



NOMA, 2&3 Angel Square
Planning and Tall Building Statement

July 2022

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1 Introduction

- 1.1 This Planning and Tall Building Statement (the “Statement”) accompanies an application for Full Planning Permission for the construction of two office-led buildings (Use Class Egi) with an ancillary gym, commercial retail uses at lower levels, a flexible restaurant and / or office space at Level 12 of 2 Angel Square, and a flexible commercial unit at Upper Ground Floor Level of 3 Angel Square allowing for ancillary seminar space and / or Sui Generis Use Class (t) Cinema space, with associated car and cycle parking, public realm and access arrangements (the “Proposed Development”) at NOMA.
- 1.2 The Applicant is NOMA (GP) Ltd (the “Applicant”).
- 1.3 The Site is circa 0.83 hectares and is located on the northern edge of Manchester City Centre. It is largely previously developed land comprising areas of a hardstanding for surface car parking alongside informal and formal areas of shrubbery and trees. The NOMA Marketing Suite (approved in May 2021 under temporary Planning Permission Ref. 129631/FO/2021) is currently under construction within and to the south of the Site adjacent to Miller Street.
- 1.4 A Strategic Regeneration Framework (SRF) and Masterplan for NOMA was originally endorsed by Manchester City Council (MCC) in 2009, updated in 2010, 2013, 2015 and most recently in 2020.
- 1.5 The Site forms Plots M and N (to be known as 2 and 3 Angel Square) of the 20-acre NOMA Framework area.
- 1.6 NOMA is bounded to the west by Corporation Street, to the north by Angel Street, to the east by Rochdale Road and by the Metrolink line from Victoria Station and the Shudehill Interchange to the south. Dantzic Street crosses the Site north/south while Miller Street (which forms part of the Inner Relief Route (IRR)) runs east/west through the NOMA estate.
- 1.7 NOMA comprises large areas of cleared sites and the historic estate of office buildings and former warehouses, six of which are Grade II listed.
- 1.8 The 2009 Masterplan and subsequent Update Reports set out a commitment to create a commercially led, mixed use destination underpinned by core development objectives of job creation, placemaking and supporting communities. It forms a material consideration in the determination of planning applications within the area.
- 1.9 Since endorsement of the first NOMA Framework in 2009 the development context for NOMA has evolved and NOMA has had to respond to this. For example, through the endorsement of earlier Framework updates NOMA has shifted from being a mixed residential and commercial development, to one that is now commercially led.
- 1.10 The 2020 SRF document provides an update on the progress to date of the NOMA regeneration project and outlines the next phases of work and investment to complete the transformation of the area, as well as the challenges ahead.
- 1.11 The 2020 SRF highlights that as NOMA enters the next phase of development it needs to continue to respond to a changing context, notably the economic growth of Manchester and demand for Grade A office space; the increasing focus on sustainability and climate change; and the changing regeneration context and NOMA’s pivotal role in this, particularly the Northern Gateway, New Cross and Great Ducie Street.
- 1.12 Further information on the SRF and the progress made to date at NOMA can be found in Section 6 of this Statement.
- 1.13 This Statement assesses the Proposed Development against the requirements of the Development Plan and other material considerations that must inform the decision-making process. In addition, it assesses the proposals against the evaluation criteria set

out in Historic England's Advice Note 4: Tall Buildings (2022) and the relevant Tall Building Policy (Policy EN2) within the adopted Manchester Core Strategy.

The Applicant

- 1.14 The application is submitted by NOMA (GP) Limited. Following the acquisition of the Co-Operative Group's 50% stake in NOMA in 2018, Federated Hermes is now taking forward delivery of the NOMA regeneration project through its 100% stake in NOMA (GP) Ltd.
- 1.15 Federated Hermes provides world-class active investment management and stewardship services. Headquartered in London, Federated Hermes manages £35.3 billion in assets and offers a broad range of specialist, high-conviction investment strategies spanning listed equities, credit, real estate, infrastructure, private debt, and private equity.
- 1.16 MEPC, which is part of Federated Hermes, is working as development and asset manager at NOMA, which includes the delivery of new offices, retail, and leisure facilities in the centre of the city.
- 1.17 For 70 years MEPC has been a prominent name in UK commercial property with an outstanding track record of responsible property management and development, including the development of large inner-city sites creating distinctive urban quarters such as Wellington Place in Leeds.

Introduction to the Proposals

- 1.18 In November 2015, planning permission was granted at the Site for the "*Erection of a part 10 / part 11 storey, and a part 12 / part 13 storey building with plant rooms above to form a mixed use development comprising Class B1 office use (maximum of 49,622sq.m) and commercial units maximum of 1,591sq.m (Use Classes A1, A2, A3, B1 and D1) along with associated basement car parking, hard and soft landscaping and associated works, including the creation of a new pedestrian route between Angel Street and Miller Street*" (Ref. 109865/FO/2015/N1) ('the 2015 Planning Permission'). The 2015 scheme was fully in accordance with the NOMA Masterplan.
- 1.19 The 2015 Planning Permission allowed for a phased delivery of the scheme, so that 2 Angel Square could be delivered ahead of 3 Angel Square (or vice versa) and each phase was subject to a different implementation period. As such, the permission for 2 Angel Square expired in November 2018, whilst the permission for 3 Angel Square remained extant until 12 November 2020. Neither phase of the 2015 Planning Permission was implemented prior to expiration.
- 1.20 In February 2020 Planning Permission was granted for a revised scheme for 2 and 3 Angel Square comprising the "*Erection of an 11 storey building and a 12 storey building with plant rooms above to form a mixed use development comprising 39,184 sq. m (NIA) of Class B1a office use and commercial units of 1,286 sqm (NIA) (Use Classes A1, A2, A3, A4, B1a and D1) along with associated lower ground level car parking, hard and soft landscaping and associated works, including the creation of a new pedestrian route between Angel Street and Miller Street*" (Ref. 124973/FO/2019) ('the 2020 Planning Permission').
- 1.21 The 2020 Planning permission remains extant until 30 September 2022.
- 1.22 A further revised scheme for both 2 and 3 Angel Square is now proposed to bring forward a more sustainable development; to create 'next generation' buildings in terms of sustainability and net zero carbon.
- 1.23 The revised scheme is largely consistent with the proposals approved under the 2015 and 2020 Planning Permissions. The key changes relate to design and offer enhancements in response to the changed market and occupier demands, particularly with regards to sustainability targets.
- 1.24 The updated proposal aims to meet the following key environmental standards:

- BREEAM Outstanding - the highest score for the measure of sustainability of a building, meaning that it will be in the top 1% of UK new non-domestic buildings in terms of sustainability.
 - NABERS 5 Star (Excellent Rating) as a minimum.
- 1.25 The design approach has also been improved to ensure that both 2 and 3 Angel Square are comparable in scale and prominence, whilst providing buildings of greater character and architectural merit. The challenge with which the design team have overcome is to address the Site levels effectively whilst providing active ground floor uses across the Site.
- 1.26 Overall, the Proposed Development proposes a slight increase to the overall quantum of development and comprises 56,741 sq. m (GIA), which compares to the previous 2015 scheme which proposed to deliver 55,257 sq. m (GIA) and the 2019 schemes which proposed to deliver 53,835 sq. m (GIA).
- 1.27 The Proposed Development will therefore allow the development of this underutilised site and represents an opportunity to continue the regeneration of this part of Manchester; with a particular emphasis on providing 'best-in-class' sustainable development.
- 1.28 It will contribute towards the supply of Grade A office floor-space, which is needed to support sustainable growth and meet occupier demand.
- 1.29 In addition, the Proposed Development includes new public realm which will form a vital part in integrating the Proposed Development with the adjacent Angel Square public realm. A separate planning application for improvements to Angel Square public realm is to be submitted in due course and during the determination period of this application.
- 1.30 The public realm provided as part of this planning application for 2 and 3 Angel Square has been developed with consideration for the proposals for Angel Square Public Realm, whilst also being able to be delivered independently.

Description of Development

- 1.31 The description of development as stated on the application form for Full Planning Permission is:
- "Erection of 2 Angel Square, a 14 storey building (excluding roof top plant) to form a mixed use office development (Use Class Egi) with two flexible commercial units at Upper Ground floor Level (Use Classes Ea, b, c, e, f, and / or Use Class Sui Generis (p) and (q)), and with a flexible office (Use Class Egi) and/or restaurant (Use Class Eb) space at Level 12, along with Lower Ground Level car and cycle parking, hard and soft landscaping and other associated works;*
- Erection of 3 Angel Square, a 13 storey building (excluding roof top plant) to form a mixed use office development (Use Class Egi) with two flexible commercial units provided over Lower and Upper Ground Floor Levels (Use Classes Ea, b, c, e, f, and / or Use Class Sui Generis (p) and (q)), a further flexible commercial unit at Upper Ground Floor Level only allowing for ancillary seminar space and / or Sui Generis Use Class (t) Cinema space, together with an ancillary gym space at Upper Ground Floor, as well as Lower Ground Level car and cycle parking, hard and soft landscaping and other associated works."*
- 1.32 A description of the proposals is included within Section 4 of this report and more fully described within the Design and Access Statement (DAS) prepared by Cartwright Pickard and the Landscape DAS, prepared by Planit-IE.

Environmental Impact Assessment

- 1.33 This development constitutes Environmental Impact Assessment (EIA) development. Consequently, an Environmental Statement (ES) has been submitted. The 2015 Planning Permission was accompanied by an EIA, which considered several topics. The 2015 EIA concluded that, aside from sunlight, daylight and wind effects, the Proposed Development would not give rise to significant environmental effects.

- 1.34 Subsequently, the 2020 planning application only assessed sunlight, daylight and overshadowing, and wind effects. Other topics were scoped-out during a formal Scoping Request.
- 1.35 An EIA Scoping exercise has been completed in respect of the revised scheme, with a formal request submitted to the LPA on 16 June 2022; at the time of submission an EIA Scoping Opinion had not been received by the LPA.
- 1.36 Based on the outcome of the 2015 and 2020 EIA, a review of the baseline conditions, revised scheme and committed developments, the EIA will assess the effects of sunlight, daylight and overshadowing, and wind, with all other topics being addressed in standalone technical reports.

Public Benefits

- 1.37 The Proposed Development will build on the progress made to date at NOMA and strengthen NOMA's position as an emerging commercial, creative, and digital hub. The public benefits are fully listed within Section 5, but in summary, it will deliver the following benefits:
- Providing two new architecturally designed buildings, with high quality landscaping and archaeological interpretation, improving the urban environment, responding sensitively to the setting of nearby heritage assets, and transforming an important regeneration site for the city.
 - Providing much demanded Grade A office floorspace in a highly accessible and sustainable location, close to public transport and including extensive cycle facilities.
 - Improving on the c.800,000 sq. ft. of office floorspace delivered at NOMA and the further 836,000 sq. ft. in the pipeline (either on-site or in the planning process), contributing towards the strategic vision of both NOMA and the Northern Gateway. It will act as a catalyst for the next phase of development in the area.
 - Providing a key opportunity to expand the City Centre creating connections to key regeneration initiatives and complimenting investment within areas including the Green Quarter, Angel Meadows, Victoria Station, Ancoats and New Islington, New Cross and Strangeways.
 - Creation of circa 4,400 new jobs, together with 400 temporary jobs during the construction period with opportunities for local people to access employment using a Local Labour Agreement.
 - Delivery of commercial retail floorspace on the lower and upper ground floors, activating a key site within the heart of the NOMA Masterplan.
 - Enabling the redesign of Angel Square to provide an improved green space in the heart of NOMA.
 - Delivering sustainable and energy efficient buildings designed to adapt to climate change. Reducing embodied carbon through considered design and mitigating against climate change through the provision of solar panels and sustainable urban drainage.
 - Mitigating against climate change including using PVs, sustainable urban drainage and high-quality materials which align with the principles of a circular economy.
 - Enabling further contributions towards the £4.5 million of social value that has already been generated through volunteering, training, apprenticeships, and health & well-being initiatives at NOMA.

Application Documentation

- This Planning and Tall Building Statement should be read in conjunction with the following supporting documents:

- Application Form – prepared by Deloitte LLP;
- Covering Letter – prepared by Deloitte LLP;
- Site Location Plan, Existing Site Plans and Proposed Plans – prepared by Cartwright Pickard;
- DAS– prepared by Cartwright Pickard;
- Landscape DAS (Contained in DAS) – prepared by Planit-IE;
- Statement of Consultation – prepared by Deloitte and Counter Context;
- Heritage and Visual Impact Assessment – prepared by Stephen Levrant Heritage Architecture;
- Environmental Standards Statement – prepared by Mainer with support from Buro Happold;
- Energy Statement – prepared by Buro Happold;
- BREEAM Pre-Assessment – prepared by Mainer Associates;
- Noise and Vibration Assessment – prepared by Buro Happold;
- Ground Engineering Desk Study Report (May 2022) – prepared by Buro Happold;
- 2 & 3 Angel Square and NOMA Marketing Suite Report on Ground Investigation – prepared by Structural Soils;
- Archaeological Desk Based Assessment (August 2019) – prepared by Salford Archaeology;
- Archaeological Excavation Report (October 2021) – prepared by Salford Archaeology;
- Aviation Safety Assessment – prepared by Pager Power;
- Underground Utilities Map – prepared by Charter Oaks Limited;
- Television Baseline Survey – prepared by Pager Power;
- Ecological Survey and Assessment – prepared by ERAP;
- Arboricultural Impact Assessment – prepared by Bowland Tree Consultancy Limited;
- Local Labour Agreement – prepared by NOMA (GP) Ltd;
- Crime Impact Statement – prepared by Greater Manchester Police;
- Ventilation Strategy – prepared by Buro Happold;
- Servicing and Waste Management Strategy – prepared by Curtins;
- Flood Risk Assessment – prepared by Buro Happold;
- Drainage Strategy – prepared by Buro Happold;
- Operational Management Strategy – prepared by Workman;
- Transport Statement – prepared by Curtins;
- Framework Travel Plan – prepared by Curtins;
- Air Quality Assessment – prepared by Buro Happold;
- Outline Construction Management Plan – prepared by Gardiner and Theobald;
- Environmental Statement, including the following chapters:
 - Introduction – prepared by Deloitte LLP;
 - Methodology and Significance Criteria – prepared by Deloitte LLP;
 - Site, Surroundings and Description of Proposals – prepared by Deloitte LLP;

- Consideration of Alternatives – prepared by Deloitte LLP;
- Construction Methodology and Phasing – prepared by Gardiner and Theobald and Deloitte LLP;
- Sunlight and Daylight Assessment – prepared by Buro Happold;
- Wind Microclimate Assessment – prepared by Buro Happold;
- Type 1 Cumulative Effects – prepared by Deloitte LLP;
- Summary of Residual Effects – prepared Deloitte LLP; and
- Non-Technical Summary – prepared by Deloitte LLP and Buro Happold.

Structure of the Planning and Tall Building Statement

1.38 The remainder of this Statement is structured as follows:

- Section 2 sets out the strategic and economic context of the proposals.
- Section 3 provides a site description and considers the wider context of the Site.
- Section 4 describes the application proposals and their design evolution.
- Section 5 provides a description of the public benefits of the Proposed Development.
- Section 6 outlines the relevant planning policy framework.
- Section 7 provides an evaluation of the proposals using Historic England’s Advice Note 4 “Tall Buildings” (2022) and Manchester Core Strategy Policy EN2 Tall Buildings.
- Section 8 identifies the other site-specific planning considerations relevant to the determination of the application, which have not been addressed in Section 7, and provides a detailed planning policy appraisal of the proposals against the Development Plan and other material considerations.
- Section 9 concludes by summarising the case for the grant of Planning Permission.
- Appendix 1 provides a Green and Blue Infrastructure Statement.

2 Strategic and Economic Context

- 2.1 The Site's relationship to strategic regeneration aspirations in this part of the city underlines the importance of continued and sustained regeneration. The long-term viable reuse of this brownfield site represents an important further step towards delivering the full regeneration potential of NOMA, and in doing so will make a significant contribution to a range of strategic objectives.
- 2.2 The remainder of this section considers the Site's strategic economic and regeneration context in more detail.

Economic and Market Context

- 2.3 Manchester's increasingly buoyant economy continues to benefit from growth in financial and professional services and is being further strengthened and diversified by high added value growth in key sectors such as Creative and Digital, Science and Innovation, Culture, Sport and Tourism.
- 2.4 Prospects for economic growth are also closely tied to the ability to attract and retain the most talented individuals. Population growth in recent years has been particularly evident in a younger 20–35-year demographic, which is attracted to Manchester's lifestyle and increasing employment opportunities, and this in turn is driving further economic growth and enhanced productivity. It is therefore critical to focus efforts on improving the City Region's attractiveness as a location to live, study, work, invest and do business.
- 2.5 Economic growth has also been supported by Manchester's expanding international connections, centres of excellence in research and higher education, and investment in transport infrastructure, which has deepened labour markets.
- 2.6 Prior to the COVID-19 health crises, Manchester's economy grew at a faster rate than the rest of the UK on average, with the City Centre as the economic growth engine for both Manchester and the wider region¹. Whilst the economy has been negatively impacted in the short term during COVID-19, the construction sector has been able to continue to build on Manchester's momentum generated in recent years.
- 2.7 Continued investment in development in the city is seen as key to Manchester's recovery from the pandemic². Long-term investment programmes in key sectors will help power the recovery by creating new jobs and acting as a catalyst to further investment³.
- 2.8 Schemes like the Proposed Development will seek to benefit the city by improving it as a place to live and work and will support the city's economic recovery by becoming operational from circa Jan 2025 after the acute short-term economic impacts of COVID-19 have subsided.
- 2.9 It is considered that Manchester is already showing signs of recovery: construction has continued in earnest throughout the last year, including at 4 Angel Square at NOMA and in 2021 alone 1.34 million sq. ft completed construction across 4 schemes in the city⁴. This was also supported by the completion of a range of residential units in the City Centre, including at Affinity Living, Kampus and Store Street. Major new educational floorspace at the University of Manchester's MECD was also brought to market⁵.

¹ Manchester City Council, Powering Recovery: Manchester's Recovery and Investment Plan

² Ibid

³ Ibid

⁴ Deloitte LLP, Manchester Crane Survey 2022

⁵ Ibid

- 2.10 The Manchester Strategy 2016-25 identifies a clear vision for Manchester's future, where all residents can access and benefit from the opportunities created by economic growth.

Manchester - A Growing City

- 2.11 The City of Manchester is located at the heart of Greater Manchester, the largest conurbation outside of London. Over a thirty-year programme of transformation, Manchester has become recognised as one of Europe's most exciting and dynamic cities.
- 2.12 Manchester has seen unprecedented growth over the past two decades, with growth concentrated in the City Centre and surrounding wards. As of 2020, the Piccadilly Ward had a resident population of 20,356, equal to 3.5% of Manchester's population, which was estimated at 586,100 residents⁶. By 2025, this population is expected to grow to 627,000 residents⁷.
- 2.13 To provide context, the latest ONS mid-year population estimates suggest that Manchester has already had a 31% growth in population between 2001 and 2020. It is evident that Manchester's popularity is rising and is an attractive place to study, work and live⁸.
- 2.14 While this level of population growth is exceptional, the city is still some way below its historical peak population of 766,311, achieved in 1931.
- 2.15 The Greater Manchester sub-region, which has a resident population of over 2.78 million and a combined Gross Value Added (GVA) of over £65.5 billion, accounts for around two fifths of the North West's economic output⁹. In 2017, almost one third of the £65.5 billion of GVA generated in Greater Manchester was produced in the City of Manchester¹⁰.
- 2.16 Economically, Manchester is one of the fastest growing cities in Europe. Between 2018 and 2019, Manchester's overall GVA (B) grew by 5.9%, compared to 3.5% for the UK¹¹.
- 2.17 Employment growth of 9.9% is forecast in Greater Manchester between 2016 and 2036 and is still forecast to achieve this despite the impact of the pandemic. In addition, a significant proportion of forecast employment growth is expected to occur in sectors with higher-than-average GVA. GVA is expected to increase with a 41.2% change forecast from 2016 to 2036. During this period, GVA across Greater Manchester is forecast to rise by an average of 1.7% per year, increasing to over £88.4 billion by 2036¹².
- 2.18 Manchester's enhanced economic performance has been underpinned by a move from its traditional manufacturing and industrial role towards a service-based, high growth economy. Importantly, it is this sector of the economy that provides a large proportion of the high skilled and high productivity jobs in the national economy.
- 2.19 Manchester's economy is continuing to strengthen and diversify with strong high added value growth forecast in Science and Innovation, Creative and Digital, Advanced Manufacturing, as well as Culture, Tourism, Sports and Leisure sectors¹³. Over the past couple of years, there have been significant levels of investment in the city to commercialise its strengths in research and innovation, and although COVID-19 has had an undeniable impact, it is considered Manchester may be more resilient than many other cities worldwide and is already returning to previous ambitions¹⁴.

⁶ Manchester City Council Forecasting Model W2020 (adjusted to include impact of COVID-19)

⁷ Ibid

⁸ Manchester City Council, State of the City Report 2021.

⁹ Office for National Statistics, Regional Gross Value Added (Income Approach) tables (released 12 December 2018),

<https://www.ons.gov.uk/economy/grossvalueaddedgva/datasets/regionalgrossvalueaddedincomeapproach>

¹⁰ Office for National Statistics, ibid.

¹¹ Manchester City Council, State of the City Report, 2021

¹² Greater Manchester Combined Authority, Greater Manchester Forecasting Model 2019 – Baseline, <https://www.greatermanchester-ca.gov.uk/what-wedo/economy/greater-manchester-forecasting-model/>

¹³ Manchester City Council, State of the City Report 2018.

¹⁴ Manchester City Council, State of the City Report 2021.

Manchester – Encouraging the Growth of a Dynamic Private Sector

- 2.20 With a thriving private sector, the city has attracted more foreign direct investment in the past decade than any other city outside of London¹⁵. Although COVID-19 influenced the market alike most places, take-up of office floorspace for Q1 2021 was only 10% below the 10-year average, whilst demand for office space was up 25% in March and April 2021 on the same period in 2019¹⁶ demonstrating an uplift in activity.
- 2.21 Across all industries, Manchester is forecast to have the highest regional office-based employment growth over the next five years¹⁷. The digital and creative sectors will play a key role in this, as office take-up evidence that these have been the fastest-growing sectors in Greater Manchester between 2015 and 2020; growing by 42%¹⁸.
- 2.22 Increasingly businesses are looking for benefits from agglomeration. Business sectors that are influenced by agglomeration are attracted to locations where there are deep labour markets offering an exceptional range of highly qualified and skilled staff. Manchester's existing business base ensures that it is in prime position to attract such companies that benefit from this. This is particularly prevalent in the digital and creative industries, as well as life sciences and advanced manufacturing.

Manchester - A Mobile and Skilled Workforce

- 2.23 The Manchester City Region offers a high quality and growing workforce of some 7.2 million people within a one-hour commute of the city¹⁹. There is access to a pool of skilled people across a wide range of industries, and over 90,000 students in four universities across Greater Manchester²⁰.
- 2.24 A feature of the City's economy and its employment growth has been the ability to attract an international workforce from Europe and beyond. International migration has contributed to economic growth in both the high skilled occupations, such as health and digital, and in the leisure and care economies. The residential property market has a considerable effect in making the City an attractive destination. Its success has seen an increased birth rate of international migrants' families, which has further contributed to employment growth and housing demand.

Manchester – National, Regional and City Region Connectivity

- 2.25 Manchester has continued to invest significantly in its transport infrastructure, delivering major improvements in terms of accessibility to and within the Regional Centre. This increases the City's capacity of its travel to work area (and therefore its pool of labour) and enhances connectivity between businesses. It also makes the City Centre easier to get around and a better place to live.
- 2.26 Significant investment has been made in the Metrolink network, including the Manchester Airport link the Second City Crossing and Trafford Line, which opened in 2015, 2017 and 2020 respectively. There are several Metrolink stops within a 10-minute walk from the Site.
- 2.27 There is good access to and from the Site from Manchester Victoria, Salford Central, Manchester Piccadilly Station, Oxford Road Station and Deansgate Station, which are all within a 30-minute walking distance and connected by sustainable transport modes, such as the Metrolink and the free city centre bus. In the future, this accessibility by train will be significantly improved through the development of a new integrated station to accommodate High Speed Rail 2 (HS2) and Northern Powerhouse Rail (NPR).

