation Street (Grade II);
- Hanover Building (Grade II);
- Old Bank Building (Grade II);
- New Century House, Corporation Street (Grade II);
- Co-operative Insurance Society (CIS) Building (Grade II); and
- Parkers Hotel (Grade II).

Planning History

Planning permission was granted in September 2016 for two residential buildings containing 520 apartments and one office building comprising 11,647sq.m office accommodation, as well as ground floor commercial space, landscaping, car parking and other associated works (Ref: 111777/FO/2016/C1). This has been subject to a number of non-material amendments:

- 123146/NMC/2019 to allow for an amendment to the wording of condition 6 (approved 25 April 2019);
- 124931/NMC/2019: to allow for a revised wording to condition 7 (approved 26 September 2019); and
- 126994/NMC/2020: to allow for a revision to some of the approved drawings and documents listed in condition 2 (approved 12 June 2020).

The original permission was subsequently superseded by application ref: 128667/JO/2020, approved on 19 March 2021, allowing amendments to the approved plans to introduce a new link bridge between the two residential buildings.

Description of development

Erection of a 10 storey office building (Use Class E) plus basement, a ground floor commercial unit (Use Class E), with associated external amenity in the form of roof terraces, plant, substation, cycle parking, hard and soft landscaping, access and servicing and other associated works

Consultations & Notification Responses

Publicity The proposal has been advertised in the local press as a major development, affecting a conservation area and nearby listed buildings. A site notice has also been displayed at the site. Letters have been sent to an extensive area of businesses and local residents.

No comments have been received as part of this process.

Highway Services advise that the site is accessible by sustainable modes and is in close proximity to a range of public transport facilities. The proposals are unlikely to generate a significant increase in the level of vehicular trips and therefore do not raise any network capacity concerns.

Alterations to the highway are required including alteration too the north of Hanover Street including the realignment of Corporation Street and the traffic signal reconfiguration at the junction of Corporation Street/Miller Street and these form part of planning permission 11177.

With regard to the junction of Corporation Street / Balloon Street / Metrolink (Site 1016), TfGM seek confirmation that no works are intended at this junction.

In relation to the stopping up of Long Millgate, this order was made in 2018.

Alterations to the highway to the south of Hanover Street are to be undertaken as part of this application and comprise of:

- o The provision of a realigned cycle route across the tram tracks providing connectivity to a future TfGM cycle hub to the west and to the main road network to the east. The ground floor footprint of the building steps in from the primary elevation to provide access to the cycle hub to the rear of the building and provides a covered walkway from the link across the tram lines to the primary entrance. With regard to the revised pedestrian and cycle routing to the south, we require that a suitably designed scheme is provided and we therefore request a more detailed drawing showing the proposed arrangements.

- o The alignment of Corporation Street south of Hanover Street is to be amended which will provide an additional area of public realm. Whilst this is acceptable in principle, we require verification of whether any part of Corporation Street is to be stopped up (under S247 TCPA 1990) or whether adopted carriageway is just being converted to footway.

- o The existing bus stop is proposed to be relocated a few metres north along Corporation Street and reconfigured as a double bus stop with double shelter.

- o The vehicle access is shared with the residential development (previously approved) and is acceptable to Highways.

Changes will be required to the Traffic Regulation Orders in the vicinity of the development, and TfGM recommend that a review of the restrictions is also undertaken by the developer which is supported by MCC Highways. This should confirm whether additional parking restrictions are required, as well as ensuring adequate parking restrictions remain in place. This will help to discourage pavement parking associated with the development and therefore assist in improving the quality of the surrounding public realm.

The main pedestrian entrance will be in the south-east corner of the development off Corporation Street. A retail unit is proposed on the ground floor also with access from Corporation Street. Both arrangements are acceptable from a highway perspective.

84 secure and sheltered cycle parking spaces (with changing facilities) is provided on the ground floor and is accessed from the internal access road. This amount of parking aligns with core strategy standards and is acceptable to us. Six visitor cycle parking spaces are provided within the public realm fronting Corporation Street.

A shared access road is provided between the office and residential developments with a loading bay provided to the south side and which allows for the required turning movements.

This is ideally suited for servicing, and we would therefore query why refuse is proposed to be collected from the north side of the access road rather than from within the bay.

The waste storage proposals and its management for both the office and retail unit are acceptable to Highways.

With regard to the building overhang, we seek confirmation that sufficient headroom is provided for pedestrians and cyclists (minimum 2.4m) as well as sufficient carriageway clearance (minimum 0.45m). If the building overhangs the public footway by more than 0.35m then an oversail licence would be required.

Any doors opening outwards onto walkways/footway are not supported unless they are designated as fire doors.

Metrolink advise that an Electromagnetic Compatibility Plan and drainage details should be agreed.

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

Flood Risk Management Team details of a surface water drainage scheme and a management regime and verification report are required.

Greater Manchester Ecology Unit (GMEU) advise that they have no comment to make.

Greater Manchester Archaeology Advisory Service (GMAAS) advise that the application site lies within the medieval heart of the city, with Long Millgate having formed an important thoroughfare since at least the early 14th century. Archaeological investigations that were carried out in advance of the New Victoria Phase 1 development in 2020 uncovered significant remains that included remains of rock-cut features and stone walls that potentially dated to the early post-medieval period, together with an important assemblage of pottery with a date range spanning the 16th to 19th centuries. It is reasonable to suggest that similar remains may survive within the boundary of the proposed scheme, which will necessitate considerable ground-breaking works with a potential to damage or remove any below-ground remains that may exist. A condition should be imposed to deal with this.

Historic England advise that they have no comments on the proposal.

Environment Agency advise that they have no objection in principle subject to conditions being imposed with regards to the local of the culvert, ground conditions/ground water and piling.

Design for Security at Greater Manchester Police advise that the development should be carried out in accordance with the recommendation of the crime impact statement.

Aerodrome Safeguarding at Manchester Airport advise that they have no objection to the proposal and advise that an informative should be applied in respect of cranes.

Works and Skills Team recommend a condition requiring a local labour scheme.

The Development Plan

The Development Plan consists of: The Manchester Core Strategy (2012); and Saved policies of the Unitary Development Plan for the City of Manchester (1995). The Core Strategy is the key document and sets out the long-term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved. Planning applications in Manchester must be decided in accordance with the Core Strategy and saved UDP policies as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 unless material considerations indicate otherwise.

Manchester Core Strategy Development Plan Document (July 2012)

The relevant policies within the Core Strategy are as follows:

Strategic Spatial Objectives

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

SO1. Spatial Principles this is a highly accessible location and development here would reduce the need to travel by private car and support the sustainable development of the City and help to halt climate change.

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

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

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

Policy SP 1 (Spatial Principles) - The proposal would have a positive impact on visual amenity and the character of the area in a strategic regeneration area. The buildings would be high quality and complement existing and recent developments.

Policy EC1 (Land for Employment and Economic Development) – The proposal would develop a highly accessible site in a key location for employment growth. It would help to spread the benefits of growth across the City and thereby help to reduce economic, environmental and social disparities and help to create an inclusive sustainable community. The site is well connected to transport infrastructure and would encourage walking, cycling and public transport use.

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

Policy EC3 (The Regional Centre) – The development would be in an appropriate location with excellent sustainable transport facilities nearby. The scale and type of development would not undermine delivery of employment space elsewhere.

Policy CC1 (Primary Economic Development Focus (City Centre and Fringe)) – This would be a high quality development providing offices in a part of the City Centre identified in Policy CC1 as a focus for primary economic development.

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

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

Policy CC7 (Mixed Use Development) – The proposal would create an active ground floor with the potential for class E uses.

Policy CC8 (Change and Renewal) – Jobs would be created during construction.

Policy CC9 (Design and Heritage) - The design would be high quality. Its impact on the settings of nearby listed buildings and conservation areas is discussed in more detail in the report.

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

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

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

Policy EN1 (Design Principles and Strategic Character Areas) - The high quality design would enhance the character of the adjacent conservation area and the image of Manchester. The design responds positively at street level and would enhance permeability. The positive aspects of the design are discussed in more detail below.

