

Application Number	Date of Appln	Committee Date	Ward
117595/FO/2017	5th Oct 2017	11th Jan 2017	Hulme Ward

Proposal Conversion of the Talbot Mill complex to create 114 residential apartments (Use Class C3), including rooftop extensions to Mill 1 and 2, and rear extension to Mill 1; demolition of Buildings A, B and C; retrospective application for demolition of Building E; erection of a 9 storey building plus 1 basement level, to provide 88 residential apartments (Use Class C3); and creation of new landscaped courtyard, lighting and other associated works.

Location Talbot Mills, 44 Ellesmere Street, Manchester, M15 4JY

Applicant Mr Max Bentham , Capital & Centric (Adored) Ltd, Sun House, 2-4 Little Peter Street, Manchester, M15 4PS,

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Introduction

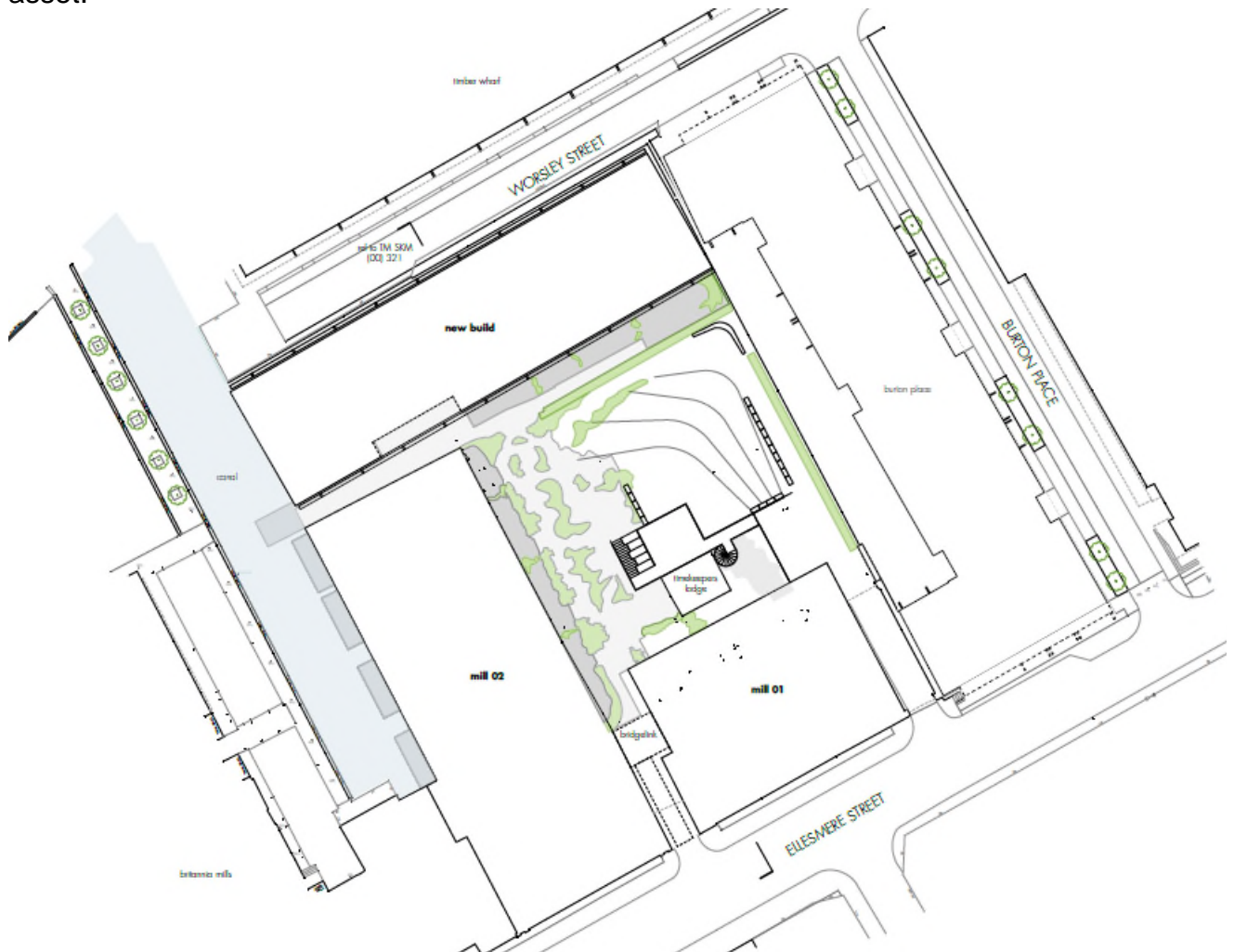
Consideration of this application was deferred at the meeting of the Planning and Highways Committee on 14 December 2017 to allow further consideration to be given to the provision of parking for disabled people as part of the scheme. The applicant has reviewed whether it would be possible to provide parking spaces within the court yard. This is not possible, largely because of the change in level between the street and the courtyard. It is proposed to provide two parking spaces on Ellesmere Street outside the development. In addition to this, the applicant has confirmed that the Travel Plan would provide full details of further access and liveability initiatives for disabled people, such as registering to 'Disabled-Go' which provides information online for how to travel to specific locations.

