| Application Number | Date of Appln | Committee Date | Ward |
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| 116300/FO/2017 | 12th May 2017 | 27th Jul 2017 | Ancoats And Clayton Ward |

**Proposal** Conversion of existing building to form 68 residential apartments (C3a) together with two storey roof top extension, hard landscaping, elevational alterations including re-instatement of windows and creation of window openings following demolition of three storey block and removal of steps to Jersey Street together with the creation of car parking, associated vehicular and pedestrian access off Radium Street, boundary treatment and other associated works

**Location** New Little Mill, Jersey Street, Manchester, M4 6JG

**Applicant** Manchester Life Development Company 2 Ltd,, Loom Holdings 2 Ltd & New Little Mill Developments Ltd, C/o Agent

**Agent** Ms Melissa Wilson, Deloitte LLP, 2 Hardman Street, Manchester, M3 3HF

## Description

The application site is approximately 0.194 ha and is bounded by Waulk Mill, Bengal Street, Jersey Street and Radium Street and lies within the Ancoats and Clayton ward. The site is located within the Ancoats Conservation Area.

The site comprises New Little Mill, a grade II Listed Building and its associated hard standing yard which is accessed off Radium Street and secured by a brick wall. The building is five storeys and was constructed in 1908 and is currently unoccupied having been used for textile purposes and other light industrial uses. The pedestrian access to the building was via Bengal Street and later by steps from Jersey Street.

The building has been altered subsequently which has resulted in a number of modern interventions including the entrance steps from Jersey Street, equipment in the form of lighting and CCTV along Bengal Street and a 1960s new build stair extension on Jersey Street.

The building is linked to the adjacent Murray Mill complex by a series of tunnels running under Bengal Street.

There is limited vegetation within the development site with the topography being described as flat.

The wider area to the application site is a mixture of residential apartments (conversions and new build) along with commercial buildings. Many of the conversion schemes are former industrial buildings. To the north west of the site is the Murray Mill complex which is currently being converted to into 108 residential

apartments along with a further 16 apartments being created in a new wing to the complex along Bengal Street.

Beyond the Murray complex, further west, is the former Bengal and Royal Mills. Bengal Mill, to the north of the development site, incorporates new build elements between 5 and 9 storeys whilst Royal Mills is to the south of the site and consists of the conversion of the former mill.

To the north of the development site is Beehive Mill and the NQ4 development. Beehive Mill is a six storey Grade II* building and is currently occupied by a range of office/workspace accommodation. NQ4 is a part residential, part commercial development with ground floor retail space.

To the east of the site is Flint Glass Wharf, a part four, part five storey residential development with ground floor commercial units. The Grade II* Waulk Mill is located to the south of the development site and comprises office/workspace. To the east of Waulk Mill lies the car park for the building. This is separated from the hardstanding form part of the New Little Mill retaining wall.

Bengal Street and Radium Street provide access to Redhill Street which abuts the Rochdale Canal and New Islington. Within this area is Cotton Fields Park, a new City amenity space and Canal mooring space. The New Islington Free School, a new primary school to serve the local area, is located along the northern edge of the Canal, whilst a new health centre is located off Old Mill Street.

Beyond the immediate area is Central Retail Park and Manchester Urban Exchange which provide retail facilities. The site is also within walking distance of the Metrolink stop located along Pollard Street and other recreational facilities. The site is also within 15 minutes walk of the amenities of the City Centre including transport interchanges and other facilities.

The proposed development consists of a the conversion of the existing mill building, and the erection of a two storey roof top extension, to create 68 residential units together with a two storey roof top extension and demolition of the three storey 1960s block to Jersey Street. The proposed development will also see the reinstatement of the windows to the building together with the creation of a car park within the service yard off Radium Street.

**Consultations**

**Local Residents/public opinion –** The proposal, by virtue of the size of the site, and its affect on a Listed Building, has been classified as a small scale major development affecting the setting of a Listed Building. As such, the proposal has been advertised in the local press (Manchester Evening News). Site notices were displayed at various locations around the application site. In addition, notification letters have been sent to an extensive area of local residents and businesses.

The following comment has been received from a local business in Waulk Mill who is neither objecting or supporting the application but has the following comments to make:

- The construction work taking place in the local area is very disruptive to workflow and productivity and having a negative impact on relationships with clients;
- Disruption in the local area should be kept to a minimum.

**The Society for the protection of Ancient Buildings –** Do not wish to comment formally, however, they hope the works carried out will be sympathetic to local tradition and that, as far as possible, traditional materials will be used.

**Victorian Society –** Object to the planning application as it would cause serious and unjustified harm to the special interest of the listed building.

The principle of converting the building to residential use is accepted. However, the demolition of the entire building behind the façade and constructing a two storey roof extension and new windows is not. The impact of these interventions would be to cause a high degree of harm to the buildings integrity and the loss of the majority of its fabric. This would erode its character, appearance and the group value and setting of neighbouring an highly listed buildings.

The loss of the buildings interior could be accepted were the roof extension and the detailing, such as the windows, to be appropriately handled. Unfortunately this is not the case. The proposed extension is bizarrely tall and wholly out of proportion with the listed building. It would also erode the prominence of the tower and the strong parapet line, which the design and access statement highlights as an important aspect of the building.

The removal of the upmost storey would dramatically reduce the extensions impact and render this element of the scheme acceptable.

There is also an objection to the proposed windows, which are not appropriate to the special interest of the listed building. Originally the windows were fitted with attractive six paned windows with curved heads. The proposed windows have none of the charm of the originals. In order to preserve the character and appearance of Little Mill, the special interest of the Conservation Area, the only acceptable proposal is for the windows to replicate the design of the originals.

**Manchester Conservation Areas and Historic Buildings Panel –** The panel felt that the proposed roof top extension was unacceptable at two storeys and the additional element had the appearance of a metal shed. They felt that the two storey extension sat uncomfortably on the roof and commented that the fenestration doesn't align with the windows of the mill.

The panel advised that the mill was from an era of flat concrete roof construction and if this is a significant component that it should be preserved. They added that concrete structures of this era need specialist input and this method of construction should be retained and repaired.

The panel felt that the proposal would affect the significance of the Murray's Mill complex.

**Highway Services –** Given the accessible City Centre location and the limited traffic production, the traffic impacts of the development on the surrounding highway are expected to be minimal and therefore able to be accommodated within the existing highway network without further intervention.

It is proposed that 19 on site car parking spaces will be provided for residential use which equates to a 28% provision. This provision also incorporates one disabled parking space. Given the low levels of on site parking consideration should be given to off site provision.

Car parking space 14 would appear to be impacted upon by the proposed pedestrian access gate into the site. The applicant should confirm the boundary treatment/visibility splay at the car park entrance to maintain pedestrian/vehicular visibility.

The proposed car park layout is to be accessed from a new vehicular entrance on Radium Street. This will require an amendment to the highway.

Further information is required regarding the access control gate located at the new car park entrance in terms of operation and access width.

Electric car charging points should be considered as part of the car parking layout.

Further information should be provided with regards to the deliveries/housing moving and visitors to the development.

A draft travel plan is proposed which is acceptable.

A total of 58 secure cycle parking spaces are proposed within the development, which equates to 85% provision. The cycle parking is located indoors at ground level accessed via a new pedestrian entrance into the site from Radium Street. The cycle provision should be increased to 100%.

Refuse collection will take place on street via Radium Street. The applicant has illustrated a suitable on street loading location to ensure that no blocking of vehicles on the highway occurs. It is recommended that the applicant confirms that waste bins will be moved onto and stored on the adopted kerbside at collection times only.

In terms of servicing, a swept path analysis has been provided showing a 7.2 metre delivery vehicle accessing/egressing the sites car park layout in a forward gear. Further details should be provided showing a larger vehicle.

A construction management plan shall be submitted for consideration.

**Environmental Health –** - Ground Conditions - Provision of calibration certificates for gas monitoring equipment, submission of a remediation strategy and after the completion of the site works a verification report should be submitted.

- Construction management - the detailed document should give consideration to air quality principles.

- Residential accommodation (noise) - The glazing specifications have been provided. It has also been stated that the building wide mechanical ventilation will be provided as an alternative to open window. An addendum report will be required to confirm that the recommended windows have been installed and that mechanical ventilation does not mean that internal noise levels are exceeded. Consideration also needs to be made as to the location of the clean air intake points for the mechanical ventilation to ensure that this is free from pollution.

- Plant - details be agreed

Refuse - confirmation is required that residents will not have access to the commercial waste bins as they appear to be located in the same bin store.

Air quality - Acceptable

**Environment Agency –** No objections

**Historic England -** Welcome the proposal for the conversion of the mill to residential use, given the condition of the building and its long term vacancy. However, while we have no objection in principle to the alterations and extensions to convert the listed building, this brings the importance of conserving the remaining fabric sharply into focus and to ensure that alterations and extension are of appropriate design and quality.

The current condition of the building results in the proposal to remove the majority of the internal historic fabric. The justification for this is that the condition is such that repair is not possible and the majority of the internal floor and supporting structure would have to be replaced. It has been previously advised that this would result in a high level of harm, this could be justified if supported by a clear and convincing supporting information on the structural condition and associated recommendations for remediation. The structural survey and site visits to the building confirm that the building is, indeed in very poor condition internally, particularly the concrete filler joists construction of floors and roof and their supporting columns. It is therefore considered that the high level of harm that would result from the loss of the internal floor structure is necessary to achieve a conversion that would otherwise conserve the listed building.

The option appraisal does not consider the possible retention of the original corner staircase and iron doors on rollers which were shown as retained on earlier proposals for the buildings conversion. The structural appraisals indicate that the staircase is not in a poor condition. Together with the entrance, these are important elements of the historic fabric which could be re-used within the conversion. It is requested that the buildings re-use includes options for the full retention of these features and at least for the part retention of a representative extent of the staircase from the mill entrance, which could be used to provide access to some apartments at lower level.

- Windows - HE advise that it is important that any replacements are of high quality and having good proportions and profiles. They go on to state that

many mill conversions are let down by poor window detailing. The information on the proposed windows suggests a metal window system with rather flat sections and detail that are less than ideal. The application lacks large scale details of the proposed windows to enable this aspect to be determined and other options may need t be considered.

- roof top extension - HE consider that impact on the Listed Building and views to be acceptable, however, they are not convinced by the light bronze colour an recommend that a richer shade of bronze be considered.

They conclude that certain elements of the proposal require further justification and amendment, however, in particular the proposal to remove historic staircases and sliding doors, the proposal for windows and materials for the roof top extension.

**Greater Manchester Archaeological Advisory Service (GMAAS)-**There should be a dedicated historic building survey of the building which gives a full understanding of the historic fabric of the mill. The survey would provide an archive record prior to the major works. This survey work should form part of the recording condition and this should include a watching brief during the stripping out and demolition works. There should also be an archaeological watching brief. Conditions should be used to secure this work.

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

There also needs to be an assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inet structures. The floor water should be routed away from the buildings and towards the less vulnerable areas i.e. open spaces, car parks and roads. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.

Construction details of flow control and Suds elements need to be provided.

On completion of the development there needs to be a management and verification report submitted.

**Design for Security at Greater Manchester Police –** The proposed development should be designed and constructed in accordance with the recommendations within the Crime Impact Statement.

**Greater Manchester Ecology Unit –** The surveys have found the application site to be of low ecological value. They have recommended that no vegetation clearance or alteration to the exterior of the building takes place in bird nesting season.

## Policy

The Development Plan

The Development Plan consists of:

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

The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the (UDP) and sets out the long term strategic planning policies for Manchester's future development.

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

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

Manchester Core Strategy Development Plan Document (July 2012)

The relevant policies within the Core Strategy are as follows:

Policy SP1 '*Spatial Principles*' states that one of the key spatial principles is the emphasis on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs, all in a distinct environment.