¹⁵ Savills, *Manchester Office Market (September 2019)*, <https://pdf.euro.savills.co.uk/uk/office-reports/mim-manchester-offices---summer-2019.pdf>. Accessed 19/09/19.

¹⁶ Savills, *Market in Minutes: Manchester Offices*, May 2021, [Savills UK | Market in Minutes: Manchester Offices – Spring 2021](https://www.savills.co.uk/uk/office-reports/mim-manchester-offices-spring-2021)

¹⁷ Ibid.

¹⁸ Ibid.

¹⁹ Invest in Manchester, *Workforce*, <https://www.investinmanchester.com/why-manchester/workforce>.

²⁰ HESA, *HE student enrolments by HE provider and domicile Academic Year 2020/21*, <https://www.hesa.ac.uk/data-and-analysis/students/table-11>

- 2.28 In addition, accessibility improvements in terms of enhanced infrastructure to promote walking and cycling, continue to be delivered as part of major regeneration programmes. This enhances connectivity to jobs, education and recreational opportunities for the local workforce and residents. The City Centre Transport Plan was updated in 2020, which has set out new priorities for promotion of sustainable movement across the city centre and beyond and is discussed later in this section.

Manchester - International Connectivity

- 2.29 Manchester International Airport is the third largest airport in the UK and is the primary gateway for the north of England. On a typical year, prior to the COVID-19 health crisis, it served 29 million passengers a year and connects to over 200 destinations worldwide. Direct flights serve all of Europe's major cities and the airport provides multiple long-haul routes to North America, the Middle East, Asia, and Australasia.
- 2.30 The Airport is currently embarking on a £1 billion transformation programme of investment and improvement, including the new Terminal 2 Extension. Work at the Airport will also be carried out to maximise the potential of Manchester's existing two runways, which have the capacity to handle 55m passengers a year²¹.

Office Market Demand

A Shift in the Way We Work

- 2.31 Despite the considerable impact COVID-19 has had on the office sector and in particular the way we work, more than a third (37%) of developers expect homeworking to have no impact on the demand for leasing. Furthermore, only 24% of UK businesses have expressed an intention to increase homeworking going forward. The proportion of individuals only working remotely has also been falling since the 2021 high of 37% in February, dropping by 12 percentage points to 25% in May 2021²², and is expected to fall further.
- 2.32 At the same time, 85% of individuals currently working from home have indicated that they would like to use a 'hybrid' approach in the future, combining both home and office working. As such, the way in which office space is used has changed and is likely to continue to change, requiring office buildings to be as flexible as possible²³.
- 2.33 In response to these changes, there have been initiatives by corporates and office occupiers to improve the employee experience, to attract the best talent. A recent Deloitte survey found that 61% of executives now focus on reimagining work compared to only 29% before the start of the pandemic. Moving forward, we can expect offices to offer more in the way of on-site facilities and amenities to improve employee wellbeing such as gyms, eateries, roof terraces, and collaborative and entertainment space²⁴.

Manchester's Office Districts

- 2.34 Manchester has a number of very successful office buildings and districts. Spinningfields, NOMA, and St. Peter's Square in particular have established themselves as such districts offering Grade 'A' floorspace. More recent examples include St. John's and Circle Square and which are developing into much sought-after office locations.
- 2.35 It is considered that each of the locations share the same characteristics:
- **Public Realm** – a key element to a successful office location is having high quality public realm within the vicinity of the development. This space aids with permeability but also provides amenity space for occupiers. New office developments can also have a positive impact on existing public realm, introducing activity to an area which was neglected.

²¹ Manchester Airport Group (MAG), Manchester Airport is the UK's global gateway in the North (2019), <https://www.manap.co.uk/about/>.

²² Deloitte, Manchester Crane Survey 2022

²³ Ibid

²⁴ Ibid

- **Connections** – strong connections with other business areas and public transport infrastructure are important. Successful commercial locations are often on a more prominent route across the city centre – e.g., Oxford Road to Spinningfields, or NOMA on the inner-city ring road.
 - **Business Environment** – each location has a strong commercial identity. This goes beyond just having other office buildings nearby but also includes having a wide range of supporting businesses such as restaurants, shops, and bars that are necessary ingredients in professional life.
- 2.36 NOMA is the key link between the City Centre and the strategic regeneration area of the Northern Gateway. It is a strategically important area located on the edge of Manchester City Centre and next to the Central Business District and key transport hubs, including Victoria Station and Shudehill.
- 2.37 Given the key locational advantages, significant progress has been made to date to establish NOMA as a commercially led, mixed-use destination, as outlined within the NOMA SRF.

The Market

- 2.38 Manchester City Centre has one of the largest office centres outside of central London with approximately 3.8 million sq.ft. of office floorspace. The Manchester office market remains highly competitive, building off the strength of the local economy and the desire for businesses to want to locate here for business combined with a growing population.
- 2.39 The latest figures from the Manchester Office Agents Forum ('MOAF'), released in January 2022 and reporting on 2021, highlight that over 1m sq. ft. of office floorspace space was leased, a 31% increase in uptake in 2020. MOAF anticipates that this will increase to a c.1.5m sq. ft 10-year average by 2022. The driving force of the increased take-up are smaller lettings, with approximately 75% of all transactions being below 5,000 sq. ft.
- 2.40 As of Q4 2021 there was £309m worth of office investment transactions, a 129% increase on the 10-year average²⁵. Major transactions during the last quarter include:
- Cloud Imperium Games taking 87,130 sq. ft. at Allied London's **Manchester Goods Yard**.
 - Deliveroo committing to 10,002 sq. ft. at **5 New York Street**.
 - Accenture taking 25,000 sq. ft. at Bruntwood Sci Tech's **Circle Square** scheme on Oxford Road.
- 2.41 These figures demonstrate the continued investor appetite for office floorspace in Manchester where there is strong occupier market.
- 2.42 The strong uptake of office space has led to a shortage of Grade 'A' office space as demand outstrips supply, with over 50% of the 2022 development pipeline already let and 30% of the 2023 development pipeline already being pre-let. There is now a flight to quality and the 'hotel-isation' of office space, with a focus on good quality accommodation and it is clear that occupiers are prepared to pay higher rents for the right space in the right location²⁶.
- 2.43 The office market in Manchester remains strong with continued appetite. There has also been an increased demand for good quality refurbishment projects in the right location within the City Centre. Complementing this, there has been an increase in demand for flexible working spaces and smaller floorplates. These smaller floorplates typically appeal to the Creative, Digital and Tech sector, and as such the growth of this sector in Manchester is reflected in the subtle shift in the office market.

²⁵ Knight Frank (2022), Manchester Office Market | Research, Q4 2021

²⁶ Manchester Office Agents Forum (2022), Manchester Office Market

- 2.44 It is envisaged that the Proposed Development will respond to this demand and cater for high-performance, high-quality office space. The office specification will be to Category A. There is an opportunity to provide additional high-quality amenity space for the office occupiers through the provision of new retail and leisure space at the lower and upper ground levels; also adding to and activating the street frontage.

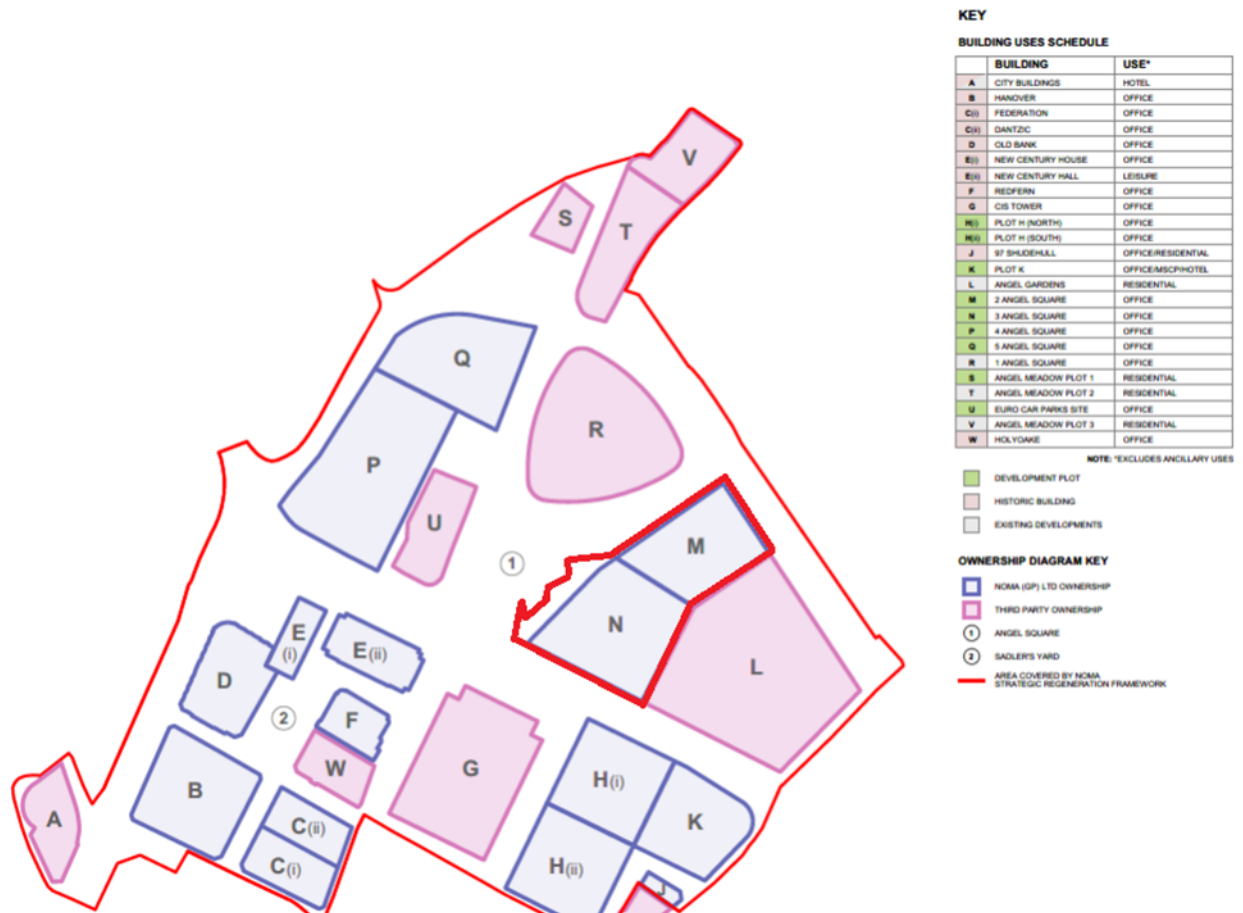
3 Site Description and Context

- 3.1 The Site is located to the northern edge of Manchester City Centre. It occupies a prominent plot within the NOMA Framework area, which provides the opportunity to establish improved connections between the City Centre, the NOMA historic estate and existing and future communities to the north.

Site Description

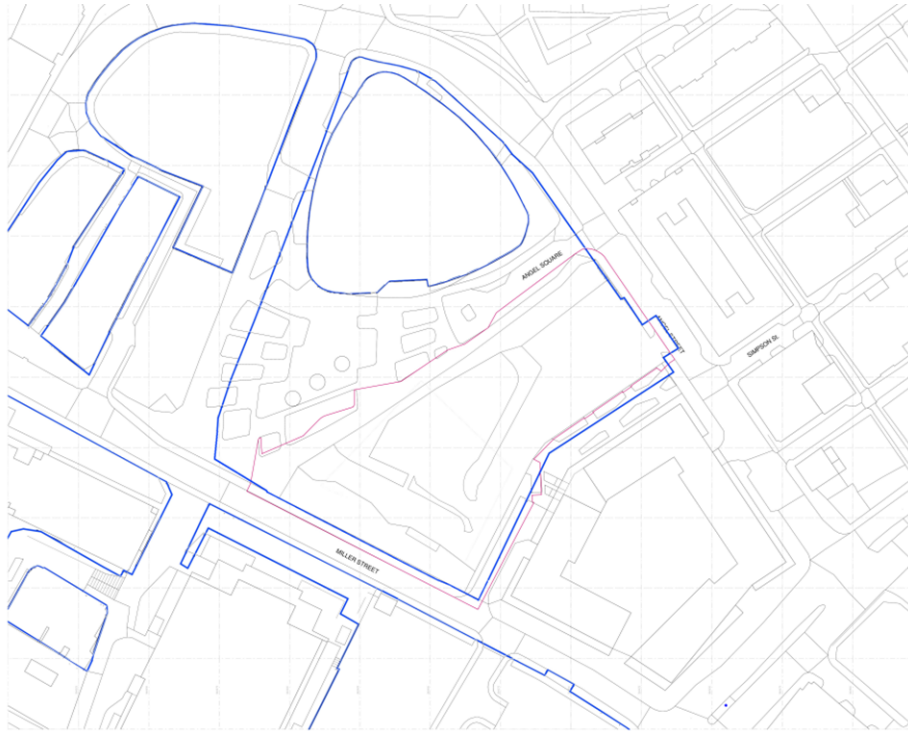
- 3.2 The Site has a combined site area of approximately 0.83ha and comprises Plots M and N of the NOMA Framework area as defined in the NOMA SRF 2020 and shown in Figure 3.1 below. The Site Location Plan is also shown in Figure 3.2 below.

Figure 3.1: NOMA Masterplan 2020 (Source: NOMA SRF 2020)²⁷



²⁷ Plots shown in pink comprise third party ownership, whilst plots in blue represent NOMA (GP) Ltd ownership. The Site is outlined with a thick redline, whilst the NOMA Framework area is outlined with a thinner redline.

Figure 3.2: Site Location Plan (Source: Cartwright Pickard)



- 3.3 It is bounded by Rochdale Road / Angel Street to the north and Miller Street to the south. To the east of the Site is Angel Mews which provides a north / south pedestrian link and public space between the Site and Angel Gardens. The Co-operative Group Headquarters, 1 Angel Square, is located to the west beyond Angel Square.
- 3.4 The Site comprises areas of hardstanding and has been used as surface car parking for several years alongside informal and formal areas of shrubbery and trees. The use as a car park detracts significantly from the quality of the environment in this area – a strategic regeneration priority and point of entry into Manchester City Centre.
- 3.5 The NOMA Marketing Suite as approved in May 2021 under temporary Planning Permission Ref. 129631/FO/2021 is currently under construction within and to the south of the Site adjacent to Miller Street. It is proposed this would be relocated to another Site within NOMA.
- 3.6 There is a significant change in levels across the Site, with the lowest part being in the west corner, rising to the north and east towards Angel Street. The difference in level across the Site between Angel Street and Miller Street is typically a storey, creating a lower and upper ground floor.
- 3.7 The Site is currently accessed from Angel Street to the north and from the south of Angel Mews off Miller Street.
- 3.8 Due to the current condition of the Site, there is no relationship with surrounding uses, and the expansive site provides little in the way of boundaries and does not contribute to the streetscape along the major aerial routes it lies adjacent to.

Site Context

- 3.9 The Site is located on the northern fringe of Manchester City Centre and is located within the North Manchester Area of the Regional Centre as defined in the MCC's Local Development Framework. The Site is also allocated for commercial / business uses under Unitary Development Plan (UDP) Saved Policy HC10b.

- 3.10 Such high level political and policy support provides a very clear mandate in terms of delivering development within NOMA, which will support the next phase of growth in Manchester and enhance the City's productivity in the process. In doing so, it should maximise the opportunities that NOMA presents in terms of delivering positive regeneration outcomes for the City's communities. This translates into supporting a new high quality urban neighbourhood at NOMA for a mix of uses that is employment-led but includes a component of residential development.
- 3.11 The Site is surrounded by a mix of city centre uses. It is immediately adjacent to several NOMA developments, including 1 Angel Square, the Co-operative Group Headquarters building, and Angel Gardens, a residential-led development that completed in 2020.
- 3.12 To the east of the Site is Angel Mews which provides a north / south pedestrian link and public space between the Site and Angel Gardens.
- 3.13 Angel Square public realm is located immediately to the west and adjoining the Site. It is a key element of public space within the NOMA Framework area that provides links between the area north of Angel Street and Angel Meadows through NOMA and into Manchester City Centre.
- 3.14 St Michael's Flags / Angel Meadow Park is a short walk to the north and would provide an attractive green open space – an 'oasis' in the city for employees.
- 3.15 4 Angel Square (as approved in July 2019 under Planning Permission Ref. 123437/FO/2019) is currently under construction at Plot P to the west of Angel Square and is scheduled to complete in 2023.
- 3.16 Beyond to the south is the NOMA historic estate, which includes several Grade II Listed Buildings, including CIS Tower, the newly refurbished New Century House and Hall, Redfern and Dantzie buildings.
- 3.17 Beyond Angel Street to the north is the Linx residential development and other 7/8 storey residential apartment buildings. Beyond these immediate frontage uses, the area to the north of Angel Street comprises further residential apartments blocks, both new build and conversions of existing buildings. These are a product of the demand for edge of City Centre apartment development generated during the last recent, pre-recession phase of significant economic growth in Manchester, principally fuelled by the expansion of business services in the city.
- 3.18 There is a myriad of uses along Rochdale Road, including the 20 storey Skyline Central residential tower, small scale commercial units, surface car parking operated by Euro Car Parks and small retail units.
- 3.19 The Site is extremely well-located within easy walking distance to employment opportunities and the services and facilities offered by Manchester City Centre and near the predominantly residential areas of New Cross and Ancoats to the east.
- 3.20 Notably, Aviva Investors delivered the major refurbishment and revitalisation of the Corn Exchange as a food destination offering over 14 different bars and restaurants, which has been operational since 2016 and attracted 40 million visitors annually. The Roomzzz Aparthotel on the upper levels opened for business in 2018. The food destination together with the new hotel acts as a significant additional generator of visitor traffic and footfall within the vicinity.
- 3.21 Recent developments have also completed at the Medieval Quarter masterplan, including the new Cathedral public realm and Glade of Light memorial garden.

Transport and Accessibility

- 3.22 The NOMA Framework area has excellent accessibility to a range of modes of transport.
- 3.23 The Site is bound to the north and south by Manchester's Inner Ring Road (IRR). The reconfigured Rochdale Road (A664) and widened Angel Street (A664) runs adjacent to the Site and forms a key arterial route into the City Centre from the North. Previously, at four lanes, Miller Street had acted as a physical and psychological edge to the City

- Centre, creating a barrier to the continued expansion of the City Centre and disconnecting communities on the northern edge of the City Centre.
- 3.24 Road alterations were carried out to create two one-way routes through the Site – one along a narrowed Miller Street and the second along widened sections of Corporation and Angel Street. The new network opened to traffic in December 2012 and has significantly improved traffic flow and connectivity between the NOMA site and the rest of the City Centre.
 - 3.25 The IRR connects all the major road routes into the City Centre (including Rochdale Road) and as a result carries a high volume of traffic at all times of the day.
 - 3.26 The area also benefits from a high level of pedestrian and vehicular accessibility and offers exceptional linkages to a variety of multi-modal public transport connections.
 - 3.27 Existing cycle infrastructure on Corporation Street and Dantzic Street allows cycle access into Manchester City Centre, with direct access to Manchester Victoria Station and the Printworks. There are two national cycle routes within proximity of the Site.
 - 3.28 The local cycle network is also part of Greater Manchester’s cycling and walking infrastructure proposal, named the “Bee Network”, which comprises signed routes that mark the most direct and pleasant way to navigate an area on foot or by bike. The Site is located directly north of Bee Network improvements as part of the Manchester Northern / Eastern Gateway to the north of the Site, and improved crossing facilities adjacent to tramlines along Corporation Street and Shudehill.
 - 3.29 As part of the Bee Network, a Bike Hire Scheme is being rolled out in Manchester as part of a public trial. There are currently no docking stations at NOMA, however it is envisaged that in summer 2022, there will be more than 200 stations, 1,200 pedal bikes and 300 e-bikes across Manchester, Salford, and Trafford.
 - 3.30 The Site is extremely well-located, near Shudehill Interchange, which provides access to Manchester’s Metrolink network as well as local bus services. Manchester Metrolink offers high-frequency services (up to 10 per hour) across Greater Manchester.
 - 3.31 The Site is within a short walking distance of Manchester Victoria Station, which is an important hub on the north-west railway network and serves destinations throughout Greater Manchester and the north of England.
 - 3.32 The £44 million overhaul of Victoria Station which includes four new tram platforms and three new tracks completed in 2015, providing an increase in passenger numbers from 20,000 to 40,000 a day.
 - 3.33 Alongside station improvements, Ordsall Chord which opened in November 2017 provides a new viaduct connection between Manchester Victoria, Oxford Road and Piccadilly Stations enabling a faster and more efficient rail services within the city and across the north of England.
 - 3.34 Further services to destinations across the UK are accessible from Manchester Piccadilly Station, located approximately 15–20-minute walk to the south-east of the Site.
 - 3.35 Manchester Airport, the City’s international gateway is within easy reach via road, Metrolink and rail, as are the City’s motorway connections.

Historic Context

- 3.36 A significant amount of research and investigation has been undertaken to ascertain the historical and archaeological significance of the Site, both during the preparation of the wider NOMA Masterplan and through site assessments relating to the Proposed Development.
- 3.37 The Site itself is not located within a conservation area, nor are there listed buildings within the red line boundary. However, the Site is located within proximity to several conservation areas including Shudehill, Cathedral, Smithfield, and Ancoats Conservation

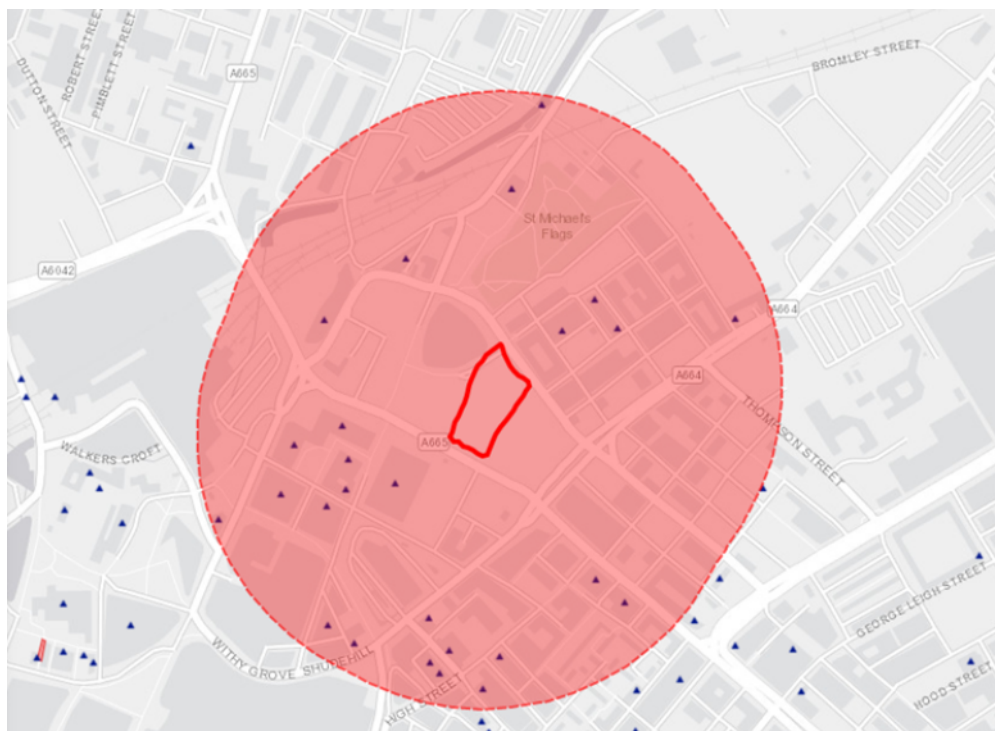
Areas, and is located close to several listed buildings, principally associated with the NOMA historic estate.

3.38 The location of the listed buildings within 300m of the Site are shown within Figure 3.2 overleaf.

3.39 These listed buildings include:

- New Century House and Hall, Grade II listed.
- Cooperative Wholesale Society, Corporation Street.
- CIS Tower, Grade II listed.
- Smithfield Market Hall, Grade II listed.
- Redfern Building, Grade II listed.
- Holyoake House, Grade II listed.
- 29 Swan Street, Grade II listed.
- Former Midland Bank, Grade II listed.
- Crown and Kettle, Grade II listed.
- Daily Express Building, Grade II* listed.
- Derros Building, Grade II listed.