Description

The application site measures 0.48 hectares and is roughly rectangular in shape. It is situated on the north west side of Ellesmere Street and is bounded by Worsley Street, the Burton Place apartment building and a canal arm off the Bridgewater Canal and a two storey brick building that was an extension to the mill building, that is in separate ownership (and has planning permission 114683/FO/2016). Beyond the building to the south west is the Britannia Mills apartment complex. The Timber Wharf apartment building lies to the north west across Worsley Street and is a nine storey building with fully glazed elevations. Burton Place to the north east is seven storeys. The area to the north east and west of the site mainly comprises of residential buildings, some with ground floor commercial and retail units. The area to the south east is an industrial estate, some of which is being developed residential purposes.

The site is within Castlefield Conservation Area and there are four listed buildings within the vicinity: Albert Mill (Grade II) to the west; Hulme Locks (Grade II) to the

north beyond Timber Wharf; St George's Church (Grade II*) to the east; and the former Turville public house at 252 Chester Road (Grade II) to the south west. The site comprises two mill buildings and a central courtyard with additional smaller buildings served by a canal arm along the western boundary. The main mill buildings are four to five storeys and the mill complex was established c.1855. Whilst none of the component buildings are listed, the complex is a non-designated local heritage asset.



The application proposes the conversion of the existing mill buildings and the erection of a new nine storey apartment block to create 202 apartments, comprising 63 one bed apartments and 139 two bed apartments.

Mill 1 is brick built, four storeys high and fronts onto Ellesmere Street. It would be converted to 41 apartments with the erection of a single storey roof top extension, set back from the main elevations. The rear wall would be removed in order to extend the floorplate of the building to allow the apartments to be planned around a central circulation route. The rear extension would be a contemporary new build element reflecting the materials and design of the proposed nine storey building to the rear. Two projecting oriel windows would be inserted in the Ellesmere Street elevation, replacing two window that have been altered in the past. A three storey projecting oriel window would be inserted at first, second and third floor levels adjacent to the corner of the building next to Mill 2. A new bridge would link Ellesmere Street and the mill buildings with new bridge links at each floor to connect Mills 1 and 2 and

provide access from the circulation corridor in Mill 1 to the circulation core (including lifts) in Mill 2. The bridge links would be constructed from polyester powder coated steel.

Mill 2 is brick built, four storeys high and its side elevation fronts onto Ellesmere Street. It would be retained and converted to 41 with a roof top extension, following the removal of the existing roof, to create two extra floors.

A number of buildings would be demolished including: The brick built stair tower which links Mills 1 and 2 to allow better access and circulation arrangements for the two mill buildings; an Engine House that abuts the north elevation of Mill 2; a single storey 20th Century building (c. 1950) erected against the north face of the Engine House; and, a single storey rectangular brick built structure that abuts the north side of Time Keeper's Lodge (Building D).

Building D (Time Keeper's Lodge) - is a rectangular brick built structure with a double-pitched slate roof and a chimney stack. It is two storeys, but only the first floor is visible on the eastern elevation due to the rising ground level. It would be retained and used as sheltered amenity space within the landscaped courtyard.