All development should have regard to the character, issues and strategy for each regeneration area – in this case East Manchester. In addition, new development will be encouraged that maximises the potential of the City's transport infrastructure, in particular promoting walking, cycling and the use of public transport.

The policy goes on to state that development in all parts of the City should:

- Make a positive contribution to neighbourhoods of choice including;
    - Creating well designed places that enhance or create character.
    - Making a positive contribution to the health, safety and well being of residents;
    - Considering the needs of all members of the community;
    - Protect and enhance the built and natural environment.

- Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible;
- Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

The proposed development is considered to be in accordance with policy SP1 in that a high quality residential development be provided that contributes towards meeting housing growth in the City and creating a high quality neighbourhood for residents to live in. Consideration has been given to minimising the impact on local residents along with protecting the historical context.

Policy EC2 '*Existing employment space'* states that the Council will seek to retain and enhance existing employment space and sites. Alternative uses will only be supported on sites allocated accordingly, or if it can be demonstrated that:

- The existing use is un-viable in terms of business operations, building age and format;
- The existing use is incompatible with adjacent uses;
- The existing use is unsuitable for employment having had regard to the Manchester-Salford - Trafford SFRA; or
- On balance, proposals are able to offer greater benefits in terms of the Core Strategy's vision and spatial objectives than the existing use.

Policy EC3 '*The Regional Centre'* states that housing will be an appropriate use within the Regional Centre, although this should complement the development of mixed use employment areas. Subject to site and location details, the Regional Centre will generally be a location where higher density residential development is appropriate.

The proposal is considered to be in accordance with policy EC3 as it would provide a dense residential development thus contributing towards the City housing growth.

Policy T1 '*Sustainable Transport'* seeks to deliver a sustainable, high quality, integrated transport system 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. The Council will support proposals that:

- Improve choice by developing alternatives to the car;
- Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car;
- Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life;
- Improve pedestrian routes and the pedestrian environment;
- Improve and develop further Manchester's cycle network;
- Contribute to improvements to the extent and reliability of the public transport network through safe and attractive waiting facilities, better priority and information provision,

- Would reduce the negative impacts of road traffic.

The proposal is considered to be in accordance with policy T1 as the development is located in an area where there is access to a range of public transport modes whilst encouraging other forms of transport such as cycle, car sharing and car clubs.

Policy T2 '*Accessible areas of opportunity and needs*' states that the Council will actively manage the pattern of development to ensure that new development:

- Is located to ensure good access to the City's main economic drivers, including the regional centre and to ensure good national and international connections;
- Is easily accessible by walking, cycling and public transport; connecting residential to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents access to strategic employment sites including – links with East Manchester to employment locations such as Eastlands.

Applications should include appropriate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.

This planning application is accompanied by a transport assessment and travel plan which demonstrates that the proposal will have a minimal impact on the local highway network and will encourage other forms of transport.

Policy H1 '*Overall Housing Provision'* states that the proportionate distribution of new housing, and the mix within each area, will depend on a number of factors, in particular, the need to diversify housing stock in mono tenure areas by increasing the availability of family housing. High density developments (over 75 units per hectare) are appropriate in both the City Centre and parts of the Regional Centre given the accessible location. 90% of residential development will be on previously developed land. The re-use of vacant housing, including the renewal of areas characterised by poor quality housing, will be prioritised. New developments should take advantage of existing buildings where appropriate through refurbishment or rebuilding works. If this is not possible, development schemes should contribute to renewal of adjacent areas which contain vacant or derelict buildings.

Policy H1 goes on to state that new residential development should take account of the need to:

- Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population;
- Reflect the spatial distribution set out above which supports growth on previously developed site in sustainable locations and which takes account of the availability of developable sites in these areas;
- Contribute to the design principles of Manchester LDF including in environmental terms. The design and density of a scheme should contribute to the character of the local area. All proposals should make provision for appropriate usable amenity space. Schemes should make provision for

parking cars and bicycles (in line with policy T2) and the need for appropriate sound insulation;
- Prioritise sites which are in close proximity to centres of high frequency public transport routes;
- Be designed to give privacy to both its residents and neighbours.

The proposal would provide accommodation which will be attractive to a diverse range of housing needs through varying accommodation sizes. Given the proposal is for privately rented accommodation, it is expected that the proposal will be attractive to young professionals wishing to share.

Policy H2 '*Strategic Housing Location'* states that the key location for new residential development throughout the plan period will be within the area to the east and north of Manchester City Centre identified as a strategic location for new housing. Land assembly will be supported in this area to encourage the creation of large development sites or clusters of sites providing the potential for significant regeneration benefits.

Developers should take advantage of these opportunities by:-

- Diversifying the housing offer with particular emphasis on providing medium density (40-50 dwellings per hectare) family housing including affordable housing. In locations which are close to the City Centre, such as the Lower Irk Valley and Holt Town, higher densities will be appropriate. However, the provision of family homes should remain an emphasis in these areas, too.

- Including environmental improvements across the area.

- Creating sustainable neighbourhoods which include complementary facilities and services.

- Considering the scope to include a residential element as part of employment-led development.

The proposal is considered to comply with policy H2 in that it will provide a dense residential development in an area of the City that is expected to accommodate residential growth.

Policy H3 '*North Manchester'* states that over the lifetime of the Core Strategy, will accommodate around 20%of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained. High density housing will be permitted within or adjacent to the parts of North Manchester that fall within the Regional Centre (Strangeways and Collyhurst area) and within Cheetham Hill and Harpurhey district centres as part of mixed-use schemes as well as along high frequency public transport routes.

The proposal is considered to comply with policy H3 in that it would provide a dense residential development in the regional centre.

Policy H8 '*Affordable Housing'* states affordable housing contributions will be considered of 0.3 hectares and 15 units or more. The development will not provide provision for affordable housing and will provide private accommodation for rent as part of diversifying the area and offering housing choice.

Policy EN1 '*Design principles and strategic character areas'* states that all development in Manchester will be expected to follow the seven principles of urban design. Opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial and orbital road and rail routes. Proposals for new development must clearly detail how the proposed development addresses the design principle, reinforces and enhances the local character of that part of the City and supports the achievement of the Core Strategic objectives.

The proposed development is considered to be a high quality scheme in terms of its design and appearance and will enhance the regeneration of the area.

Policy EN3 '*Heritage'* states that throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre.

New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains.

Proposals which enable the re-use of heritage assets will be encouraged where they are considered consistent with the significance of the heritage asset.

EN4 '*Reducing $CO_2$ emissions by enabling low and zero carbon development'* states that the Council will seek to reduce fuel poverty and decouple growth in the economy, growth in $CO_2$ emissions and rising fossil fuel prices, through the following actions:

All development must follow the principles of the energy hierarchy being designed to:

- Reduce the need for energy through design features that provide passive heating, natural lighting and cooling;
- To reduce the need for energy through energy efficient features such as improved insulation and glazing;
- To meet residual energy requirements through the use of low or zero carbon energy generating technologies

Policy EN5 '*Strategic areas for low and zero carbon decentralised energy infrastructure'* states that with the regional centre (which includes the application site) will have a major role to play in achieving an increase in the level of decentralised, low and zero carbon energy supplies.

Policy EN6 '*Target framework for $CO_2$ reductions from low or zero carbon energy supplies'* states that developments over 1000 sqm will be expected to meet targets shown with the policy unless this can be shown not to be viable.

The development is considered to comply with policies EN4 – EN6 in that clear consideration has been given to how the buildings functions to reduce overall energy demands. The building fabric is considered to be high quality and will allow energy costs to remain low.

Policy EN9 *'Green Infrastructure' states* that new development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. Where the opportunity arises and in accordance with current Green Infrastructure Strategies the Council will encourage developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure. Where the benefits of a proposed development are considered to outweigh the loss of an existing element of green infrastructure, the developer will be required to demonstrate how this loss will be mitigated in terms of quantity, quality, function and future management.

The green infrastructure is of low ecological value and therefore its removal will not have a detrimental impact on wildlife habitats at the site. The proposal will enhance biodiversity at the application site through the introduction of new trees and soft landscaping.

Policy EN14 '*Flood Risk'* states that all new development should minimise surface water run off. In addition, an appropriate Flood Risk Assessment (FRA) will also be required for all development proposals on sites greater than 0.5ha within critical drainage areas. Consideration has been given to the surface water run off from the site and a scheme will be agreed which minimises the impact from surface water run off.

Policy EN15, '*Biodiversity and Geological Conservation'*, states that developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on site or adjacent to the site contributing to linkages between valuable or potentially valuable habitat areas where appropriate.

The application site is not considered to be of high quality in ecology terms and therefore no mitigation is required.

Policy EN16 '*Air Quality'* states that the Council will seek to improve the air quality within Manchester. The proposal is not considered to compromise air quality.

Policy EN17 '*Water Quality'* states that developments should minimise surface water run off and minimise ground contamination into the watercourse. Consideration has been given to minimising the impact of the adjacent canal particularly during construction.

Policy EN18, '*Contaminated Land'*, states that any proposal for development of contaminated land must be accompanied by a health risk assessment. The applicant

has provided provisional details relating to ground conditions. Further investigative work will be needed to confirm the findings of the provisional details and determine if any mitigation is required.

EN19 '*Waste'* states that the Council will require all developers to demonstrate the proposals consistency with the principles of the waste hierarchy (prevention, reduction, re-use, recycling, energy recovery, and disposal). Developers will be required to submit a waste management plan to demonstrate how construction and demolition waste will be minimised and recycled. The applicant has a clear waste management strategy for the site which will ensure that residents adhered to recycling principles.

Policy DM1 '*Development Management'* all development should have regard to the following specific issues:-

- Appropriate siting, layout, scale, form, massing, materials and detail;
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area;
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise;
- Community safety and crime prevention;
- Design for health;
- Adequacy of internal accommodation and external amenity space;
- Refuse storage and collection;
- Vehicular access and car parking;
- Effect on biodiversity, archaeological or built heritage;
- Green infrastructure;
- Flood risk and drainage.

The applicant has given careful consideration to the design, scale and layout of the development along with providing solutions to prevent noise ingress, crime, refuse and car and cycle parking. The proposal also meet the City Councils space standards.

For the reasons given below, it is considered that the proposal is consistent with the policies contained within the Core Strategy.

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

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

DC5.1 '*flat conversions'* states that in determining planning applications to convert property to flats, the Council will have regard to:

a. the standard of accommodation for the intended occupiers of the premises;
b. effects on adjoining houses as a result of noise from flats passing through party walls and affecting adjoining houses;
c. adequacy of car parking, off-street car parking being normally required where practicable, and essential where there is so severe an existing on-street parking problem that unacceptable additional pressures would be created;
d. general effects on the character of the neighbourhood, including the extent to which flat conversion schemes are a new or an established feature of the immediate area, avoiding the loss of front gardens and the retention of existing trees and shrubs;
e. adequate private outdoor amenity space;
f. the desirability of achieving easy access for all, including disabled people (as a minimum, access for disabled people will normally be required in conversions of ground floor accommodation);
g. the satisfactory provision of refuse storage and collection facilities.

DC5.2 There will be a general presumption in favour of flat conversions within residential areas, on the upper floors of businesses within commercial areas and in properties on main road frontages, subject to other relevant policies of the Plan. They will be particularly welcome where large, old, difficult to re-use properties are involved, and where proposed schemes provide investment enabling the retention and improvement of housing stock.

DC5.3 Notwithstanding policy DC5.2, the Council will normally refuse permission for any developments in this category which:

a. do not provide accommodation to the Council's current approved standards;
b. are in tightly-packed residential streets where there is no scope for off-street car parking and where there is already an acknowledged problem of on-street congestion;
c. involve conversion schemes without adequate private external amenity space;
d. are schemes without satisfactory refuse storage and collection facilities.