Figure 3.2: Listed Buildings within 300m of the Site (Historic England Map, 2022)



3.40 The Site also incorporates the footprint of the former Shudehill Mill, established by Richard Arkwright in 1780-3, and part of its associated engine houses. It sits across three NOMA development plots - the Site and Angel Gardens.

3.41 Whilst the Site is of immense historical importance, all physical remains were removed as part of a controlled and comprehensive archaeological excavation in 2015.

3.42 Further details on the historic environment and archaeological significance are contained within Section 7 of this Statement and within the Heritage Statement prepared by

Stephen Levrant Heritage Architecture and the Desk-Based Archaeological Assessment prepared by Salford Archaeology, submitted in support of the Planning Application.

Flood Risk

- 3.43 The Environment Agency has classified the Site as falling entirely within Flood Zone 1 (low probability), classified as a low risk of flooding from rivers and sea, with the land having between a 1 in 100 and 1 in 1,000-year annual probability of flooding (without mitigation).
- 3.44 The Site is currently used as a surface level car park and therefore produces no foul water discharge. It is understood that any previous connections to the combined sewers in Miller Street and Angel Street have been closed off.
- 3.45 The Site is not located within an area that has been identified as at risk of groundwater flooding.
- 3.46 The Site is not within a groundwater Source Protection Zone (SPZ) but is located within the Conurbation Core Critical Drainage Area.

Ecology

- 3.47 As confirmed by the supporting Ecological Survey and Assessment prepared by ERAP Ltd in support of this application, there are no areas designated as being of ecological importance at the regional or national level on the Site or in the immediate locality. There are no sensitive areas located within the vicinity of the Site.
- 3.48 No records of protected or notable species are held for the Site.
- 3.49 The vegetation and habitats within the Site comprise areas of unmanaged vegetation (including unmanaged trees, scrub, and tall-herb vegetation), ornamental planting, and semi-improved neutral grassland.
- 3.50 The Site contains only common and widespread plant species. None of the habitats within the Site are of significant interest in terms of their plant species composition. None of the habitats present are representative of semi-natural habitat. No Priority Habitats are present.
- 3.51 There are 23 trees located on the Site, including three individual trees and five groups of trees comprising:
- T1 - Common Ash (B – Moderate quality).
 - T2 – Sycamore (B – Moderate quality).
 - T3 – Leyland Cypress (C – Low quality).
 - G1 – x1 Goat Willow and x1 Sycamore (C – Low quality).
 - G2 – x2 Austrian Pines planted as part of the adjacent Angel gardens development (C – Low quality).
 - G3 – x3 Sweet Gum trees (C – Low quality).
 - G4 – x11 Apple trees (C – Low quality).
 - G5 – x2 Himalayan Birch trees (C – Low quality).

Planning History

- 3.52 A planning history search for the Site has been undertaken using MCC's Public Access system. The results of the search have identified the following planning permissions which are of relevance to the current application:

Table 3.1: Site Planning history

Reference No	Address	Description of Development	Status
129631/FO/2021	Land North Of Miller Street NOMA Manchester M4 4PR	<i>Erection of a single-storey marketing suite building (Sui Generis), including photovoltaics and related access, landscaping, bicycle parking, plant and servicing and associated works for a temporary period of up to 5 years.</i>	Approved 5 May 2021. Under construction.
124973/FO/2019	Land Bounded By Co-op Headquarters Miller Street And Angel Street Manchester	<i>Erection of an 11 storey building and a 12 storey building with plant rooms above to form a mixed use development comprising 39,184 sq.m (NIA) of Class B1a office use and commercial units of 1,286 sqm (NIA) (Use Classes A1, A2, A3, A4, B1a and D1) along with associated lower ground level car parking, hard and soft landscaping and associated works, including the creation of a new pedestrian route between Angel Street and Miller Street.</i>	Approved 12 Feb 2020. Not implemented. Permission expires 12 Feb 2023.
109865/FO/2015/N1	2 and 3 Angel Square, Ancoats, Manchester, M4 4FW	<i>Erection of a part 10 / part 11 storey, and a part 12 / part 13 storey building with plant rooms above to form a mixed use development comprising Class B1 office use (maximum of 49,622sqm) and commercial units maximum of 1,591sqm (Use Classes A1, A2, A3, B1 and D1) along with associated basement car parking, hard and soft landscaping and associated works, including the creation of a new pedestrian route between Angel Street and Miller Street.</i>	Approved 12 November 2015. Not implemented. Permission lapsed.

- 3.53 Evidently, as outlined in Section 1, the Site benefits from an extant Planning Permission for the construction of an office-led development (Ref. 124973/FO/2019).
- 3.54 Aside from this, the results of the search have indicated that there are no relevant planning permissions on the Site, except for the temporary NOMA Marketing Suite which is currently under construction to the South of the Site, and which will be relocated upon construction of 3 Angel Square.
- 3.55 This reflects the long-term use of the Site as a temporary commercial surface car park; a use which detracts significantly from the quality of the environment in this area – a strategic regeneration priority and point of entry into Manchester City Centre.

4 The Proposed Development

4.1 This Section of the Statement provides a summary of the background to the scheme which sets the context within which the proposals have evolved, before providing a full description of the application proposals.

4.2 This Section should be read in conjunction with the application drawings and DAS prepared by Cartwright Pickard, and the Landscape DAS prepared by Planit-IE.

Development Brief

4.3 The design brief is described fully in the DAS. In accordance with the endorsed NOMA SRF, the brief for the Site set out an aspiration for the design to provide flexible and adaptable Grade 'A' office accommodation for a single headquarter occupier or multiple occupiers.

4.4 The proposals have been revised from the 2015 and 2020 Planning Permissions to deliver the vision for two highly sustainable commercial office buildings that take full consideration of the carbon footprint and impacts on climate change. The key drivers for the design of the Proposed Development therefore include:

- BREEAM Outstanding as a minimum;
- NABERS 5 star as a minimum;
- FITWEL and Smart Tech enabled;
- EPC A rating; and
- Alignment with UKGBC pathway to Net Zero Carbon or better.

4.5 A key aspiration of the NOMA Masterplan is to promote place-making and incorporate high quality public realm throughout the estate. Subsequently, it was also important that the proposals complemented the existing public realm whilst creating active ground floor uses and a natural passage through the Site for pedestrians travelling to adjacent plots and other residential areas to the north.

4.6 The vision also acknowledges the need for the 2 buildings to be complementary to the existing architecture of the surrounding historic context, ensuring both buildings have equal presence and that neither building appears subservient to the other.

Phasing

4.7 At this stage it is not yet known how the delivery of the Proposed Development might be phased; there are several potential scenarios that could arise dependent on the requirements of future occupiers. These scenarios are outlined below:

- Scenario 1: 2 Angel Square delivered first; or,
- Scenario 2: 3 Angel Square delivered first; or,
- Scenario 3: Both buildings delivered concurrently.

4.8 A Phasing Plan has been prepared by Cartwright Pickard in conjunction with the Applicant and project team (Drawing Ref. 947-CPA-ZZ-00-DR-A-0150). The Phasing Plan identifies the extent of development, including public realm, which would be delivered in Scenario 1 and 2; it has been used to form the completion of the EIA and other technical assessments.

4.9 In Scenario 3, the public realm would be delivered in full.

- 4.10 It is proposed that there is a planning condition attached to any Decision Notice enabling the Proposed Development to be delivered in phases by reference to Drawing Ref. 947-CPA-ZZ-00-DR-A-0150 and that the wording of conditions is drafted to allow discharge in respect of each phase.
- 4.11 It is also proposed that there is a planning condition attached to any Decision Notice enabling an interim public realm and boundary treatment to be agreed with the LPA in the event of Scenario 1 or 2 being delivered; this may include temporary planting or hoarding, with the use of appropriately designed hoardings.

Pre-application Consultation

- 4.12 At all stages of the design development process, the Applicant and design team have sought to undertake early consultation with key stakeholders, building on the consultation completed in respect of the original scheme in 2015 and the 2020 Planning Permission.
- 4.13 The pre-application consultation strategy was designed to reflect guidance within MCC's adopted Statement of Community Involvement (2018) and the NPPF.
- 4.14 A summary of the pre-application consultation is provided below, which is detailed further within the Statement of Consultation prepared by Deloitte and Counter Context and submitted in support of this application.
- 4.15 A public engagement exercise was undertaken for local residents and interested parties to learn more about the proposals and provide feedback to the Applicant and project team.
- 4.16 The public consultation went live on Friday 6 May 2022 and ran initially until Thursday 26 May 2022.
- 4.17 During the pre-application consultation, a range of communication methods were used to provide information about the proposals and ensure that people had the opportunity to provide their feedback. These methods included:
- A consultation leaflet sent to approximately 4,279 nearby commercial and residential properties.
 - A dedicated consultation website on the NOMA Engage website which included a short questionnaire for people to leave their feedback.
 - Direct emails were issued to key stakeholder groups and to immediate site neighbours and adjoining landowners and businesses.
 - A press release that was submitted to local media outlets.
- 4.18 Following comments received from residents of the Green Quarter apartments in relation to a delay to the leaflets arriving, a further leaflet drop was issued to the full 4,279 nearby commercial and residential properties and the consultation period extended so that the website was live for comment until 17 June 2022.
- 4.19 A drop-in event also took place on 17th May 2022. Three members of the public attended the event.
- 4.20 In total, there were 1,105 visits to the consultation website from 512 different users. eight online feedback forms were completed, with five respondents expressing support for the Proposed Development, one neither supporting or opposing and two strongly opposing.
- 4.21 The feedback received raised a wide variety of topics in relation to the proposals. The main areas of interest related to:
- Building design.
 - Height and daylight, sunlight, and overshadowing impacts.
 - Demand for office space.

- Retail and community use.
 - Transport and parking.
 - Public realm and green space.
- 4.22 On the day that the public consultation went live (Friday 6 May 2022) and after the period of local elections, the project team met with Councillor Douglas to brief them on the proposals. Councillor Douglas expressed support for the Proposed Development, in particular the for the delivery of a more sustainable development.
- 4.23 Pre-application consultation also took place with MCC planning officers, the Flood Authority, United Utilities, Environmental Health, Historic England, PlacesMatter! Greater Manchester Police, and GMAAS.
- 4.24 These matters have been considered by the Applicant and design team in finalising the Proposed Development. Detailed responses to the feedback received are provided within the Statement of Consultation prepared by Deloitte and Counter Context.

The Proposals

Use and Amount

- 4.25 The Proposed Development is a mixed-use commercial-led scheme (Use Class Egi) comprising two buildings of lower and upper ground plus 11 and 12 storeys. It will comprise 44,525 sq. m (NIA) in total, including:
- 42,862 sq. m (NIA) of office floorspace including:
 - 176 sq. m (NIA) ancillary gym;
 - 1,129 sq. m (NIA) of flexible office (Use Class Egi) and/or restaurant (Use Class Eb) space at Level 12;
 - 592 sq. m (NIA) of flexible office and /or Sui Generis Use Class (t) Cinema space; and
 - 1,663 sq. m (NIA) of flexible commercial retail floorspace across four units at lower and upper ground floor levels.
- 4.26 The proposals also include new public realm, car parking, cycle storage and showers, and bin storage.
- 4.27 The total GIA for the Proposed Development is 56,741 sq. m.
- 4.28 The quantum of floorspace per floor for the proposed buildings are as follows:

Table 4.1: Quantum of Floorspace

Floor	2 Angel Square Floorspace (sq. m NIA)	3 Angel Square Floorspace (sq. m NIA)
Lower Ground	560	855
Upper Ground	1,078	1,273
1	1,618	2,117
2	1,576	2,052
3	1,576	2,052
4	1,576	2,052
5	1,534	2,027
6	1,534	2,027

Floor	2 Angel Square Floorspace (sq. m NIA)	3 Angel Square Floorspace (sq. m NIA)
7	1,534	2,027
8	1,577	2,052
9	1,577	2,052
10	1,577	2,052
11	1,618	1823
12	1,129	N/A
Roof	0	0
Total	20,064	24,461

Commercial Retail Uses

- 4.29 Four commercial retail units are proposed, providing a total of 1,663 sq. m (NIA) floorspace. The proposed use classes of all the units will be determined by tenant demand and at this stage flexibility is required in terms of use class; the application proposals seek consent for operation of these units within Use Classes Ea, b, c, e, f, and / or Use Class Sui Generis (p) and (q).
- 4.30 The proposed Use Class for commercial retail unit P3_UG_D located on the Upper ground Floor is to provide flexible office and / or Sui Generis Use Class (t) Cinema space.
- 4.31 It is also proposed that the floorspace to Level 12 of 2 Angel Square could potentially offer a restaurant use and therefore the Use Class for this floor is proposed to be Use Class Egi) and / or restaurant (Use Class Eb).
- 4.32 NOMA (GP) Ltd will ensure that the commercial retail strategy for these units is coordinated with neighbouring plots and the wider NOMA site. This will assist in ensuring that a wide range of services and facilities are provided for residents and future employees of these key NOMA development plots as well as the wider northern area of the City Centre and beyond, aid place making, and assist in delivering high quality street frontage across the NOMA site.
- 4.33 In line with this vision, the retail units have been designed to appeal to independent operators as well as more established brands. Whilst wherever possible the choice of tenant will be an independent retailer, it is recognised that there may be instances where a more established brand is required to cater to local needs or market demands and to support the overall place-making strategy through active occupation of the spaces.
- 4.34 The units could also be configured as business lounges with co-working space and café facilities, which would contribute towards the creation of active frontages whilst meeting an increasing demand for more flexible working opportunities.

Layout and Orientation

- 4.35 The development comprises two distinct blocks with a central public realm between the two buildings and the Angel Mews passageway defining the boundary between 2 and 3 Angel Square and Angel Gardens Residential to the east.
- 4.36 The layout includes:
- 2 Angel Square – a 14 storey office building which includes lower and upper ground floor; and,

- 3 Angel Square – a 13 storey office building which includes lower and upper ground floor.
- 4.37 The lower ground floor layout for 2 Angel Square comprises the office entrance lobby, internal car and cycle parking and changing facilities, plant equipment and ancillary functions. The upper ground floor for 2 Angel Square includes office floorspace and two commercial retail units with supporting external seating on the plinth level.
- 4.38 The lower ground floor layout for 3 Angel Square comprises the office entrance lobby and two commercial retail units facing onto Angel Square with supporting external seating. It also includes internal cycle and car parking and changing facilities, in addition to plant equipment and ancillary functions. The upper ground floor for 3 Angel Square includes an ancillary gym, the upper floors of the two flexible commercial retail units with supporting external seating on the plinth level, and a flexible office and / or Sui Generis Use Class (t) Cinema space.
- 4.39 The buildings have been positioned to respond to the established boundaries and building edges of Angel Square and Angel Gardens. The relationship of the three entrances of the existing 1 Angel Square and the proposed 2 and 3 Angel Square across established and new public spaces was an important consideration. These primary entrances and reception areas have been developed to provide a strong arrival experience to the buildings and to Angel Square.
- 4.40 This includes the provision of a plinth above the lower ground floor which provides a platform above ground floor uses which wraps around the building and provides further space for activation. The plinth acts to address the level change from east to west to allow people at Angel Mews to access the upper ground floor easily, whilst retaining active uses facing onto Angel Square at both lower ground and upper ground floor levels.
- 4.41 A typical office floor plate is based on a standard 1.5m space planning grid, to enable flexible internal arrangements - from open plan to a more cellular arrangement.
- 4.42 A central core is proposed for 3 Angel Square as this enables active frontages to be maximised on all elevations. The core for 2 Angel Square is proposed to be located to the east of the floorplate given the Site levels and internal efficiencies, but the floorplan has been specifically designed to ensure active frontages onto Thread Street, nonetheless.

Scale

- 4.43 2 and 3 Angel Square have been designed to be in keeping with their surroundings including the nearby 1 Angel Square, the Linx Building on Angel Street and Angel Gardens. The buildings are of a scale that is appropriate to the City Centre context of the Site and surrounding developments, as well as the principles outlined within the endorsed NOMA Masterplan.
- 4.44 Given the level difference across the Site (from Angel Mews to Angel Square and from Miller Street to Angel Street) both buildings have a lower and upper ground floor plate.
- 4.45 2 Angel Square has a total of 14 storeys, which includes lower and upper ground floor levels.
- 4.46 The roof for 2 Angel Square has been specifically designed to crown at the corner facing onto Angel Square, sloping down, and dropping in scale towards Angel Street and the adjacent residential developments. The purpose of this is to minimise any potential amenity impacts, whilst retaining prominence alongside 3 Angel Square. This has also enabled the provision of an external terrace to the 12th floor. The roof has an internal and external plant room surrounded by a plant screen.
- 4.47 3 Angel Square has a total of 13 storeys, which includes lower and upper ground floor levels. The roof of 3 Angel Square is proposed to be flat and has an internal and external plant room surrounded by a plant screen.

- 4.48 The upper ground floor of both buildings contains a covered inset plinth level, offering further amenity space and outdoor seating opportunities.

External Appearance and Materials

- 4.49 The external appearance for 2 and 3 Angel Square has been designed to be in keeping with its surroundings whilst providing a distinctive character that will stand out within Manchester City Centre and be seen as an attractive place for occupiers.
- 4.50 Critical to the design development of the two buildings has been ensuring that the best-in-class sustainability targets can be met, but without compromising on design quality. A key element of the façade treatment has therefore been managing the opportunities for solar gains through playing with the ratios of solid to glass across each elevation dependent on building orientation.
- 4.51 The facades of both buildings are made up of the same basic components but differ in their arrangement across all the facades, providing a significant amount of variation in the proportions of the solid and glazed elements. These also differ due to their environmental performance requirements dependent on solar aspect.
- 4.52 Winter Gardens add elements of relief into the façade and will include sliding glass panels which can be closed or opened to create interesting and likely seasonal variation in the façade. Carefully consideration has been given to ensuring the balustrades are well-designed and integrated effectively into the design of the façade.

Materials and Colour

- 4.53 The choice of materials proposed has also been carefully considered in terms of the site location and context, quality, and their embodied carbon impact. The proposed material comprises high-quality terracotta tiles.
- 4.54 This material is not only high-quality and low in terms of embodied carbon but has an element of reflectivity which catches light and shadow and will create interesting movement across the façade dependent on how light will hit the buildings.
- 4.55 The two buildings have their own distinctive identity through the façade treatment and particularly through the colour of the proposed terracotta tiles chosen to echo the materiality of the adjacent neighbourhoods.
- 4.56 The façade for 2 Angel Square is proposed to comprise red terracotta tiles from 1st floor upwards, which reflects the red tones of buildings in the northern gateway neighbourhood and wider NOMA area.
- 4.57 In contrast, the façade for 3 Angel Square is proposed to comprise blue terracotta from 1st floor upwards, which reflects the materiality and tones of buildings within the listed NOMA estate to the south.
- 4.58 Following pre-application discussions with MCC, the project team have also considered how the horizontal elements are addressed on the façade to ensure that the terracotta tiles are the focus for the elevations. Options for the tone of the proposed sills are provided in the DAS in direct response to comments raised by MCC.
- 4.59 At Lower and Upper Ground Floor level, the concrete sub-structure is proposed to be exposed to soften the buildings into the adjacent landscaping to be delivered at the Site. The building entrances are proposed to be treated with terracotta tiles to match the façade.

Landscaping

- 4.60 The landscape proposals have been designed by Planit-IE and will form an integral part of the wider NOMA public realm. The landscape has been designed to feed seamlessly into the local green infrastructure, including the existing and proposed Angel Square public realm, Angel Meadow Park, the nearby Green Quarter, and further beyond to the Irk Valley.

- 4.61 Proposals for the improvement of Angel Square are also proposed and form a separate planning application to be submitted in due course. The proposals for Angel Square public realm and for 2 and 3 Angel Square have been designed to both function independently, but also integrate seamlessly with one another.
- 4.62 The landscaping plan combines the latest proposals submitted to MCC for Angel Square as a central focus to the NOMA masterplan and its relation to the 2 and 3 Angel Square Proposed Development. The Mews area that sits between Angel Gardens and the new buildings will be enhanced by the strong axis between 2 and 3 Angel Square.
- 4.63 To the south-west lies the NOMA public realm including Sadler's Yard. Angel Meadow Park is shown to the north of the masterplan.
- 4.64 There is a significant level change of circa 5.4m across the Site. The landscape design has therefore been developed in tandem with the architectural proposals to connect the landscaping seamlessly into the lower and upper ground floor levels. It has been designed to create clearly legible building entrances that address Angel Square.
- 4.65 The redline boundary has also been specifically drawn to ensure the provision of level access across the public realm and across towards the building entrances.
- 4.66 The significant level change between Angel Square and the Mews provides the opportunity to create a dynamic series of steps, pocket gardens and terraces that overlook the new square and create a desirable place for people to gather and meet. A series of green spaces with tree planting and a water feature will be woven through the terraces to provide an attractive setting, which better connects through from Angel Gardens to Angel Square.
- 4.67 An external lift is also proposed to provide access from the lower ground floor level to the upper ground floor level plinth to provide access for all between Angel Square and Angel Mews / Thread Street. This was considered the most feasible option as the gradient would necessitate an excessive level of ramped access.
- 4.68 Much of the landscaping on Thread Street / Angel Mews has already been delivered as part of the Angel Gardens development, alongside the first phase of archaeological interpretation. The interpretation package already implemented comprises six physical and four digital nodes which are proposed to be retained.
- 4.69 Three further physical and one further digital node are proposed as part of this Proposed Development. This is in the form of a series of digital storytelling devices and museum artefacts, point-of-view films, and specifically crafted landscaping features to help bring the history of Arkwright's Shudehill Mill to life.
- 4.70 The interpretation package also includes a water feature reflecting the upper and lower ponds that are thought to have powered the Mill previously on the Site.
- 4.71 As part of this Proposed Development, landscaping to Thread Street proposes hard landscaping to tie seamlessly into that already delivered at Angel Gardens.
- 4.72 At the southern end of Thread Street, there will be a requirement for some localised remodelling and adjustment of the existing public realm to coordinate with the new buildings and landscape.
- 4.73 Thread Street will deliver a green corridor through the Site and forms an important part of the wider NOMA landscaping.
- 4.74 The address to Angel Street includes new proposed tree planting, which will provide a green boundary to the Site. Miller Street also comprises a range of tree planting, cycle storage, a smoking shelter, and decorative wind baffles designed sympathetically to provide an attractive street scene along Miller Street. A living wall is also proposed to the east of the elevation to soften the building edge to Miller Street.
- 4.75 The Trees to Angel Street and Miller Street are proposed within planters due to the location of below ground services that prevent tree planting in the ground.

- 4.76 The positioning of trees and planting throughout the public realm proposals has played a key role in providing mitigation to minimise wind impact across the Site as described further within the Wind Chapter of the Environmental Statement submitted in support of the application. Tree species in these key areas will contain wind tolerant evergreen species.
- 4.77 The Proposed Development incorporates a balance of high-quality hard and soft landscaping and throughout the design development of 2 and 3 Angel Square, consistency in materials, softworks and activity has been considered with the public realm around NOMA.
- 4.78 Further information about the proposed landscaping and materials can be found within the Landscape DAS submitted in support of the application.

Phasing and Interim Public Realm

- 4.79 Where the construction of 2 Angel Square or 3 Angel Square is proposed to come forward in advance of the other building, it is proposed that interim arrangements will be in place to ensure the delivery of some public realm.
- 4.80 The most likely scenario is that 2 Angel Square would be delivered first, and, in such scenario, a temporary public realm scheme has been developed that has been coordinated with the proposed underground tanks that are required as part of the Proposed Development (attenuation, sprinkler and wet riser).
- 4.81 In this scenario, it is proposed that the steps adjacent to 2 Angel Square will be delivered alongside temporary landscaping.
- 4.82 The indicative interim arrangements should 2 Angel Square be delivered first are evidenced within the Landscape DAS.
- 4.83 It is proposed that there is a planning condition attached to any Decision Notice enabling an interim public realm and boundary treatment to be agreed with the LPA in the event of 2 or 3 Angel Square being delivered in advance of the other; this may include temporary planting or hoarding.

Inclusive Access

- 4.84 The proposed scheme provides a safe, legible, high-quality environment that will be easily used by as wide a range of people as possible without undue effort, special treatment, or separation. The overall approach to the design will aim to meet the minimum access standards set by key regulatory and good guidance documents.
- 4.85 Further information on inclusive design can be found within the DAS submitted in support of the planning application.