Policy (EN3 Heritage) – The impact on the settings of the nearby listed buildings and conservation areas is discussed in more detail later in the report.

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

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

Policy EN15 (Biodiversity and Geological Conservation) – The site is not high quality in ecology terms and biodiversity enhancements are proposed.

Policy EN16 (Air Quality) - The proposal would be highly accessible by all forms of public transport and reduce reliance on cars and minimise emissions from traffic generated by the development. The proposal would not compromise air quality. Car parking levels would be low, cycling is encouraged and electric car charging provided. Dust suppressions measures will be used during construction.

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

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

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

Policy DM1 (Development Management) – Careful consideration has been given to the design, scale and layout of the building along with associated impacts on amenity.

These issues are considered full, later in this report.

The Unitary Development Plan for the City of Manchester (1995)

The Unitary Development Plan for the City of Manchester was adopted in 1995. However, it has now been largely replaced by the Manchester Core Strategy. There are some saved policies which are considered relevant and material and therefore have been given due weight in the consideration of this planning application. The relevant policies are as follows:

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

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

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

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

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

Other material policy considerations

The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (Adopted 2007)

This document provides guidance to help develop and enhance Manchester. In particular, the SPD seeks appropriate design, quality of public realm, facilities for disabled people (in accordance with Design for Access 2), pedestrians and cyclists. It also promotes a safer environment through Secured by Design principles, appropriate waste management measures and environmental sustainability. Sections of relevance are:

- Chapter 2 ‘Design’ – outlines the City Council’s expectations that all new developments should have a high standard of design making a positive contribution to the City’s environment;
- Paragraph 2.7 states that encouragement for “the most appropriate form of development to enliven neighbourhoods and sustain local facilities. The layout of the scheme and the design, scale, massing and orientation of its buildings should achieve a unified form which blends in with, and links to, adjacent areas.
- Paragraph 2.8 suggests that in areas of significant change or regeneration, the future role of the area will determine the character and design of both new development and open spaces. It will be important to ensure that the development of new buildings and surrounding landscape relates well to, and helps to enhance, areas that are likely to be retained and contribute to the creation of a positive identity.
- Paragraph 2.14 advises that new development should have an appropriate height having regard to the location, character of the area and specific site circumstances. Although a street can successfully accommodate buildings of differing heights, extremes should be avoided unless they provide landmarks of the highest quality and are in appropriate locations.
- Paragraph 2.17 states that vistas enable people to locate key buildings and to move confidently between different parts of the neighbourhood or from one area to another. The primary face of buildings should lead the eye along important vistas. Views to important buildings, spaces and landmarks, should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises.
- Chapter 8 ‘Community Safety and Crime Prevention’ – The aim of this chapter is to ensure that developments design out crime and adopt the standards of Secured by Design;
- Chapter 11 ‘The City’s Character Areas’ – the aim of this chapter is to ensure that new developments fit comfortably into, and enhance the character of an area of the City, particularly adding to and enhancing the sense of place.

Manchester Green and Blue Infrastructure Strategy 2015

The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements within the City in relation to key objectives for growth and development.

Building on the investment to date in the city's green infrastructure and the understanding of its importance in helping to create a successful city, the vision for green and blue infrastructure in Manchester over the next 10 years is:

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

Four objectives have been established to enable the vision to be achieved:

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

City Centre Strategic Plan 2015-2018 (March 2016)

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

Manchester Strategy (January 2016)

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

National Planning Policy Framework (2021)

The revised NPPF re-issued in February 2021. The document states that the 'purpose of the planning system is to contribute to the achievement of sustainable development. The document clarifies that the 'objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs' (paragraph 7). In order to achieve sustainable development, the planning system has three overarching objectives – economic, social and environmental (paragraph 8).

Section 6 'Building a Strong, Competitive Economy' states that Planning decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development (para 81).

The proposal would bring 44, 525 sqm of grade A office space to the site and create up to 4000 new permanent jobs.

Section 8 'Promoting Healthy and Safe Communities' states that planning policies and decisions should aim to achieve healthy, inclusive and safe places (para 92).

The proposal would be safe and secure. Cycle parking is provided along with disabled car parking only. New public realm and green infrastructure would be provided. 100 car parking spaces would be removed from the site reducing the number of trips on the highway network and on local air quality conditions.

Section 9 'Promoting Sustainable Transport' states that 'significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health' (para 105).

In assessing applications for development, it should be ensured that: appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location; safe and suitable access to the site can be achieved for all users; and, the design of streets, parking areas, other transport elements and the content of associated standards reflects national guidance including the National Design Guide and National Model Design Code; any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree (paragraph 110).

Developments should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe (paragraph 111).

Within this context, applications for development should: give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use; address the needs of people with disabilities and reduced mobility in relation to all modes of transport; create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards; allow for the efficient delivery of goods, and access by service and emergency vehicles; and, be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations. (paragraph 112)

All developments that generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed (paragraph 113).

The site is well connected to all public transport modes which would encourage sustainable travel. There would be no unduly harmful impacts on the traffic network with physical and operational measures to promote non car travel. A travel would be secured as part of the conditions of the approval.

Section 11 'Making effective use of land' states that 'planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions' (paragraph 119).

Planning decisions should: encourage multiple benefits from urban land, including through mixed use schemes and taking opportunities to achieve net environmental gains – such as developments that would enable new habitat creation; recognise that some undeveloped land can perform many functions, such as for wildlife, recreation, flood risk mitigation, cooling/shading, carbon storage or food production; give substantial weight to the value of using suitable brownfield land within settlements for identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land; promote and support the development of under-utilised land and buildings especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively; and, support opportunities to use airspace above existing residential and commercial premises for new homes. (paragraph 120)

Local Planning Authorities should take a positive approach to applications for alternative uses of land which is currently developed but not allocated for a specified purpose in plans, where this would help to meet identified development needs. In particular they should support proposal to: use retail and employment land for homes in areas of high housing demand, provided this would not undermine key economic sectors or site or the vitality and viability of town centres, and would be compatible with other policies in the Framework; make more effective use of sites that provide community services such as schools and hospitals (paragraph 123)

Planning policies and decisions should support development that makes efficient use of land, taking into account: the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it; local market conditions and viability; the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use; the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; the important of securing well designed, attractive and healthy spaces (paragraph 124).

The proposal would re-use a brownfield site currently used for temporary surface car parking. The scale and density of the proposal is considered to be acceptable and represents an efficient use of land. The commercial and office spaces would meet known regeneration requirements in the area. The site is close to sustainable transport infrastructure. A travel plan would encourage the use public transport, walking and cycle routes to the site.

This would have a limited amount of car parking including disabled parking, reducing car journeys from the site.

Section 12 'Achieving Well Designed Places' states that 'the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interest throughout the process' (paragraph 126).

Planning decisions should ensure that developments: will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming

and distinctive places to live, work and visit; optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public spaces) and support local facilities and transport networks; and create places that are safe, inclusive and accessible and which promote health and well being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience (paragraph 130).

Trees make an important contribution to the character and quality of urban environments and can also help to mitigate and adapt to climate change. Planning decisions should ensure that new streets are tree lined, that opportunities are taken to incorporate trees elsewhere in developments, that appropriate measures are in place to ensure the long term maintenance of newly placed trees and that existing trees are retained wherever possible (paragraph 131).

Development that is not well designed should be refused, specifically where it fails to reflect local design policies and government guidance on design. Conversely, significant weight should be given to: development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or outstanding or innovative design which promote high levels of sustainability, or help raise the standard of design more generally in an area so long as they fit in with the overall form and layout of their surroundings (paragraph 134).

The design would be high quality and complement the distinctive architecture within the area. The buildings would be sustainable and low carbon. Biodiversity, green infrastructure and water management measures are included within the public realm.

Section 14 'Meeting the challenge of climate change, flooding and coastal change' states that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure (para 152).