New Build – A new apartment building, providing 88 apartments would be located along the northern boundary, fronting Worsley Street. It would be 10 storeys in height including a lower ground floor that would be below the level of Worsley Street. It would be at ground level on the courtyard elevation due to the different ground levels created by the Timber Wharf underground car park, so it would be nine storeys in height from ground level on Worsley Street. The façade would be set back from the edge of Worsley Street and the underground car park, to create a lightwell to the lower ground apartments. Those apartments would also have an elevation onto the courtyard where there would be semi-private outdoor space. The building would be of a contemporary design, with an expressed dark grey structural steel frame and light grey aluminium cladding panels. Steel plated oriel windows would project at an angle onto Worsley Street, with the insides of the oriels coloured yellow and orange. The façade overlooking the courtyard would have glazed balconies in a similar style to the oriel windows. Chamfered balconies with a glazed balustrade would be provided to apartments on the canal elevation.

The main entrance to the mill buildings would be via a new entrance portal on Ellesmere Street between Mills 1 and 2. It would consist of a metal portal frame with glazed screens and doors and a ramp up to the access bridges between the two mills, providing views through to the courtyard. The existing undercroft entrance at the north eastern end of Mill 1 would be retained and enlarged to provide a further pedestrian access and access for service vehicles. There are significant level changes in the courtyard and it would be landscaped to provide amenity areas for residents, using terracing and a raised outdoor structure linked to the Timekeeper's Lodge.

The proposed development does not include car parking but would provide two disabled parking bays on Ellesmere Street. The development would have a car-free marketing strategy targeted to discourage pro-car residents. Alternatives to car journeys would be promoted including:

- Two hundred and forty seven cycle parking spaces (equating to 122 per cent based on number of apartments; and 72 per cent based on numbers of bedrooms) plus 15 guest spaces. Forty eight spaces would be provided in a secure store within Mill 2, a cycle store within the courtyard area would provide storage for 53 bicycles and cycle storage would be provided within 146 of the apartments. The guest spaces would be provided within the courtyard.
- Provision of residents' travel packs;
- Promotion of the existing car club spaces on Ellesmere Street;
- Site website with links to TfGM journey planning software & phone apps.
- Use of practical hooks like regular cycle maintenance & repair facilities.
- Promotion of GM Cycling Partnership Events (Skyride, Breeze Rides & Ride Social).
- Promotion of TfGM public transport ticket arrangements.
- Negotiation of discounts with local cycle retailers.
- Negotiation of discounts with local taxi firm (Street Cars).

The development would have a centralised refuse storage strategy controlled by the building management company. Waste storage areas would be provided within each block. A waste storage area located on the courtyard level within Mill 2 would serve both mill blocks, with access gained directly from the lift lobby. Within the new build block there would be a dedicated refuse storage area located at courtyard level, directly accessible from the lift lobby. Due to the restricted areas within each block, the management strategy for the disposal of refuse would involve bin rotation, with the management company being responsible for rotating full bins from within each building complex, with empty ones from a centralised refuse storage area located beneath the ramp in the external courtyard. A loading bay would be provided on Ellesmere Street.

Bin provision would include: 21no. 1100L bins for general refuse; 11no. 1100L bins for pulpable recycling; 11no. 1100L bins for mixed recycling; and 13no. 240L bins for food waste. Waste would be collected on a weekly basis. The management company would be responsible for taking bins from the centralised storage area within the courtyard to pavement level on Ellesmere Street before collection and returning the bins after collection.

Consultations

Publicity - The proposal has been advertised in the local press, site notices displayed and occupiers of neighbouring properties notified. Thirty five neighbour representations have been received. The comments can be summarised as follows:

The Council needs to visit the site to see the impact this development would have.

Loss of daylight and sunlight – The 9/10 storey new build (Block E) on Worsley Street would be taller and closer to Timber Wharf than the neighbouring Burton Place building, with only about 4-5m separating the new building from Timber Wharf (minimum separation distances between facing principal windows appear to vary from 20m to 28m). It would overshadow the Timber Wharf building, especially as the

Timber Wharf elevation on Worsley Street is south east facing. The extensions to Mills 1 and 2 and the new build would block the windows/sunlight for people in Burton Place.