Access and Servicing

- 4.86 The principle of providing a vehicular access point to the Site from Miller Street was defined in 2010 as part of the agreed highway works and Planning Permission for the realignment of the Inner Ring Road. The Angel Gardens development also utilises this access point.
- 4.87 There are separate servicing arrangements for 2 and 3 Angel Square. Servicing access to 2 Angel Square would be undertaken from the taxi pick-up / drop-off area for 1 Angel Square, accessed from Angel Street, whereas arrangements for 3 Angel Square would involve servicing taking place from the service yard to the south of Angel Mews, which is accessed from Miller Street.
- 4.88 The Applicant has confirmed that there are appropriate access rights in place to enable this.
- 4.89 Access to the buildings for pedestrians is provided from the existing Angel Square public realm and from the upper ground floor plinth level from Thread Street / Angel Mews.

- 4.90 Direct access to the cycle store within 3 Angel Square is provided directly from Miller Street, whilst access for the cycle store for 2 Angel Square is proposed from a door adjacent to the car access point through the car park.

Vehicle and Cycle Parking

- 4.91 The development will provide a total of 30 car parking spaces accommodated within 2 and 3 Angel Square, in the lower ground floor levels of the buildings. There will be 15 spaces within 2 Angel Square and 15 within 3 Angel Square.
- 4.92 Vehicular access to the car parking in 2 Angel Square will be from the existing 1 Angel Square taxi-drop-off and vehicular access to the car parking in 3 Angel Square will be from the servicing road accessed from Miller Street. This route will be shared with Angel Gardens.
- 4.93 Secure cycle parking will be provided across both buildings accommodating a total of 270 secure cycle spaces. There will be 122 cycle spaces within 2 Angel Square and 148 cycle spaces within 3 Angel Square. This is in addition to extensive facilities for cyclists and runners, including showers and changing areas.

Waste Management

- 4.94 A Waste Management Strategy has been prepared by Curtins for the development which has been designed in line with MCC's guidance document "Waste Storage and Collection Guidance for New Developments – Version 6.00" and through consultation with MCC's Environmental Health Team.
- 4.95 The waste weekly arisings for the office uses have been calculated based on MCC's GD04 Guidance recommendations for offices of 2,600l per 1,000 sq. m of gross floor space. An initial recycling percentage of 60% has been estimated for calculation purposes. The recycling rate can be updated upon review of the actual recycling rates following occupation.
- 4.96 The retail uses have been assumed to be Food and Beverage (F&B) uses, as this typically generate more waste than any of the other retail and commercial classes. Therefore, the retail uses have been based on the same local guidance, following the recommendations for Restaurants / Fast Food Outlets of 1,500l per 20 dining spaces.
- 4.97 The report concludes that both the office and retail / restaurant use will be served by private refuse collections. The bins will be transported to the collection point by the management company for the office uses and the staff for the retail / restaurant uses.
- 4.98 This strategy identifies separate waste arrangements for 2 and 3 Angel Square, as set out below.

2 Angel Square

- 4.99 The following bins would be accommodated for office use at 2 Angel Square:
- Non-recyclable Waste - 5 x 1100L
 - Dry Mixed Recycling – 5 x 1100L + 1 x 660L
 - Glass Recycling – 2 x 1100L
- 4.100 The commercial retail uses of the Proposed Development are located at upper ground floor level and would have 566 sq. m (NIA) of flexible commercial retail floorspace across two units. In addition, there is a flexible office and / or restaurant use at Level 12 of 2 Angel Square comprising 1,129 sq. m.
- 4.101 The total retail and restaurant use for 2 Angel Square would therefore have an approximate GIA of 1,695 sqm.
- 4.102 The following bins would be accommodated for commercial retail use at 2 Angel Square:
- Non-recyclable Waste - 3 x 1100L
 - Dry Mixed Recycling – 3 x 1100L

- Glass Recycling – 1 x 1100 + 1 x 660L
- Organic Food Recycling - 1 x 1100L

3 Angel Square

- 4.103 The following bins would be accommodated for office use at 3 Angel Square:
- Non-recyclable Waste - 6 x 1100L
 - Dry Mixed Recycling – 7 x 1100L
 - Glass Recycling – 3 x 1100L
- 4.104 The commercial retail uses of 3 Angel Square are located at lower and upper ground floor level and would have 1,097 sq. m (NIA) of flexible commercial retail floorspace across two units.
- 4.105 The following bins would be accommodated for commercial retail use:
- General Waste - 2 x 1100L
 - Dry Mixed Recycling – 2 x 1100L
 - Glass Recycling – 1 x 660L
 - Organic Food Recycling – 1 x 660L

Collection Frequency

- 4.106 The collection would be undertaken by a private company, and the frequency has been calculated to be the following:
- 2 Angel Square: 5 times a week for both the office and retail / restaurant uses; and
 - 3 Angel Square: 5 times a week for both the office uses and retail uses; noting that:
- 4.107 Waste collections have been calculated as 5 times a week for both uses as a worst case. Depending on final commercial retail use, this could be reduced to 3 times a week or less for the commercial retail uses. It is envisioned that this will be undertaken privately.
- 4.108 The management company would be responsible for moving the bins to the collection point on collection day. The waste operators will collect the bins and load them into the refuse vehicle. The collection point will be located along the proposed loading area for 2 Angel Square, as identified in the Waste Management Strategy.

Safety and Security

- 4.109 A Crime Impact Statement (CIS) has been prepared by GMP, which confirms that the proposed scheme has been found to be acceptable in terms of Design for Security standards and that GMP support the application. Preparation of the CIS followed a briefing meeting with GMP, which took place on 25 May 2022.
- 4.110 The CIS list several positive aspects of the Proposed Development from a crime perspective. It also makes the following recommendations, which the project Team have fully considered and responded to within the DAS:
- The steps between the two buildings should be illuminated to a high standard. Any vegetation in this area should be carefully designed so that sight lines are not obscured, and pedestrians can view any potential threats.
 - Access to the upper ground floor terraces should be restricted when the associated commercial retail units are closed. These terraces should be illuminated to a high standard.
 - The office reception should be staffed during standard office hours (i.e., 8am-6pm). There should be a video/audio intercom on the main entrance to allow staff to vet visitors to the building when the main reception is not staffed.

- Access into and around the office building should be governed with an auditable access control system.
- Access into the proposed bicycle store should operate on an access control system, with access restricted to genuine users. Cycle stands should be Sheffield style, or similar.
- External access to cycle stores should be particularly well illuminated.
- Individual office suites should have a secure door set (i.e., BS PAS 24 or LPS 1175 SR 2).
- The building should be covered by a monitored intruder alarm. Individual offices and ground floor commercial unit(s) should have the infrastructure so that any tenants can easily install an intruder alarm.
- A comprehensive CCTV system should be installed to monitor all external doors and elevations, the reception area, circulation cores, all plant/back-of-house functions, and the cycle store. Individual offices and ground floor commercial unit(s) should have the infrastructure so that any tenants can easily install a CCTV system if required.
- Any blank facades should be treated with an anti-graffiti coating, to an approximate height of 2000mm, so that graffiti can easily be cleaned.

5 Public Benefits

- 5.1 The Proposed Development will regenerate a key strategic site on the edge of Manchester City Centre and will further enhance the provision of green infrastructure within this central location. It will build on the progress made to date at NOMA and strengthen NOMA's position as an emerging commercial, creative, and digital hub. It will also further improve on the many social benefits already delivered at NOMA.
- 5.2 A list of the environmental, economic, and social benefits of the Proposed Development are provided below.

Environmental

- Provision of two new high-quality architecturally designed buildings and public realm, enhancing the overall appearance of the area and responding sensitively to the setting of nearby heritage assets. The use of high-quality materials that are locally sourced where possible will improve the urban environment and townscape.
- Transformation of an important regeneration site for the city. It will maximise the potential from an underutilised site currently used as a surface car park.
- Redevelopment of the Site provides a key opportunity to expand the City Centre creating connections to key regeneration initiatives on its northern edge. It will complement investment within areas including the Green Quarter, Angel Meadows, Victoria Station, Ancoats and New Islington, New Cross and Strangeways as well as being highly accessible to people living in North Manchester and the wider Greater Manchester region.
- Provision of high-quality landscaping, which will also enhance connections to the surrounding areas, with the ability to link in with possible new proposals for Angel Square public realm. The materials are proposed to provide a consistent high-quality and attractive palette through the NOMA Framework area.
- Delivery of commercial floorspace on the lower and upper floors and within the heart of the NOMA Masterplan, to address all elevations of the Proposed Development.
- Delivery of sustainable and energy efficient buildings designed to adapt to climate change through maximising natural heat and sunlight and reducing energy usage. The Proposed Development has sought to reduce embodied carbon through considered design and further mitigate against climate change through the provision of solar panels, sustainable urban drainage and high-quality materials which align with the principles of a circular economy.
- Delivery of further archaeological interpretation to promote the archaeological significance of Arkwright's Shudehill Mill which was previously located on the Site. The proposed archaeological interpretation will integrate seamlessly with the interpretation already delivered as part of the Angel Gardens development to enable a story to be told through the NOMA Framework area.
- Provision of bat and bird boxes and green infrastructure to enhance biodiversity across the Site.

Economic

- Provision of much demanded Grade A office floorspace with large and flexible floorplates, accessible to all and in a highly accessible and sustainable location, close to public transport and including extensive cycle facilities.
- The Proposed Development will improve on the c.800,000 sq. ft. of office floorspace delivered at NOMA and the further 836,000 sq. ft. in the pipeline (either on-site or

in the planning process), contributing towards the strategic vision of both NOMA and the Northern Gateway.

- It will drive forward the City's competitive offer as the main destination for inward investment in employment, retail and leisure and deliver added value economic growth, aligned to one of Manchester's key target growth sectors (business services, including financial and professional occupiers).
- Creation of circa 4,400 new jobs, together with 400 temporary jobs during the construction period with opportunities for local people to access employment using a Local Labour Agreement.

Social

- Enable further contributions towards the £4.5 million of social value that has already been generated through volunteering, training, apprenticeships, and health & well-being initiatives at NOMA.
- Provision of commercial retail units and high-quality public realm that will further support the 20,000 visitors already attending events held at NOMA.
- The Proposed Development includes new public realm accessible to all, which will provide places for people to enjoy, improving placemaking within NOMA.
- Enable the redesign of Angel Square to provide an improved green space in the heart of NOMA, which will be fully accessible to all and will provide improved spaces for people to relax and enjoy.
- Over 1,000 people volunteered with the design and construction of the Pilcrow Community Pub, as well as the running of PLANT NOMA. The Proposed Development will provide further volunteering opportunities, including with PLANT NOMA; a scheme that enables community involvement in landscaping and planting across the NOMA area. This demonstrates the importance placed upon community engagement in shaping the regeneration of the area.
- During the construction of Hanover 47 apprenticeships were supported. Based on the average social value for an apprenticeship, it is estimated that over £100k has been generated in social value from this alone. The Proposed Development will provide further apprenticeship opportunities during construction and operation.
- Throughout the construction of 1 Angel Square, Federation, Hanover Building and Dantzic (ongoing) over 1,000 construction workers have received formal training to improve their skills. Based on the average social value for receiving training, it is estimated that over £1.5m has been generated in social value. The Proposed Development will provide further training opportunities during construction and operation.

6 Planning Policy Framework

6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states:

"If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise".

6.2 This Section details the relevant documents that make up the Development Plan and material considerations such as guidance and MCC Strategic objectives. Detailed assessment of the Proposed Development against the Development Plan and material considerations is provided within this Section 6 of this Statement.

6.3 The Local Development Framework (LDF) is a collection of statutory Development Plan Documents (DPDs) that together set out the vision and spatial strategy for the future development of Manchester. To-date only the Core Strategy DPD has been adopted by MCC. Within this context, the Development Plan comprises:

- Manchester Core Strategy (2012);
- Manchester Proposals Map (2012);
- Guide to Development in Manchester Supplementary Planning Document (2007);
- Saved Policies of the Manchester UDP (2005);
- Greater Manchester Joint Waste Development Plan Document (2012); and
- Greater Manchester Joint Minerals Plan (2013).

6.4 The following published policy, executive reports and guidance documents are of material considerations relevant to the Proposed Development:

- National Planning Policy and Guidance:
 - National Planning Policy Framework (NPPF) 2021, and
- The Greater Manchester Strategy 2017;
- Our Manchester Strategy 2016-2025;
- NOMA Strategic Regeneration Framework 2020
- Climate Change Emergency and Playing Our Full Part on Climate Change (2018);
- Manchester Climate Change Framework: 2020-2025 (2020);
- City Centre Transport Strategy (2019);
- Design for Access 2 (2003); and
- GD04 Waste Storage and Collection Guidance for New Developments (2017).

Adopted Manchester Local Development Plan

Manchester Core Strategy (2012)

6.5 The Core Strategy was adopted on 12 July 2012. It sets the overall strategic direction for planning in Manchester over the plan period from 2012 to 2027. The policies of the Core Strategy establish where major development and other forms of investment should be located in order to be sustainable, meet local needs and take full advantage of opportunities.

Saved Policies of the UDP (1995)

- 6.6 The UDP was adopted in July 1995. Coinciding with the adoption of the Core Strategy in 2012 significant proportions of the UDP have been replaced, however, several policies were saved on 11 July 2012 and remain extant.

Material Considerations

- 6.7 The Government is committed to a plan-led system of development control, which was given statutory force by Section 38(6) of the 2004 Planning and Compulsory Purchase Act. Where an adopted or approved development plan contains relevant policies, Section 38(6) requires that an application for planning permission or an appeal shall be determined in accordance with the plan, unless material considerations indicate otherwise.

NPPF

- 6.8 The Government is committed to a plan-led system of development control, which was given statutory force by Section 38(6) of the 2004 Planning and Compulsory Purchase Act. Where an adopted or approved development plan contains relevant policies, Section 38(6) requires that an application for planning permission or an appeal shall be determined in accordance with the plan, unless material considerations indicate otherwise.
- 6.9 The National Planning Policy Framework (NPPF, 2021) sets out the Government's planning policies for England and how these are expected to be applied. It sets out the Government's requirements for the planning system only to the extent that it is relevant, proportionate, and necessary to do so.
- 6.10 The NPPF must be considered in the preparation of local and neighbourhood plans and is a material consideration in planning decisions.
- 6.11 The sections which hold the most pertinence to the proposals are discussed in the following paragraphs. The NPPF, however, has been considered throughout the full assessment, including the technical reports prepared for this application.

Achieving Sustainable Development

- 6.12 The NPPF articulates the priorities of the Plan for Growth within planning policy. The NPPF introduces a 'presumption' in favour of sustainable development and supports proposals that are in accordance with policies in an up-to-date Development Plan. Sustainable development is about positive growth – making economic, environmental, and social progress for this and future generations.
- 6.13 The NPPF goes on to advise that these roles should not be undertaken in isolation, because they are mutually dependent. Therefore, to achieve sustainable development, economic, social, and environmental gains should be sought jointly and simultaneously.
- 6.14 Paragraph 10 of the NPPF outlines that a presumption in favour of sustainable development is at the heart of the Framework. Paragraph 11 further clarifies that for decision taking, this means approving development proposals that accord with an up-to-date development plan without delay; or where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, Planning Permission should be granted unless the application of policies in this Framework that protect areas of assets of particular importance provides a clear reason for refusing the development proposed; or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole
- 6.15 Paragraph 19 confirms the government's commitment to ensure the planning system does everything in its power to support economic growth and not act as an impediment to it. Paragraph 20 requires local planning authorities to plan proactively to meet the development needs of business to support the modern economy, and Paragraph 21 emphasises that planning should not over-burden investment in business and should seek to address potential barriers to investment.

- 6.16 The NPPF supports the commitment to ensuring economic growth in order to create jobs and prosperity, building upon the country's inherent strengths, and meeting the challenges of a low carbon future. Section 6 (Paragraphs 80 to 82) discusses the need to 'build a strong, competitive economy'.
- 6.17 In particular, it identifies the need for local planning authorities to support existing business sectors, by helping to create "*conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development*" (Paragraph 80).
- 6.18 Paragraph 124 notes that good design is a key aspect of sustainable development and should contribute positively to making places better in which to live and work and helps to make development acceptable to communities.

Core Planning Principles

- 6.19 The NPPF establishes a set of core planning principles, which underpin both plan-making and decision-taking. These set out that planning should:
- be prepared with the objective of contributing to the achievement of sustainable development;
 - be prepared positively, in a way that is aspirational but deliverable;
 - be shaped by early, proportionate, and effective engagement between planmakers and communities, local organisations, businesses, infrastructure providers and operators and statutory consultees;
 - contain policies that are clearly written and unambiguous, so it is evident how a decision maker should react to development proposals;
 - be accessible through the use of digital tools to assist public involvement and policy presentation; and
 - serve a clear purpose, avoiding unnecessary duplication of policies that apply to a particular area (including policies in this Framework, where relevant).
- 6.20 Paragraphs 80 and 81 state that the Government is seeking to ensure that the planning system does everything possible to support sustainable economic growth, and Local Planning Authorities should plan proactively.

Building a Strong, Competitive Economy

- 6.21 Section 6 (Paragraphs 80 to 84) emphasises the Government's commitment to securing economic growth, and that significant weight should be placed on the need to support it through the planning system.
- 6.22 It identifies the need for Local Planning Authorities to support existing business sectors, taking account of whether they are expanding or contracting and, where possible, identify and plan for new or emerging sectors likely to locate in their area.

Achieving well-designed places

- 6.23 Section 12 (Paragraphs 124 to 132) states that the planning process is fundamental to creating high-quality buildings and places. Good design is key to sustainable development and contributes to creating better places in which to live and work. It outlines that developments should aim to:
- Add to the overall quality of the area and function well over the lifetime of the development.
 - Be visually attractive as a result of good architecture, layout and appropriate and effective landscaping.
 - Be 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 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, create and sustain an appropriate mix of uses.
- Create safe, inclusive and accessible environments which promote health and well-being.

Meeting the Challenge of Climate Change

6.24 In respect of climate change, paragraph 148 of the NPPF advises that to support the move to a low carbon future, local planning authorities should:

- 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.

Conserving and enhancing the historic environment

6.25 Chapter 16 of the NPPF sets out that heritage assets are an irreplaceable resource and should be conserved in a manner appropriate to their significance. When determining a planning application, the LPA should take account of the desirability of sustaining and enhance the significance of heritage assets and consider if a new development makes a positive contribution to the local character and distinctiveness.

6.26 It sets out 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.

National Design Guide (2019)

6.27 The National Design Guide was published by the Ministry of Housing, Communities and Local Government in 2019. This document forms part of the governments planning practice guidance and was created to outline key characteristics that make well-designed places.

6.28 There are 10 characteristics of well-designed places within the National Design Guide and these are listed below:

- Context – enhances the surroundings
- Identity – attractive and distinctive
- Built form – a coherent pattern of development
- Movement – accessible and easy to move around
- Nature – enhanced and optimised
- Public Spaces – safe, social and inclusive
- Uses – mixed and integrated
- Homes and buildings – functional, healthy and sustainable
- Resources – efficient and resilient
- Lifespan – made to last

6.29 Details on how the Proposed Development responds to the characteristics has been presented within the DAS.

Greater Manchester Places For Everyone Joint Development Plan (August 2021) - February 2022 Submission Stage

6.30 The Places for Everyone Joint Development Plan Document – Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford, Wigan Publication Plan, was considered at the Places for Everyone Joint Committee on July 20, 2021, and was subsequently approved by each of the nine districts for publication.

6.31 The plan has been submitted to the Secretary of State for examination on 14 February 2022 together with all the supporting documents, background evidence, and representations received during the final stage of public consultation. It should be noted

- that no Modifications were considered necessary prior to Submission, therefore the Submission Plan remains unchanged from that published under Regulation 19 in August 2021. Independent Inspectors will now be appointed to undertake an independent examination into the plan.
- 6.32 Places for Everyone is a long-term plan of nine Greater Manchester districts for jobs, new homes, and sustainable growth. It has been published by the GMCA on behalf of the nine districts.
- 6.33 The plan is a joint development plan of the nine districts which will determine the kind of development that takes place in their boroughs, maximising the use of brownfield land and urban spaces while protecting Green Belt land from the risk of unplanned development. It will also ensure all new developments are sustainably integrated into Greater Manchester's transport network or supported by new infrastructure.
- 6.34 The plan is the result of a process that began as the Greater Manchester Spatial Framework (GMSF) in 2014 and has been informed by the feedback received from residents, businesses, and the development industry to previous consultations on that Plan. The nine districts decided to continue to produce a joint plan following the withdrawal of Stockport Council from the Greater Manchester Spatial Framework.
- 6.35 The Places for Everyone Joint Development Plan was subject to a final stage of consultation which commenced on 9 August 2021 and ran for 8 weeks, ending on 3 October 2021. The consultation was on whether the plan meets the 'test of soundness'. The plan is currently at Publication Stage, whereby following the final stage of consultation analysis is currently being undertaken following the consultation period, in preparation for the examination in public. The plan will be submitted to the Secretary of State for Examination. The examination phase is expected to take place in January 2022, with the publication of the final plan anticipated for 2023.
- 6.36 Paragraph 48 of the NPPF states that local planning authorities may give weight to relevant policies in emerging plans according to: the stages of preparation; the extent of unresolved objections; and the degree of consistency of the relevant policies in the emerging plan to this Framework. Whilst the Places for Everyone Joint Development Plan is not adopted it is at the final stage of consultation and so it is considered to carry some weight in the determination of planning applications.
- 6.37 The Places for Everyone Joint Development Plan sets out 10 strategic objectives:
- Meeting our housing need.
 - Create neighbourhoods of choice.
 - Playing our part in ensuring a thriving and productive economy in all parts of Greater Manchester.
 - Maximise the potential arising from our national and international assets.
 - Reduce inequalities and improve prosperity.
 - Promote the sustainable movement of people, goods and information.
 - Playing our part in ensuring that Greater Manchester is a more resilient and carbon neutral city-region.
 - Improve the quality of our natural environment and access to green spaces.
 - Ensure access to physical and social infrastructure.
 - Promote the health and wellbeing of communities.
- 6.38 The delivery of a new office development, comprising employment-led floorspace that respects Manchester's heritage whilst delivering standout new high-quality architecture, will be critical to economic growth and providing the opportunities for highly skilled and well-paid jobs that are well connected to all areas of Greater Manchester and beyond.

- 6.39 Critical to the Proposed Development is to support the ambitions of becoming a leader on Climate Change and ensuring the city becomes net zero carbon by 2038. The new building will adopt stringent standards and seek to deliver a 'best-in-class' development in terms of its sustainability and approach to embodied carbon during construction and operation.

Our Manchester Strategy 2016-25

- 6.40 The Our Manchester Strategy 2016-25 was adopted by MCC in January 2016 and sets the ambitions for the city for the next decade. The Strategy sets out a vision for Manchester to be in the topflight of world-class cities by 2025, when the city will:
- have a competitive, dynamic, and sustainable economy that draws on our distinctive strengths in science, advanced manufacturing, culture, and creative and digital business – cultivating and encouraging new ideas;
 - possess highly skilled, enterprising, and industrious people;
 - be connected, internationally and within the UK;
 - play its full part in limiting the impacts of climate change;
 - be a place where residents from all backgrounds feel safe, can aspire, succeed, and live well; and
 - be clean, attractive, culturally rich, outward-looking, and welcoming.
- 6.41 The Our Manchester Strategy also commits to giving the local community and other stakeholders the opportunity to be involved in decision making, with a primary focus on a continuous approach to engagement.
- 6.42 The 'Our Manchester' approach seeks to build a different relationship with residents and communities, recognising that this also means undertaking a different approach to engagement; engagement that is sustainable and driven by the City's communities.

Guide to Development in Manchester Supplementary Planning Document (2007) and Technical Guidance (2015)

- 6.43 The Guide to Development in Manchester - Supplementary Planning Document and Planning Guidance (SPD) was originally adopted on 11 April 2007. The document reflects and provides guidance on the importance of creating attractive, well-designed, well-maintained neighbourhoods. It includes a set of reasoned principles which will guide developers, designers, and residents to the sort of development which is anticipated in Manchester.
- 6.44 In addition, technical guidance for developers was published in December 2015. It is composed of two documents, GD03 Environmental Protection and GD05 Planning and Noise.
- 6.45 The documents reflect and provide guidance on the importance of creating attractive, well-designed, well-maintained neighbourhoods. It includes a set of reasoned principles which will guide developers, designers, and residents to the sort of development which is anticipated in Manchester.