New development should be planned for in ways that: avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure; and can help to reduce greenhouse gas emissions, such as through its location orientation and design. Any local requirements for the sustainability of buildings should reflect the Government's policy for national technical standards (paragraph 154).

In determining planning applications, Local Planning Authorities should expect new development to: comply with any development plan policies on local requirements of decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption (paragraph 157).

The buildings fabric would be highly efficient and it would predominately use electricity. The landscaping scheme would include trees and planting. Efficient drainage systems would manage water at the site.

Section 15 'Conserving and Enhancing the natural environment' states that planning decisions should contribute and enhance the natural and local environment by protecting valued

landscapes, minimising impacts on and providing net gains for biodiversity, preventing new and existing development from contributing to unacceptable levels of soil, air, water or noise pollution or land instability and remediating contaminated land.

High performing fabric would ensure no unduly harmful noise outbreak on the local area. Biodiversity improvements include trees and landscaping which is a significant improvement based on the current condition of the site.

Paragraph 183 outlines that planning decisions should ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from contamination. There is contamination at the site from its former uses. The ground conditions are not usual or complex and can be appropriately remediated.

Paragraph 185 outlines that decisions should ensure that the development is appropriate for its location taking into account the likely effects of pollution in health, living conditions and the natural environment. There would be some short term noise impacts associated with construction but these can be managed to avoid any unduly harmful impacts on amenity. There are no noise or lighting implications associated with the operation of the development.

Paragraph 186 states that decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement. The proposal would not worsen local air quality conditions and suitable mitigation can be put in place during construction. There would be a removal of 192 car parking spaces at the site together with a travel plan and access to public transport encouraging alternative travel choices.

Section 16 'Conserving and enhancing the historic environment' states that in determining applications, Local Planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation (para 194).

In determining applications, local planning authorities should take account of: the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and c) the desirability of new development making a positive contribution to local character and distinctiveness. (Paragraph 197)

In considering the impacts of proposals, paragraph 199 states that the impact of a proposal on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 200 goes on to state that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

Paragraph 202 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset (paragraph 203).

The proposal would result in a degree of harm to the heritage assets. This is considered in detail in the report.

Paragraphs 10, 11, 12, 13 and 14 of the NPPF outline a “presumption in favour of sustainable development”. This means approving development, without delay, where it accords with the development plan and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

Planning Policy Guidance (PPG)

The relevant sections of the PPG are as follows:

Air Quality provides guidance on how this should be considered for new developments. Paragraph 8 states that mitigation options where necessary will be locationally specific, will depend on the proposed development and should be proportionate to the likely impact. It is important therefore that local planning authorities work with applicants to consider appropriate mitigation so as to ensure the new development is appropriate for its location and unacceptable risks are prevented. Planning conditions and obligations can be used to secure mitigation where the relevant tests are met.

Examples of mitigation include:

- the design and layout of development to increase separation distances from sources of air pollution;
- using green infrastructure, in particular trees, to absorb dust and other pollutants;
- means of ventilation;
- promoting infrastructure to promote modes of transport with low impact on air quality;
- controlling dust and emissions from construction, operation and demolition; and
- contributing funding to measures, including those identified in air quality action plans and low emission strategies, designed to offset the impact on air quality arising from new development.

Noise states that Local planning authorities' should take account of the acoustic environment and in doing so consider:

- whether or not a significant adverse effect is occurring or likely to occur;
- whether or not an adverse effect is occurring or likely to occur; and
- whether or not a good standard of amenity can be achieved.

Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location. In general, for noise making developments, there are four broad types of mitigation:

- engineering: reducing the noise generated at source and/or containing the noise generated;
- layout: where possible, optimising the distance between the source and noise-sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose built barriers, or other buildings;
- using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and;
- mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building.

Design states that where appropriate the following should be considered:

- layout – the way in which buildings and spaces relate to each other
- form – the shape of buildings
- scale – the size of buildings
- detailing – the important smaller elements of building and spaces
- materials – what a building is made from

Health and well being states opportunities for healthy lifestyles have been considered (e.g. planning for an environment that supports people of all ages in making healthy choices, helps to promote active travel and physical activity, and promotes access to healthier food, high quality open spaces and opportunities for play, sport and recreation);

Travel Plans, Transport Assessments in decision taking states that applications can positively contribute to:

- encouraging sustainable travel;
- lessening traffic generation and its detrimental impacts;
- reducing carbon emissions and climate impacts;
- creating accessible, connected, inclusive communities;
- improving health outcomes and quality of life;
- improving road safety; and
- reducing the need for new development to increase existing road capacity or provide new roads.

Heritage states that Public benefits may follow from many developments and could be anything that delivers economic, social or environmental objectives as described in the National Planning Policy Framework (paragraph 8). Public benefits should flow from the Proposed Development. They should be of a nature or scale to be of benefit to the public at large and not just be a private benefit. However, benefits do not always have to be visible or accessible to the public in order to be genuine public benefits, for example, works to a listed private dwelling which secure its future as a designated heritage asset could be a public benefit.”

Public benefits may also include heritage benefits, such as:

- Sustaining or enhancing the significance of a heritage asset and the contribution of its setting;
- Reducing or removing risks to a heritage asset;

- Securing the optimum viable use of a heritage asset in support of its long-term conservation.

Other legislative requirements

Section 66 Listed Building Act requires the local planning authority to have special regard to the desirability of preserving the setting of listed buildings. This requires more than a simple balancing exercise and case law has considerable importance and weight should be given to any impact upon a designated heritage asset but in particular upon the desirability of preserving the setting with a strong presumption to preserve the asset.

S149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Shudehill Conservation Area Declaration

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

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

The small-scale commercial premises on Shudehill and Withy Grove date from the 18th century. The conservation area is dominated by the buildings associated with the Cooperative estate. The main building, built between 1905 and 1906 lies on Corporation Street between Balloon Street and Hanover Street. There are other buildings in the vicinity which display the development of commercial architecture through the 20th century. The CIS building is immediately outside but adjacent to the conservation area.

Issues

Principle of the redevelopment of the site and contribution to regeneration

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

There is an acknowledged shortage of good quality office accommodation in the Regional Centre and demand has remained strong post pandemic. As occupational demand grows, good quality products must be brought forward in sustainable locations such as this.

The proposal would continue the regeneration of the area and support economic growth, by delivering 16,670 sqm of Grade A office accommodation, creating jobs, active ground floor uses

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

The proposal would create in the region of 800 permanent jobs in a range of skills as well as jobs during the construction period. There would be opportunities for local people to access employment, agreed by a local labour agreement. The investment made in delivering this next phase of the NOMA masterplan would continue the success, economic growth and job creation in this part of the city centre.

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

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

Climate change, sustainability and energy efficiency

An energy and environmental standards statement demonstrates that the energy hierarchy has been applied and that low and zero carbon technologies would be used and would comply with part L (2010). A BREEAM pre-assessment demonstrates that the proposal can achieve an 'Outstanding' rating. In addition, it has the potential to deliver 24% reduction against Part L 2013. This is well in excess of the requirement of policy EN6, which seeks a 15% reduction on Part L (2010) (or 9% over Part L (2013)) of the Building Regulations.

Low and zero carbon technologies would be used to minimise water and energy demand. PV panels would be installed to the roof along with air source heat pumps. The use of public transport would be maximised through travel planning and cycle provision and landscaping would include biodiversity measures such as bird and bat boxes. Sustainable drainage would be used to manage surface water.

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

Impact of the historic environment and cultural heritage

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

Legislation and planning policy seek to preserve and enhance the character, appearance, and historic interest which heritage assets possess. Sections 16, 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 ("P(LBCA)A 1990") require that 'special regard' be paid in taking decisions affecting listed buildings and their settings and conservation areas.

A heritage assessment has considered the impact of the proposal on the historic environment as required by the NPPF. The impact on the setting of the heritage assets and on key views has been assessed to allow the impact of the proposal to be understood and evaluated. The

affected listed buildings and conservation areas form part of the wider character and view of the site and have been considered in detail.