DC5.4 In determining applications of this kind, the Council will give particularly careful consideration to situations in which the conversion of small terraced properties are proposed; and where a scheme is the first in a street of otherwise single family dwellings, the Council will give weight to the desirability of maintaining the character of the street in that respect.

DC7 *'New Housing Development'* states that the Council will negotiate with developers to ensure that new housing is accessible at ground floor level to disabled people, including those who use wheelchairs, wherever this is practicable. All new developments containing family homes will be expected to be designed so as to be safe areas within which children can play and, where appropriate, the Council will also expect play facilities to be provided.

The proposal meets City Council spaces standards and will be accessible for all residents of Manchester.

DC19 '*Listed Buildings'* - In determining applications for listed building consent or planning applications for development involving or having an impact on buildings of Special Architectural or Historic Interest, the Council will have regard to the desirability of securing the retention, restoration, maintenance and continued use of such buildings and to protecting their general setting. In giving effect to this policy, the Council will:

a. not grant Listed building consent for the demolition of a listed building other than in the most exceptional circumstances, and in any case, not unless it is satisfied that every possible effort has been made to continue the present use or to find a suitable alternative use;

b. not permit a change of use of a listed building, where it would have a detrimental effect on the character or appearance of the building;

c. not permit any external or internal alteration or addition to a Listed building where, in its opinion, there would be an adverse effect on its architectural or historic character;

d. seek to preserve and enhance the settings of listed buildings by appropriate control over the design of new development in their vicinity, control over the use of adjacent land, and where appropriate, by the preservation of trees and landscape features;

e. permit demolition only where there are approved detailed plans for redevelopment and where there is evidence of a firm building contract;

f. not permit alterations to a listed building which would prevent the future use of any part of the building, in particular upper floors or basements, or where poor maintenance is likely to result.

Saved policy DC26, *Development and Noise*, states that the Council intends to use the development control process to reduce the impact of noise on people living and working in the City. In particular, consideration will be given to the effect of new development proposals which are likely to be generators of noise. Conditions will be used to control the impacts of developments.

The proposal has been designed to minimise the impact from noise sources and further mitigation will be secured by planning condition.

For the reasons given below, it is considered that the proposal is consistent with the policies contained within the UDP.

**Other material policy considerations**

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

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

- Chapter 2 'Design' – outlines the City Council's expectations that all new developments should have a high standard of design making a positive contribution to the City's environment;

  - Paragraph 2.7 states that encouragement for "the most appropriate form of development to enliven neighbourhoods and sustain local facilities. The layout of the scheme and the design, scale, massing and orientation of its buildings should achieve a unified form which blends in with, and links to, adjacent areas.

  - Paragraph 2.8 suggests that in areas of significant change or regeneration, the future role of the area will determine the character and design of both new development and open spaces. It will be important to ensure that the development of new buildings and surrounding landscape relates well to, and helps to enhance, areas that are likely to be retained and contribute to the creation of a positive identity.

  - Paragraph 2.14 advises that new development should have an appropriate height having regard to the location, character of the area and specific site circumstances. Although a street can successfully accommodate buildings of differing heights, extremes should be avoided unless they provide landmarks of the highest quality and are in appropriate locations.

  - Paragraph 2.17 states that vistas enable people to locate key buildings and to move confidently between different parts of the neighbourhood or from one area to another. The primary face of buildings should lead the eye along important vistas. Views to important buildings, spaces and landmarks, should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises.

- Chapter 8 'Community Safety and Crime Prevention' – The aim of this chapter is to ensure that developments design out crime and adopt the standards of Secured by Design;

- Chapter 11 'The City's Character Areas' – the aim of this chapter is to ensure that new developments fit comfortably into, and enhance the character of an area of the City, particularly adding to and enhancing the sense of place.

Manchester Residential Quality Guidance (2016)

The City Council's Executive has recently endorsed the Manchester Residential Quality Guidance. As such, the document is now a material planning consideration in the determination of planning applications and weight should be given to this document in decision making.

The purpose of the document is to outline the consideration, qualities and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. Above all the guidance seeks to ensure that Manchester can become a City of high quality residential neighbourhood and a place for everyone to live.

The document outlines nine components that combine to deliver high quality residential development, and through safe, inviting neighbourhoods where people want to live. These nine components are as follows:

- Make it Manchester;
- Make it bring people together;
- Make it animate street and spaces;
- Make it easy to get around;
- Make it work with the landscape;
- Make it practical;
- Make it future proof;
- Make it a home; and
- Make it happen.

City Centre Strategic Plan 2015-2018 (March 2016)

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

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

Indeed the strategic plan states that the growth of the City Centre "*has contributed additional residential accommodation, commercial property and leisure destinations, and these locations (together with others including the Irk Valley and New Cross)*

*have clear potential to contribute to the City Centre offer: their relationship with, and proximity to, existing concentrations of activity demands their inclusion with the City Centre boundary. The expansion of the City Centre boundary to incorporate edge of centre neighbourhoods and developments will increase a population that has already trebled over the last decade and subsequently further enhance the City Centre economy*"

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

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

Manchester Strategy (January 2016)

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

National Planning Policy Framework

The central theme to the NPPF is to achieve sustainable development. The Government states that there are three dimensions to sustainable development: an economic role, a social role and an environmental role (paragraphs 6 & 7).

Paragraph 8 of the NPPF goes on to state that these roles should not be undertaken in isolation:

> "*…to achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously through the planning system"*

Paragraph 9 of the NPPF states that pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment as well as in people's quality of life. This includes making it easier for jobs to be created in cities.

Section 4 outlines the Governments objectives in respect of promoting sustainable transport, in particular developments should be supported that exploit opportunities for the use of sustainable transport modes for the movement of goods or people.

Section 7 'Requiring Good Design' outlines the Governments expectations in respect of new developments:

> "*The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people" (paragraph 56)*

Paragraph 58 states that local plans should develop robust and comprehensive policies that set out the quality of development that will be expected for the area. In particular, planning policies and decisions should aim to ensure that developments:

- Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;
- Respond to local character and history, and reflect the identity of local surroundings and materials, whilst not preventing or discouraging appropriate innovation;
- Are visually attractive as a result of good architecture and appropriate landscaping.

Paragraph 59 goes on to state that:

> "*Local planning authorities should…concentrate in guiding the overall scale, density, massing, height, landscape, layout, materials and access of new development in relation to neighbouring buildings and the local area more generally"*

Paragraph 63 of the NPPF also states that great weight should be given to outstanding or innovative design which helps raise the standard of design more generally in the area.

Paragraph 65 goes onto to state that buildings which are incompatible with an existing townscape but are of high level of sustainability in general can be supported if mitigated by good design.

Section 11 *conserving and enhancing the natural environment'* provides guidance of the minimising the impacts of new developments of existing environments. Developments should therefore consider impacts on ecology, biodiversity and noise.

Paragraph 124 states that planning policies should sustain compliance with and contribute towards EU limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and the cumulative impacts on air quality from individual sites in local areas. Planning decisions should ensure that any new development in Air Quality Management Areas is consistent with the local air quality action plan.

Section 12 outlines the Governments objectives in terms of conserving and enhancing the historic environment. Paragraph 128 states that in determining

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

Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this assessment into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal.

Where there is evidence of deliberate neglect of or damage to a heritage asset the deteriorated state of the heritage asset should not be taken into account in any decision.

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

- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;

- the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and

- the desirability of new development making a positive contribution to local character and distinctiveness.

Paragraph 132 goes on to state that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification.

Substantial harm to or loss of a grade II listed building, park or garden should be exceptional. Substantial harm to or loss of designated heritage assets of the highest significance, notably scheduled monuments, protected wreck sites, battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.

Paragraph 133 states 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

loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

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

Paragraph 134 states where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

Local planning authorities should not permit loss of the whole or part of a heritage asset without taking all reasonable steps to ensure the new development will proceed after the loss has occurred.

Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites and within the setting of heritage assets to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably.

Promoting healthy communities is an integral part of delivering the Government sustainable vision; this includes creating safe and accessible environments where crime and disorder do not undermined quality of life. In addition, there should be high quality public spaces.

Meeting the challenge of climate change is also important part of the NPPF. This includes supporting energy efficient developments as part of a low carbon future. In addition, areas at risk of flooding should be avoided. Conserving and enhancing the natural environment is also a key consideration and efforts should be made to increase biodiversity at development sites.

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

<u>Planning Policy Guidance (PPG)</u>

The relevant sections of the PPG are as follows:

*Air Quality* provides guidance on how this should be considered for new developments. Paragraph 8 states that mitigation options where necessary will be locationally specific, will depend on the proposed development and should be

proportionate to the likely impact. It is important therefore that local planning authorities work with applicants to consider appropriate mitigation so as to ensure the new development is appropriate for its location and unacceptable risks are prevented. Planning conditions and obligations can be used to secure mitigation where the relevant tests are met.

Examples of mitigation include:

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

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

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

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

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

*Design* states that where appropriate the following should be considered:

- layout – the way in which buildings and spaces relate to each other
- form – the shape of buildings
- scale – the size of buildings

- detailing – the important smaller elements of building and spaces
- materials – what a building is made from

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

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

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

**Other legislative requirements**

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

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

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

**Demolition works in a Conservation Area**

The proposal will involve demolish works in a Conservation Area most notably the loss of the external lift shaft and stair case to Jersey Street. As the building is listed, consideration will also be given to the impact on the Listed Building within this report alongside consideration within the listed building consent application 116301.

As part of this planning application it is necessary to determine if the demolition works will have any harmful impacts on the significance of the Conservation Area.

Paragraph 138 of the NPPF states that not all elements of Conservation Areas will necessarily contribution to its significance. Loss of a building (or other element) which makes a positive contribute to the significance of the Conservation Area should be treated as either substantial harm (under paragraph 133 of the NPPF) or less than substantial harm (under paragraph 134) taking into account the relative significance of the element and its contribution to the significance of the Conservation Area as a whole.

design, materials and space standards, this raises issues of viability of the overall scheme.

Scheme viability is a key strand for consideration. A Viability assessment has been submitted, which demonstrates that in its current form the development is viable with costs associated with design/high quality materials, highway mitigation measures, space standards etc together with the development being capable of being delivered.

The recently endorsed 'Housing Affordability in Manchester' report by the Executive acknowledged the importance of delivering new homes through the planning process, providing the fundamental and underlying platform for growth and ensuring that the supply of housing increases thereby helping to counter price rises created by shortage. An assessment of scheme viability was noted as an essential part of this process.

A high quality residential development in this key regeneration area will assist in meeting housing demand in this part of the City.

On the basis of the above the proposed development complies with Core Strategy policy H8.

**Residential development - density/type/accommodation standards**

Policy H1 states that developments of over 75 units per hectare will be appropriate on sites in the City Centre and in the Regional Centre. The proposed development accords with this approach as the 68 residential units proposed will provide 350 units per hectare.

Whilst this proposal is considered to represent a dense form of development, it is representative of the densities considered appropriate for this type of location and within a City Centre context as detailed within the Core Strategy and the development framework.

In terms of the type and standard of accommodation, policies SP1, H1, H2 and H3 of the Core Strategy seek to ensure that the right type and standard of accommodation is created in the City. This is reiterated within the Residential Design. This outlines space standards for new accommodation across the City.

The breakdown of accommodation and sizes within the block is as follows:

- One bedroom apartments – 24 (35 %)
- Two bedroom apartments – 40 (59%)
- Three bedroom apartments –4 (6%)

The mixture of apartments is considered to be acceptable in this instance given the difficulties associated with laying out the development within the frame of the Listed Building. The apartments also comply with the space standards within the residential guide which is welcomed.

The apartments would be for sale which is welcomed as it will provide high quality accommodation within a Listed Building.

It is considered that the development complies with policies SP1, H1, H2, H3 and DM1 of the Manchester Core Strategy along with saved policy DC5 of the UDP in that it will provide high quality accommodation in a popular residential area.