GD04: Waste Storage and Collection Guidance for New Developments (September 2017)

- 6.46 GD04 is a practical guide to minimum standards to assist in planning and designing systems for the storage and collection of refuse, and for recycling in domestic and commercial properties. It highlights that details of the location, volume, management and collection arrangements for domestic and non-domestic waste and recyclable materials must be submitted. It states the MCC encourages all new developments to carefully consider the provision of waste receptacles that encourage recycling.
- 6.47 In summary the GD04 guidance highlights that all new development must include a waste management strategy, which includes the following, as well as a completed waste pro-forma:

- Estimate volumes and types of waste produced by the development.
- Details of internal and external stores for both waste and recycling.
- Location of the proposed collection point and details of the route the collection vehicle will take.
- Details of how waste will be transferred between stores and the collection location.
- Details of number and capacity of bins proposed and collection frequency.

Planning and Noise Technical Guidance (June 2022)

- 6.48 The Planning and Noise Technical Guidance aims to provide help and advice in relation to noise in a planning context to encourage good acoustic design. It outlines what is expected in relation to current guidance and policy with the aspiration that new developments achieve the highest possible standards without compromising the health and well-being of people that live and work within Manchester. The document provides guidance to applicants and consultants concerning the assessment and prediction of environmental noise associated with a particular development.

NOMA Masterplan and SRF

- 6.49 As outlined in Section 1, NOMA is underpinned by an endorsed Masterplan and SRF endorsed by MCC originally in 2009, updated in 2010, 2013, 2015 and most recently in 2020. The 2009 Masterplan and subsequent Update Reports set out a commitment to create a commercially led, mixed use destination underpinned by core development objectives of job creation, placemaking and supporting communities.
- 6.50 Since endorsement of the first NOMA Framework in 2009 the development context for NOMA has evolved and NOMA has had to respond to this. For example, through the endorsement of earlier Framework updates NOMA has shifted from being a mixed residential and commercial development, to one that is now commercially led.
- 6.51 The 2020 SRF document provides an update on the progress to date of the NOMA regeneration project and outlines the next phases of work and investment to complete the transformation of the area, as well as the challenges ahead.
- 6.52 The 2020 SRF highlights that as NOMA enters the next phase of development it needs to continue to respond to a changing context, notably the economic growth of Manchester and demand for Grade A office space; the increasing focus on sustainability and climate change; and the changing regeneration context and NOMA's pivotal role in this, particularly the Northern Gateway, New Cross and Great Ducie Street.
- 6.53 It forms a material consideration in the determination of planning applications within the area.
- 6.54 The NOMA Masterplan is underpinned by a forward-thinking, neighbourhood-led approach to place-making that champions the idea that places are better when people are involved in making them.
- 6.55 Since its inception, significant progress has been made at NOMA both with regards to successfully positioning the area as an important commercial destination which supports the City's key strategic objectives and in relation to the wide-reaching social impact created.
- 6.56 Working in partnership with MCC and other key stakeholders, NOMA has already made significant progress in delivering its vision, including:
- Delivery of 1 Angel Square office in 2013 - the iconic head office for The Co-operative Group.
 - Construction of the 36 storey Angel Gardens residential development comprising 460 private rented sector apartments and ground floor retail, bar and restaurant uses.

- Construction of the 187-bedroom Hotel Indigo, which comprised the refurbishment and reuse of the Grade II Listed City Buildings together with a new 14 storey rotunda tower; the scheme helped to link NOMA with the City Centre.
- Investment in bringing historic buildings back into active, viable use; this includes the £34 million refurbishment of Hanover, now the northern HQ of Amazon, and the refurbishment of Old Bank, Dantzic, Federation, and Redfern buildings.
- The refurbishment of the Grade II listed New Century Hall also just completed and undergoing fit out to be returned to the city cultural and entertainment offering to be called 'New Century' – a social hub including an 800-person events space, a Kitchen bringing local independent street food and a creative campus all under one roof.
- Delivery of new public space with Angel Square and Sadler's Yard, home to the Pilcrow, a community built public house and the heart of the historic estate. The delivery of such public realm spaces has had a particularly significant impact in terms of places making helping to enhance connectivity within NOMA into other areas of the City.
- A range of temporary events, exhibitions, and markets, have been hosted in Sadler's Yard and the adjacent buildings, including Manchester International Festival events and Project Oubliette (a temporary interactive educational space with a series of mathematical challenges), which further establish its status as a destination in the City Centre.
- Improvements to the road network have also completed including to the Inner Ring Road, dropping Miller Street to two lanes, and introducing a one-way system that improves traffic flow and allows NOMA to be fully linked with the rest of the City Centre. This was also co-ordinated with the installation of enhanced utilities networks which has allowed NOMA to accelerate the delivery of key major sites that would not have been possible without these improvements.
- A key part of responsible and considered development is to expand the capacity of the energy and electrical network to accommodate new people and buildings. In line with the endorsed NOMA Masterplan and SRF, the Applicant has invested £5.5 million in a new primary substation on the Site of 5 Angel Square, to fulfil capacity requirements now and in the future.
- Construction is well-underway at 4 Angel Square following the granting of planning permission in August 2019 and is on track to complete in January 2023.
- A truly sustainable temporary Marketing Suite is under construction on Plot N along Miller Street to help promote NOMA and assist with the commercial strategy for securing future occupiers. The temporary structure is built from timber and can be moved and possibly gifted for community use in the long term.
- Around 6,000 people currently work at NOMA, which has been estimated to generate in the region of £210 million in wages and £380 million in GVA per annum.
- Over £150 million of construction investment in NOMA has been created, alongside 280 construction jobs per annum, including 47 apprenticeships.
- £4.5 million of social value has been generated through volunteering, training, apprenticeships, and health & well-being initiatives at NOMA
- Around 20,000 visitors have attended events at NOMA since 2014.
- More than 1,000 volunteers have taken part in activities in NOMA.

- From April to July 2018, a NOMA Partnership project with Manchester Metropolitan University saw 1,500 school children take part in an immersive game experience, designed by students, to help them build confidence in maths.
 - With help from the team at Forever Manchester, £75,000 in grants have been delivered through its community fund to date directly to grass roots groups, all doing fantastic work to make a difference in their local communities.
 - The Plant NOMA project also delivers community engagement, social value, and environmental and sustainability goals.
- 6.57 To date NOMA has delivered c.807,000 sq. ft. of office development, of which just over 457,000 sq. ft. is in the historic estate. A further 836,000 sq. ft. is in the pipeline (either on-site or in the planning process).
- 6.58 Investment to date is starting to pay off as the clustering of tech and digital businesses within NOMA is strengthening and becoming synonymous with innovation.
- 6.59 Alongside the continued demand for Grade A office space within Manchester city centre, the success of projects within the historic estate has acted as a catalyst to unlock development within the new-build area of the NOMA Masterplan. The Proposed Development will provide a high-quality office-led development on a prominent site within the Masterplan.
- 6.60 Within NOMA, there has also been a large amount of retail and leisure space delivered, comprising c.60,000 sq. ft, with a further 58,240 sq. ft. in the pipeline at 4 Angel Square, Old Bank, and the CIS Tower refurbishment.
- 6.61 In total NOMA is expected to deliver c.135,000 sq. ft. of retail and leisure space and this is reflective of the shift toward a comprehensive retail and leisure offer at street level, helping to further activate the public realm and contribute towards its role as a destination within the city. This will also be supported by temporary retail and activation space which will be delivered as part of the wider public realm around NOMA.
- 6.62 The foundations are now in place for NOMA to continue its transformation and to support Manchester's future growth agenda.
- 6.63 NOMA presents a unique opportunity in the context of Manchester City Centre to drive forward the City's competitive offer as a principal destination for inward investment in employment, retail, and leisure. It will bring new businesses and new jobs to the city—creating added value economic growth and representing another major step forward for Manchester.
- 6.64 The focus over the next phases of the masterplan will be delivering the remaining development plots and addressing key challenges around connectivity and integration of underutilised sites. Optimising underutilised areas is a key priority with the focus on bringing forward commercial development supported by new and integrated public realm.

Northern Gateway

- 6.65 A key aim of Manchester city centre's Northern Gateway strategic regeneration area is to deliver significant residential-led development alongside high-quality commercial development. Whilst having been on the fringe of development in recent years, it has now become a focal point for investment and the next phase of regeneration in the City Centre.
- 6.66 The Northern Gateway will expand the City Centre physically and functionally in a northern direction establishing sustainable mixed-use neighbourhoods. NOMA is committed to delivering its contribution to the Northern Gateway. The redevelopment of the 20-acre mixed use neighbourhood is synonymous with the strategic objectives of the Northern Gateway to extend the economic growth to the northern edge of the city. The vision for the Northern Gateway is to attract new business, retail, and residential users,

- as well enhancing the public space leading into the heart of the City Centre; it is fully aligned with NOMA's regeneration strategy.
- 6.67 NOMA will act as a key link between the Northern Gateway and other parts of the City Centre. Linking the communities in the north to the City Centre will support the wider vision for establishing a new dynamic neighbourhood, which contributes to the economic performance of Manchester.
- 6.68 The strategic importance of the Northern Gateway is highlighted within the Northern Gateway SRF, which was endorsed by MCC's Executive on 13 February 2019.
- 6.69 The SRF area covers approximately 155 hectares (ha) to the north of Manchester City Centre between Victoria Station, NOMA and the Northern Quarter in the south-west, and Queens Park and the intermediate Ring Road (Queens Road) to the northeast. The Northern Gateway is surrounded by the established neighbourhoods of Ancoats and New Islington, Miles Platting, Monsall, Cheetham Hill and the Strangeways commercial district.
- 6.70 The eight core objectives of the SRF are:
- A unique and high quality residential led regeneration scheme.
 - A varied network of high-quality green street and public open spaces.
 - Manchester's unique city river park.
 - Build on the best of what is there.
 - Improve connectivity across the Northern Gateway and beyond.
 - Create new gateways to and from the City Centre.
 - Promote truly sustainable places.
 - Foster the emergence of local retail and service hubs.
- 6.71 There are several important projects within the wider area that have either completed or are being brought forward by the City Council and its private sector partners to transform the Northern Gateway and create significant regeneration benefits to the fringe areas and communities of north Manchester.
- 6.72 Some of the key major applications and projects include:
- Commencement of construction of Victoria Riverside, delivering 634 new homes across three buildings of 37, 26 and 18 storeys and representing the next phase of the £1 billion Northern Gateway regeneration project.
 - Commencement of construction of 1,202 new homes at The Gasworks, forming a major site within the Northern Gateway Strategic Regeneration Framework and Zone C of the New Cross Neighbourhood Development Framework.
 - The completion of Mount Yard delivering 136 homes within Meadowside, with a further 620 homes under construction adjacent to Angel Meadows.
 - Submission of a planning application at Red Bank for remediation and earthworks to allow delivery of future residential-led development at the Red Bank Neighbourhood, together with the construction of a new road and priority junction from Red Bank, new drainage infrastructure, utility and services connections and diversions, preparatory tree and shrub clearance, and demolition of certain existing structures, along with the creation of new and improved green infrastructure and landscaping including the improvements of St Catherine's Wood to form part of a City River Park, and other associated works.
- 6.73 Together, these projects will represent billions of pounds of public and private sector investment which will drive the regeneration of this part of the City Centre. The delivery of the Northern Gateway and NOMA is key to supporting wider regeneration across the city.

Manchester Zero Carbon Framework (2020)

- 6.74 There is increasing evidence of global temperature rises and the prospect therefore of increasing incidences of extreme weather as well as risk of water and food shortages and flooding, all causing increasing insecurity. Whilst Manchester may not feel these effects as severely as other areas globally, there is an identified urgent need for all cities to consider what they need to do to play their full part in addressing climate change. There is an opportunity for cities like Manchester to demonstrate how a city can adapt to become climate positive over time and lead by example.
- 6.75 In November 2018, MCC made a series of commitments, informed by the Manchester Climate Change Agency's (MCCA) work with the world-renowned Tyndall Centre for Climate Research based at University of Manchester. The key commitments are as follows:
- To becoming zero carbon by 2038, significantly accelerated from the original target of 2050.
 - To adopt a carbon budget and emit only a maximum of 15 million tonnes CO₂ for the period 2018-2100. This has been transposed from a global carbon budget which has been calculated as "likely" to maintain global temperature change within 2°C as agreed in the Paris Agreement.
 - To achieve a 13% year-on-year reduction in citywide CO₂ emissions from 2018 to achieve this carbon budget.
- 6.76 On 10 July 2019, a motion asking MCC to formally declare a climate emergency was unanimously agreed. The motion declares that climate change is a serious risk to Manchester's future and committed to embedding the issue as an integral part of council decision-making – making sure that all key decisions are taken with the city's target of becoming zero-carbon by 2038 in mind. It further strengthens the emerging Manchester Zero Carbon Framework.
- 6.77 In March 2020, the Executive adopted the Manchester Climate Change Framework 2020-2025 with a commitment to review progress annually. The five-year framework sets out measures that MCC will take to reduce carbon emissions from its buildings, energy use and transport. The measures include retrofitting buildings to improve energy efficiency, increasing the use of Electric Vehicles, and seeking 100% renewable energy.
- 6.78 Manchester's Climate Change group has provided further guidance, published in August 2021, to set out the design criteria that should be in place for new buildings within the city. Whilst this has not been formally adopted into planning policy, it is a key consideration for future development proposals and will likely form part of Planning Policy in the next iteration of the Local Plan.

City Centre Transport Strategy (2020)

- 6.79 MCC has reviewed the City Centre Transport Strategy ('CCTS'), which seeks to establish an ambitious target for 50% of all journeys in Greater Manchester to be made on foot, by bike or using public transport by 2040. This would equate to one million more sustainable journeys per day. Consultation on the published draft CCTS ended on 04 November 2020 and a final version was endorsed in March 2021 by the Greater Manchester Combined Authority.
- 6.80 To achieve the ambition set out in the strategy, it will be necessary to consider and remodel city centre streets, highways, and transport networks in a new way. This will identify how to reduce the negative impacts of vehicles, how to make the environment a more pleasant place for pedestrians and cyclists and consider how to best make use of highly valuable city centre space, whilst ensuring the City Centre continues to thrive as the hub for economic growth. Seven ambitions to improve city centre travel are outlined:
- The city centre is more attractive for walking.
 - The city centre is cleaner and less congested.

- More people choose to cycle to destinations within the city centre.
- The city centre benefits from better public transport connections.
- Parking is smarter and integrated with other modes.
- Goods are moved and delivered sustainably and efficiently to and within the city centre.
- Innovation is embraced where it benefits the city centre and its users.

6.81 It is also recognised in the CCTS (2021) that the amount of Metrolink and train journeys made into the city centre at peak hours will almost double by 2030. Measures and improvements are proposed to both systems to alleviate congestion and increase the capacity of the network. This is critical to the proposals given the proximity of the Site to Market Street, St. Peter's Square and Piccadilly Metrolink stations.

6.82 In September 2021, Greater Manchester have asked government to back early delivery of a London-style public transport system for the city-region. As part of the vision, which requires an initial £1.4 billion of funding from national government, Greater Manchester will deliver significant investment in transport facilities. This is considered integral to the infrastructure required to create the Bee Network, creating vital new connections between towns, high streets and communities, fast orbital bus routes, new and improved stations and high-quality cycling and walking routes. The target for this initiative is to be in place by 2024.

Beelines – Made to Move (2019)

6.83 The 'Made to Move Beelines Strategy' sets out to provide 1,000 miles of walking and cycling routes across Greater Manchester, both promoting sustainable transport and connecting communities. This strategy is an update on the 'Made to Move' strategy (2018) and Bee Network launch (2019) and focuses on how the Bee Network, a 1,800-mile network of walking and cycling routes across Greater Manchester, will be delivered.

6.84 The Bee Network will support the delivery of 'Our Network': Greater Manchester's plan for an integrated, simple, and convenient London-style transport system. It will allow people to change easily between different modes of transport, with simple affordable ticketing and an aspiration to have a London-style cap across all modes. In September 2021, this was rebranded as 'Destination: Bee Network' and aims to be implemented by 2024 and commuter trains by 2030.

6.85 This would include orbital routes that allow people to travel around the city-region, as well as in and out of the centres. These activities will all work to deliver the Greater Manchester Transport Strategy 2040, which sets out a vision for at least 50% of all journeys in Greater Manchester to be made by walking, cycling and public transport by 2040.

6.86 Several Beelines cycleways are near the Site, this includes City Centre Triangle running along Deansgate: part of a key route linking various radial routes across and around the regional centre connecting to major trip attractors. The Site is a short and generally pedestrian-only journey from Deansgate up King Street.

Manchester's Green and Blue Infrastructure Strategy

6.87 MCC recognises that green and blue infrastructure is an essential part of creating a successful, liveable city. Parks, river valleys, gardens, street trees, green roofs, canals, and many other components all form part of a rich network that is integrated with the built environment in the world's most popular cities.

6.88 The vision for green and blue infrastructure in Manchester over the next ten years is that by 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The City's communities will be living healthy, fulfilled lives, enjoying access to parks and green spaces and safe green routes for walking, cycling and exercise throughout the city.

- 6.89 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.
- 6.90 Manchester's Green and Blue Infrastructure (G&BI) Strategy, together with its Stakeholder Implementation Plan, was approved in July 2015. The strategy is founded on the basis that attractive, multi-functional green and blue infrastructure is a key component of shaping and delivering the quality-of-life people expect and enhancing the City's global image as a place in which to live, work and invest.
- 6.91 A Green and Blue Infrastructure Statement is submitted in support of this planning application to address the requirements detailed in the Strategy.

Design for Access 2 (2003)

- 6.92 The Design for Access Manual was published in January 2000, it provides a practical guidance to inclusive design. It requires developments to be fully inclusive and accessible and the Council's vision is for Manchester to be recognised as the most accessible City in Europe. MCC recognises that inclusive design needs to take account of cross-impairment and community-based issues.
- 6.93 The aim of Design for Access 2 is to provide guidance on best practice. However, it is acknowledged that it may not always be possible to meet all the standards. Design principles that will help to achieve accessible development that are relevant to the Proposed Development include the approach taken to developing inclusive design, the key issues and difficulties of the scheme, and the sources of advice and guidance used.
- 6.94 MCC has agreed a hierarchy of road users, which prioritises the needs of pedestrians and disabled people, cyclists, public transport, and finally other users. This hierarchy should be respected in the design and layout of all new developments.
- 6.95 Streets should be designed for local people to use. They should be attractive, accessible social spaces, which encourage use by all sections of the local community. Street furniture must be well designed, with clear function and positioned to avoid the creation of obstacles, clutter, or confusion.
- 6.96 The Design for Access Manual provides further details and design standards for external areas and for within buildings. These have been considered and incorporated into the development, alongside more up to date statutory accessibility requirements.

Appraisal

- 6.97 Sections 7 and 8 of this Statement review the Proposed Development against the key planning considerations that have been derived from a review of the relevant planning policies contained within the Development Plan and includes sections on:
- Principle of Use;
 - The Impact on the Local Environment, including
 - Heritage
 - Archaeology
 - Air Quality
 - Sunlight, Daylight and Overshadowing
 - Noise and Vibration
 - Transport
 - TV and Radio reception
 - Wind
 - Ecology
 - Flood Risk and Drainage
 - Ground Conditions
 - Ventilation;
 - Construction Management;
 - Operational Management.
 - The Architectural Quality of the Proposed Development
 - Functional Design and A well-designed inclusive environment

- Sustainable Design & Construction
- Accordance with Manchester's Core Strategy Tall Buildings Policy
- Green and Blue Infrastructure;
- Contribution to Permeability of the Site and the Wider Area;
- The Provision of a Well-Designed Environment; and
- Accordance with Manchester's Core Strategy Tall Buildings Policy.

7 Tall Building Evaluation

Introduction

- 7.1 The Manchester Guide to Development SPD (2007) states that *"it will always be important for the City to be able to accommodate new interest and activity in its different forms, including tall buildings"* (p.46).
- 7.2 It also states that the Council *"would require any such proposals to be presented in context of the joint guidance produced by CABI and English Heritage for assessing tall buildings"* (p.50).
- 7.3 On 4 March 2022, Historic England published the updated Advice Note 4, Tall Buildings, which represents an update to the previous 2015 version and the CABI and English Heritage Guidance published in 2007, responding to the requirements of the NPPF and the marked increase in proposals for new tall buildings.
- 7.4 Therefore, the evaluation of this element of the Proposed Development as set out below is based on the 2022 Guidance. The proposals are also assessed against the Core Strategy Policy EN2 (2012) on Tall Buildings underneath.
- 7.5 Advice Note 4 identifies a series of steps that should be undertaken pre-application for proposals involving tall buildings. These are as follows:
- Understanding the policy position of the LPA including which areas are suitable for tall buildings and where there are historic environment considerations.
 - Agreeing what illustrative material and digital models are available and likely to be needed, so that the impact of a tall building on the historic environment can be fully assessed by the LPA.
 - Agreeing the zones of visual influence of a proposal, utilising digital tools, to agree the extent and type of impact assessment required.
 - Understanding the local character of areas that may be affected by the proposal.
 - Determining which heritage assets are likely to be impacted by development proposals.
 - Gaining an early understanding of the significance of these heritage assets, including the contribution made by their setting, to ensure the impact of the proposal on significance, and the ability to appreciate that significance, can be adequately assessed.
 - Agreeing an approach for design review – such as a design review panel.
 - Identifying what supporting information may be required.
 - Exploring ways to positively respond to the historic environment.
- 7.6 The Site is located within NOMA, a key regeneration area that is undergoing significant change and renewal. The Site is also allocated for commercial / business uses under UDP Saved Policy HC10b. It is also identified within the endorsed NOMA Masterplan and SRF as a location for office-led use.
- 7.7 The office use with ancillary retail, leisure and community uses at the lower floors has also already been established through the 2015 and 2020 Planning Permissions for the Site. The Proposed Development provides an opportunity to replace a long-term vacant site with a high-quality landmark scheme in this key gateway location. It is being developed as an integrated and complementary component of the wider commercially led NOMA Masterplan.

- 7.8 As such, the suite of uses incorporated within the Proposed Development are fully compliant with planning policy at all levels.
- 7.9 The Proposed Development has been developed through a comprehensive engagement process. The heritage assets potentially affected and the resulting key viewpoints and CGI's, to assess any potential effects, were discussed and agreed with the LPA.
- 7.10 A full Heritage and Visual Impact Assessment is presented in the Heritage Statement prepared by Stephen Levrant Heritage Architecture, which is submitted with the planning application. Other supporting documents have been agreed with MCC.
- 7.11 The Proposed Development was also the subject of a Places Matter! Design Review. The design team has considered these comments in the revised scheme.
- 7.12 The remainder of this section will consider the proposal against the Historic England guidance in the following order:
- The response to local context.
 - The impact on the local environment.
 - Architectural quality.
 - Functional design and a well-designed inclusive environment.
 - Sustainable design and construction.

The response to local context

- 7.13 The Site is currently underutilised, comprising a surface level car park. It is allocated under UDP Saved Policy HC10b for business and commercial development and has been identified as a gateway site for office-led development within the endorsed NOMA Masterplan and SRF, and under the 2015 and 2020 Planning Permissions the principle of taller buildings on the Site was established.
- 7.14 A process of design development has been undertaken in consultation with MCC and the approach to scale and massing has responded to this to ensure the development responds to local townscape and minimises the potential impact on nearby sensitive uses. Further detail is provided within the DAS prepared by Cartwright Pickard and the Statement of Consultation prepared by Deloitte and Counter Context and submitted in support of this application.

The Architectural Quality of the Proposed Development

- 7.15 The Proposed Development has been prepared by a client and vastly experienced design team familiar with the issues associated with developing tall and high-quality buildings, including offices, in city centre locations and with a track record and capability to deliver a project of exceptional quality.
- 7.16 The design team is as follows:
- Architect: Cartwright Pickard;
 - Landscape Architect: Planit-IE;
 - Planning Consultants: Deloitte LLP;
 - Heritage and Visual Impact Assessment: Stephen Levrant: Heritage Architecture;
 - Transport: Curtins;
 - Energy and Sustainability: Buro Happold;
 - Noise and Vibration: Buro Happold;
 - Ventilation: Buro Happold;
 - Servicing and Refuse Management: Curtins;

- BREEAM Pre-Assessor: Mainer Associates;
- Wind: Buro Happold;
- Sunlight / Daylight: Buro Happold;
- Archaeology: Salford Archaeology;
- TV Reception Survey: Pager Power; and
- Ecology: ERAP.