The proposed scheme in terms of its materiality, takes a different form to the extant consent. A simple palette of materials provides a contemporary addition to the area whilst complementing the various architectural styles.

Whilst slightly taller than the consented scheme, the building's height and massing still reflects the sensitive location opposite the Co-operative Wholesale Society listed buildings. The contemporary, yet contextual approach will both give the building its own character whilst still sitting comfortably within its context of surrounding historic buildings.

A number of views have been tested. The development is not visible within the majority of the views with all the assets in the views remaining legible and understood.

The proposed development will appear at the end of Hanover Street, between the tram interchange at Victoria Station and Corporation Street. In this view, the development will not rise above the height of the existing buildings and appears as a 'glimpsed' view at the end of the street. This would result in a minor harm to the setting of the assets and the conservation area. However, this impact would have occurred in the extant position. The materials and quality of the architecture minimise the impact on this view.

Impact Assessment

The proposal would result in some instances of low level harm to nearby listed buildings, particularly the CIS tower and New Century Hall but the impacts would result in less than substantial harm and at the lower end of the scale. Any harm should be outweighed by the public benefits that would be delivered, in accordance with the guidance provided in paragraph 202 of the NPPF.

The proposal would deliver substantial public benefits which outweigh any minor harm to the setting of listed buildings. This is considered in detail below.

There would be a minor degree of harm to the surrounding listed buildings as a result of the introduction of a tall building at this site. The proposal would regenerate this partially vacant brownfield site where change and development is expected to take place. The creation of high quality office accommodation would support economic growth and allow access to employment opportunities. The vacant nature of the site has a neutral impact on the setting and character of nearby listed buildings.

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

The scale and appearance of the development would be appropriate and would complement surrounding development. It would be high quality and add positively to and complement the range of architectural styles found in the area. The building would be a well detailed grid with deep window reveals and large amounts of glazing.

The Grade A office floor space would be created and the large floor plates would attract a variety of users. The floor plates would be flexible and can be adapted and subdivided. A flexible space on the ground floor could be available to start-up businesses. The proposal would create in the region of 850 permanent jobs in a range of skills, and jobs during construction.

There would be opportunities for local people to access construction jobs, secured by a local labour agreement.

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

It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings and conservation areas as required by virtue of S66 and S72 of the Listed Buildings Act, and the NPPF, the harm caused would be less than substantial and would be outweighed by the public benefits of the scheme and meet the requirements set out in paragraph 202 of the NPPF.

Impact on Archaeology

An archaeology assessment indicates that there are below ground archaeological remains associated.

GMAAS concurs with the conclusions drawn from the desk-based assessments and recommends that the site is subject to intrusive archaeological investigation in advance of development taking place in line with the written scheme of investigation. This should be a condition of any approval and would satisfy the requirements of policy EN3 of the Core Strategy and saved policy DC20 of the UDP.

Visual Amenity

The siting and scale of the development is within the parameters of the previous planning permission. The scale of the development is marginally taller and is acceptable within the context of the city centre.

The proposed scheme for New Victoria provides office space from First to Eighth Floor with a generous offering of communal amenities at ground floor, mezzanine and roof terraces.

The proposal is accessed via three key entrances: To the southern corner of the building, the main entrance offers access to all the office floorspace via the central core.

The core is located to the north-east, rising from the basement to the roof. The core contains the majority of the building's services risers, toilets, fire fighting shafts and vertical circulation. The landlord areas, back of house and building management / security areas are located in the basement. The north east facade entrances offers access for cyclists, building deliveries, refuse collection and maintenance. The goods lift connects the basement to the 9th floor terrace floor.

The south east corner entrance offers access to the retail unit at ground floor off Corporation Street.

From the central core there are two fire exit doors to an externally paved area to the north east facade of the building.

Roof plant space has been strategically arranged to the north of levels 08 / 09, double stacked to allow for a stepped communal terrace offering and to minimise its visual and acoustic impact. All of the terraces are heavily planted and are accessible by office users, these are as follows: The level 08 terrace wraps around the office space and offers seating and planters with framed views across Manchester.

The level 09 communal terrace has more private seating areas with planters. It also includes a covered area and is accessible from the central core.

The level 10 communal terrace is sedum planted for improved visual amenity and biodiversity benefits.

The ground floor and mezzanine provide a double height space upon entry into the building from the southern corner. It is publicly accessible and has both formal and informal meeting spaces. The core is accessed from basement, ground and mezzanine levels after passing security lines.

The south east corner of the ground floor has a retail unit with direct access from the street. The north west corner has a cycle store.

Basement level contains changing rooms and showers and plant equipment that includes rainwater and greywater harvesting.

The ground floor footprint of the building steps in from the primary elevation to provide access to the cycle hub to the rear of the building and provides a covered walkway from the link across the tram lines to the primary entrance. The stepping in of the facade to form the entrance also improves visual connections to the NOMA estate beyond.

The recessed walkway is expressed in a different but complimentary architectural language to highlight the importance of the public realm. The entrance portal mediates the interfaces between public and private realms. The colonnade allows the public realm into the building whilst grounding the building in its urban context. At the northeast corner of the building, the frontage is activated by a retail offering with larger openings in the façade.

A larger public space in front of the entrance forms part of a chain of secondary public spaces along Corporation Street

The massing of New Victoria draws on the various scales that are present in the context. They are: lower-rise that include the adjacent Hanover, E Block and Bank Buildings (that form part of the Listed NOMA estate 7-10 storeys). Mid-rise, New Century House, Peninsula and the Indigo Hotel (15-20 storeys). High-rise, the larger residential block, the new co-op building and the CIS tower.

The office building's site boundary is not a uniform shape. The site boundary steps out most notably towards the Northeast and Northwest of the site, not lending itself to an obvious rectilinear building footprint.

A uniform building footprint was placed within the boundary that maximises the use of developable land whilst navigating existing constraints. The resulting shape is a parallelogram. Edges are rounded for a softer interaction with the public realm and to allow for the façade to wrap around the building form.

The building footprint is extruded upwards to a height appropriate to the lower rise building of the immediate context.

The regular grid of the facade wraps around the form of the building, with openings expressive of their function as either places of work, ancillary supporting amenity spaces or to demarcate the entrances.

The facade has been carefully set out to keep piers and window openings consistent across the length of the building to provide a singular architectural expression. The linear length of the corner windows is equidistant to the regular bay windows, creating a uniform appearance.

On the base, the slimmer double height piers clearly demarcate the entrance beyond which the metal sleeve meets the ground with an inviting internal glow visible through its large glazed panels.

The main entrance is recessed from the building line under a covered portal into which the public realm and its paving extend, the main entrance acts as a liminal space between public and private spheres where both office users and visitors pass and gather.

The architectural character clearly demarcates the exterior from the interior, making statement as both the place of entry as well as congregation. Between the reception the street, the entrance portal's double height scale and material quality creates a colonnade with civic presence

The retail entrance is to the northeast corner of the site, positioned along the pedestrian routes up and down Corporation street and nearest to the residential blocks, continuing the active frontage.

On level 08, the facade opens up to a terrace which has seating and planters, providing users with good quality amenity spaces. Levels 09 and 10 have extensive open air green amenity spaces

The facades on levels 08, 09 and 10 are setback from the main facade and have a delicate and finer quality, with more generous openings.

The elevations are constructed from red pigmented precast concrete is varied and textured offering a rich and tactile surface.

The texture of the piers are contrasted by the smooth concrete of the string course and spandrel, however they are similar in tone to create a monolithic unified appearance.

The entrance is defined by slimmer double height piers clad in a honed red terrazzo. The finer steel curtain walling is set back from the edge of the building, inviting both office users and members of the public within its ground

The north facade, where the core sits against the external face, continues the pier rhythm around the building.

Instead of windows, the facade is closed with smooth pigmented concrete to match the window spandrels and string course. The continuous layer of insulation will positively contribute to the thermal performance of the building.

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

The proposed scheme establishes a public realm that is designed for better pedestrian safety and improved streetscape.