**Visual amenity**

Policies EN1 and DM1 of the Core Strategy, along with the Guide to Development in Manchester and the residential design guide, requires that consideration be given to layout of new developments ensuring that they respond to the surrounding context and maximise frontages with the street scene and other important features of sites.

The proposed works to the application comprises of five main elements:

- Conversion of the existing building including removal of the internal structure;
- Erection of a two storey roof extension;
- Insertion of new windows;
- Removal of external lift shaft to Jersey Street; and
- Removal of stairs to Jersey Street.

The applicant has undertaken an extensive condition/structural survey of the building. The existing structure mainly comprises cast iron columns and primary steel beams with brick aggregate concrete and steel filler joists and load bearing masonry walls.

The survey work has revealed that there is a fractured column and the roof has collapsed to the north east corner, which has resulted in further corrosion and de-lamination of the existing structural metal work throughout the building. A grading system was used to consider the level of deterioration and therefore the extent of replacement work.

The survey concluded that the level of deterioration within the building would mean it would not meet current building regulations without intervention works. The interventions that were considered included retention of primary structure and addition of new load bearing columns and beams or repair of existing primary structure. However, these options were discounted as both options would have resulted in a high level of both the supported and unsupported parts of the structure having to be removed due to the level of deterioration leaving only a small amount of the retained building left which would then have been concealed due to the need to create an effective internal structure for a residential conversion scheme.

A further series of options were considered were alternative uses (which retained the primary structure) together with façade retention and extensions. The only options which was viable was a residential façade retention scheme with a two storey roof top extension.

This option would mean the entire internal structure being removed and replaced with a new internal structure and floor plates together with a two storey roof top extension.

An extension within the existing yard area was considered but discounted due to this not providing the level of floor space required together with having a significant impact on the Radium Street elevation.

The removal of the internal structure to the listed building clearly will have a impact on the heritage asset. This will be considered in further detail below and within listed building application 116301 which accompanies this planning application.

Following the removal of the internal structure the applicant has given careful considering to the laying out of the new internal accommodation. The apartments will be arranged around a central courtyard area which will run through the centre of the building from the roof bringing light into the centre of the building together with providing access to the apartments.

All the apartments have been designed to comply with the City Council space standards within the residential quality guide and therefore offer highly desirable accommodation within this attractive and historic façade.

The ground floor of the building will comprise some living accommodation together with a ground floor concierge accommodation, refuse and cycle storage and lobby area.

As discussed above, the proposal will also result in the removal of the more recent lift and stair case to Jersey Street which will enable to original façade and window openings to be revealed. It is considered that this will have a positive impact on the visual amenity of the Jersey Street elevation and help provide a high quality façade to this elevation.

There are also some minor remodelling works to the fire escapes doors on the Radium Street elevation. These are also a non-original feature to the building having been installed when fire regulations changed. Again window openings will be created as they would have been when the building was originally created and the masonry works repaired. These changes are acceptable in visual amenity terms and will provide a suitable window openings to the apartments and a clear window rhythm to the elevations.

The two storey roof top extension will form a significant intervention and alter the visual character of the building in the street scene. Through consideration of the viability appraisal submitted with the application, it is accepted that the scheme is only viable with this intervention.

In order to minimise the impact of the extension, and to ensure that it is the highest quality addition to the building, careful consideration has been given by the applicant to the siting, scale and appearance of this addition.

In order to ensure that the extension remains a subservient feature to the main building, and to minimise its visual impact, the extension is set back from the parapet edge of the listed building by 2 metres. This enables a usable terrace area to also be created providing valuable amenity space for these upper floor apartments.

Whilst a two storey extension is considered the most viable extension for the development, the applicant has given careful consideration to the scale of the extension to ensure it is appropriate in terms of visual amenity and does not have any unduly harmful impacts on the Conservation Area or surrounding buildings. New Little Mill is a four storey building (18?? Metres) and is surrounding by much taller mill buildings in the former of the Murray Mills complex (ranging between 18.5 metres, 23 metres and 26 metres), NQ4 development (23 metres), Beehive Mill (21.5 metres), Flint Glass Wharf (23 metres) and Sawmill Court (under construction) (27-30 metres).

The adjacent Waulk Mill is similar in height to New Little Mill at 18 metres albeit is taller due to the incorporation of a pitched roof and Flint Glass Works on the opposite side of Radium Street at 12.5 metres.

The proposed development will increase the height of the building to 6 storeys at a height of 23 metres. In light of the scale of the surrounding buildings, it is not considered that the increase in scale is out of character for the area. Furthermore, the setting back of the extension from the parapet line provides a sense of subservience to the extension. It should also be noted that the different character, heights and roof profiles of the surrounding buildings, and that proposed at the application site, ensure there remains a perceived change in scale of the buildings in this part of Ancoats which is a key part of the character of the Conservation Area.

In terms of the elevational treatment of the extension, the existing building has string course features on the existing facades, together with stone sills, which create a distinctly horizontal façade which reduces the buildings vertical scale.

In order to inform the appearance of the extension, the façade arrangement has developed by analysing the fenestration pattern of the mill. A modular grid pattern is characteristic of the area with fenestration patterns that are regularly separated by masonry piers.

In order to create a lightweight and modern extension to the mill, without the use of deep solid window reveals, depth of the elevation is created through a series of fin profiles which help frame window and cladding panels. These horizontal fins are positioned to they reflect the facades within the original building and help reduce the overall scale and massing of the extension.

The proposed extension is to be clad in a light bronze coloured cladding which will enable a lightweight appearance to the cladding to be created. Historic England have raised no objection to the scale and form of the two storey extension. Whilst they note the extension will form a prominent addition to the building, they consider that the rhythm and proportion of the extension relate well to the mill and the set back and appearance of the extension will create a distinctive addition to the building.

Historic England have reservations about the colour of the cladding. As such, further consideration has been given to this cladding material during the course of the application. Following an examination of various colour samples it is considered that the material and colour is high quality and will create an architecturally distinctive addition to this listed building. It is recommended that a condition of the planning

approvals that all materials are agreed by condition to ensure that they are appropriate alongside others and to allow full size examples to be viewed.

The proposal also includes a glazed area to the two storey extension to allow light into the central core of the building. The structure is open with bird mesh located at either side to enable fresh air to circulate into the courtyard area. Further discussion has taken place with the applicant during the course of the application about the specific detail of this structure, particularly in height and materials. The applicant is currently exploring what materials are available to provide a lightweight structure and what is the optimum resulting height of it. Whilst it is considered that this structure in itself will not have any harmful visual effects, it is considered that the detail of the structure requires further consideration and should therefore form part of the conditions of the planning approval.

The window openings in the existing building are currently boarded or bricked up. All of the window frames have been examined in a condition survey to establish their condition. This report has concluded that only a small number of windows were considered to be in a fair condition with the remainder being poor to very poor.

The applicant therefore wishes to replace all the windows in the building and will also ensure that there is a consistent fenestration treatment throughout. The window fenestration that has been adopted is largely consistent with that on the original building when it was constructed in 1908. An aluminium system with a central mullion and transoms that divide the windows into three elements is proposed. Whilst the curved masonry head will remain instead of glazing a horizontal window head profile is proposed. Two opening vents will be proposed in each window for ventilation requirements. A dark grey colour to the frames will be adopted which is consistent with other recent mill conversions in the area.

It is noted that Historic England and the Victorian Society have raised comments about the proposed windows in particular the detail of the sections and profile of the windows. Further discussion has taken place with the applicant during the course of the application in this regard. It is noted that any replacement windows will not provide a curved head profile which can be viewed across the original window design. The applicant has sited costs associated with this feature which would begin to compromise the viability of the scheme. The applicant has, however, committed to exploring the optimum window design in order to ensure that other details are of the highest quality. It is therefore recommended that this forms part of the condition of the planning approval.

In line with policies SP1, EN1 and DM1 of the Core Strategy and saved policy DC5 of the UDP, it is considered that the proposal will make significant interventions by removing a large amount of the historic fabric. The result is the retention of the façade which has allowed new internal spaces to be created resulting in a high quality layout.

The extensions and alterations have been well considered and provide an appropriate addition to the Listed fabric and form a distinctive addition to the building. It is recommended that a condition of the planning approval is that the final materials

are agreed in order to ensure that they are of the highest quality together with conditions relating to the windows and the bird mesh.

**Impact on the historic environment**

Policy EN3 of the Core Strategy, along with section 12 of the NPPF, states that consideration must be given to the impact of new developments on heritage assets. The desire to have special regard to the desirability of preserving the setting of listed buildings and conservation areas is also replicated with the Listed Buildings Act.

The applicant has prepared a heritage statement in support of their planning application. Further details are provided within Listed Building application 116301/LO/2017.

In this instance, the application site is located within the Ancoats Conservation Area along with being adjacent to some key Listed Buildings –, Murray Mills (Grade II & II*), Beehive Mill (Grade II*) and Waulk Mill (Grade II*).

The Ancoats Conservation Area lies just outside of the City Centre, immediately to the north of Great Ancoats Street.

As detailed elsewhere within this report, the area is dominated by the former cotton spinning mills, which are principally located adjacent to the Rochdale Canal and the nearby housing. Historically throughout the area, there have always been commercial and residential buildings. This juxtaposition, and interlinking of manufacturing, transport and residential uses meant that Ancoats functioned as the first industrial estate in the world.

Furthermore, the concentration of mill buildings within Ancoats has become an important landmark in the history of the Industrial Revolution. Murray Mills, McConnel and Kennedy Mill, along with others in the area, represent a clear chronology of development of cotton mill architecture from 1800 to the 1920s.

Although the area is dominated by the mill buildings, the Conservation Area also contains other Listed Buildings of differing character. The Victoria Square housing and St Peter's Church represent some of these other key buildings. These buildings have a different style of architecture than the mill buildings in form, scale and appearance. It is considered that these Listed Buildings, along with other older non listed buildings, provide a rich, often contrasting, mix of architectural styles along side the dominant mill buildings.

The requirement to preserve or enhance the Conservation Area, and the setting of the Listed Buildings, is a key requirement within policy EN3 of the Core Strategy, saved policies DC18 and DC19 of the UDP along with the objectives of the NPPF. As such, any new development must seek to retain the character of the area through careful detailing and, where appropriate, the use of compatible materials. In addition, the maintenance of road surfaces, kerbstones and street lighting, together with reuse of vacant sites will be a key objective.

The character of the area is also dominated by red brick buildings, between two and six storeys in height, with pitched roofs. Windows are generally arranged vertically and simply divided.

The Ancoats and New Islington Development Framework advises that there are a number of key sites within the Conservation Area which should be brought forward for residential development, as part of the continued growth and renewal of prosperity of the area and this includes the application site.

The applicant has provided a heritage statement and a detailed design and access statement as part of their application which specifically examines the impact and contribution the proposal will have on the Conservation Area along with important views within the area and the setting of nearby Listed Buildings.

As detailed above, the site is within the Ancoats Conservation Area along with being adjacent to a number of Grade II and Grade II* Listed Buildings and would affect the setting of a number of other Listed Buildings, as well as the setting of non designated heritage assets.

The significance of the mill is derived from its construction method, external features and grouping with the Murray Mills complex. The mill has been constructed of Accrington type cricks for the walls and reinforced concrete for the construction of the floors and flat roof. This type of construction varies to the other buildings in the Murray complex which are brick with timber floors, beams and joists. Little Mill is also significant in that it was probably the first purpose built electrically powered textile mill in Manchester. The building fell into decline in the 1990s and has suffered vandalism and arson.

The repair and maintenance, including some selective demolition and elevational alterations, of some more ‘modern’ features will preserve the building in situ in the Conservation Area and its group setting with Murray Mills. Indeed, it is considered that there are significant benefits in this regard as the 1960s extensions create a prominent feature along Jersey Street and detract from the character and appearance of the building. The removal of these structures will also improve the setting on the Grade II* Beehive Mill which is situated directly opposite the site.