- 7.17 The Proposed Development will be in NOMA, which will be a commercially led, mixed-use neighbourhood including high quality office, residential, hotel, leisure, and retail space, underpinned by a forward-thinking, neighbourhood-led approach to place-making that champions the idea that places are better when people are involved in making them.
- 7.18 In line with NPPF design policy and as evidenced in the DAS, the proposed scheme has been the subject of significant design consideration and evolution. The revised scheme is brought forward to deliver a development that is not only more sustainable, but more visually attractive and characterful, whilst still in keeping with its surroundings.
- 7.19 The design team recognise the high-profile nature of the Site, and the bar has been set high in terms of design quality and architectural excellence, to deliver a landmark building that is complementary to the wider development of NOMA.
- 7.20 The Proposed Development has been designed with full consideration for its location near to a number of heritage assets including Shudehill and Smithfield Conservation Areas.
- 7.21 Key to the delivery of a successful and well-designed scheme on the Site has been the grounding of the building and the provision of active ground floor uses. The Proposed Development addresses the site levels to provide activation at both lower and upper ground floor levels to address all elevations of the two proposed buildings. The proposed supporting retail and leisure uses will also optimise the potential of the Site.
- 7.22 The Proposed Development will deliver landmark office buildings of the highest quality, which represents an improvement on the existing surface car park occupying the Site. The Proposed Development will positively address Angel Square and will act as a marker for NOMA within wider City Centre views.
- 7.23 The DAS prepared by Cartwright Pickard accompanying the application fully explains the architectural and design details and summarised above in Section 4.

Functional Design and A well-designed inclusive environment

- 7.24 The Proposed Development forms part of the wider NOMA regeneration area and sits in a key gateway location marking the transition from the historic NOMA estate and the Northern Gateway regeneration to the north.
- 7.25 In recent years, the character of the NOMA area has undergone substantial changes, with the introduction of new developments such as 4 Angel Square and the 34 storey Angel Meadows tower. The resultant change has emerged taking cues from the height, scale, and material qualities of the listed buildings within the NOMA estate.
- 7.26 The Proposed Development has been designed with certain functional requirements to attract commercial occupiers, including large floorplates and floor to ceiling heights. Nonetheless, the Proposed Development is of a suitable scale and quality for the NOMA area, comprising a positive response to the emerging character of the NOMA estate, as envisioned within the NOMA Masterplan.
- 7.27 It has been designed to be of a human scale and activate the surrounding streetscape and public realm through the provision of lower and upper floor commercial retail units. These units will provide active frontages, including onto Thread Street due to the provision of a plinth level, which acts to address the difficult change in site levels.

- 7.28 Services have been provided where possible within the lower ground floor level where active frontages would not be possible due to the sub-structure being below the street level.
- 7.29 The public realm strategy has also been designed to ensure permeability and linkages with the wider city centre and key development sites, including enhanced routes between Sadler's Yard to Angel Meadow Park in the north.
- 7.30 The Proposed Development will encourage further activity and footfall into the area whilst providing a new, sustainable development. The Proposed Development is therefore considered to have a beneficial impact upon the settings of the two listed buildings closest to the Site with a neutral impact on all other heritage assets.

Sustainable Design & Construction

- 7.31 The application is supported by an Energy Statement prepared by Buro Happold and an Environmental Standards Statement and a BREEAM Pre-assessment prepared by Mainer Associates. These documents set out how the Proposed Development will incorporate sustainability measures, including energy efficiency and environmental design.
- 7.32 The revised proposals for 2 and 3 Angel Square are being brought forward to ensure the delivery of a scheme that is 'best-in-class' in terms of sustainability and net zero carbon. The vision for 2 & 3 Angel Square is for two highly sustainable, next generation commercial office buildings. As well as targeting Net Zero Carbon in both construction and operation, the design also conforms to the highest environmental targets and measurement criteria.
- 7.33 Careful consideration has been given to the long-term sustainability of the proposals, it's adaptability to allow it to continue to be relevant, and how the development addresses the current crisis of global climate change. The Proposed Development goes beyond standard policy requirements, targeting BREEAM Outstanding and NABERS 5 star, which is ahead of the UKGBC's target on their Net Zero Carbon Pathway (which recommends targeting 4.5 stars).
- 7.34 The project team have worked to reduce embodied carbon through considered design, whilst also designing-in mitigation for climate change including the use of PVs, sustainable urban drainage and high-quality materials which align with the principles of a circular economy.
- 7.35 The Proposed Development is actively targeting high environmental standards, going beyond the requirements within the NPPF and Core Strategy, specifically Policies EN4 (Reducing Carbon Emissions by Enabling Low and Zero Carbon Development), EN6 (Target Framework for CO2 Reductions from Low or Zero Carbon Energy Supplies), EN8 (Adaptation to Climate Change), EN14 (Flood Risk), and T1 (Sustainable Transport).
- 7.36 In addition to the benefits associated with redeveloping a brownfield site in a strategically important location, the Proposed Development has the following environmental merits:
- Targeting BREEAM Outstanding – A BREEAM Pre-Assessment will be submitted in support of the planning application.
 - Targeting NABERS 5 Star (Excellent Rating).
 - Reducing the environmental and social impact of the material used through BREEAM material, including using the Green Guide to Specification to compare the life cycle impacts of different façade options and undertaking material efficiency appraisal to explore opportunities to design out waste through the life of building.
 - The results from Building Regulations Part L calculations for the proposed buildings demonstrated that the design strategy has the potential to reduce the regulated carbon emissions by 42.9% for 2 Angel Square and 44.8% for 3 Angel Square over Part L2A 2013 utilising Low and Zero Carbon (LZC) technologies and

so are sufficient to meet the planning requirements. This demonstrates that the scheme will easily meet the requirements set out in Core Strategy Policies EN4 and EN6.

- The inclusion of roof-mounted photovoltaics (PV) to both 2 Angel Square and 3 Angel Square to generate electricity use for the buildings. The exact arrangement of the PV is subject to the detailed design stage, the details of which can be agreed through the condition discharge process.
- All elements of the design, from the building structure, mechanical and electrical equipment down to the internal finishes, have been subject to extensive analysis to strip away unnecessary materials. The exact nature of the superstructure will be confirmed at detailed design stage and will be chosen to minimise potential embodied carbon.
- All externally exposed fabrics will be insulated to achieve U-Values surpassing the mandatory standards required by Part L. It is proposed that the building's envelope airtightness will be designed to high standards, minimising unintentional inward or outward leakage, and therefore reducing potential for excess heat losses during the winter months.
- Thermal analysis has been undertaken and has informed the glazing percentage on each façade and orientation. The elevations subjected to higher solar gains have a lower glazing percentage, which allows:
 - more efficient mechanical plant;
 - less mechanical plant than comparable buildings with a larger glazing area (lower embodied carbon); and
 - provision of double-glazed windows rather than triple-glazed windows (lower embodied carbon).
- MEP systems have been selected using an options appraisal that considered embodied carbon and operational energy. Air Source Heat Pumps (ASHP) are proposed and provides heating and cooling at high efficiencies and ensures effectual delivery throughout the building distribution, minimising loss.
- Energy Efficient LED lighting to incorporate automatic controls that respond to daylight and human presence to minimise the buildings electrical lighting load.
- The buildings would be fully smart enabled using new technology. The design incorporates several innovative features to meet the highest standards of environmental performance and sustainability.
- Minimal on-site car parking is proposed, with a net reduction in car parking on the Site because of the Proposed Development.
- The Site is highly accessible by a range of sustainable transport options. 270 cycle parking spaces are proposed to be provided on the Site, with secure spaces, showers and lockers in the building and spaces in the public realm. The proposed landscaping will also improve linkages for pedestrians and cyclists across NOMA and through to the city centre and surrounding neighbourhoods.
- The Proposed Development will introduce further initiatives to promote sustainable travel choices, including through the introduction of a Travel Plan. The Framework Travel Plan sets out a package of measures to reduce the transport and traffic impact of the Proposed Development, including the provision of public transport, walking, and cycling information.
- The development seeks to reduce potable water demand by 40% against a baseline building through specification of water efficient sanitaryware. Construction site impacts will be managed through a construction management plan and BREEAM Policy EN17 (Water Quality).

- An operational waste management strategy has been produced; waste streams and quantities have been estimated to ensure sufficient space for storage and collection, as well as opportunities to minimise waste and facilitate high recycling rates in line with Core Strategy Policy EN19 (Waste).
- Construction impacts will be minimised through contractor compliance with BREEAM and using a detailed Construction Management Plan, required by a pre-commencement condition.
- Ecosystems play an important role in regulating climate. They currently absorb roughly half of man-made carbon emissions. Biodiversity and ecosystem services help to adapt to and mitigate climate change. The provision of green infrastructure is integral to the Proposed Development and should improve biodiversity and enhance wildlife habitats in the urban area. There are opportunities for the green infrastructure to link to established wildlife corridors forming links between recent landscaping enhancement within the NOMA Framework Area and Angel Meadows, in line with Core Strategy Policy EN15 (Biodiversity and Geological Conservation).
- The Site is located entirely within Flood Zone 1. The drainage strategy has been designed for a 1 in 100-year storm with 40% increase for climate change and includes sustainable drainage measures, including potential for permeable paving and raingardens which will be determined in the detailed design stage.

Accordance with Manchester's Core Strategy Tall Buildings Policy

7.37 Policy EN2 of the adopted Core Strategy (July 2012) states that:

"Tall buildings are defined as buildings which are substantially taller than their neighbourhoods and/or which significantly change the skyline.

Proposals for tall buildings will be supported where it can be demonstrated that they:

- *Are of excellent design quality,*
- *Are appropriately located,*
- *Contribute positively to sustainability,*
- *Contribute positively to place making, for example as a landmark, by terminating a view, or by signposting a facility of significance, and*
- *Will bring significant regeneration benefits.*

A fundamental design objective will be to ensure that tall buildings complement the City's key existing building assets and make a positive contribution to the evolution of a unique, attractive and distinctive Manchester, including to its skyline and approach views.

Suitable locations will include sites within and immediately adjacent to the City Centre with particular encouragement given to non-conservation areas and sites which can easily be served by public transport nodes.

Elsewhere within Manchester tall building development will only be supported where, in addition to the requirements listed above, it can be shown to play a positive role in a coordinated place-making approach to a wider area. Suitable locations are likely to relate to existing district centres. The height of tall buildings in such locations should relate more to the local, rather than the City Centre, urban context.

By their very size tall buildings can have a significant impact on the local environment and its micro-climate. It is therefore expected that this impact be modelled and that submissions for tall buildings also include appropriate measures to create an attractive, pedestrian friendly local environment.

It will be necessary for the applicant/developer to demonstrate that proposals for tall buildings are viable and deliverable.”

- 7.38 The Proposed Development will positively contribute and support the aims of the Core Strategy policy on Tall Buildings by:
- Redeveloping an underutilised and key strategic site that will help transform a key point of entry into the City Centre dramatically improving the perception and image of this area. The proposals will act as a transition between the NOMA historic estate and the Northern Gateway.
 - Providing buildings of exceptional design quality, which are appropriately located on the edge of the City Centre, on a plot identified within the NOMA Masterplan and SRF for landmark buildings.
 - Utilising a site that has excellent accessibility to a range of public transport modes, including Metrolink, bus, and rail.
 - Incorporating sustainability measures as set out in the supporting Environmental Standards Statement and Energy Strategy.
 - Providing a significant area of public realm and landscaping, with buildings of exceptional quality that provide for activity and animation at street level.
 - Establishing a strong sense of place, enhancing the quality and permeability of the streetscape and the architectural fabric of the area.
 - Positively responding to the local character and historical development of the City Centre, delivering an innovative and contemporary design, which reflects the transformation of the local context.
 - Creating a safe and accessible environment with clearly defined areas and active public frontages on both lower and upper ground floor levels, activating both Angel Square and Thread Street / Angel Mews; enhancing the local quality of life.

The Impact on the Local Environment

- 7.39 Consideration of the Proposed Development in relation to its effect on the local environment and amenity is provided in the following:
- Section 8 of this Statement; and
 - Chapters 6 and 7 of the Environmental Statement and accompanying appendices prepared by Deloitte with input from technical consultants.
- 7.40 In conclusion, the results of the technical assessments do not result in unacceptable impacts on amenity, when considered in the context of the economic and regeneration benefits of the Proposed Development.

8 Other Key Planning Considerations

- 8.1 The tall building evaluation includes a review of key planning considerations derived from the Proposed Development. This includes a review of several key planning considerations such as design, transport, sustainability, and environmental considerations. This Section therefore sets out those key planning considerations derived from the planning policy review that have not been discussed in the preceding chapter.

Principle of Use Policy and Guidance

- 8.2 Core Strategy Policy SP1 (Spatial Principles) sets out that the Regional Centre will be the focus for economic and commercial development, leisure, and cultural activity. Additionally, Core Strategy Policy SP1 states that all development should have regard to the issues and strategy for each regeneration area as described in the Strategic Regeneration Frameworks.
- 8.3 Core Strategy Policy EC1 (Employment and Economic Growth in Manchester) states that Manchester City Centre and the City Centre Fringe are key locations for the most significant employment generating uses. It goes on to state that a priority for ensuring continued economic growth is the continued social, economic, and environmental regeneration of the City. Policy CC1 (Primary Economic Development Focus: City Centre and Fringe) also outlines that 25ha of office or similar employment development will be delivered in the City Centre Fringe.
- 8.4 Core Strategy Policy EC3 (Regional Centre) states that employment generating uses including offices and other commercial development will be encouraged in the Regional Centre providing the development is well connected by sustainable transport to both the wider city and surrounding residential areas, and where the scale and type of office does not undermine employment in the City Centre.
- 8.5 Core Strategy Policy EC4 (North Manchester) is expected to provide approximately 14ha of employment land. It states that the Council will promote development which has had regard to connecting major employment opportunities to residential neighbourhoods within North Manchester and Lower Broughton and Salford.
- 8.6 Saved UDP Policy HC10 (Industrial and Commercial Uses) allocates the Site as suitable for business or commercial development in order to maximise employment opportunities from the Site.
- 8.7 The NPPF supports the commitment to ensuring economic growth in order to create jobs and prosperity, building upon the country's inherent strengths, and meeting the challenges of a low carbon future. Section 6 (Paragraphs 80 to 82) discusses the need to 'build a strong, competitive economy'.

Compliance of the Proposed Development

- 8.8 The Site is located within the Regional Centre and City Centre Fringe, where there is a focus to support economic growth and access to job opportunities. The Site is also allocated for commercial / business uses under UDP Saved Policy HC10b. Furthermore, it is part of NOMA, a key regeneration area that is undergoing significant change and renewal and is identified within the endorsed NOMA SRF as a location for office-led development.
- 8.9 The Proposed Development is fully in accordance with the policies supporting economic growth. It provides an opportunity to replace a long-term underutilised surface car park with a high-quality landmark scheme in this key gateway location. It is being developed

as an integrated and complementary component of the wider commercially led NOMA Masterplan and will provide two major office buildings providing 4,400 jobs construction and operation. There will be opportunities for local people to access employment for example using a Local Labour Agreement. An outline Local Benefits Proposals is provided as part of this planning application.

- 8.10 Given the current economic challenge the UK faces because of the COVID-19 pandemic it is even more vital that key economic sectors are well supported, in this way the office space created by the Proposed Development will support the knowledge intensive sectors that are key to the City Region's economy.
- 8.11 The office use with ancillary retail, leisure and community uses at the lower floors has also already been established through the 2015 and 2020 Planning Permissions for the Site.
- 8.12 As with the 2015 and 2020 Planning Permissions, the Proposed Development also includes for supporting commercial retail uses, as described further within Section 4 of this Statement.
- 8.13 These uses are considered appropriate within the context of the Site being located on the edge of Manchester City Centre and the surrounding existing, consented, and future development, which includes commercial, residential, and public realm.
- 8.14 In addition, the Proposed Development aims to be an exemplar sustainable development, setting the precedent for others.
- 8.15 As such, the suite of uses incorporated within the Proposed Development are considered to be fully compliant with planning policy at all levels.

Impact on the Local Environment

Heritage

Policy and Guidance

- 8.16 The Planning (Listed Building and Conservation Areas) Act 1990 sets out the general duty on decision makers in exercising their planning functions with respect to listed buildings. Section 16 of the Act states:

"(2) In considering whether to grant listed building consent for any works the local planning authority or the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses"
- 8.17 Section 66 requires:

"In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State, shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses"
- 8.18 Section 72 sets out the corresponding duty in relation to conservation areas, it requires:

"In the exercise, with respect to any building or other land in a conservation area, of any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area"
- 8.19 Paragraph 8 of the NPPF notes that one of the key dimensions to sustainable development is protecting and enhancing our historic environment.
- 8.20 Paragraph 199 requires that when considering the impact of the Proposed Development on the significance of the asset, great weight should be given to the asset's conservation, the more important the asset the greater the weight should be. Any harm or loss requires clear and convincing justification.
- 8.21 Paragraph 201 states that:

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

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

8.22 Core Strategy Policy EN3 (Heritage) highlights that throughout the City, MCC will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods. New developments must be designed to support MCC in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance. Proposals which enable the re-use of heritage assets are encouraged where they are considered consistent with the significance of the heritage asset.

8.23 Policy CC9 relates to design and heritage where development in Manchester City Centre should preserve or enhance the heritage assets that have been identified, including listed buildings, conservation areas and scheduled ancient monuments.

Compliance of the Proposed Development

8.24 A full Heritage and Visual Impact Assessment is presented in the Heritage Statement prepared by Stephen Levrant Heritage Architecture, which is submitted with the planning application.

8.25 The Visual Impact Assessment appraises the heritage significance of seven identified views and the potential visual impact of the Proposed Development on the individual assets identified and the view as a whole through a series of accurately rendered images.

8.26 This Report concludes the following:

- The Site is not located within a conservation area and does not contain any listed buildings.
- Due to the poor quality of the built form, poor pedestrian environments, and general lack of activity, the character of the Site and immediate surroundings is poor. Consequently, this has a negative impact on the understanding and appreciation of the identified heritage assets and other remnants of the historic environment, such as the remaining historic street layouts, which are not understood or appreciated as such.
- The significance appraisal in the Heritage Assessment has thus demonstrated that there is a high capacity for change within the settings of the identified heritage assets, and the potential to enhance the assets' settings to better understand and appreciate their architectural and historic interest.
- In recent years, the character of the NOMA area has undergone substantial changes, with the introduction of new developments such as 4 Angel Square and the 34 storey Angel Meadows tower. The resultant change has emerged taking cues from the height, scale, and material qualities of the listed buildings within the NOMA estate.
- The assessment of 7 views has illustrated that the Proposed Development will result in some clear visual change but will not impede upon the ability to understand and appreciate the significance of these designated heritage assets. The proposed office

buildings are of a suitable scale and quality for the NOMA area, comprising a positive response to the emerging character of the NOMA estate, as envisioned within the NOMA Masterplan.

- The Proposed Development will encourage further activity and footfall into the area whilst providing a new, sustainable development. The relative impact upon the settings of the two listed buildings closest to the Site are thus considered to be negligible beneficial. The impact on all other heritage assets is considered to be neutral.
- It is considered that the exceptional quality and design of the Proposed Development, and the contribution to the surrounding townscape, will sustain the heritage values of the identified heritage assets as a whole.
- Therefore, the proposals will not result in any 'harm' as defined by the NPPF and comply with local and national planning policies regarding the built historic environment.

8.27 The Proposed Development is therefore considered to be fully in accordance with local and national planning policy in respect of heritage and visual impact.

Archaeology

Policy and Guidance

8.28 Core Strategy Policy DM1 (Development Management) sets out that all development should have regard to effects relating to archaeological heritage.

8.29 Section 16, paragraph 194 of the NPPF sets out that *"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."*

Compliance of the Proposed Development

8.30 A Desktop Assessment of the Site has been undertaken by Salford Archaeology and is submitted in support of this application. The Desktop Assessment finds that the Site has high local historical significance due to its association with Richard Arkwright and pioneering use of technology.

8.31 The Site was occupied in the late 18th century by Manchester's first steam-powered cotton mill, established by Richard Arkwright in 1780-82. The Mill is thought to have incorporated ground-breaking technology that paved the way for the application of steam power to the cotton industry.

8.32 Arkwright's involvement in the Mill ceased in 1784 when he sold it to his son who entered partnership with John and Samuel Simpson. The mill remained in production until the 1830s, when the building was converted for use as a warehouse.

8.33 In 1854, the building was largely destroyed in a catastrophic fire, although it was reconstructed to slightly larger dimensions. In 1892, the mill was taken over by Baxendale & Co, who implemented further alterations and remodelling. The building was finally destroyed entirely during aerial bombing raids in December 1940, and the Site has been used subsequently as a car park.

8.34 It is concluded that the overall significance of the Shudehill Mill complex is reduced by extensive loss of the component buildings and infrastructure through the intensive nineteenth-century development of the Site, and twentieth-century clearance.

8.35 As part of the original application in 2015 (and adjacent application for Angel Gardens), Salford Archaeology completed a series of assessments, trial trenching, excavation and recording informed throughout by ongoing dialogue with the LPA, Historic England, and Greater Manchester Archaeological Advisory Service (GMAAS).

- 8.36 Through this activity, Historic England and GMAAS concluded that the remaining below ground heritage was of national significance but should be addressed through the planning process. Through consultation with Historic England and GMAAS it was agreed that the most historically significant parts of the Mill are the Engine House and associated Wheel Pit. This is primarily because they demonstrate the sequence of power systems at the time, indicating the desire of entrepreneurs at the time to innovate in terms of technology to secure an advantage over their competitors.
- 8.37 The assessment also found that other parts of the Site hold some potential to contain buried remains of archaeological interest, albeit in a fragmentary condition. These include the footprint of another cotton mill that had been added to Arkwright's Shudehill Mill complex by 1786 and was the first to be powered by a Boulton & Watt steam engine. The Site of this Mill was subject to redevelopment in the 19th and 20th centuries, and limited archaeological investigation carried out in 2013 did not reveal any physical remains of the building. Similarly, an evaluation trench placed across the centre of a large reservoir that served the Mill complex did not expose any 18th -century fabric.
- 8.38 In May 2021, Salford Archaeology carried out the archaeological evaluation, consisting of seven trenches. During the evaluation remains were encountered below the former right-hand carriageway of Miller Street that had the potential to be part of the 18th-century mill, later known as Mottershead's Mill. Due to this, Greater Manchester Archaeological Advisory Service (GMAAS) recommended an excavation be carried out within this area to ascertain the nature of the remains and record any remnants of the early mill.
- 8.39 A 41m by 6m trench was excavated which uncovered the remains of floors and walls associated with the late 19th-century warehousing erected on the Site as part of Baxendale's Ironworks complex. No elements of the early mill had survived within the excavation area. The full results of the excavation are given in Salford Archaeology's 2021 excavation report submitted in support of this application.
- 8.40 Whilst most of the archaeological investigations outlined in condition 36 of Decision Notice for the 2020 2 and 3 Angel Square Planning Permission have been undertaken, the Desktop Appraisal states that a limited programme of additional evaluation trenching coupled with a watching brief during ground-reduction works will be required to offset the harm of the Proposed Development.
- 8.41 Should any significant and extensive remains be encountered further archaeological investigation may be appropriate to ensure an archival record is compiled prior to the ultimate loss of the remains.

Archaeological Interpretation

- 8.42 In 2015, the Site was submitted for consideration for scheduling by Manchester Industrial Regional Archaeology Society (MIRAS). A report issued by the Department for Culture, Media, and Sport (DCMS) in November 2015 confirmed that the Site would not be scheduled, notwithstanding its significance.
- 8.43 In accordance with Historic England's recommendation through the process, DCMS agreed that rather than designating the Site, it could be more appropriately managed via the planning process with an appropriate mitigation strategy involving interpretation of the Shudehill Mill within the public realm of the new developments. A Shudehill Mill Principles of Interpretation Document was prepared to guide the future detailed design of the archaeological mitigation and submitted with the 2015 application.
- 8.44 Phase 1 of the archaeological interpretation has been agreed and implemented as part of the development of the Angel Gardens scheme (including the Mews between Angel Gardens and the Site). It comprises a unique open-air trail presenting the story of the Mill through an outline of the original Mill with dated stones and descriptive text along with objects from the dig and videos. It also includes the original bevel, which sat in the heart of the Mill and turned the shafts which ran the machinery. This has been embedded into the landscaping as a focal point for meeting/gathering.