The data for the Sunlight and Daylight Impact Assessment appears to have been manipulated to show a more favourable result of the impact the proposed new-built structure will have to neighbouring apartments of Timber Wharf. The report states that Timber Wharf "will receive better daylight and sunlight levels with the proposed development in place than they would do if the proposed development matched the scale and proportions of Timber Wharf". This is misleading as it doesn't compare the current state (i.e. no building present) versus the proposed 9 storey tower in order to accurately assess the impact of the new construction on reducing the sunlight and daylight to neighbouring properties. It is also worth noting that the reduction in sunlight and daylight, in its entirety, will affect habitable rooms in Timber Wharf (living rooms and bedrooms). Furthermore, excluded from the report are the data and the impact analysis on sunlight and daylight for apartments on the ground floor, Level 1 and Level 2 of Timber Wharf.

Overlooking and loss of privacy - The new build would be closer to the windows of Timber Wharf than Burton Place is, adversely affecting the privacy of occupants within Timber Wharf, particularly as all properties have full height glazing along the whole aspect, with living rooms and bedrooms on that elevation, contrary to Policy H1.

Loss of view – Views from Timber Wharf and Burton Place would be blocked by the proposed new building.

Too High – New building should be no more than six storeys.

New building would create a dark, damp wind-tunnel.

Means of access – Access to the new build would be provided from Worsley Street, which neighbours believe is owned by Timber Wharf. Neighbours feel Timber Wharf directors would not give permission for access. The planning application states that the development of this new block with Worsley Street access will "...help to activate Worsley Street" and that Worsley Street is "...currently underutilised". The fact that the road is underused is a positive and one of the many reasons that we enjoy living here and increases, rather than decreases, security as there is no through traffic.

Parking - Lack of parking provision for the whole development would cause issues in the area as there are already parking problems in the Ellesmere Street area and with people parking on the side streets on the other side of Chester Road. Instead of building the new building the space should be used for parking. There is already insufficient parking to cope with current construction workers' vehicles and not convinced that they do or would park in designated areas such as the Great Jackson Street area. Off-street parking provision for contractors should be made a condition of this planning application. On-street parking has been raised as a concern by the GMP as it is going to attract further car theft and crime in the area. A condition should be applied to any approval limiting any occupation until the controlled parking

zone from the city centre are in place.

Traffic generation - The Chester Road / Ring Road junction is already gridlocked for much of the day and Ellesmere Street is already used as a rat run to avoid the Chester Road roundabout. The cumulative impact of this and all the other developments taking place on the highway network should be properly assessed. The road layout (including enforcement of rules) and road condition (the surface is poor) should be considered to make the street safer to drive in.

Noise and disturbance – The increased use of Worsley Street as a means of access would result in additional noise and disturbance for Timber Wharf residents.

Construction issues – construction would take many months with Worsley Street and Ellesmere Street required for site access, and storage and delivery of materials, resulting in unacceptable noise, disruption, dust, rubbish, lack of safety (eg from large vehicles reversing) and loss of privacy to existing residents.

The cumulative impacts (for the construction phase and post construction) resulting from Talbot Mill together with the other current and planned developments should be considered before approving this planning application. The Talbot Mill planning application does not appear to include an Environmental Impact Assessment Report to demonstrate that the cumulative impacts have been considered and accounted for.

The existing development sites have carried out noisy operations outside the Considerate Builder Scheme guideline hours, despite claiming to be members of this scheme. Piling and erection could cause considerable noise/vibration pollution, especially given the area is densely populated with flats with poor sound proofing and given the site is on soft alluvial material, which would transmit sound from piling very effectively and at some frequencies amplify the vibrations. Many residents do not work standard office hours, so would not normally be getting up at 7:30am – can reduced working hours be set for the noisiest of operations in this development? Need adequate dust suppression during works.

Ellesmere Street cannot cope already with the current number of construction and delivery vehicles. There is insufficient parking (see 'Parking' above). More detailed work on both residents' engagement, and clear restrictions on using Arundel Street for construction traffic should be conditioned.

Loss of Historical Character – Insensitive development could cause many of the attractive historical features of Talbot Mill to be lost. Object to demolition of the Engine Room as this has a lot of historical character. The design and presence of this additional development is out of keeping with the area architecture and current density of residential buildings.

Provision of public realm/green space – it is pleasing to see green space provided within the development but the applicant should make contributions to the local area for the benefit of all residents and visitors and to combat increases in pollution levels from heavy traffic.

Nature of the area - the scale of approval of flats is leading to a 'mono-cultural' area of young people with resulting problems of excessive weekend noise.