The main intervention to the exterior of the building is the addition of the two storey roof top extension which is considered to have an impact on the visual amenity of the building and key views within the Conservation Area. The applicant has given care and attention to the form that this extension takes to ensure that it is appropriate and responds positively to the listed building and Conservation Area.

The setting back of the extension form the parapet edge reduces its visual impact and ensures that it is a subservient feature to the main building. In addition, the rhythm and proportion of the building has been designed to reflect that on the original building. The bays on the extension are the same proportion as these of the Bengal and Radium Street elevations. The use of a high quality cladding material in a light bronze will provide a lightweight appearance to the structure which will therefore sit comfortably on the roof of the listed building.

The applicant has considered the impact of the extension of key view in the Conservation Area, in particular the corner of Jersey Street and Bengal Street, the corner of Jersey Street and Radium Street and the view from Redhill Street and Radium Street.

With regards to the view along Jersey Street and Bengal Street, the extension will appear as a subservient features set behind the parapet and tower feature. The light colour material provide a clear contrast with the brick façade of the listed building whilst offering a lightweight and subservient addition to the building. Notwithstanding the extension, the views of the listed building remain uninterrupted particularly in the context of its grouping with Murray Mills with Waulk Mill being viewed in the distance along Bengal Street.

The views of the listed building and the proposed extension are perhaps the most prominent on the corner of Jersey Street and Radium Street. This view allow the extension to be fully appreciated particularly its window detailing, materiality and detailing. The setting of the extension back from the parapet edge allows the extension to be subservient whilst offering a high quality addition to the roof scape. This elevation will also allow the benefits of the removal of the 1960s extension to be fully appreciated with the elevations being retuned to their original form and design.

The extension will also be highly visible when viewed from Redhill Street and Radium Street. Whilst the extension does appear to project well above the existing roof line, it does not look uncomfortably so within the context of other buildings in the wider area. Indeed, the extension respects the setting and scale of the Grade II* Beehive Mill and Waulk Mill when viewed from this vantage point.

Historic England have considered the impact of the two storey addition and have commented that whilst the roof extension is ‘quite prominent’ the rhythm and proportion of the structural grid will relate well to the listed building. The comments go on to state that the setback and modelling suitably mitigate against any impacts and create a distinctive addition to the building. With regards to the impact of the extension of the views within the Conservation Area, Historic England conclude that the existing stair tower minimises the impact of the extension and the setting of Muuray Mills. With regards to other vids, they comment that given the enclosed character of the Conservation Ara means that the views of the extension and courtyard roof are limited.

It is considered that the addition of the roof top extension will cause ‘less than substantial harm’ as defined by paragraph 134 of the NPPF in that the historic environment will remain largely legible and understood but due to the roof top extension there will be some minor views which will be affected by the structure within the Conservation Area.

It is considered that the proposed development suitably mitigates against this low level harm that would arise through the public benefits to be derived from the high quality restoration of the exterior of the buildings including removal of the 1960s features and repair of the elevations.

Conditions will be used to ensure that the materials used on the extension are of the highest quality.

As discussed elsewhere within the report the proposal will also result in the total removal of the internal aspects of the building. This is also considered in detail within the accompanying listed building application 116301. There is no doubt that a degree of harm will be caused to the significance of the building as a result.

Careful consideration has been given to the survey work and viability appraisal associated with this application. It is accepted that the removal of the structure is the only viable option in this regard.

Historic England have also considered that survey work presented by the applicant and also accept that the façade retention option is the most viable option available. There is no real value remaining internally to the building, with the exception of the internal fire doors. The retention and repair of the façade will ensure that the group value with Murray Mills and other buildings is retained thus preserving the setting and significance of the Conservation Area.

In this instance it is therefore considered that the impacts of the removal of the internal structure will cause less than substantial harm as defined by paragraph 134 of the NPPF. Indeed, when weighed against the public benefits of the scheme, which include securing a viable alterative use for the listed building which offers high quality residential accommodation and full repair of the building, this is considered to be an important consideration.

The proposal will also see all of the windows replaced within the building. The existing window openings in all of the elevations are currently bricked or boarded up. All of the windows have been surveyed for their condition which has revealed that the majority are in a poor state of repair. The intention therefore is to replace the windows with new aluminium double glazed units. These will fixed into the existing openings in the same position which will ensure that they off the same aesthetic as the existing windows. Following comments and observations by Historic England and the Victorian Society with regards to the proportions of the windows. It is noted that there is an aspiration to create a degree of unity across the window which has result in the loss of the curved edge feature which is currently expressed with glass and is proposed to be dealt with by a panel.

The applicant has provided a commitment to explore all options with regards to the windows to ensure that the proportions best reflect the existing windows. It is recommended that a condition of the approval will be that detail is provided with regards to how the windows will be fixed to the listed structure together with details regarding their design.

It is concluded that the impact on the Listed Buildings is therefore considered to be '*less than substantial'* as defined by paragraph 134 of the NPPF in that the historic environment will remain largely legible and understood but due to the loss of the internal historic fabric and roof extension this will result in a level of harm to the listed building.

It is considered that the proposed development suitably mitigates against this low level harm that would arise through the public benefits to be derived from the high quality restoration of the exterior of the buildings and the high quality roof top extension.

It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of Listed Building, as required by virtue of S72 of the Listed Buildings Act, any harm caused by the proposed development would be less than substantial and would be outweighed by the public benefits of the scheme and meet the requirements set out in paragraphs 132 and 134 of the NPPF.

In addition for the reasons set out above it is considered that the proposed development has been designed with regard to the sustaining and enhancing the significance of the Listed Building and would make a positive contribution to local character and distinctiveness and therefore meets with the requirements of paragraph 131 of the NPPF.

Indeed, it is considered that the proposal makes a positive contribution to the setting of the Listed Building thereby better revealing its significance (as directed by paragraph 137 of the NPPF and S72 of the Act).

It is therefore concluded that the proposal complies with policy EN3 and saved policies DC18 and DC19 of the UDP in that the development will broadly enhance the historic environment and where there is a degree of harm this is outweighed by the overriding positive impacts this development will bring.

**Ecology**

The planning application has been accompanied by an ecological appraisal which assesses the potential impact of the development on local ecology and nature conservation. This is a key requirement of policies EN15 and DM1 which seeks to ensure that applicants identify, enhance and restore impacts from developments on local habitats.

The surveys have found the application site to be of low ecological value. The Great Manchester Ecology Unit concur with this position and have recommended that no vegetation clearance or alteration to the exterior of the building takes place in bird nesting season.

**Effect of the development on the local environment and existing residents**

a) Sunlight, daylight, overshadowing and overlooking

Policy DM1 of the Core Strategy requires consideration to be given to the impacts on new developments on surrounding residential amenity, in particular whether new developments will have any overbearing, overshadowing or overlooking implications.

It is acknowledged that the application site is currently vacant and therefore it is inevitable that constructing a building at the application site, in an existing urban environment, will affect the daylight and sunlight of adjoining properties to varying

degrees. As such, the applicant has given consideration to the matter of daylight and sunlight through an appropriate assessment in support of their planning application. This has assessed the development in line with BRE Guidelines.

The BRE guidelines provide three methodologies for daylight assessment – Vertical Sky Component (VSC), the No Sky Line (NSL) and the average day light factor (ADF). The assessment for sunlight is the Annual Probable Sunlight Hours (APSH).

It should be noted that the guidance should be treated flexibly in a context such as the application site, particularly in dense urban area such as this, where buildings are located in close proximity to each other.

The buildings which were assessed were:

- Murray Mills - (91% VSC/96% ADF/98% NSL/full compliance APSH);
- Sawmill Court (under construction) - (full compliance VSC/full compliance full compliance NSL/full compliance APSH);
- NQ4 development - (96% VSC/full compliance ADF/87% NSL/full 94 APSH);
- Flint Glass Wharf Development - (full compliance VSC/95% ADF/93% NSL/full compliance APSH).

It is considered that there will not be an unduly harmful impacts in terms over loss of light as a result of the development. The report undertaken details that there is a very high level of compliance with the criteria outlined above. Where there are breaches they are isolated and reflect the tight urban grain of this development in the context of others.

In terms of overlooking, the privacy distances between the application site and surrounding developments is as follows:

- Murray Mills – 7 metres
- Sawmill Court – 15 metres
- NQ4 – 15 metres
- Flint Glass Wharf – 22 metres
- Waulk Mill – 7 metres

It should be noted that, with the exception of Whalk Mill, the surrounding developments are separated from the application site by the surrounding road network.

There are close privacy distances between the windows on the southern elevation and Waulk Mill. It should be noted that these distance in the most case are oblique and Waulk Mill is currently office accommodation. It is therefore not considered that there is any unduly harmful loss of amenity in this regard. The privacy distances also reflect the nature of the grid format throughout the Conservation Area and therefore the relationship of surrounding buildings is not unusual for this context.

b) Air quality

Policy EN16 of the Core Strategy states that new development should not compromise air quality within the City. The applicant has undertaken an air quality assessment as part of their proposals. The need to consider the impact of new developments on existing air quality is reiterated within the NPPF and NPPG which requires consideration to be given to the impact of a development on air quality.

In line with the above air quality requirements, the assessment submitted as part of the report has considered whether the proposed development would change the air quality during both the construction and operational phases of the development.

In terms of the construction phase, it is noted that there will be dust form the construction process. However, as the development is largely a conversion development this will assist in minimising dust emissions. Notwithstanding there will be construction activities associated with the extension and conversion works and on that basis it is recommended that a dust management plan is prepared. This will ensure that the dust and air quality impacts during the construction phase will not be significant and this should remain in place for the duration of the construction period.

Environmental Health concur with these findings in respect of the construction activities. In line with paragraph 8 of the PPG and paragraph 124 of the NPPF, it is recommended that a dust management plan forms part of the conditions of the planning approval.

With regards to the occupational phase of the development, the development will have a low level of on site car parking. As such, car trip generation from the site is likely to be low. The air quality impacts in this regard should be negligible. The majority of the occupants of the development will travel to the development site on foot having accessed the City Centre through a variety of modes of transport.

The applicant was asked to consider whether there was any possibility of locating an electric car charging point at the development. The applicant has committed to exploring electric charging points should this be required by the occupants of the development.

The applicant has proposed 58 secure cycle parking spaces at the development which equates to 85% provision per apartment. The applicant, at the request of officers, has been asked to increase the number of spaces to 100%. As such, it is recommended that the increase in cycle provision is secured by planning condition. As a result of these measures, this will offer onsite travel options which will not contribute to current air quality conditions.

Environmental Health welcome this approach and concur with the findings of the air quality report, including the mitigation measures in the form of the dust management plan and cycle provision. In light of the mitigation measures proposed above, it is considered that the proposal will comply with policy EN16 of the Core Strategy, paragraph 8 of the PPG and paragraph 124 of the NPPF in that there will be no detrimental impact on existing air quality conditions as a result of the development.

**Effect of the development on the proposed residents**

a) acoustic insulation – residential accommodation

A noise assessment has been provided in support of this application to consider the noise insulation requirements for the accommodation proposed. The consideration of such matters is a key requirement for policy DM1 of the Core Strategy along within saved policy DC26 of the UDP. This approach is also outlined within the NPPF which seeks to avoid noise giving rise to significant adverse impacts on health and quality of life as a result of new developments.

The main sources of noise from the development are as follows:

- noise emissions from plant and construction activities associated with the development;
- plant;
- acoustic specification of the building to limit noise ingress from external noise.

In terms of noise and disturbance from the construction process, it is considered that there would be an increase in ambient noise levels during the construction period, however, such impacts are considered to be temporary in nature.

Provided that the strict operating and delivery hours are adhered to along with silencers on equipment and regular communication with nearby residents this would minimise any noise impacts on nearby properties. It is recommended that such details are secured by a planning condition in the form of a construction management plan.