The surrounding public realm forms part of larger pedestrian route of hard landscape and interconnected soft landscaped areas.

The colonnade aims to draw the public in, creating a generous space for shelter and rest, whilst also maintaining the cycle route to the rear of the building. The surface materials will stitch into the surrounding pavements allowing a seamless transition between the spaces, with level access.

The street furniture is made up of planters and visitor cycle stands which will primarily serve the retail unit.

Forming part of the eventual s.278 highways works, the existing bus stop is proposed to be moved up further along Corporation Street. This provides the opportunity for a large hard landscaped public space in front of the main entrance and adds to the ribbon of public spaces up and down Corporation Street. This pavement is also widened along the southeast elevation, improving the pedestrian route.

There will be an externally located DNO substation located to the North west of the site. This will be maintained through the use of the access road. The enclosure will be made of dark red brick, in keeping with the material palette of the main building, with two sets of double doors on the longer north elevation, both accessible at level access from the road. Please refer to the substation planning drawings for more details.

Wind mitigation is likely to be required to achieve safe zones in the areas highlighted in a dotted blue line. This will mitigation would need to be reviewed prior to the first use of the development.

A roof terrace is also proposed which would provide new planting and recreational area for the office workers.

Impact on Ecology

An ecological appraisal concludes that the development would not cause significant or unduly harmful impacts to local ecology. The planting, trees and street trees would enhance green infrastructure, biodiversity and the ecological value of the site. A condition would agree final details to comply with policy EN9 of the Core Strategy and ensure a biodiversity gain at the site.

Effects on the Local Environment/ Amenity

(a) Sunlight, daylight, overshadowing and overlooking

An assessment has established the likely effects of the proposal on daylight and sun light at properties around the site.

In terms of daylight, 1,485 windows located within the two residential blocks of the New Victoria Phase 1: residential development were assessed due to their proximity to the site and their use. These windows have been assessed for Vertical Sky Component (VSC) in line with the BRE guidance.

All windows within the residential block closest to the ring road (Residential 1) will continue to meet the values set with the BRE guide. 42 Windows within the residential building closest to the Proposed Development (Residential 2) will fall short of the BRE targets. The majority of the effected windows achieve low values in the consented scheme and there are design features of the residential block such as recessed balconies and overhangs that reduce the amount of light that can enter a room. In addition, the windows impacted serve rooms with dual aspect windows. Therefore, given the Extant Consent, the urban nature of the site and design features of the residential development the impacts are considered to be minor.

In terms of sunlight, the two residential buildings have been assessed for the Annual Probable Sunlight Hours (APSH) to assess sunlight availability. A total of 390 windows have been assessed. With the proposed development in place, all the windows within the adjoining apartment building, Residential 1, would remain 100% BRE compliant for sunlight. In relation to Residential 2, 3 rooms, located on the 7th, 8th and 9th floor would transgress BRE sunlight criteria for the APSH assessment. All three rooms experience changes in annual sun only, with winter sun remaining BRE compliant. Again, it should be noted that sunlight availability to the

affected windows is already limited by recessed balconies and overhangs and given the urban nature of the site the retained values in each case are in-line those typically achieved in city centre locations.

It is considered, therefore, that the Proposed Development is in line with the recommendations of the BRE guidelines taking into consideration the extant consent and its city centre location.

It is considered that the impacts are not unduly harmful to warrant refusal of this application in this urban context.

(b) TV reception

A TV reception survey has concluded that there is likely to be minor interference with digital terrestrial and satellite television. This would be closely monitored during the works and a condition would require of a post completion survey to be undertaken to verify any impacts and secure mitigation if required.

(c) Air Quality

The site is in the Greater Manchester Air Quality Management Air (AQMA), and adjacent to the Salford AQMA, where air quality conditions are poor. Roads which may be used for construction traffic and post development are in the AQMA. The site was previously developed and is close to homes.

There are homes, businesses, educational facilities and recreational areas which could be affected by construction traffic and that associated with the completed development.

The application assesses the potential effects during construction of dust and particulate emissions from site activities and materials movement based on a qualitative risk assessment method based on the Institute of Air Quality Management's (IAQM) 'Guidance on the Assessment of Dust from Demolition and Construction' document, published in 2014.

The assessment of the air quality impacts of the completed development has focused on the predicted impact of changes in ambient nitrogen dioxide (NO₂) and particulate matter with an aerodynamic diameter of less than 10 µm (PM₁₀) and less than 2.5 µm (PM_{2.5}) at key local locations. The magnitude and significance of the changes have been referenced to non-statutory guidance issued by the IAQM and Environmental Protection UK (EPUK).

Both the construction and operational impacts of the development on air quality have been considered.

The main contributors to air quality conditions would be from construction. dust, particulate matter and pollution concentrations generated on site, particularly from exhaust emissions from traffic, plant and earthworks. Nearby homes are likely to experience impacts from dust from construction and earthworks. There would be emissions from construction traffic which will enter the site from Corporation Street. There are also likely to be cumulative impacts from other nearby developments which will be under construction at the same time.

The impact on human health would be low and would be further minimised by dust suppression measures and other good practices which must be implemented throughout the construction period which would be secured through the construction management plan condition.

Consideration has been given to the impact of the air quality conditions on the future occupants of the development and the surrounding area when the development is occupied.

Although the development would generate traffic, it would not create new impacts on air quality conditions (NO₂, PM₁₀ and PM_{2.5}).

100 car parking spaces would be removed from the site. There would be no car parking spaces proposed as part of the development which would result in a net reduction of spaces. There would be 84 cycle spaces and a travel plan to encourage the use of public transport use and reduce vehicle trips.

As the development would operate on an all electrical system, there would be no gas fired boilers or generators which would normally contribute to air quality conditions. No mitigation is required to minimise the impact when the development is occupied. A mechanical ventilation system would ensure that air intake to the offices would be fresh and free from pollutants.

Environmental Health concur with the conclusions and recommendations within the air quality report. The mitigation measures would be secured by planning condition and the proposal would comply with policy EN16 of the Core Strategy, paragraph 8 of the PPG and paragraph 124 of the NPPF in that there would be no detrimental impact on existing air quality conditions as a result of the development.

(d) Wind environment

A wind assessment has examined potential effects and in particular, wind flows that would be experienced by pedestrians and the influence on their activities. The assessment considered mitigation measures to minimise the impact on the wind microclimate.

Conditions at ground-level around the New Victoria Office are expected to be similar to those around the unmitigated 2016 scheme. Conditions around most of the site are expected to be within acceptable 'Standing' to 'Strolling conditions but local mitigation will be needed to achieve safe conditions at two locations.

With the proposed landscaping in place the expected wind conditions across all the external upper-levels (levels 8, 9 and 10) are expected to be within acceptable limits.

It is recommended that the New Victoria Office is tested, prior to commencing above ground works. The wind analysis will be undertaken to confirm the wind conditions around the New Victoria Office scheme and validate any detailed mitigation measures, required to reduce wind speeds to acceptable levels. The testing will include the residential schemes to the north and updated surroundings from the 2016 Scheme. It should be noted that some of the mitigation may be required outside of the New Victoria Office site red line boundary, which would need to be coordinated and delivered by a third party (similar to what was proposed in the mitigated 2016 scheme).

Noise and vibration

A noise assessment identifies the main sources of noise during construction would be from plant, equipment and general construction activities including breaking of ground and servicing.

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

The commercial unit would need to appropriately acoustically insulated to prevent noise outbreak along with plant and external equipment.

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

Waste management

A waste management strategy details how waste would be managed.

Environmental Health consider the waste management arrangements to be acceptable. Further details are required in respect of the commercial unit once the end user is known. These should form conditions of the planning approval.

Accessibility

The proposal would be accessible. Four disabled car parking spaces (two in each building) would be provided within the basement car park in close proximity to the lift core. There is level access into the commercial units and office entrance lobby off Corporation Street. All floors of the building are accessible by lift. The public realm would be accessible including lift access to navigate the level changes in the centre of the site.