High density - the apartments look very small and there are a lot of them crammed into the buildings/new build. The proposed new-build 9-storey block creates an unacceptably high density / over-development of the site, as it involves loss of the open aspect of the neighbourhood. The proximity of the proposed 9-storey new-build on Worsley Street is aggressive and not in-line with its neighbouring development of Burton Place - the proposed new-build would extend 2.5 metres in to Worsley Street.

Lack of public services – There are already long waiting times for access to existing services and there appear to be no plans for extra doctors, dentists and schools to support the rapidly growing population in this area.

Lack of transport infrastructure – The road, tram and train infrastructures will not cope with a large, concentrated increase in demand. Cornbrook tram station is dirty, poorly lit, isolated, and has a sporadic issue with homeless taking residence, and the trains at rush hour are standing-room only, tardy, and decrepit.

Negative impact on property values – for apartments which would be overshadowed/views blocked.

More community uses needed – Given the amount of apartments being built in the area, some of the buildings should be utilised for community uses, eg fitness classes, dancing school, artists' studios, exhibition space, alternative therapies etc. to create a more sustainable community/area.

Affordable Housing – The local plan requires affordable housing for developments on sites of 0.3 hectares and above or where 15 or more units are proposed, which this development fails to provide on viability grounds. Question the validity of this given the issues with other reports such as the Sunlight and Daylight.

Lack of neighbour notification and time to respond - this planning application did not appear on the council's planning portal on 14th October yet it became live a few days later with a backdated date of 5th October, leaving less time for neighbours to review the proposal and make representations. Also, as of 22/10/2017 there had been no formal notification sent by the council to residents in Timber Wharf to inform them of the planning application and deadlines for any comments/objections.

Fire risk - doubt a fire engine would get down these roads in the event of an incident and the adjoining property (Burton Place) has cladding that is a fire risk following Grenfell. Having another property so close to it is not advisable at this time.

Structural issues - Concern that the development would endanger the structure of the canal and the underground car parks in the neighbouring buildings.

Security issues - The artist's impression shows an access bridge across the canal inlet separating Britannia Mills from Talbot Mills, which would create an easy access route between the two properties, reducing the security of the Britannia Mills car park (and thus affecting car insurance).

Potential damage to Timber Wharf car park – Timber Wharf car park runs under Worsley Street and could be damaged from frequent construction traffic.

Support the design of the development. Welcome the proposed renovation of Mills 1 and 2, along with buildings a, b, c and d.

Highway Services - The traffic impacts of the development are expected to be able to be accommodated within the existing highway network without further intervention. Recommends fast charging electric vehicle points and provision of a travel plan, contracts with local public car parks and car club memberships. Off-site highway works will be required. Servicing hours should be outside peak hours.

Environmental Health - Recommends conditions regarding ground contamination, construction management plan (CMP), acoustics and waste.

MCC Flood Risk Management - No objections subject to conditions regarding Sustainable Drainage Systems (SuDS).

Greater Manchester Police - The proposal should be designed and constructed in accordance with the recommendations contained within the Crime Impact Statement.

Historic England (North West) - Historic England supports the application.

Environment Agency - Recommends conditions regarding contaminated land.

United Utilities Water PLC - Recommends conditions regarding sustainable drainage systems (SuDS).

Canal & River Trust - The Bridgewater Canal is not owned or managed by the Trust so they have no comment to make.

Greater Manchester Ecology Unit - Recommends conditions ensuring any lighting of the canal arm shall encourage biodiversity, protection of birds and a scheme for biodiversity measures.

Greater Manchester Archaeological Advisory Service – Recommends an appropriate scheme of archaeological mitigation is undertaken on the site, including the recording of the interiors of any buildings before any works commence.

Manchester Conservation Areas and Historic Buildings Panel – “The Panel questioned whether there is a need to add the oriel windows to what is a very uniform elevation, however they observed how this could positively sign post the entrance. The Panel stated that it could look like an inferior panelled system but its success would be all in the detailed design and quality of finish and materials.

They noted that the building is not listed and therefore it would be more acceptable to make certain interventions. They felt that the balconies on the canal side of the new block should not be tapered and suggested that they be more aligned to the expressed structural frame so that it formed a single unified component around the

building. They noted that external frames are a definite theme in the area, however they felt that there was a miss-match between the balconies and the expressed frame to the other elevations that was somewhat jarring. They suggested that the two storey module should wrap around the end.