The proposed development is likely to require some additional plant. It is unclear at this stage what will be required and therefore the specification. Such details are therefore required prior to the first use of the development and it is recommended that this is included as a condition of the planning approval.

The acoustic report also considers external noise sources on the proposed residential accommodation. The main sources of noise would be from road traffic and close proximity to the activities elsewhere within the City Centre. Given the location of the application site it is necessary that the apartments are acoustically insulated to mitigate against any undue harm as a consequence of the noise sources. Given the listed status of the building, this requires careful consideration.

Environmental Health has considered the contents of the report. This indicates that a mechanical ventilation system will be used. Whilst the window specification remains under consideration, Environmental Health have recommended that a further report is supplied once the specification has been provided and that the location of the mechanical ventilation will be free from pollution. This should form part of the conditions of the planning approval.

On that basis, provided that construction activities are carefully controlled and the plant equipment and residential and commercial accommodation are appropriately

insulated the proposed development is considered to be in accordance with policy DM1 of the Core Strategy, extant policy DC26 of the UDP and the NPPF.

b) Waste management

A major development of this nature is likely to generate a significant amount of waste which is required to be managed on a daily basis. Policies EN19 and DM1 of the Core Strategy require that applicants show consistency with the waste hierarchy which principally seeks applicant to re-use and recycle their waste.

The waste strategy for the scheme has been carefully considered. It has been calculated that the following refuse capacity is required:

- General waste – 7 x 1100 litres 2 x 660 litres;
- Pulpable recycling – 4 x 1100 litres;
- Mixed recycling – 4 x 1100 litres; and
- Organic waste – 5 x 240 litres.

There will be a dedicated internal refuse store proposed on the ground floor of the building.

There is sufficient room within each apartment to store and segregate a small amount of waste, the residents would be encouraged to take their waste to these refuse stores in order to actively encourage recycling. Servicing of the refuse store will take place from Radium Street where bins will be moved out and back in again to the store on collection day.

Environmental Health has stated that the refuse arrangements are acceptable for the residential element of the scheme. Clarification has been sought during the course of the application with regards to the small amount of commercial waste management from the facilities management team which will be on site as this appears to be in the same refuse store as the residential. Further information has been provided in this regard to the satisfaction of Environmental Health.

It is recommended that the waste management arrangements form a condition of the application in order that they are in place prior to the first occupation of the development.

Overall it is considered that the waste management arrangements have been well considered as part of the development. The arrangements ensure maximum ease and efficiently for residents and ensure that waste is contained within a specified area. There is also a clear commitment and drive to ensure that residents recycle and the measures that will be put in place to do this are acceptable. The proposal therefore accords with policies DM1 and EN19 of the Core Strategy in this regard.

c) Accessibility

The proposal is considered to provide accessible accommodation. There is lift access to all the floors. Given the accommodation meets the prescribed space standards, there will be sufficient turning space for those in a wheel chair and ability

to adapt bathroom accommodation accordingly. The proposal will also provide one on site disabled parking space which is situated adjacent to the main entrance of the building.

**Amenity space/landscaping/boundary treatment**

Consideration has been given to the provision of amenity space within the development for residents. The removal of the inner core of the existing building has allowed for the creation of a covered courtyard to be created on the ground floor of the building. This will provide some form of communal space for the occupants of the development.

In terms of private amenity space, the 12 of the duplex apartments that are situated on fifth/sixth floor will all benefit from a private terrace area which runs around the parapet. The terraces will provide private spaces for each of the apartment and will be separated by privacy screens.

In addition to this, there will be 3 winter gardens created on the sixth floor for three of the apartments. These will be internal glazed spaces within the roof extension and will allow the occupants of the development to use the spaces all year round.

It should be noted that these duplex apartments are all three bedroom apartments and therefore having the benefit of external space will ensure that they are attractive to families.

It should also be noted that residents will have access to the high quality public spaces that have been created in the Ancoats and New Islington area. In particular, the development is within walking distance of Cutting Room Square in the heart of Ancoats together with Cotton Field Park and the Marina area which is located at the top of Radium Street.

The existing boundary wall to the yard area will be retained to the corner of Radium Street and Jersey Street. This will maintain the character in this part of the Conservation Area. The wall has suffered some structural damaged and will need to be strengthened. It is recommended that this work should be dealt with by planning condition.

The yard area will be treated with new hard landscaping to provide a high quality space at the entrance to the development. It is recommended that the final details of this work are dealt with by planning condition.

**Impact on the highway network/car parking**

Policy T1 and T2 of the Core Strategy seeks to encourage modal shifts away from the car and locate new development that is accessible by walking, cycling and public transport. Policy DM1 goes on to state that traffic generation and road safety must be considered as part of new developments.

A transport statement has been prepared in respect of this planning application which acknowledges the highly sustainable location of the application site particularly that

the site is accessible to a range of transport modes and its close proximity to a range of amenities and services.

Piccadilly and Victoria train stations are equidistant from the application site which provides access to train, tram and bus travel across the City Centre and beyond.

Given the highly sustainable location of the application site, within the expanded City Centre, careful consideration has been given to the level of car parking that is necessary to support a development of this nature together with the onsite constraints associated with the Listed Building and its limited curtilage.

Policy T2 of the Core Strategy states that developments in the City Centre should '*provide a level of car parking which reflects the highly accessible nature of the location, as well as the realistic requirements of the users of the development'.* This requirement to find a balanced approach to car parking provision for developments in highly sustainable locations, such as the application site, is also reflected within the Ancoats and New Islington Development Framework which states that:

'*New development proposal should be accompanied by an appropriate car parking strategy which allows the potential demand generated by future residents to be met whilst considering the promotion of alternative sustainable forms of transport. On site car parking solutions should be incorporated into development proposals in a manner that does not detract from the character or animation of the street'*

This proposal seeks to provide 19 (including 1 disabled spaces) car parking spaces for the development which equates to 28% provision.

The recently adopted Manchester Residential Quality Guidance provides specific guidance on what constitutes a suitable level of car parking for high density apartment scheme in the City Centre.

*For apartment schemes within the city centre, there are a number of variables that will affect parking demand within a particular development. In particular these are the tenure and price point of a development. As a general rule, in this regard, higher end apartment schemes aimed at owner occupiers will tend to generate higher levels of demand. Conversely, the emerging build to rent sector is very much targeted at a younger demographic attracted to the city centre lifestyle and who have a higher potential and tendency to view car ownership as more of a constraint than a requirement. In these scenarios, higher levels of cycle parking provision and car clubs will be appropriate. Clearly, car parking demand will also be influenced by the availability of public transport.*

The guidance goes on to state that for City Centre developments:

*"There is a need to create a critical mass, mix and diversity of apartment / house types in the city centre and therefore a site by site consideration of appropriate car parking provision based on an assessment against key criteria"*

This criteria is as follows:

- Secure cycle parking in excess of 50% provision relative to apartment numbers;

- Identification of sufficient off-site capacity, within 5 minutes' walk of the proposed development, to accommodate designated spaces associated with the development (via a long term leasehold to be available for the life of the development);

- Provision of designated on-street parking, subject to satisfactorily demonstrating the spaces will be properly designed and integrated into the street scene in agreement with the Local Planning and Highways Authority, and in accordance with the wider principles of this document.

- Demonstrating that provision of full parking provision will unacceptably comprise the development's active frontages and relationship with the street, and evidence that an alternative parking solutions cannot be viably accommodated.

- Provision of robust research and market evidence to demonstrate that lower levels of car parking demand will be appropriate for a particular scheme.

The proposed development will provide accommodation which will be available on a for sale basis. Highway Services believe the car parking provision is on the low side. However, given the constraints of the site, there is no other opportunity to include on site provision at the application site. It should be noted that the applicant is constructing a number of developments in the local area, specifically a car park for the adjacent Murray Mill complex at land at Cotton Street. It is therefore highly likely that if there is not full take up of those spaces there will be the opportunity to provide car parking to the occupants of this development. In any event, it is recommended that a condition of the planning approval will be that consideration is given to the provision of off site provision to meet the short fall in parking at this site.

The applicant has prepared a comprehensive travel plan to support their proposal which includes 58 cycle spaces (85% per apartment and 50% per number of bedrooms). Whilst this is well above the 50% stipulated within the residential quality guide, it is considered that given the close proximity of the application site to the City Centre, there is an opportunity to promote travel via this method further. It is recommended that a condition of the planning approval is that further consideration is given to the cycle parking provision at the application site.

The applicant has committed to providing electric car charging points where necessary across the development.

The applicant has committed to producing a travel plan for the development and the implementation of this should form part of the conditions of the planning approval.

In terms of the impact on the local highway network, Highway Services concur with the applicants assessment in this regard in that there will be no significant impacts on the capacity of the local highway network.

The transport assessment has also considered the servicing. Refuse collection will take place from the vehicular entrance off Radium Street. These arrangements are considered to be satisfactory given the frequency of such events occurring. In addition, the applicant has demonstrated that whilst servicing is taking place there is no blocking of the highway.

Highway Services have requested that prior to the commencement of the construction process it will be necessary to understand the impact on the local highway network. This should form part of the conditions of the planning approval.

Overall, it is considered that the development would have a minimal impact on the local highway network and there would be adequate car and cycle provision to serve the needs of the development. Travel planning would help take advantage of the sustainable location of the application site in order to further reduce the reliance on the car to the site. Servicing and construction requirements can also adequately met at the site. The proposal therefore accords with policies SP1, T1, T2 and DM1 of the Core Strategy

**Flood Risk/surface drainage**

The application site is located in flood zone 1 '*low probability of flooding'*. However, the site lies within a critical drainage area (an area where there are complex surface water flooding problems from ordinary watercourses, culvets and flooding from the sewer network). These areas are particularly sensitive to an increase in rate of surface water run off and/or volume from new developments which may exasperate local flooding problems. As such, policy EN14 states that developments should seek minimise the impact on surface water run off in a critical drainage area.

The applicant has prepared a drainage statement in support of their planning application. The Flood Risk Management Team have requested that a detailed scheme is prepared together with an ongoing management scheme. These should form part of the conditions of the planning approval.

**Sustainability and energy efficiency**

Policy DM1 states that residential developments will be expected satisfy the Code for Sustainable Homes standards. Policies SP1 and EN4 to EN6 of the Core Strategy focus on reducing emissions and achieving low and zero carbon developments. As the application site is located in the regional centre, the development is expected to demonstrate its contribution to this objective (policy EN5).

Policy EN4 in particular, requires the application of the energy hierarchy to ensure that passive measures, energy efficiency and low and zero carbon generation options are considered. This includes:

- minimising energy demands – consider passive design measures and optimise building envelope in terms of orientation, air tightness and insulation; and
- meet demands efficiency – specify energy efficient plant, heating, ventilation, lighting and system controls to facilitate efficient operation.

The applicant has provided an energy and environmental standards statement in respect of their planning application. This outlines the difficulties achieving a high level of energy efficiency given the constraints of the Listed Building. As this is a largely a conversion scheme, with a small amount of new build, this will place constrains on the ability of the majority of the building to meet a high level of energy efficiency. The applicant has confirmed that they will comply with the standards outlined in the Building Regulations for the conversion and new build elements.

Notwithstanding this the applicant has explored options to ensure that the building is as energy efficient as possible.

The building incorporates passive design principles in order to achieve a highly efficient thermal envelope and reduce primary energy requirements. This will ensure that the buildings achieve a high level of thermal efficiency/air tightness and reducing heating demands beyond Building Regulations requirements.

The application of passive principles to maximise thermal efficiency means that electric heating is a cost effective solution to provide supplementary heating to each apartment. In addition, water efficient fittings will also help to reduce electrical loads for water heating.

In terms of lighting, electrical demands will be minimised through the use of energy efficiency lighting throughout all areas of the building.