Impact on the highway network/car parking

A transport statement has concluded that the number of trips generated would not have a detrimental impact on the local highway network with the development being located close to public transport.

There would be no on site car parking with the exception of disabled parking (details of which shall be agreed).

There would be 84 cycle spaces. This would be supported by changing and shower facilities for office workers.

The proposal requires some highway interventions including the creation of vehicle access point, footway improvements (including tactile paving).

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

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

Flood Risk/surface drainage

The site is in flood zone 1 'low probability of flooding'. However, it is in a critical drainage area where there are complex surface water flooding problems from ordinary watercourses, culverts

and flooding from the sewer network. These areas are particularly sensitive to an increase in rate of surface water run-off and/or volume from new developments which may exasperate local flooding problems. The applicant has prepared a drainage statement in support of their planning application. The Flood Risk Management Team require further details which should be secured by a condition together with verification and future management arrangements.

Designing out crime

A Crime Impact Statement (CIS), prepared by Design for Security at Greater Manchester Police, recognises that the development would bring vitality to this area and more active frontage. A recommended condition requires the CIS to be implemented in full to achieve Secured by Design Accreditation.

Ground conditions

A ground conditions report details that the site is contaminated from previous uses and requires remediation. The ground conditions are not complex so as to prevent development provided a strategy is prepared, implemented and the works verified. This approach should form a condition of the planning approval in order to comply with policy EN18 of the Core Strategy.

Aerodrome Safeguarding

There would be no aerodrome safeguarding concerns in respect of this proposal. An informative about the use of cranes during construction should be imposed.

Construction management

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

The site would be serviced from Miller Street where a site compound area would be created. All servicing vehicles would come via this route which would ensure that there would be minimal disruption to the homes along Angel Street from construction vehicle movements. These properties are still likely to experience noise and dust from the development but this would be minimised through measures agreed in the construction management plan.

There is unlikely to be any cumulative impact from construction activity. There is a large amount of activity in the local area but the proximity of the strategic road network should help to minimise disruption on the surrounding area.

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

Conclusion

The proposal conforms to the development plan taken as a whole as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 and there are no material considerations which would indicate otherwise.

The proposal would help to regenerate a key site providing much needed high quality office accommodation. It would develop a vacant, poor quality site on a key road junction in the city centre.

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

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

The level of harm would be less than substantial and would be outweighed by the public benefits delivered. Notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings and conservation areas as required by virtue of S66 and S72 of the Listed Buildings Act, the harm caused would be less than substantial and would be outweighed by the public benefits of the scheme thus meeting the requirements set out in paragraph 202 of the NPPF.

Human Rights Act 1998 considerations

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

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation: Approve

Article 35 Declaration

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

Condition(s) to be attached to decision for approval

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

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

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

Drawings

13701-A-L11-P00-002 Rev P1, 13701-A-LB1-P03-099 Rev P1, 13701-A-L00-P03-100 Rev P1, 13701-A-L0M-P03-101 Rev P1, 13701-A-L01-P03-102 Rev P1, 13701-A-L08-P03-109 Rev P1, 13701-A-L09-P03-110 Rev P1, 13701-A-L10-P03-111 Rev P1, 13701-A-L11-P03-112 Rev P1, 13701-A-LXX-P04-100 Rev P1, 13701-A-LXX-P04-101 Rev P1, 13701-A-LXX-P05-100 Rev P1, 13701-A-LXX-P05-101 Rev P1, 13701-A-LXX-P05-102 Rev P1, 13701-A-LXX-P05-103 Rev P1, 13701-A-LXX-P05-104 Rev P1, 13701-A-LXX-P05-105 Rev P1, 13701-A-LXX-P24-100 Rev P1, 13701-A-LXX-P24-101 Rev P1, 13701-A-LXX-P24-102 Rev P1, 13701-A-LXX-P24-103 Rev P1 and 13701-A-LXX-P24-104 Rev P1.

All stamped as received by the City Council, as Local Planning Authority, on the 20 June 2022

Supporting information

Design and Access Statement prepared by Peirce & Co, Statement of Consultation prepared by Deloitte; Air Quality Assessment prepared by Miller Goodall; Desktop Archaeological Assessment prepared by Salford Archaeology; Crime Impact Statement prepared by Greater Manchester Police; Daylight and Sunlight Desktop Appraisal prepared by Hollis; Phase 1 Ecology Survey prepared by Rachel Hacking Ecology; Heritage Assessment prepared by KM Heritage; Environmental Standards Statement, including Energy Strategy, prepared by Sweco; Local Labour Agreement prepared by Morgan Capital Partners on behalf of Toriview Limited; Transport Assessment, including Waste Management Strategy and MCC Waste Proforma, prepared by SCP; Framework Travel Plan prepared by SCP; Pre-construction TV Reception Survey prepared by G-Tech Surveys; Phase 1 Ground Conditions Preliminary Environmental Assessment prepared by VertaseFLI; UXO Survey by Alpha Associates; Ventilation Strategy prepared by Sweco, Construction Management Plan prepared by Chroma and Vinci, Acoustic Assessment prepared by Sweco, Drainage Strategy and Flood Risk Assessment prepared by AJP, Desktop Wind Microclimate Assessment prepared by Arup and Townscape and Visual Impact Assessment prepared by RBMP received by the City Council, as Local Planning Authority, on the 20 June 2022.

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

3) No development shall take place until the applicant or their agents or successors in title has secured the implementation of a programme of archaeological works. The works are to be undertaken in accordance with a Written Scheme of Investigation (WSI) submitted for approval in writing by the City Council, as Local Planning Authority. The WSI shall cover the following:

1. A phased programme and methodology of investigation and recording to include:
 - a targeted archaeological watching brief during development ground works.

2. A programme for post-investigation assessment to include:

- production of a final report on the results of the investigations and their significance.

3. Deposition of the final report with the Greater Manchester Historic Environment Record.

4. Dissemination of the results of the archaeological investigations commensurate with their significance.

5. Provision for archive deposition of the report and records of the site investigation.

6. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

Reason: To record and advance understanding of heritage assets impacted on by the development and to make information about the heritage interest publicly accessible pursuant to policies EN3 of the Manchester Core Strategy (2012) and saved policy DC20 of the Unitary Development Plan for the City of Manchester (1995).

4) Prior to the commencement of the development, excluding any drainage diversion works, details of the method for piling, or any other foundation design using penetrative methods, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented during the construction of the development.

Reason - Piling or any other foundation using penetrative methods can result in risks to potable supplies (pollution/turbidity, risk of mobilising contamination) drilling through different aquifers and creating preferential pathways. It is therefore necessary to demonstrate that piling will not result in contamination of groundwater pursuant to policies SP1, EN17 and EN18 of the Manchester Core Strategy (2012).

5) Prior to the commencement of the development, excluding any drainage diversion works,, details of the foundation design for buildings adjoining the River Irk culvert shall be submitted for approval in writing by the City Council, as Local Planning Authority. The scheme shall include any potential adverse risk impact to the existing culvert structure can be appropriately managed, factoring both during and postconstruction arrangements.

The scheme approved shall be implemented and subsequently maintained, in accordance with the approved details.

Reason - To ensure that the proposed development does not adversely impact controlled Waters pursuant to policy EN14 of the Manchester Core Strategy (2012).

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

- o Display of an emergency contact number;
- o Details of Wheel Washing;
- o Dust suppression measures;
- o Compound locations where relevant;
- o Location, removal and recycling of waste;
- o Routing strategy and swept path analysis;

- o Communication strategy with residents and businesses which shall include details of how there will be engagement, consult and notify residents during the works;
- o Parking of construction vehicles and staff; and
- o Sheeting over of construction vehicles.

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

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

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

7) Prior to the commencement of the development, except any enabling drainage diversion works, a detailed construction management plan outlining working practices during development shall be submitted for approval in writing by the local planning authority, which for the avoidance of doubt should include;

- o Display of an emergency contact number;
- o Details of Wheel Washing;
- o Dust suppression measures;
- o Compound locations where relevant;
- o Location, removal and recycling of waste;
- o Routing strategy and swept path analysis;
- o Communication strategy with residents and businesses which shall include details of how there will be engagement, consult and notify residents during the works;
- o Parking of construction vehicles and staff; and
- o Sheeting over of construction vehicles.