They felt that the CorTen steel entrance added little and was out of context and queried why there was a loss of height on the 'tower'. They would like to see the engine house incorporated into the development as it is an important feature of the mill complex.

They stated that there should be a solution that doesn't involve the removal of the rear of building 1 and felt that taking down the rear walls to increase units as well as increasing the height was rather extreme, and stated that it should be either one or the other."

Issues

Relevant National Policy

The National Planning Policy Framework sets out Government planning policies for England and how these are expected to apply. The NPPF seeks to achieve sustainable development and states that sustainable development has an economic, social and environmental role (paragraphs 6 & 7). 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. Paragraph 12 states that:

"Proposed development that accords with an up-to-date Local Plan should be approved and proposed development that conflicts should be refused unless other material considerations indicate otherwise."

The proposed development is considered to be consistent with sections 1, 2, 4, 6, 7, 8, 10, 11 and 12 of the NPPF for the reasons outlined below.

Section 1 - Building a strong and competitive economy - The proposals would develop a high-quality development in an area in need of further regeneration. This would create jobs during construction and would complement the existing community within the area. New residents would support the local economy through the use of facilities and services.

Section 2 - Ensuring the Vitality of Town Centres - The proposal would develop a site close to a key gateway route into the City Centre and help to create a neighbourhood that would attract and retain a diverse labour market. This would support Greater Manchester's growth objectives, delivering appropriate housing and meeting the demands of a growing economy and population. It would be within a location that is well connected and would help to promote sustained economic growth.

Section 4 Promoting Sustainable Transport – The proposal is in an accessible location close to the Cornbrook Tram interchange, as well as train stations and bus

routes. Development at the site would be sustainable and contribute to wider sustainability and health objectives giving people a choice about how they travel.

Section 6 (Delivering a wide choice of high quality homes) – The scheme would provide an efficient, high-density development that would deliver 202 homes in a sustainable location. The scheme would provide a range of accommodation sizes and help to create a sustainable, inclusive and mixed community. Housing investment is required in appropriate locations as the City grows. The City Centre is the biggest source of jobs in the region and the proposal would provide suitable accommodation to support the growing economy and help to create a vibrant, thriving and active community.

Section 7 (Requiring Good Design) - The design has been carefully considered and would provide a high quality building which would help to raise the standard of design in the area.

Section 8 (Promoting healthy communities) – The development would facilitate social interaction and help to create a healthy, inclusive community. It would be integrated into the locality and increase levels of natural surveillance.

Section 10 (Meeting the challenge of climate change, flooding and coastal change) – The site is in a highly sustainable location. An Environmental Standards Statement demonstrates that the development would accord with a wide range of principles and would integrate sustainable technologies from conception, through feasibility, design and build stages and also in operation. The site does not fall within an area at risk of flooding.

Section 11 Conserving and enhancing the natural environment – The supporting documents consider issues such as ground conditions, noise and lighting, and the impact on ecology and demonstrate that the proposal would not have significant adverse impacts in respect of the natural environment.

Section 12 Conserving and Enhancing the Historic Environment - The proposals would not have an adverse impact on the character or appearance of Castlefield Conservation Area or on the settings of listed buildings and this is discussed in greater detail below.

Relevant Local Policy

Core Strategy

The proposals are considered to be consistent with Core Strategy Policies SP1, H1, H8, CC3, CC5, CC6, CC9, CC10, T1, T2, EN1, EN3, EN4, EN6, EN8, EN9, EN14, EN15, EN16, EN17, EN18, EN19, DM1 and PA1

The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11 July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy 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.

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

SO1. Spatial Principles – The development would be in a highly accessible location and reduce the need to travel by private car and therefore support the sustainable development of the City and help to halt climate change.

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

SO3 Housing – The scheme would provide 202 apartments in a highly accessible location and would meet demand for housing, near to employment opportunities, in a sustainable location. It would address demographic needs and support economic growth. The growing economy requires well located housing to provide an attractive place for prospective workers to live and allow them to contribute positively to the economy.