- 8.45 In total there are six physical and four digital nodes already delivered which include digital view finders telling the storey of various key workers, illustrating jobs and tasks that would've been undertaken as part of the day-to-day running of the Mill.
- 8.46 These elements were formally agreed through the discharge of conditions attached to the Angel Gardens Planning Permission (Condition Discharge Ref. CDN/18/0667) on 3 June 2019.
- 8.47 The revised 2 and 3 Angel Gardens scheme retains the existing Phase 1 archaeological interpretation, and the same number and type of archaeological interpretation measures and nodes (physical and digital) are proposed for Phase 2, as previously approved. A revised layout and approach are proposed for the Phase 2 archaeological interpretation package, which has been discussed and agreed with GMAAS and Historic England prior to the submission of the planning application.
- 8.48 Further details on the historic environment are contained within the Heritage Statement prepared by Stephen Levrant Heritage Architecture and the Desk-Based Archaeological Assessment prepared by Salford Archaeology, submitted in support of the Planning Application.

Air Quality Policy and Guidance

- 8.49 Core Strategy Policy EN16 (Air Quality) states that *"the Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself, including from Combined Heat and Power and biomass plant."*
- 8.50 Policy DM1 (Development Management) states that all development should have regard to, effects on amenity, including air quality.
- 8.51 Paragraph 185 of the NPPF states that the planning system should prevent both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability.

Compliance of the Proposed Development

- 8.52 The Site is located within an Air Quality Management Area, which was declared because of failure to meet certain air quality objectives.
- 8.53 In accordance with Core Strategy Policy EN16, an Air Quality assessment has been prepared by Buro Happold and considers the impact of the Proposed Development, both during construction and operation, on local air quality and its subsequent effect on sensitive locations, such as residential properties.
- 8.54 During construction, activities will have the potential to affect local air quality from dust deposition and increases in particulate matter concentration. Mitigation measures are recommended during this temporary period, which will minimise potential for any adverse impacts.
- 8.55 With regards to operational impacts, emissions from both traffic and plant associated with the Proposed Development have been considered.
- 8.56 Although the Proposed Development includes 30 car parking spaces, there are approximately 100 spaces currently on the Site, which will be removed as part of the scheme. It is therefore likely that there will be a net decrease in flows because of the Proposed Development, and therefore the impact from traffic emissions associated with the Proposed Development are insignificant.
- 8.57 The energy strategy solely relies on emission free equipment to meet hot water and energy demand and so combustion plant has not needed to be assessed. A back-up

generator has been proposed for life safety purposes but given the limited testing hours and roof level flue, the impacts from this generator will be negligible.

- 8.58 It is therefore considered with the implementation of recommended construction mitigation measures; the Proposed Development would not have a significant impact on air quality and the Site is suitable for the proposed use.

Daylight, Sunlight and Overshadowing Policy and Guidance

- 8.59 Saved UDP Policy H2.1 states that the Council will not permit development which will have an unacceptable impact on residential areas.
- 8.60 Core Strategy Policy DM1 (Development Management) outlines that all development should have regard to effects of amenity including privacy and light.
- 8.61 Paragraph 125, part C of the NPPF stipulates that
"...local planning authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in this Framework. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site."
- 8.62 The NPPG states in Paragraph 006 that:
"where a planning application is submitted, local planning authorities will need to consider whether the Proposed Development would have an unreasonable impact on the daylight and sunlight levels enjoyed by neighbouring occupiers, as well as assessing whether daylight and sunlight within the development itself will provide satisfactory living conditions for future occupants."
- 8.63 Paragraph 007 continues:
"All developments should maintain acceptable living standards. What this means in practice, in relation to assessing appropriate levels of sunlight and daylight, will depend to some extent on the context for the development as well as its detailed design. For example in areas of high-density historic buildings, or city centre locations where tall modern buildings predominate, lower daylight and daylight and sunlight levels at some windows may be unavoidable if new developments are to be in keeping with the general form of their surroundings."

Compliance of the Proposed Development

- 8.64 Buro Happold have assessed the Daylight, Sunlight and Overshadowing of the Proposed Development as part of the Environmental Statement.
- 8.65 The assessment was undertaken in June 2022 using guidance provided in BR209 "Site Layout Planning for Daylight and Sunlight, A Guide to Good Practice" (2022) in line with national planning policy and local policy.
- 8.66 While BR209 has been used as a guide a level of adaption has been considered in the appraisal of the results to consider the city centre, NOMA Masterplan and SRF context and site constraints.
- 8.67 Dense urban areas and city centre developments, such as the Proposed Development, may often experience greater site constraints when compared to low-rise suburban areas, and thus a high degree of obstruction is often unavoidable.
- 8.68 The existing site condition, as of 2022, is an open area with no existing buildings, other than the temporary marketing suite located to the south of the Site, which offers no obstruction of light to the existing surrounding buildings. This provides a baseline condition which distorts the existing baseline when considered within a city centre environment.

- 8.69 In view of the unusually unobstructed pre-development Site condition, Buro Happold have adopted the approach of setting alternative targets to the main recommendations of BR209, the justification for which is set out in BR209. In this assessment a reduced target for daylight access, consistent with a city centre location and typical of existing building densities near the Site is adopted and the change from the pre-development to post-development condition is assessed against a baseline where each assessed building faces a mirror image of itself on the Site, representing more typical surroundings found in a city location.
- 8.70 Initial 25° obstruction angle studies highlight that the Angel Street elevation of the Linx Building and northwest facing elevations of Angel Gardens will be impacted by the Proposed Development, given their close proximity.
- 8.71 This indicates a requirement for a more detailed study into the vertical sky component (VSC) calculations for both receptors and probable sunlight hours (APSH) and the probability of APSH occurring during winter (WPSH) (for the Linx building and Angel Gardens windows to determine the loss of light.
- 8.72 The detailed study is limited to the Angel Street elevation of the Linx building and the northwest elevations of Angel Gardens, with all other windows of both buildings unaffected by the Proposed Development.
- 8.73 On review of the 25° obstruction plane, it is apparent that the impact of the Proposed Development on Angel Gardens will be predominantly experienced by windows on the northwest facing elevation of the low-rise part of Angel Gardens and only windows on the bottom 4 floors of the high-rise part could potentially be affected.
- 8.74 Windows on these bottom 4 floors are predominantly shaded by the northern low-rise parts of Angel Gardens, so it is not expected that there will be an adverse impact from the Proposed Development. All windows on higher floors meet BRE guidance as they are negligibly obstructed by the Proposed Development.
- 8.75 The results for the development of both 2 and 3 Angel Square indicate that 24 windows tested on the bottom floors of the northwest facing elevation of the high-rise part of Angel Gardens will achieve BR209 targets.
- 8.76 Of the 186 windows tested on the low-rise part of Angel Gardens, 4 (2.2%) will achieve the BR209 target by either retaining a VSC of at least 15% or at least 0.8 times their baseline values. Of the remaining windows, 7 (3.8%) achieve a factor of baseline values between 0.6 and 0.8 - minor adverse impact; 61 (32.8%) achieve a factor of baseline values between 0.4 and 0.6 - a moderate adverse impact and 114 (61.3%) achieve less than 0.4 factor of their baseline values - a major adverse impact.
- 8.77 Existing windows facing the Site experience an abnormally high level of access to daylight and sunlight for a city environment, where below 15% VSC is a recognised threshold for a visibly perceived reduction in light to a habitable room. For this reason, 15% is adopted as an appropriate target value for existing windows and the mirror baseline conditions have been applied in this assessment.
- 8.78 The largest reduction in daylight is primarily experienced on the lower floors of the Linx and Angel Gardens buildings, where not all windows provide daylight to living areas of these apartments. Internal layouts indicate that around 72% and 57% of assessed windows serve living areas in the Linx Building and Angel Gardens, respectively, with the remainder serving bedrooms, which are identified by BR209 as having a lesser requirement for daylight than living areas.
- 8.79 The large windows at lower storeys in the middle of the Linx building on the Angel Street elevation and the high-rise part of Angel Gardens serve non-residential circulation space.
- 8.80 Of the 106 windows on the Linx Building tested for sunlight, 36 (34%) will achieve BR209 targets by achieving at least 25% APSH and 5% WPSH with the Proposed Development in place; 12 (11.3%) will experience a minor adverse impact; 30 (28.3%)

- will experience a moderate adverse impact and 28 (26.4%) will experience a major adverse impact.
- 8.81 The windows most affected by the Proposed Development are the windows at ground floor level as might be expected for a city centre location, where buildings are in close proximity. It should be noted that of the windows assessed, a number of these are bedrooms, which are considered to be less sensitive.
- 8.82 Furthermore, the effect of reduced daylight access at individual windows will be mitigated by the following internal layout features, resulting in living spaces receiving light from an elevation unobstructed by the Proposed Development in addition to the Angel Street elevation:
- All living spaces on the Linx building are served by more than one window.
 - Living spaces at the corners of the Linx building and the low-rise part of Angel Gardens are all dual aspect.
 - The three living spaces on each storey central to the Linx building Angel Street elevation are dual aspect to the courtyard behind.
 - All living spaces on the upper two storeys of the Linx building are dual aspect to the courtyard behind.
- 8.83 Sunlight availability has also been reviewed for public realm amenity spaces. Results indicate that BR209 guidance is met in amenity spaces 1, 3, 6 and 7, with at least 50% of each area receiving at least 2 hours by direct sunlight or experiencing a reduction in hours of sunlight of no more than 20% of its baseline value. The expected level of impact from the Proposed Development on amenity spaces 1, 3, 6 and 7 is, therefore, negligible.
- 8.84 Proposed amenity spaces 2, 4 and 5 receive some direct sunlight but fall significantly short of BR209 guidance, with between 8.3% and 19.1% of the area of these spaces receiving 2 hours of sunlight. These areas are seen as an extension to Angel Square, which will be the main focus for seating area, and which does meet BR209 guidance.
- 8.85 Area 4 will form a link between the Mews and Angel Square and will be designed to incorporate high quality materials and landscaping to achieve an attractive shade tolerant environment. When considered as a single public realm space incorporating Areas 1 to 5, BR209 guidance is met with 81.4% of the combined area receiving at least 2 hours of direct sunlight.
- 8.86 Whilst a moderate adverse effect is indicated as a residual effect on the Linx Building and moderate adverse effect to Angel Gardens, it should be noted that these should be considered within the wider City Centre location.
- 8.87 The buildings being proposed in close proximity to these existing buildings are not of a scale that is out with the existing context.
- 8.88 The Proposed Development has been designed with acknowledgement for enabling access to daylight where possible. The roof for 2 Angel Square has been specifically designed to crown at the corner facing onto Angel Square, sloping down, and dropping in scale towards Angel Street and the adjacent residential developments. The purpose of this is to minimise any potential amenity impacts, whilst retaining prominence alongside 3 Angel Square.
- 8.89 The resulting high transparency of the Proposed Development helps to preserve daylight access for the opposite buildings. Further mitigation by way of massing changes would be limited and difficult to undertake within the constraints of the Site and project brief.
- 8.90 For further details please refer to Chapter 6 of the Environmental Statement and supporting appendices.

Noise and Vibration Policy and Guidance

- 8.91 Saved UDP Policy DC26 (Development and Noise) outlines that the Council intends to use the Development Control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both:
- a) the effect of new development proposals which are likely to be generators of noise; and
 - b) the implications of new development being exposed to existing noise sources which are effectively outside planning control.
- 8.92 In addition, Core Strategy Policy DM1 (Development Management) sets out that all development should have regard to effects on amenity, including noise.
- 8.93 NPPF paragraph 174 e) sets out that development should neither contribute nor be at risk of the impacts of noise.

Compliance of the Proposed Development

- 8.94 An environmental noise survey has been undertaken by Buro Happold and is submitted with the application. The purpose of this Report is to assess the suitability of the Site for development in the context of existing environmental noise affecting the Proposed Development, as well as the potential noise impact of mechanical services equipment installed as part of the proposed development, upon the existing noise-sensitive receptors (NSRs).
- 8.95 Buro Happold has set about conducting a series of baseline noise surveys (externally) in the vicinity of the Site, with the following aims:
- To assess the potential for noise impact due to surrounding environmental noise sources (e.g., road traffic) incident on the facades of the proposed schemes. In so doing, enabling the sound reduction performance requirements of building envelope elements (e.g., roofs, glazing and, where applicable, natural ventilation etc.) to be determined, thereby permitting Internal Ambient Noise Level (IANL) criteria to be achieved; and
 - To quantify background noise levels, representative of those which would be existent at the nearest-affected, noise-sensitive receptors (e.g., residential). This allows the specification of limiting noise levels for any externally installed (or external terminations of) building services equipment, such that the environmental noise protection objectives of MCC may be complied with, when assessed at those NSR locations.
- 8.96 The Acoustic Report provides noise limits for plant and other potential noise generators associated with the Proposed Development, which are set in line with the criteria used by MCC and detailed within the Planning and Noise Technical Guidance (December 2015). These rating levels are based on achieving 5 dB below the representative background noise level at the nearest existing noise-sensitive receptors.
- 8.97 Compliance with these limits will ensure that there will be no adverse noise impacts generated by the Proposed Development.

Transport Policy and Guidance

- 8.98 Core Strategy Policy T1 (Sustainable Transport) sets out to deliver a sustainable, high quality, integrated transport system in order to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport.
- 8.99 Core Strategy Policy T2 (Accessible Areas of Opportunity and Needs) sets out that developments should provide a level of car parking which reflects the realistic

- requirements of the users of the development. Regard should also be given to the need for disabled and cycle parking provision.
- 8.100 The Guide to Development in Manchester SPD (2007) sets out the design principles and standards that the City Council expects new development to achieve. One of the key principles is 'Minimising the Impact of Car Parking'. The SPD recognises the demands of car parking within new development proposals. It recommends that the reliance of car parking should be reduced by ensuring easy access to amenities including public transport are provided.
- 8.101 Section 9 of the NPPF relates to the promotion of sustainable transport. It sets in paragraph 104, the proposals should:
- a) The potential impacts of development on transport networks can be addressed;
 - b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
 - c) opportunities to promote walking, cycling and public transport use are identified and pursued;
 - d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
 - e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.
- 6.85. Paragraph 113 states that all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

Compliance of the Proposed Development

- 8.102 This section should be read in conjunction with the Transport Statement prepared by Curtins, which fully considers the transport implications of the Proposed Development, and the Interim Travel Plan, which provides details of measures to encourage alternative modes of transport to the private car.
- 8.103 A review of baseline conditions and highway safety in the vicinity of the Site has been undertaken. This demonstrates that the Site is highly accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are several public transport opportunities within acceptable walking distance of the Site.
- 8.104 It is not considered that there is an existing safety issue that is likely to be exacerbated by the Proposed Development.
- 8.105 Appropriate tracking drawings have been produced in the Transport Statement to show vehicular access and a refuse collection and servicing strategy.
- 8.106 A first-principles trip generation assessment has been undertaken to establish the likely highway impact. The Proposed Development would not have a significantly detrimental or 'severe' impact on the surrounding highway network. It is considered the Proposed Development is likely to reduce the number of vehicles on the adjacent highway network given that the Site is currently used as a surface car park for circa 100 vehicles and the Proposed Development only offers 30 spaces across the two buildings.
- 8.107 Furthermore, it has been demonstrated there is sufficient parking availability for the few users that would choose to drive, and that the impact on car parking throughout the City Centre would be insignificant.
- 8.108 Travel Plan initiatives include:

- Production of Welcome Packs, to be supplied to all employees.
 - Measures to encourage walking,
 - Measures to encourage cycling, including the provision of high quality and secure facilities for cyclists.
 - Measures to encourage use of Public Transport.
 - Car sharing / Car Club.
- 8.109 Travel surveys will be undertaken within three months of first occupation of the Proposed Development to set measures against which the initiatives can be judged. A Travel Plan Co-ordinator will be appointed to monitor activity.

Waste and Servicing

Policy and Guidance

- 8.110 Policy EN19 (Waste) states that the Council will require all developers to demonstrate the proposals consistency with the principles of the waste hierarchy. All developers will be required to submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled wherever possible and how the sustainable waste management needs of the end user will be met.

Compliance of the Proposed Development

- 8.111 The proposed arrangements for management of waste during operation are set out within the Waste and Servicing Strategy prepared by Curtins in accordance with MCC waste requirements. The Waste Management Strategy confirms that these are appropriate for this scale of development and that servicing, and waste collection can be undertaken in an efficient manner.
- 8.112 Measures to control construction and waste will be managed in accordance with the detailed CMP.

TV and Radio Reception

Policy and Guidance

- 8.113 Under MCC planning guidance, any development over four storeys require a TV reception impact assessment. The report should assess the possible interference created by the Proposed Development on TV and radio reception within the area.
- 8.114 Paragraph 114 of the NPPF states that local planning authorities should ensure that:
- "they have evidence to demonstrate that electronic communications infrastructure is not expected to cause significant and irremediable interference with other electrical equipment, air traffic services or instrumentation operated in the national interest; and they have considered the possibility of the construction of new buildings or other structures interfering with broadcast and electronic communications services."*

Compliance of the Proposed Development

- 8.115 Baseline (pre-construction) signal survey and reception impact assessments have been undertaken by Pager Power to determine the potential effects on the local reception of television and radio broadcast services from the Proposed Development in accordance with Paragraph 114 of the NPPF and Core Strategy Policy EN2 (Tall Buildings).
- 8.116 The report provides the baseline data to assist with any further studies. Impacts to the reception of VHF (FM) radio, analogue terrestrial television, digital terrestrial television, and digital satellite television services, have been assessed.
- 8.117 Of the eight tested locations, four may have potential to suffer interference to TV reception as the result of the Proposed Development. These are in the reception 'shadow' created by the Proposed Development to the southeast of the Site.

- 8.118 Significant obstructions already exist in the City Centre between the aerial and transmitter, which are likely to be causing the observed signal problems. The Proposed Development may cause further degradation to the signal with locations closest to the Site most likely to be affected.
- 8.119 It is possible that no interference will occur due to the current reception quality in most of the surrounding area.
- 8.120 The construction phase will involve a crane; however, any interference created by the crane would be for a temporary period during construction.
- 8.121 If during construction or following completion of the Proposed Development an interference complaint is received, a post-construction survey and investigation can be undertaken to determine whether the interference is attributable to the Proposed Development.
- 8.122 If an interference complaint is confirmed to be a result of the Proposed Development, mitigation can be installed. The most likely mitigation solution is the installation of satellite television at the affected residence.

Wind Policy and Guidance

- 8.123 Core Strategy Policy EN2 (Tall Buildings) states that, *"by their very size tall buildings can have a significant impact on the local environment and its micro-climate. It is therefore expected that this impact be modelled and that submissions for tall buildings also include appropriate measures to create an attractive, pedestrian friendly local environment."*
- 8.124 Paragraph 12.14 goes on to state, *"it is for these reasons that it is considered particularly important that they are designed to the highest quality, both in terms of appearance and their impact on the functioning of surrounding space."*
- 8.125 In addition, under Section 12 of the NPPF paragraph 130 sets out the proposals should create a place with a high standard of amenity for both existing and future residents.

Compliance of the Proposed Development

- 8.126 An assessment of the potential impact of the Proposed Development on the pedestrian level wind environment in and around the Site, and whether the Site is suitable in terms of pedestrian safety and comfort, as defined by the Lawson criteria – recognised as a suitable benchmark standard for wind assessments – has been carried out by Buro Happold.
- 8.127 During construction of the Proposed Development, localised wind acceleration is likely to result in a gradual transition to the new conditions. It is possible there will be temporary localised wind acceleration across the Site. Since the effects are short-term and local, and the normal sheltering from standard site hoardings is expected to be sufficient, negligible impacts are expected.
- 8.128 The assessment is supported by Computational Fluid Dynamics (CFD) modelling of the full range of wind speeds and directions for the eight configurations (which have been suggested to the Local Planning Authority through the EIA Scoping Process), as follows:
- Configuration 1: Existing site (baseline);
 - Configuration 2: Proposed 2 Angel Square with existing surroundings;
 - Configuration 3: Proposed 3 Angel Square with existing surroundings;
 - Configuration 4: Proposed 2&3 Angel Square with existing surroundings;
 - Configuration 5: Proposed 2&3 Angel Square with committed developments
 - Configuration 6: Proposed 2 Angel Square with existing surroundings with mitigation;

- Configuration 7: Proposed 3 Angel Square with existing surroundings with mitigation; and
 - Configuration 8: Proposed 2&3 Angel Square with existing surroundings with mitigation.
- 8.129 Configurations 1 to 5 were run without any landscape in place. Existing and proposed hard and soft landscape was incorporated for configurations 6 to 8.
- 8.130 Scenarios 6, 7 and 8 were modelled with the inclusion of mitigation measures, mainly in the form of existing and proposed landscape, to ensure safe and comfortable conditions for pedestrians using the Site during each scenario.
- 8.131 The landscape strategy was developed in consultation with the design team and the wind modelling results at every stage of the project. This allowed the deployment of soft and hard landscaping to specific locations within the Site.
- 8.132 The baseline conditions show areas of wind acceleration at Miller Street and Rochdale Road. These areas of wind acceleration are influenced by the One Angel Square, CIS, and Plot L (Angel Gardens) buildings. All these existing conditions are outside the redline boundary of the building. The new development has a minor beneficial effect in reducing wind speeds at these areas, however the conditions along Miller Street and Rochdale Road remain as shown in the existing baseline for comfort. The Proposed Development helps to remove the safety areas found in the baseline conditions; this is a major beneficial effect.
- 8.133 It is anticipated that wind conditions are likely to improve adverse effects from moderate to minor if mitigation is applied near to the base of the building and/or around areas affected by wind acceleration.
- 8.134 The addition of landscape within the street and towards the northeast of the development has proved to work in reducing wind speeds. However, adverse wind conditions are likely to remain minor adverse to negligible.
- 8.135 Wind conditions on the Site are suitable for a range of activities in most areas, and no safety concerns/failures were found within the Proposed Development or nearby perimeter with mitigation.

Ecology

Policy and Guidance

- 8.136 Core Strategy Policy EN15 (Biodiversity and Geological Conservation) outlines that the Council will seek to maintain and enhance sites of ecological value throughout the City. Developers are required to demonstrate that they have assessed and taken account of the potential effect of the development on biodiversity including European, national, and locally priority species such as the great crested newt, pipistrelle bats and certain bird species.
- 8.137 Manchester Green and Blue Infrastructure Strategy together with its Stakeholder Implementation Plan, was approved in July 2015. The strategy is founded on the basis that attractive, multi-functional green and blue infrastructure is a key component of shaping and delivering the quality-of-life people expect and enhancing the City's global image as a place in which to live, work and invest.
- 8.138 Its main objectives are as follows:
- Improve the quality and function of existing green and blue Infrastructure, to maximise the benefits it delivers.
 - Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth.
 - Improve connectivity and accessibility to green and blue infrastructure within the city and beyond.

- 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.
- 8.139 Chapter 15 of the NPPF (Conserving and enhancing the natural environment (paragraphs 170 to 183)), identifies numerous ways in which planning policies and decisions can contribute to and enhance the natural and local environment. It states that new development should minimise impacts on ecology, and developments should be encouraged to incorporate biodiversity improvements in and around developments.
- 8.140 The Environment Act 2021 further supports this commitment to, and strengthens the legislation in respect of, maintaining and also enhancing biodiversity in England, and Part 6 Nature and Biodiversity includes, amongst others, strengthened biodiversity duty for public authorities in England and Biodiversity net gain to ensure developments deliver at least 10% increase in biodiversity.
- 8.141 The Places for Everyone Joint Development Plan (Publication Plan) is yet to be adopted, however it is at an advanced stage. Policies in the Submission Plan Draft (2021) that are considered relevant are set out below:
 - Draft Policy GM-G 2- Green Infrastructure Network: the green infrastructure network will be designed, managed, protected, and enhanced to help deliver benefits which involve enhancing biodiversity, by expanding, improving, and connecting habitats.
 - Draft Policy GM-G 8 – Standards for a Greener Greater Manchester: The GMSF indicates Standards for a Greener Greater Manchester including access to greenspace.
 - Draft Policy GM-G 9 – A Net Enhancement of Biodiversity and Geodiversity: The policy considers the requirement for Net Enhancement of Biodiversity and Geodiversity through following the mitigation hierarchy of avoiding harm, mitigating locally or otherwise compensating for loss.