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

The development (except any enabling drainage diversion works) shall be carried out in accordance with the approved construction management plan.

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

8) a) Prior to the commencement of the development, excluding any drainage diversion works, details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction of the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction of the development.

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

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

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

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

9) Notwithstanding the Drainage Strategy and Flood Risk Assessment prepared by AJP stamped as received by the City Council, as Local Planning Authority, on the 20 June 2022, (a) the development shall not commence until a scheme for the drainage of surface water from the new development shall be submitted for approval in writing by the City Council as the Local Planning Authority. This shall include:

- The Main river culvert should be clearly illustrated on the proposed drainage layout and appropriate easements also included ensuring the development does not impact on the main river culvert. The EA should be consulted to ensure the proposed design is acceptable in regard to its location from the main river culvert.

- Details of how external hardstanding areas will be drained and attenuated on site.

- Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for climate change in any part of a building;

- Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.

- Where surface water is connected to Main River, any works within or adjacent to the river that would affect it would require consent from Environment Agency. An email of acceptance of proposed flows and/or new connection will suffice.

- Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice.

- The sewer diversion (which is connected to the tfgm drainage) should be designed to ensure flows remain as per the existing scenario. It is recommended that passing the diversion through a new flow control (which is connected to Phase 1 of the development) should be avoided as this could alter the upstream storage requirements and potentially create local flood issues. Both United Utilities and tfgm should be contacted regarding this diversion.

- Where an application is part of a larger site which already has planning permission it is essential that the new proposal does not compromise the drainage scheme already approved.

- Hydraulic calculation of the proposed drainage system;

- Construction details of flow control and SuDS elements.

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

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

10) Notwithstanding the Phase 1 Ground Conditions Preliminary Environmental Assessment prepared by VertaseFLI stamped as received by the City Council, as Local Planning Authority, on the 20 June 2022.

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

- phase II intrusive site investigation; and
- Remediation Strategy.

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

(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 for approval in writing by the City Council as local planning authority prior to the first occupation of a phase of the development.

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

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

11) Prior to the commencement of the development, excluding drainage diversion works, all material to be used on all external elevations of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include the submission of samples (including a panel) and specifications of all materials to be used on all external elevations of the development along with jointing and fixing details, window reveals and soffits, details of the drips to be used to prevent staining in, ventilation/air brick and a strategy for quality control management.

The approved materials shall then be implemented as part of the development.

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

12) (a) Prior to the commencement of the development, a electromagnetic compatibility plan shall be submitted for approval in writing by the City Council, as Local Planning Authority. This plan shall detail that there are no electro magnetic compatibility impacts predicted from the development in line with BSEN 50121 and BS EN 61000-6-4 (emissions) including pre development testing.

(b) Prior to the first use of the development, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm compliance with the criteria agreed in part (a). In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. A verification report and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority. Any measures shall thereafter retained and maintained in situ.

Reason - In the interest of safeguarding Metrolink infrastructure pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

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

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

Reason – In order to agree an appropriate landscaping scheme pursuant to policy DM1 of the Manchester Core Strategy (2012).

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

For the avoidance of doubt this shall include:

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

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

15) Prior to the first use of the development hereby approved, full details of the specification and locations of bat and bird boxes, shall be submitted for approval in writing by the City Council as

Local Planning Authority. The bat and bird boxes shall be installed prior to the completion of the development and therefore be retained and remain in situ.

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

16) The development hereby approved shall be carried out in accordance with the Environmental Standards Statement, including Energy Strategy, prepared by Sweco received by the City Council, as Local Planning Authority, on the 20 June 2022. A post construction review certificate/statement shall be submitted for approval, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Core Strategy and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

17) The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least a 'Outstanding' rating. Post construction review certificate(s) shall be submitted to, and approved in writing by the City Council as local planning authority, before any of the buildings hereby approved are first occupied.

Reason - In order to minimise the environmental impact of the development, pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Core Strategy, and the principles contained within The Guide to Development in Manchester SPD (2007), and the National Planning Policy Framework.

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

(b) Prior to the first use of the development, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. A verification report and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority. Any measures shall thereafter be retained and maintained in situ.

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

19) The waste management for the development hereby approved shall be carried out in accordance with the Design and Access Statement prepared by Peirce & Co received by the City Council, as Local Planning Authority, on the 20 June 2022. The details shall be

implemented prior to the first use of the development and thereafter retained and maintained in situ.

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

20) Prior to the first use of the commercial space, as shown on drawing 13701-A-L00-P03-100 received by the City Council, as Local Planning Authority, on the 20 June 2022, details of the location and a waste management strategy for this commercial space shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented and remain in place for as long as the unit is in use (and any subsequent permitted changes of use under Class E).

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

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

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

22) The development hereby approved shall include a building and site lighting scheme and a scheme for the illumination of external areas during the period between dusk and dawn. Full details of such a scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority before the first use of the development hereby approved. The approved scheme shall be implemented in full prior to the first use of development and shall remain in operation for so long as the development is occupied.

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

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

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

24) The development shall be carried out in accordance with the Crime Impact Statement prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the 20 June 2022. The development shall only be carried out in accordance with these approved details. Within 3 months of occupation of the development written confirmation to the Council as local planning authority acknowledging that it has received written confirmation of a Secured by Design accreditation

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

25) The development shall be carried out in accordance with the interim travel plan stamped as received by the City Council, as Local Planning Authority, on the 20 June 2022.

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

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

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

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

26) Prior to the first use of a phase of development, the provision of cycle spaces, as indicated on drawing 13701-A-L00-P03-100 received by the City Council, as Local Planning Authority, on the 20 June 2022 shall be implemented and retained and maintained in situ for as long as the development remains in use.

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

27) Prior to the first use of the development hereby approved, details of the location of disabled parking shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented and made available prior to the first use of the development and thereafter retained and maintained.

Reason – In the interest of ensuring adequate disabled parking at the development pursuant to policy DM1 of the Manchester Core Strategy (2012).

28) Prior to the first use of the development hereby approved, a scheme of highway works and details of footpaths reinstatement/public realm shall be submitted for approval in writing by the City Council, as Local Planning Authority.

This shall include the following:

- Review and amendment of Traffic Regulation Orders in the vicinity of the development including installation of additional parking restrictions if required;
- Creation of a loading bay;
- Improvements to public realm including footways and installation of street trees.

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

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

29) Prior to any above ground works, details of the building overhang including demonstration of sufficient headroom for pedestrians and cyclists shall be submitted for approval in writing by the City Council, as Local Planning Authority.

Reason – In the interest of ensuring sufficient clearance between the building overhang and the adopted highway pursuant to policy SP1 and DM1 of the Manchester Core Strategy (2012).

30) Notwithstanding the TV reception survey stamped as received by the City Council, as Local Planning Authority, on the 20 June 2022, within one month of the practical completion of the and at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact area a study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above. The measures identified must be carried out either before the building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

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

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

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

32) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification) the development shall only be used for offices (Use Class Egi) and a retail unit at Ground floor Level (Use Classes Ea, b, c, e, f) (excluding convenience retail).

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

33) The commercial unit, as indicated on drawing 13701-A-L00-P03-100 received by the City Council, as Local Planning Authority, on the 20 June 2022, shall remain as one unit and shall not be sub divided or amalgamated without the benefit of planning permission being secured.

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

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

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

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

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

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

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

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

37) Prior to the first of the commercial unit, details of the opening hours for the commercial unit, as indicated on drawing 13701-A-L00-P03-100 received by the City Council, as Local Planning Authority, on the 20 June 2022, shall be submitted for approval in writing by the City Council, as Local Planning Authority

The approved opening hours shall then become the operating hours for the commercial unit and any subsequent permitted change under Use Class E.