Renewable energy has been considered in the form of photovoltaic panels to the roof to improve energy consumption within the building. .

In terms of the measures identified, and their contribution to the objectives of policy EN6, the overall energy performance of the development is satisfactory. There is an overall reduction in emissions as prescribed by policy EN6 of the Core Strategy. The development performs well and within the spirit of the Core Strategy policies given the high quality building fabric and systems that that are being incorporated into the buildings. It is recommended that the energy standards form part of the conditions of the planning approval.

**Designing out crime**

Policy DM1 of the Core Strategy requires that consideration be given to community safety and crime prevention. The planning application is supported by a Crime Impact Statement (CIS), prepared by Design for Security at Greater Manchester Police, which assess the proposal in terms of crime prevention and safety.

The CIS recognises that the development will bring vitality to a vacant site and will present a more active frontage to most of the public elevations around the site which in turn provides improved natural surveillance to the surrounding public realm. Indeed, the public entrances to the building are in prominent locations.

A series of recommendations have been provided to improve the accommodation from a security perspective which include agreeing the detail of the boundary

treatment and guard railings specification to the ground floor accommodation, particularly along Bengal Street.

It is recommended that a condition of the planning approval is that the CIS is implemented in full as part of the development in order to achieve Secured by Design Accreditation.

**Ground conditions**

Policy EN18 of the Core Strategy requires that consideration should be given to potential sources of ground contamination and the effect on new developments. Initial site investigation work has been carried out by the applicant. This found a large amount of made ground at the site.

The initial site investigation report has been considered by Environmental Health. They have recommended that further investigation works are required with regards to the provision of calibration certificates for gas monitoring and the submission of a remediation strategy.

Once the remediation strategy has been approved this shall be implemented and a verification report submitted on completion of the development to verify that all the agreed remediation has been carried out. This approach should form a condition of the planning approval in order to comply with policy EN18 of the Core Strategy.

**Demolition and Construction management**

A construction management plan has been submitted in support of this planning application. This details how the construction process will be managed at the site, particularly in respect of the operating hours, dust suppression, security and waste.

The applicant has indicated that, subject to planning permission being granted, works will commence at the site in late 2017 with completion expected by 2019.

Whilst it is noted that works will take place in close proximity to residential properties, and they will notice the comings and goings from the site, it is not considered that the impacts associated with the development will be significant and will be short in duration and predictable.

The applicant’s contractor has also indicated that they adhere to the consideration constructor’s scheme. This will help minimise the impact of the development on local residents. In particular, dust suppression measures will be used along with minimising stock pilling and use of screenings to cover materials. Plant will also be turned off when no needed and no waste or material will be burned on site.

Working hours will be in line with appropriate standards and the site will be secured with an appropriate hoarding to prevent any unauthorised access thus allowing construction to take place safely. Due to the size of the site, it will not be possible to site compound/welfare facilities within the site boundaries. This will need to be created in the local vicinity.

Deliveries to the site will be via the existing road network. Once the final access position in agreed, it will be necessary to ensure appropriate wheel washing is put in place to prevent any dirt and debris along the road and beyond.

Limited information has been provided in terms of routing strategy, however, given the close proximity to Great Ancoats Street, it is anticipated servicing vehicles will access the site from this road which should minimise any disruption along the local highway network.

There is unlikely to be any cumulative impact from the construction elements of the development. Whilst there is a large amount of activity in the local area, the close proximity to major roads such as Great Ancoats Street will ensure such activities should not have a detrimental impact on the surrounding area.

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

**Permitted development**

The Planning Policy Guidance states that only in exceptional circumstances should conditions be imposed which restrict permitted development rights otherwise such conditions are deemed to be unreasonable.

It is recommended that a condition of the approval should clearly define the approved residential units under the C3(a) use and to remove the permitted development rights that would normally allow the change of use of a property to a HMO falling within use classes C3(b) and C3(c) without the requirement for formal planning permission. This is to protect this development and its future residents from the problems associated with the change of use of properties to HMO's and to promote family accommodation and sustainability within this neighbourhood.

**Public opinion**

The applicant has undertaken their own consultation prior to the submission of the planning application with both statutory consultees (including Historic England) and local residents and businesses. Public exhibitions have been held to allowing interested parties to view the proposals for the site. Information leaflets have also been sent out in the area.

Generally the comments received during this non statutory consultation have been positive in that they welcome the reuse of the building and its high quality design. Comments have been made to retain and reuse some of the limited features within the building and this has also been considered as part of the planning and listed building applications. There are conditions on the approval which relate to reusing features such as the fire doors.

**Conclusion**

The proposal will result in the reuse of a significant listed building within the Ancoats Conservation Area. The applicant has demonstrated that the condition of the internal aspects of the building mean that the only viable option is to remove this in its entirety and replace with new. A high quality roof top extension will crown the building together with a repair of the external façade.

A residential use of the building will contribute to the supply of good quality housing in this popular area of the City Centre. Matters relating to the impact on the listed building together with car parking, waste management and noise have all been carefully considered and there are no unduly harmful impacts on residential and visual amenity which will arise.

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

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

**Recommendation APPROVE**

**Article 35 Declaration**

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

**Reason for recommendation**

**Conditions to be attached to the decision**

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

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

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

Drawings

AA6336 2001 Rev B, AA6336 2100 Rev, AA6336 2101 Rev B, AA6336 2102 Rev B, AA6336 2103 Rev B, AA6336 2104 Rev B, AA6336 2105 Rev B, AA6336 2150 Rev B, AA6336 2151 Rev B, AA6336 2152 Rev B, AA6336 2153 Rev B, AA6336 2154 Rev A, AA6336 2155 Rev B, AA6336 2156 Rev B, AA6336 2201 Rev B, AA6336 2202 Rev B, AA6336 2203 Rev B, AA6336 2204 Rev B, AA6336 2207 Rev B, AA6336 2208 Rev B, AA6336 2254 Rev A, AA6336 2255 Rev C, AA6336 2256 Rev C, AA6336 2270 Rev B, AA6336 2271 Rev B, AA6336 2272 Rev B, AA6336 2301 Rev C, AA6336 2302 Rev C, AA6336 2303 Rev C, AA6336 2304 Rev C, AA6336 2351 Rev C and AA6336 2352 Rev C stamped as received by the City Council, as Local Planning Authority, on the 12 May 2017

AA6336 2200 Rev D, AA6336 2205 Rev D, AA6336 2250 Rev H, AA6336 2251 Rev K, AA6336 2252 Rev D, AA6336 2253 Rev D,AA6336 2300 Rev E, AA6336 2305 Rev C, AA6336 2350 Rev D and AA6336 2353 Rev D stamped as received by the City Council, as Local Planning Authority, on the 11 July 2017

Drawing AA6336 2206 Rev D stamped as received by the City Council, as Local Planning Authority, on the 14 July 2017

Supporting Information

Ecology appraisal prepared by Arup (235055-00), Transport Assessment prepared by Arup (235055), Planning statement prepared by Deloitte, Noise assessment prepared by Arup (235055-55), Daylight and sunlight report prepared by GIA, Construction management, Archaeology DBA report prepared by Arup, TV reception survey prepared by TVA Installations (Stockport) Ltd, Crime Impact Statement (Version B), Operational Recycling and Waste prepared by Arup, Management Statement, Statement of Community Involvement, Geotechnical and Geoenvironmental Report prepared by Arup, Travel Plan Framework prepared by Arup, Drainage Strategy prepared by Arup, Heritage statement prepared by KM Heritage, Design and Access statement and Energy and Environmental Statement prepared by Arup stamped as received by the City Council, as Local planning Authority, on the 5 May 2017

Email from Mel Wilson dated 11 July 2017

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

3) No demolition works hereby approved shall take place during the optimum period for bird nesting (March - September inclusive) unless nesting birds have been shown to be absent, or, a method statement for the demolition including for the protection of any nesting birds is agreed in writing by the City Council, Local Planning Authority. Any method statement shall then be implemented for the duration of the demolition works.

Reason - In order to protect wildlife from works that may impact on their habitats pursuant to policy EN15 of the Manchester Core Strategy (2012).

4) No development shall take place until the applicant or their agents or their successors in title has secured the implementation of a programme of archaeological works to be undertaken in accordance with a Written Scheme of Investigation (WSI), prepared by the appointed archaeological contractor. The WSI should be submitted to and approved in writing by the local planning authority. The development shall not be occupied until the site investigation has been completed in accordance with the approved WSI. The WSI shall cover the following:

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

- a historic building survey to enhance previous survey work, including further documentary research;
- a targeted archaeological watching brief.

(b) A programme for post investigation assessment to include:

- analysis of the site investigation records and finds
- production of a final report on the significance of the archaeological and historical interest represented.

(c) Provision for publication and dissemination of the analysis and report on the site investigation.

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

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

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

5) (a) Notwithstanding the drainage report submitted by Arup stamped as received by the City Council, as Local Planning Authority, on the 12 May 2017, details of the

proposed drainage strategy shall be submitted for approval by the City Council, as Local Planning Authority, prior to the commencement of the development.

(b)The development shall then be constructed in accordance with the approved details, within a previously agreed timescale. Prior to the first occupation of the development a verification report shall be submitted, including relevant photographic evidence, that the scheme has been implemented in accordance with the previously approved details.

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

6) (a) Notwithstanding the Preliminary Geotechnical and Geo-environmental Report, dated April 2017 stamped as received by the City Council, as Local Planning Authority, on the 12 May 2017, prior to the commencement of the development the following information shall be submitted for approval:

- Submission of the calibration certificates for the gas monitoring equipment used
- Submission of a Remediation Strategy

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

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

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

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

7) Notwithstanding the construction management plan prepared stamped as received by the City Council, as Local Planning Authority on the 12 May 2017, prior to the commencement of the development a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include;

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

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

Reason - To safeguard the amenities of nearby residents, highway safety and in the interest of air quality, pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy (July 2012).

8) Prior to the commencement to the removal of the internal core of the building, (a) a programme for the issue of samples and specifications of all material to be used on all external elevations of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority, the programme shall include timings for the submission of samples and specifications of all materials to be used on all external elevations of the development along with jointing and fixing details, details of the drips to be used to prevent staining in and a strategy for quality control management.

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

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

9) Prior to the insertion of new windows within the development, a detail specification of the windows, including appropriate sections, materials and samples, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented as part of the development.

Reason – To ensure that the windows are appropriate in terms of visual amenity and respond to the character and appearance of the Listed Building pursuit to policies SP1, EN1, EN3 and DM1 of the Manchester Core Strategy (2012).

10) Notwithstanding drawings AA6336 2252 Rev D, AA6336 2250 Rev H, AA6336 2251 Rev K and AA6336 2253 Rev D stamped as received by the City Council, as Local Planning Authority, on the 10 July 2017 and the email from Mel Wilson dated 11 July 2017, prior to the commencement of work to the roof extension, details of the glazed roof and bird mesh shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented.

Reason – In the interest of visual amenity and to minimise the views of the structure within the Conservation Area pursuant to policies SP1, EN1 and EN3 of the

Manchester Core Strategy (2012) and saved policies DC18 and DC19 of the Unitary Development Plan for the City of Manchester (1995).

11) Notwithstanding drawing AA6336 2252 Rev D stamped as received by the City Council, as Local Planning Authority, on the 11 July 2017, prior to the first occupation of the development, details of the railings to the ground floor windows along Bengal Street shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt such details shall include sections and specification of materials. The railing shall be implemented prior to the first occupation of the development and thereafter retained and maintain in situ.

Reason – In the interest of visual amenity and security of the ground floor windows pursuant to policies SP1, EN1, EN3 and DM1 of the Manchester Core Strategy (2012).

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

For the avoidance of doubt the scheme shall include the following:

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

The approved scheme shall then be implemented in accordance with the details and thereafter managed and maintained for as long as the development remains in use.