Compliance of the Proposed Development

- 8.142 An Ecological Survey and Assessment has been prepared by ERAP. An ecology desk-based assessment has been completed and a site walkover survey took place on 1 June 2022. The Survey found that the Site:
 - Contains only common and widespread plant species
 - None of the habitats within the Site are of significant interest in terms of their plant species composition.
 - None of the habitats present are representative of semi-natural habitat.
 - The NVC communities present are typical of the geographical area and conditions present.
 - No Priority Habitats are present on the Site.
 - No invasive species listed under Schedule 9 of the Wildlife and Countryside Act 1981 (as amended) are present within the Site.
- 8.143 As confirmed in the Ecological Survey and Assessment, the trees, grassland, and ornamental planting are of 'site' value only.
- 8.144 A full Arboricultural Impact Assessment has also been undertaken by Bowland Tree Consultancy Limited and found that there are 23 trees located on the Site, including three individual trees and five groups of trees comprising. Most of the trees to be removed comprise those of a lower quality, with two moderate quality trees also proposed for removal.
- 8.145 The proposals will remove these habitats during the construction phase of the proposed development. It is proposed to provide compensation for the loss of these habitats via

the provision of ornamental planting (enriched with pollinator species), living walls and via the planting of 30 trees across the site, in accordance with the landscape proposals.

- 8.146 An assessment of the Proposed Development against Manchester's Green and Blue Infrastructure Strategy (2015) has been undertaken by Deloitte LLP and is included within Appendix 1.
- 8.147 As outlined above in Section 4, the Proposed Development includes green landscaping as part of new public space and street planting. This planting will contribute to the urban greenery and create an attractive place where people want to spend time.

Flood Risk and Drainage

Policy and Guidance

- 8.148 Core Strategy Policy EN14 (Flood Risk) outlines that development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding; this should take account of all sources of flooding identified in the Manchester-Salford-Trafford Strategic Flood Risk Assessment (SFRA).
- 8.149 In addition to the requirements for site-specific Flood Risk Assessments (FRAs) set out in PPS25, an appropriate FRA will also be required for all development proposals, including changes of use, on sites greater than 0.5ha within Critical Drainage Areas (CDAs) and Canal Hazard Zones identified in the SFRA.
- 8.150 Core Strategy Policy EN17 (Water Quality) sets out that following elements a development must consider in relation to water quality:
- Avoid any adverse impact on water quality, including during the construction phase.
 - Minimise surface water run-off, maximise the use of appropriate sustainable drainage systems, and minimise groundwater contamination.
 - If close to a watercourse the development should ensure waste and litter cannot enter the watercourse
- 8.151 Chapter 14 of the NPPF provides policy guidance on climate change, flooding, and coastal change. Paragraph 159 explains the basic principle that inappropriate development in the areas at risk of flooding should be avoided. This is achieved through applying a Sequential and Exception Test as governed by Paragraphs 161-166. This provides the tests that must be met to allow development on land at risk of flooding and is explained in detail further within this section.

Compliance of the Proposed Development

- 8.152 The Site lies within Flood Zone 1 and as such is at low risk of flooding from rivers or sea. The Site is less than 1 hectare and therefore falls below the threshold for the requirements of a Flood Risk Assessment. However, the Site is located within a Critical Drainage Area and as such an FRA and Drainage Strategy have been prepared by Buro Happold in support of the planning application.
- 8.153 The Environment Agency mapping identifies that the Site is also considered to be at low risk of reservoir and canal flooding. The Site is also not located within any areas identified as at risk of groundwater flooding. No mitigation is required in this respect.
- 8.154 Foul water is proposed to be discharged at an unrestricted rate directly to the existing United Utilities public combined sewers. United Utilities has confirmed that there is sufficient capacity for this. The risk of flooding from the surcharge of public combined sewers is therefore considered to be low.
- 8.155 The surface water flood map indicates that the entire Site is classified as having a very low probability of surface water flooding. The roads to the north-east and south-west of the Site are shown to have a low to medium probability of surface water flooding.
- 8.156 The Surface Water Drainage Strategy notes that the following existing drainage is present within the vicinity of the site:

- 1500 x 600mm brick combined sewer which conveys flows northwest beneath Miller Street; and
- 1850mm diameter brick combined sewer in Angel Street which flows southeast.

- 8.157 It is understood that there are no existing connections from the Site to either of these combined sewers.
- 8.158 It is concluded that the risk of flooding from all sources, for the entire design life is low and that the Proposed Development will not increase the risk of flooding elsewhere.
- 8.159 Nevertheless, a Drainage Strategy has been prepared by Buro Happold. This details that surface water is proposed to be discharged to the public combined sewer in Miller Street and thus managed separately from foul water.
- 8.160 As detailed further within the Drainage Strategy, a range of sustainable drainage methods have been considered. The surface water hierarchy has been applied, with the conclusions as follows:

Disposal on site

- 8.161 Sustainable Urban Drainage Systems are used to reduce the impact of surface water from storm events on the existing environment mimicking the natural run-off characteristics of the site and removing pollutants from the urban run-off at source.
- 8.162 Permeable paving will be considered in most hardstand areas. For this development and due to the levels, it is envisaged that the main advantage of introducing permeable paving is to significantly delay and mitigate the peak flood flows from the site and provide some attenuation (subject to detailed design).
- 8.163 As it is envisaged to use clay paving and natural stone paving, the jointing areas may not be enough to capture all the water. It is therefore proposed to combine this system with some linear drainage and/or gullies. Due to the ground conditions, the proposed permeable paving will not have infiltration to the ground.
- 8.164 Green roofs were considered by the design team; however, this was not considered viable given the provision of PVs on the roof and access requirements for the maintenance of these.
- 8.165 Due to the restricted external space for other SuDS features, underground storage structures will form part of a series of attenuation features which will contribute to attenuating the 1 in 100-year storm events + 45% Climate Change. Attenuation tanks will be installed in the same phasing as the buildings. Where one plot is developed first, the correspondence attenuation tank will be installed.

Disposal to a watercourse

- 2.3 The nearest watercourses to the Site are the River Irk 200m to the north and the River Irwell, 300m to the west, which are designated as Main River. Due to the proximity of the watercourses to the proposed development, any direct connection to the watercourses is not considered viable.

Disposal to a Public Sewer

- 8.166 It is envisaged to dispose surface water to the public sewer located within the access road between the proposed site and Angel Gardens where it ultimately discharges to the 600 x 1500mm diameter public combined sewer within Miller Street.
- 2.4 The peak flow rates of surface water leaving the site shall be no greater than 9.55 l/s as per the pre-development response from United Utilities. Attenuation will be provided to cater for the 1 in 100 year plus 45% climate change rainfall event

General Drainage Strategy

- 8.167 A separate foul drainage system will be provided to collect all foul water generated from the Proposed Development via gravitational flow (where possible) from below ground

floor level and discharge to the existing public sewer. Where gravitational discharge is not possible the proposed foul water shall be pumped.

- 8.168 Disposal will be to the public combined sewers in the vicinity of the site. United Utilities confirmed that the foul water from this site can be drained at an unrestricted rate to the public combined sewer network.

Ground Conditions

Policy and Guidance

- 8.169 Core Strategy Policy EN18 (Contaminated Land and Ground Stability) sets out that the Council will give priority for the remediation of contaminated land to strategic locations.
- 8.170 Paragraph 183 of the NPPF requires that planning policies and decisions should ensure that sites are suitable for any proposed use by taking account of ground conditions and risks arising from land instability and contamination. This includes the risks arising from natural hazards or former activities such as mining and any proposals for mitigation including land remediation (as well as potential impacts on the natural environment arising from that remediation).

Compliance of the Proposed Development

- 8.171 A Ground Engineering Desk Study Report was undertaken as part of the 2019 planning application.
- 8.172 Reviews of historical maps indicate that the Site has undergone a rich industrial history including the remains of cotton mills and associated reservoirs (Arkwright's Mill (Shudehill Mill), an iron foundry, a sawmill and timber yard, a brewery, a public baths and wash house, public houses, shops, and housing of various types. The past and present uses of the Site and its surroundings indicates the potential for a variety of contaminants to be present.
- 8.173 In 2019, a scheme specific intrusive ground investigation was undertaken, which comprised several exploratory holes to determine the depth and properties of any Made Ground, superficial deposits, and the bedrock; soil, rock and groundwater sampling and testing, monitoring of ground gas and groundwater and assessment of contamination risk specific to the development and current guidelines. The ground conditions comprise a variable depth of Made Ground, overlying superficial deposits (Glacial Till – sand, gravel, and clay), underlain by the Chester Formation (Sherwood Sandstone Group). The Sherwood Sandstone Group is classified as a 'Principal Aquifer' (formerly a 'Major Aquifer').
- 8.174 The Preliminary Contamination Risk Assessment has identified that there are potential active pollutant linkages at the Site which may require mitigation/remediation prior to occupation of the Site. Given the environmental setting of the Site and based on the historical information available, ground gas was not considered to be a risk.
- 8.175 The Zetica Unexploded Bomb Risk Map shows the Site to be in an area of 'Moderate' risk. It is known that Arkwright's Mill on/adjacent to the western boundary was bombed in 1940 during the 'Manchester Blitz' and post-war historical maps show several 'Ruins' on site and immediately to the east. In addition, these maps do not record many buildings on site pre-war (World War II). It was therefore recommended that UXO supervision is required for ground investigation and construction works.
- 8.176 A Report on Ground Investigations was subsequently undertaken by Structural Soils and is submitted in support of this planning application. The purpose of the work was to obtain geotechnical and geoenvironmental information for the Proposed Development
- 8.177 The scope of the intrusive investigation comprised four cable percussion boreholes, with rotary follow-on drilling, twelve machine excavated trial pits and five window sample holes. The Report contains a description of the Site and the works carried out, the exploratory hole logs, and in-situ and laboratory testing results.

- 8.178 A down hole UXO survey was also undertaken during drilling with the magnetometer being lowered to the base of the holes at regular intervals until past the maximum probable penetration depth of air dropped ordnance.

Ventilation

Policy and Guidance

- 8.179 Core Strategy Policy DM1 (Development Management) sets out that all development should have regard to effects on amenity.

Compliance of the Proposed Development

- 8.180 The Ventilation Strategy prepared by Buro Happold is summarised below.
- 8.181 Occupant comfort within the building is crucial to providing a high-quality environment, whilst also ensuring energy consumption is minimised.
- 8.182 A fully mechanical ventilation system is proposed delivering outdoor air to the back of fan coil units, which will deliver the air to the occupied zone while also providing space heating and cooling. Variable air volume (VAV) boxes will allow demand control ventilation; ramping air flow up and down according to demand by monitoring and responding to carbon dioxide levels within the space.
- 8.183 To ensure the quality of outside air drawn into the building, several factors such as recirculation of exhaust air or intake of contaminants have been considered. Extract discharge.
- 8.184 Each building has a slightly different air handling unit arrangement. For both buildings, commercial retail units at lower and upper ground floor are designed to a shell and core level of fitout and the ventilation system shall be provided by the future tenant, however louvres are provided locally within the façade to enable supply and extract ventilation to be terminated.

2 Angel Square

- 8.185 Upper floor office levels will be served by floor mounted supply and extract air handling units (AHUs) installed within a plant room located on each level within the core. Each plant room has a louvred connection to the external façade for air intake and exhaust. The floor-by-floor approach to ventilation removes central plant from the rooftop, providing additional space for PV panels and air source heat pumps. WCs and ancillary areas shall be provided with dedicated air handling units.

3 Angel Square

- 8.186 Owing to a central core layout without direct connection to the external façade, upper floor office levels will be served by supply and extract AHUs located on the roof. Each AHU will feed ductwork through a dedicated riser, located within the central core, connecting the roof distribution to each floor.
- 8.187 There are currently expected to be up to four tenancies per floor: splitting the floor plate into four, roughly equal quadrants. An AHU will serve each quadrant, giving each tenant access to a riser within their demise. Fresh air will be distributed around each floor plate by ductwork mounted at high level. Extract air is ducted to the rooftop AHUs. WCs and ancillary areas shall be provided with dedicated air handling units on the roof.

Commercial Retail Units

- 8.188 Commercial retail units at ground floor are designed to a shell and core level of fitout and the ventilation system will be provided by the future tenant. A louvre-band has been provided above the glazing for the tenant ventilation systems.
- 8.189 Where a retail unit is expected to have a commercial kitchen, a dedicated riser has been provided to allow a flue to be routed to the roof. On the Level 12 flexible office / restaurant space, a louvre band has been provided above the glazing to allow future-

flexibility for the office to be converted to a commercial retail unit; this will allow the tenant to install their own ventilation system.

Construction Management

Policy and Guidance

- 8.190 Core Strategy Policy DM1 (Development Management), states that development should have regard to effects on amenity, including noise, air quality, road safety and traffic generation. Policy SP1 (Spatial Principles), states that developments should minimise emissions.

Compliance of the Proposed Development

- 8.191 An outline Construction Management Plan has been prepared by Gardiner & Theobald, which outlines how the construction of the Proposed Development would be managed to minimise any potential adverse impact to the local community. It is included as Chapter 5 of the Environmental Statement.
- 8.192 It is anticipated that a planning condition would be attached to any Decision Notice requiring submission of a detailed Construction Management Plan following appointment of a contractor and in advance of commencement of development.
- 8.193 Construction activity will generally take in line with MCC Guidance, of 7.30am to 6pm Monday to Friday and 8.30am – 2pm on Saturdays, with any works outside of these hours being subject to prior approval from MCC to protect residential amenity.

Operational Management

Policy and Guidance

- 8.194 Core Strategy Policy DM1 (Development Management) outlines that all development should have regard to the effects on amenity, including light, noise, odour, vermin, litter, road safety and traffic generation. Regards should also be had for refuse collection and storage.

Compliance of the Proposed Development

- 8.195 The Proposed Development is supported by an Operational Management Strategy prepared by Workman, which sets out the general principles for the management of the building (in particular the lower-level retail, leisure and community uses, as well as the external terraces at roof level) and the public realm.
- 8.196 The document sets out details of how the space will be managed to ensure its successful operation, which future occupiers and users will be expected to adhere to.
- 8.197 It is proposed that the office element of the buildings would be accessible 24 hours a day.
- 8.198 The reception desk will be manned by a specialist Front Of House Service Provider from 08.00hrs until 18.00hrs Monday to Friday. Outside these core hours the Building will be remotely monitored internally and externally by CCTV and a door access system will be employed.
- 8.199 The hours of operation for the commercial retail units is not yet fully known and will likely differ dependent on precise occupier profile. An indicative schedule is outlined below and is it anticipated that a suitably worded condition will be included on a subsequent decision requesting confirmation of hours before the units are occupied:
- Monday 07:00 – 01:00
 - Tuesday 07:00 – 01:00
 - Wednesday 07:00 – 01:00
 - Thursday 07:00 – 01:00
 - Friday 07:00 – 01:00

- Saturday 07:00 – 01:00
- Sunday 09:00 – 14:00
- Bank Holidays 07:00 – 01:00

8.200 The operating hours for the external seating areas will typically comprise 08:00 – 18:00.

9 Summary and Conclusions

- 9.1 This Statement accompanies an application for Full Planning Permission for a mixed-use commercial-led scheme (Use Class Egi) comprising two buildings of lower and upper ground plus 11 and 12 storeys. It will comprise 44,525 sq. m (NIA) in total, including:
- 42,862 sq. m (NIA) of office floorspace including:
 - 176 sq. m (NIA) ancillary gym;
 - 1,129 sq. m (NIA) of flexible office (Use Class Egi) and/or restaurant (Use Class Eb) space at Level 12;
 - 592 sq. m (NIA) of flexible office and /or Sui Generis Use Class (t) Cinema space; and
 - 1,663 sq. m (NIA) of flexible commercial retail floorspace across four units at lower and upper ground floor levels.
- 9.2 The proposals also include new public realm, car parking, cycle storage and showers, and bin storage.
- 9.3 The Applicant is NOMA (GP) Ltd.
- 9.4 The proposed use classes of all the units will be determined by tenant demand and at this stage flexibility is required in terms of use class; the application proposals seek consent for operation of these units within Use Classes Ea, b, c, e, f, and / or Use Class Sui Generis (p) and (q).
- 9.5 The proposals also include new high-quality public realm which includes hard and soft landscaping, which includes the archaeological physical and digital interpretation package; building on that already implemented at Angel Gardens to mark Arkwright's Shudehill Mill. It also provides for 30 car parking spaces, 270 cycle parking spaces, changing facilities, and bin storage.
- 9.6 The Proposed Development is coming forward following significant investment by the Applicant in the historic estate and place-making, with real progress achieved in meeting the vision to become a mixed-use neighbourhood that is underpinned by a forward-thinking approach to place-making as set out within the NOMA SRF.
- 9.7 The Proposed Development has evolved following a review of the 2015 and 2020 schemes by the Applicant and design team. It has been revised to provide a more sustainable development that meets the Applicant's ambitious sustainability targets to create a building that its best-in-class in terms of sustainability and the approach to net zero carbon. The key drivers for the design of the Proposed Development therefore include:
- BREEAM Outstanding as a minimum;
 - NABERS 5 star as a minimum;
 - FITWEL and Smart Tech enabled;
 - EPC A rating; and
 - Alignment with UKGBC pathway to Net Zero Carbon or better.
- 9.8 The design approach has also been improved to ensure that both 2 and 3 Angel Square are comparable in scale and prominence, whilst providing buildings of greater character and architectural merit both to addressing the Site levels effectively whilst providing active ground floor uses across the Site.

- 9.9 The Applicant and project team are committed to providing a sustainable building of the highest quality, which has the following important direct economic, social, and environmental benefits:
- 9.10 The Proposed Development will build on the progress made to date at NOMA and strengthen NOMA's position as an emerging commercial, creative, and digital hub. The public benefits are fully listed within Section 5, but in summary, it will deliver the following benefits:
- Providing two new architecturally designed buildings, with high quality landscaping and archaeological interpretation, improving the urban environment, responding sensitively to the setting of nearby heritage assets, and transforming an important regeneration site for the city.
 - Providing much demanded Grade A office floorspace in a highly accessible and sustainable location, close to public transport and including extensive cycle facilities.
 - Improving on the c.800,000 sq. ft. of office floorspace delivered at NOMA and the further 836,000 sq. ft. in the pipeline (either on-site or in the planning process), contributing towards the strategic vision of both NOMA and the Northern Gateway. It will act as a catalyst for the next phase of development in the area.
 - Providing a key opportunity to expand the City Centre creating connections to key regeneration initiatives and complimenting investment within areas including the Green Quarter, Angel Meadows, Victoria Station, Ancoats and New Islington, New Cross and Strangeways.
 - Creation of circa 4,400 new jobs, together with 400 temporary jobs during the construction period with opportunities for local people to access employment using a Local Labour Agreement.
 - Delivery of commercial retail floorspace on the lower and upper ground floors, activating a key site within the heart of the NOMA Masterplan.
 - Enabling the redesign of Angel Square to provide an improved green space in the heart of NOMA.
 - Delivering sustainable and energy efficient buildings designed to adapt to climate change. Reducing embodied carbon through considered design and mitigating against climate change through the provision of solar panels and sustainable urban drainage.
 - Mitigating against climate change including using PVs, sustainable urban drainage and high-quality materials which align with the principles of a circular economy.
 - Enabling further contributions towards the £4.5 million of social value that has already been generated through volunteering, training, apprenticeships, and health & well-being initiatives at NOMA.
- 9.11 As part of both the NOMA and the Northern Gateway SRFs, there are key objectives to support the City's economy and emerging sectors. Central to this is the need to improve the attractiveness of the city as a place to live, study, work, invest and do business.
- 9.12 As demonstrated within this Statement, the Proposed Development will make a significant contribution towards the strategic vision of both NOMA and the Northern Gateway through the delivery of two landmark office buildings, which will help to act as a catalyst for the next phase of development at NOMA, as well as creating a new physical and visual connection between the historic NOMA estate and the Northern Gateway.
- 9.13 The proposal has been prepared in collaboration with MCC and other key stakeholders, including Environmental Health and Flood Risk Team, Historic England, GMAAS, and Greater Manchester Police. Pre-application consultation has also been undertaken with

- the local community and interest groups online via the NOMA Engage website. Detailed comments have been fully considered and addressed in the application submission.
- 9.14 Environmental and amenity issues have also been fully considered in the scheme's development and all technical matters have been suitably addressed. Overall, the proposals are supported by planning policy at all levels and are in accordance with an up-to-date Development Plan, in the adopted Manchester Core Strategy.
- 9.15 A detailed assessment of the proposals has been undertaken against adopted planning policy as set out in Sections 7 and 8 of this Statement. The Proposed Development is consistent with the aims and objectives of the Development Plan and in accordance with Development plan policies as a whole. It is also further justified in the context of other material considerations, including the NPPF and the NOMA SRF, and other national and local policy guidance.
- 9.16 The proposal therefore merits the support from the Council and the grant of Planning Permission.

Appendix 1 – Green and Blue Infrastructure Statement

Green and Blue Infrastructure

The table below outlines how the Proposed Development responds to the vision and objectives set out in the Manchester Green and Blue Infrastructure Strategy 2015 (and in turn Core Strategy Policies EN9 Green Infrastructure and EN15 Biodiversity and Geological Conservation). It should be read in conjunction with the DAS and Public Realm DAS.

Vision:	Response:
By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The City's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the City. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.	The landscape proposals for the Site have been key in shaping the character and quality of the development as a whole. The proposed landscaping and public realm will provide a high quality environment, which will be attractive to existing and future occupiers and residents at NOMA and the surrounding neighbourhoods, supporting the creation of new jobs, and enhancing permeability through NOMA for customers and local residents. The landscape is designed to reach outwards, encouraging public access and delivering on the vision in the SRF to create vibrant and connected spaces through the provision of high-quality public realm. The Proposed Development incorporates new hard and soft landscaping, layered and sensory planting, and measures to enhance biodiversity including bat and bird boxes. Improved pedestrian and cycle routes will be provided, through the provision of landscaping as part of this Proposed Development, including to the Angel Square and Thread Street elevations. The Proposed Development will also include for 270 secure cycle spaces and changing facilities.
Objectives established to enable the vision to be achieved:	Response:
1. Improve the quality and function of existing Green and Blue Infrastructure, to maximise the benefits it delivers.	The Proposed Development will involve the redevelopment of a site of circa 0.83 hectares of previously developed land and surface car park into a new commercially-led development with hard and soft landscaping. The Site does not include any protected or notable species. The vegetation and habitats within the Site comprise areas of unmanaged

	vegetation (including unmanaged trees, scrub and tall-herb vegetation), ornamental planting, and semi-improved neutral grassland. The Site contains only common and widespread plant species. None of the habitats within the Site are of significant interest in terms of their plant species composition. None of the habitats present are representative of semi-natural habitat. Although 23 trees are located on the Site and are required to be removed, these mostly comprise trees of a lower quality with the exception of two moderate quality trees. The proposed landscaping design includes for the provision of 30 new trees. The landscape proposals include the provision of a varied mix of native and non-native flowering and fruit-bearing species, which will be attractive to invertebrates and higher trophic species. It has also included for bat and bird boxes.
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.	As above, the proposals will incorporate features to improve biodiversity at the Site. The proposed landscaping seeks to create an attractive and pedestrian friendly environment that is accessible to all, including existing and future occupiers and residents within NOMA and the surrounding neighbourhoods. The proposals will act to help maximise the economic potential of NOMA, to capture new opportunities for sustained growth in key sectors, as identified in the Greater Manchester Strategy 2013-2020.
3. Improve connectivity and accessibility to green and blue infrastructure within the City and beyond.	The landscape is designed to reach outwards, encouraging public access. The Proposed Development includes the provision of an enhanced pedestrian green link along Thread Street, between Miller Street and Angel Street. The landscaping to the Angel Square side of the Site will also act to improve these connections. The Proposed Development will act to improve pedestrian linkages from the City Centre into New Cross and towards Angel Meadows and the wider Northern Gateway regeneration area and associated proposed park.
4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.	The improved streetscape and pedestrian linkages will encourage people to walk through NOMA, creating greater synergies and relationships between NOMA and the surrounding communities. There will be opportunities for local people to get involved

with planting through the PLANT NOMA scheme.



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