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

38) The roof terraces hereby approved shall not be open outside the following hours:-

Monday to Saturday 08:00 to 23:00
No use of the roof terrace on Sundays

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

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

39) Prior to the first use of the commercial unit, details of any roller shutters to the ground floor of the premises shall be submitted for approval in writing by the City Council, as Local Planning Authority. The shutters shall be fitted internally to the premises. The approved details shall be implemented prior to the first occupation of the commercial unit and thereafter retained and maintained in situ.

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

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

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

41) Prior to the first use of the commercial unit, as indicated on drawing 13701-A-L00-P03-100 received by the City Council, as Local Planning Authority, on the 20 June 2022, details of how the commercial spaces will be acoustically insulated and treated to limit the break out of noise shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include a noise study of the premises and a scheme of acoustic treatment.

Where entertainment noise is proposed the L_{Aeq} (entertainment noise) shall be controlled to 5dB below the L_{A90} (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location.

(b) The approved scheme shall be implemented and prior to the first use of each of the commercial space, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. A verification report and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority, and thereafter retained and maintained in situ.

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

42) All windows at ground level, unless shown otherwise on the approved drawings detailed in condition 2, shall be retained as a clear glazed window opening at all times and views into the premises shall not be screened or obscured in any way.

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

43) Prior to the first use of the commercial space within the development, details of any external areas associated with these commercial spaces (including an Operating Schedule) shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The Operating Schedule shall contain the following details:

- a. A scaled layout plan showing the proposed seating area, including layout of furniture and demarcation of the area;
- b. Full details of the measures proposed to ensure that the proposed seating area is fully accessible by disabled people;
- c. Details of the proposed furniture, including any barriers;
- d. A detailed management strategy that includes information on how the proposed external seating area would be managed in terms of potential noise disturbance, additional movement and activity, litter and storage of furniture at night;
- e. days and hours of operation.

The approved plan shall be implemented upon first use of the commercial uses in phase C1 and thereafter retained.

No amplified sound or any music shall be produced or played in any part of the site outside the building.

Reason - To safeguard the amenities of the occupiers of nearby properties, pursuant to policies SP1 and DM1 of the Core Strategy.

44) Prior to the first use of the development hereby approved details of the clean air intakes to be installed in the building shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include the specification, performance, location and a maintenance scheme detailing inspection, servicing, cleaning and replacement intervals. The approved details shall be implemented as part of the development and thereafter retained and maintained in accordance with the details.

Reason – In the interest of air quality pursuant to policy DM1 of the Manchester Core Strategy (2012).

45) Prior to the first use of the development hereby approved, details of the siting, scale and appearance of the air source heat pumps to the buildings hereby approved. The air source heat pumps must also comply with the noise criteria as specified in condition 18. The approved details shall then be implemented prior to the first use of the development and thereafter retained and maintained in situ.

Reason - In the interest of ensuring the air source heat pumps are installed and to ensure that they are appropriate in terms of visual amenity pursuant to policies SP1, EN1, EN6 and DM1 of the Manchester Core Strategy (2012).

46) Prior to the first use of the development hereby approved, details of the siting, scale and appearance of the solar panels to the roof of the buildings (including cross sections). The approved details shall then be implemented prior to the first use of the development and thereafter retained and maintained in situ.

Reason - In the interest of ensuring the solar panels are installed and to ensure that they are appropriate in terms of visual amenity and solar glare pursuant to policies SP1, EN1, EN6 and DM1 of the Manchester Core Strategy (2012).

47) Prior to the first use of the development, a wind review shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include mitigation measures to minimise the effects of the wind conditions at the development.

Any mitigation measures outlined shall be implemented within 3 months of the first occupation of the development and thereafter retained and maintained in situ.

Reason - In the interest of ensuring the wind conditions are acceptable pursuant to policy DM1 of the Manchester Core Strategy (2012).

Informatives

- Any signage, wayfinding, banners or any other advertisements to be installed in and around the application site for the purpose of the promotion of the developments and routes to it may require consent under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.
- The applicant's attention is drawn to the new procedures for crane and tall equipment notifications, please see:
<https://www.caa.co.uk/Commercial-industry/Airspace/Event-and-obstacle-notification/Crane-notification/>
It is important that any conditions or advice in this response are applied to a planning approval. Where a Planning Authority proposes to grant permission against the advice of Manchester Airport, or not attach conditions which Manchester Airport has advised, it shall notify Manchester Airport, and the Civil Aviation Authority as specified in the Town & Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosive Storage Areas) Direction 2002.
- It is expected that all modifications / improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being discharged. The developer is to agree the above with MCC's Statutory Approvals and Network Resilience Teams post planning approval and prior to construction taking place
- Regarding S278 agreements a deposit is required to begin an application, additional costs will be payable and are to be agreed with S278 team. A S278 is required for works to the adopted highway, minimum standard S278 technical approval timescale is between 4-6 months, TRO's can take 10-12 months. An independent 'Stage 2' Road Safety Audit will be required and the design may require changes if any issues are raised with all costs attributable to the Developer. A 'Stage 1' Road Safety Audit should be completed during the planning stage and a copy of the report (with Designer's Response) is to be made available to the Statutory Approvals Team upon request.
- You should ensure that the proposal is discussed in full with Building Control to ensure they meet with the guidance contained in the Building Regulations for fire safety. Should it be necessary to change the development due to conflicts with Building Regulations, you should also discuss the changes with the Planning team to ensure they do not materially affect your permission.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Work & Skills Team
Greater Manchester Police
Historic England (North West)
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
United Utilities Water PLC
Manchester Airport Safeguarding Officer
National Amenity Societies
Greater Manchester Ecology Unit
Network Rail

Java Bar And Espresso, Victoria Station Approach, Manchester, M3 1NZ
The Stoller Hall, 8 Hunts Bank Approach, Manchester, M3 1DA
Hot Dog Stand, Victoria Station Approach, Manchester, M3 1NZ
Mesh 03-04 Column 7, Long Millgate, Manchester, M3 1SB
Hanover Building, 130 Corporation Street, Manchester, M4 4GW
The Cooperative Food Store, Corporation Street, Manchester, M4 4BE
W H Smith Ltd, Victoria Station Approach, Manchester, M3 1NZ
2 - 6 Victoria Station Approach, Manchester, M3 1NY
Ground To Third Floor, 1 Balloon Street, Manchester, M4 4BE
Basement, 1 Balloon Street, Manchester, M4 4BE
Fourth And Fifth Floor, 1 Balloon Street, Manchester, M4 4BE
Club Between 7 And 9, Victoria Station Approach, Manchester, M3 1NZ
CIS Building, Miller Street, Manchester, M60 0AL
First Floor, Pleer House, 1 Fennel Street, Manchester, M4 3DU
SNIPPERS 2 LTD, 1 Victoria Station Approach, Manchester, M3 1NZ
Sadlers Cat, 40 Hanover Street, Manchester, M4 4AH
The Rabbit In The Moon Urbis, Cathedral Gardens, Corporation Street, Manchester, M4 3BG
National Football Museum Urbis, Cathedral Gardens, Corporation Street, Manchester, M4 3BG
Victoria Railway Station, Long Millgate, Manchester, M3 1WY
Gourmet Coffee Bar And Kitchen, Victoria Station Approach, Manchester, M3 1NZ
Unison, Arena Point, 1 Hunts Bank Approach, Manchester, M3 1UN
Old Bank Building, Hanover Street, Manchester, M4 4AH
Pleer House, 1 Fennel Street, Manchester, M4 3DU
T Mobile 66214, Communication Station On Roof Of, The Printworks, Withy Grove, Manchester, M4 2BS
Joseph Lanzante The Mens Room Barbers, Victoria Station Approach, Manchester, M3 1WY
Hotel Indigo Manchester Victoria Station, 6 Todd Street, Manchester, M3 1WU
STARBUCKS, 75 Hanging Ditch, Manchester, M4 3DU

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Article 4 Direction - City Centre PD Restriction - Class B1(a) To C3
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M

Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: CENTRAL