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

13) Notwithstanding drawing AA6336 2200 Rev D stamped as received by the City Council, as Local Planning Authority, on the 11 July 2017, (a) prior to the first occupation of the development details of a hard landscaping scheme shall be submitted to and approved in writing by the City Council as local planning authority.

(b) The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

14) Notwithstanding drawings AA6336 2350 Rev D AA6336 2250 Rev H stamped as received by the City Council, as Local Planning Authority, on the 11 July 2017, (a) prior to the first use of the development hereby approved details of the amendments to the boundary wall along Radium Street/Jersey Street and proposed boundary treatment in the form of the new gates to Radium Street shall be submitted for approval in writing by the City Council, as Local Planning Authority.

(b)The approved details shall then be implemented prior to the first occupation of the development hereby approved and shall thereafter be retained and maintained in accordance with these details.

Reason - To ensure that the pedestrian entrance is appropriate together with the alterations to the wall in terms of visual amenity, and the impact on the Conservation Area, and is secure pursuant to comply policies SP1, EN1, EN3 and DM1 of the Manchester Core Strategy.

15) The development hereby approved shall be carried out in accordance with the Environmental Standards statement prepared by Arup stamped as received by the City Council, as Local Planning Authority, on the 12 May 2017. A post construction review certificate/statement shall be submitted for approval, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority.

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

16) Prior to the first occupation of the development hereby approved, details of any externally mounted ancillary plant, equipment and servicing shall be submitted for approval. The approved scheme shall be implemented prior to the first occupation of the development and thereafter retained and maintained in situ.

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

17) Notwithstanding the noise assessment prepared by Arup stamped as received by the City Council, as Local Planning Authority, on the 12 May 2017, prior to the first occupation of the residential accommodation hereby approved, the accommodation shall be insulated in accordance with a scheme submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall thereafter be retained and maintained in sit u for as long as the development remains in use.

Reason: To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance pursuant to policies SP1, H1 and DM1 of the Core Strategy (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

18) Prior to the first occupation of the development hereby approved, the refuse arrangement and waste management strategy, as indicated on drawing AA6336 2200 Rev D stamped as received by the City Council, as Local Planning Authority, on the 11 July 2017 and the operational recycling and waste strategy prepared by Arup stamped as received by the City Council, as Local Planning Authority, on the 12 May 2017 shall be implemented and thereafter be retained and maintained in situ for as long as the development remains in use.

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

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

Reason - In the interests of amenity, crime reduction and the personal safety of those using the proposed development and bat environment in order to comply with the requirements of policies SP1, EN15 and DM1 of the Core Strategy.

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

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

21) Deliveries, servicing and collections including waste collections shall not take place outside the following hours:

Monday to Saturday 07:30 to 20:00
Sundays (and Bank Holidays): No deliveries/waste collections

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

22) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 as amended by The Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2010 (or any order revoking and re-enacting that Order with or without modification) no part of the premises shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order

1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a). For the avoidance of doubt, this does not preclude two unrelated people sharing a property.

Reason - In the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

23) The development shall be carried out in accordance with the Crime Impact Statement (Version B) prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the 12 May 2017. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

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

24) The development hereby approved shall be carried out in accordance with the Travel plan framework prepared by Arup stamped as received by the City Council, as Local Planning Authority, on the 12 May 2017.

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

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

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

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

25) Notwithstanding the details shown on drawing AA6336 2200 Rev D stamped as received by the City Council, as Local Planning Authority, on the 12 May 2017, prior to the first use of the building, details of the provision of the cycle storage shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented prior to the first use of the development hereby approved and retained and maintained in situ for as long as the development remains in use.

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

26) Prior to the first use of the development hereby approved, the car parking layout, as indicated on drawing AA6336 2200 Rev D stamped as received by the City Council, as Local Planning Authority, on the 12 May 2017 shall be laid out, demarcated and made available. The car parking layout shall be retain and maintained for as long as the development remains in use.

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

27) The development hereby approved shall be carried out in accordance with the section 6.8-6.20 of the planning statement prepared by Deloitte stamped as received by the City Council, as Local Planning Authority, on the 12 May 2017 in respect of the commitment to recruit local labour and local apprenticeships. Within six months of the first occupation of the development details of the results of the scheme shall be submitted for consideration.

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

28) Prior to the first use of the development, a scheme of highway works in relation to Radium Street, in order to provide adequate pedestrian and vehicular environment at the application site, shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt this shall include the following:

- Works to the public realm and footways along Radum Street to facilitate the revised entrance;

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

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

29) Notwithstanding the TV reception survey, stamped as received by the City Council, as Local Planning Authority, on the 12 May 2017, within one month of the practical completion of the development or before the development is first occupied, whichever is the sooner, and at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact area a study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above. The measures identified must be carried out either before the building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

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

30) Prior to the first occupation of the residential element of the development, details of electric car charging points within the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented and be in place prior to the first occupation of the residential element of the development.

Reason – In the interest of air quality pursuant to policies SP1 and EN16 of the Manchester Core Strategy (2012).

31) Notwithstanding drawing AA6336 2200 Rev D stamped as received by the City Council, as Local Planning Authority, on the 12 May 2017, prior to the first occupation of the development, details of the vehicular/pedestrian indivisibility from the car parking entrance off Radium Street shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented as part of the development and be in place prior to the first occupation of the development.

Reason – to ensure adequate and safe movement within the car parking and use of the access on Radium Street pursuant to polices SP1 and DM1 of the Manchester Core Strategy (2012).

**Informatives**

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

- Noise survey data must include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The internal noise criteria are as follows:

Bedrooms (night time - 23.00 - 07.00) 30 dB LAeq (individual noise events should not normally exceed 45 dB LAmax,F by more than 15 times)
Living Rooms (daytime - 07.00 - 23.00) 35 dB LAeq
Gardens and terraces (daytime) 55 dB LAeq

Additionally, where entertainment noise is a factor in the noise climate the sound insulation scheme shall be designed to achieve internal noise levels in the 63Hz and 125Hz octave centre frequency bands so as not to exceed (in habitable rooms) 47dB and 41dB, respectively.

- Where entertainment noise is proposed the LAeq (entertainment noise) should be controlled to 10dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63HZ and 125Hz octave frequency bands should be controlled so as not to exceed (in habitable rooms) 47dB and 41dB, respectively.

- Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the existing background (LA90) at the nearest noise sensitive location.

- Defra have published a document entitled 'Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems'. It describes a method of risk assessment for odour, guidance on minimum requirements for odour and noise control, and advice on equipment selection. It is recommended that any scheme should make reference to this document (particularly Annex B). Details should also be provided in relation to replacement air. The applicant will therefore need to consult with a suitably qualified ventilation engineer and submit a kitchen fume extract strategy report for approval.

You should ensure that any external wall treatments approved for planning purposes are discussed in full with Building Control to ensure they meet with the guidance contained in the Building Regulations for fire safety. Should it be necessary to change the external facade treatment due to conflicts with Building Regulations, you should also discuss the changes with the Planning team to ensure they do not materially affect your permission.

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

- Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. The flood water should be routed away from the buildings and towards the less vulnerable areas i.e. open spaces, car parks and roads. A

layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.

- Construction details of flow control and SuDS elements.

- You should ensure that any external wall treatments approved for planning purposes are discussed in full with Building Control to ensure they meet with the guidance contained in the Building Regulations for fire safety. Should it be necessary to change the external facade treatment due to conflicts with Building Regulations, you should also discuss the changes with the Planning team to ensure they do not materially affect your permission.

**Local Government (Access to Information) Act 1985**

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 116300/FO/2017 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

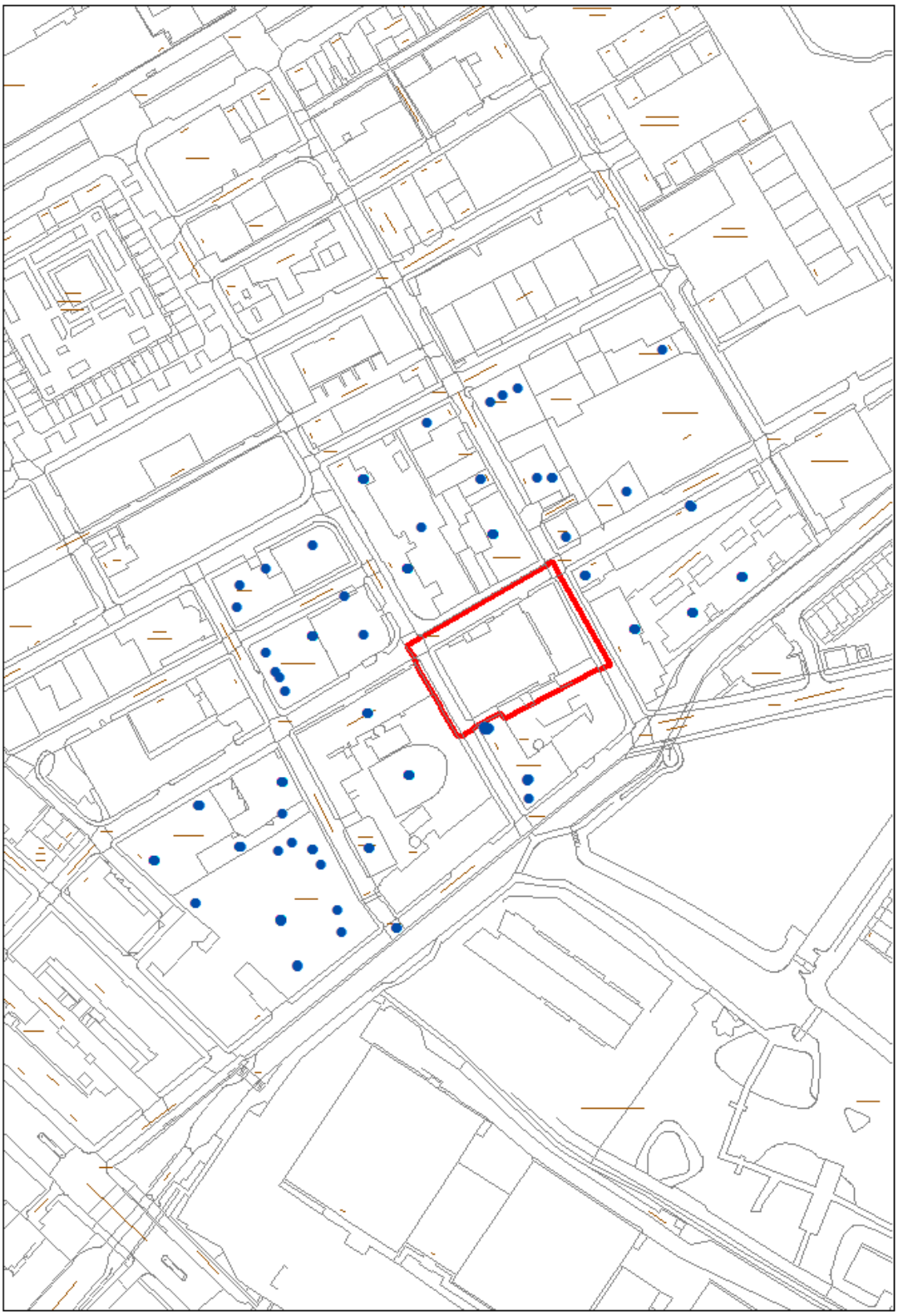
Highway Services
Environmental Health
Strategic Development Team
MCC Flood Risk Management
Greater Manchester Police
Historic England (North West)
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
United Utilities Water PLC
Twentieth Century Society
Ancient Monuments Society
Council For British Archaeology
Georgian Group
Society For The Protection Of Ancient Buildings
Victorian Society
Greater Manchester Ecology Unit

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

**Representations were received from the following third parties:**

Unit 1.3, Waulk Mill,, Bengal St., Manchester,, M4 6LN

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



Application site boundary ● Neighbour notification

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