SO5. Transport – The development would be highly accessible reducing the need to travel by private car and making the most effective use of public transport facilities. This would help to improve physical connectivity through the use of sustainable transport networks and help to enhance the functioning and competitiveness of the city and provide access to jobs, education, services, retail, leisure and recreation.

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

Policy SP 1 (Spatial Principles) – The development would be highly sustainable and consistent with the aim of bringing forward economic and commercial development, alongside high quality city living. It would be close to sustainable transport provision, maximise the potential of the City's transport infrastructure and contribute to the creation of a neighbourhood where people choose to be by enhancing the built and natural environment, creating a well-designed place that would both enhance and create character, re-use previously developed land and reduce the need to travel.

Policy CC3 Housing – It is expected that a minimum of 16,500 new homes will be provided in the City Centre up to 2027. The development would be located within an area identified as a key location for residential development and thus would contribute to meeting the overall housing targets identified for the City Centre within the Core Strategy.

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

Policy CC6 City Centre High Density Development – The proposals would be a high density development and involve an efficient use of land.

Policy CC9 Design and Heritage – The proposal would have a high standard of design appropriate to the City Centre context and would be in keeping with the nearby listed buildings and Castlefield Conservation Area.

Policy CC10 A Place for Everyone – There would be a mix of one and two bed apartments, which would appeal to a wide range of people from single professionals and young families to older singles and couples. The building would be highly accessible.

Policy H1 Overall Housing Provision - The development would provide new homes which would be consistent with regeneration objectives and help to create a mixed use community. The development would contribute to the ambition of building 90% of new housing on brownfield sites. The current condition of the site is poor and its development would have a positive impact on the surrounding area. The development would meet the needs of the predominant 25-39 year old demographic from which the majority of demand is forecast.

Policy H8 – Affordable Housing – A Viability Appraisal has been submitted to the Local Planning Authority regarding the provision of affordable housing. This issue is discussed in more detail below.

Policy T1 Sustainable Transport – The proposal would encourage a modal shift away from car travel to more sustainable alternatives. It would improve the pedestrian environment.

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

Policy EN1 Design Principles and Strategic Character Areas - The proposal involves a good quality design and would enhance the character of the area and the overall image of Manchester. The design responds positively at street level and would improve permeability. The positive aspects of the design are discussed in more detail below.

Policy EN3 – Heritage - The site contains non-designated heritage assets, which are in a poor state of repair. The proposal would enhance the architectural and urban qualities of the site and Castlefield Conservation Area and would enhance its character and appearance. It would not have a detrimental impact on the settings of the nearby listed buildings. This is discussed in more detail below.

Policy EN4 - Reducing CO2 Emissions by Enabling Low and Zero Carbon Development The proposal would follow the principle of the Energy Hierarchy to reduce CO2 emissions.

Policy EN6 Target Framework for CO2 reductions from low or zero carbon energy supplies – The new build development would comply with the CO2 emission reduction targets set out in this policy.

Policy EN 8 -Adaptation to Climate Change - The energy statement sets out how the building has been designed to consider adaptability in relation to climate change.

Policy EN9 – Green Infrastructure – The development includes tree planting and a landscaped courtyard.

Policy EN14 Flood Risk – The site is not located within an area at risk of flooding and has been designed to minimise surface water run-off.

EN15 Biodiversity and Geological Conservation – The development would provide an opportunity to secure ecological enhancement for fauna typically associated with residential areas such as breeding birds and roosting bats.

Policy EN 16 - Air Quality - The proposal would be highly accessible by all forms of public transport and reduce reliance on cars and therefore minimise emissions from traffic generated by the development.

Policy EN 17- Water Quality - The development would not have an adverse impact on water quality. Surface water run-off and grounds water contamination would be minimised.

Policy EN 18 - Contaminated Land and Ground Stability - A desk study which identifies possible risks arising from ground contamination has been submitted with the application.

Policy EN19 Waste – The development would be consistent with the principles of the waste hierarchy. In addition the application is accompanied by a Waste Management Strategy.

Policy DM 1 - Development Management – This policy sets out the requirements for developments in terms of Code for Sustainable Homes and outlines a range of general issues that all development should have regard to. Of these the following issues are or relevance to this proposal:

- appropriate siting, layout, scale, form, massing, materials and detail;
- design for health;
- Adequacy of internal accommodation and amenity space.
- impact on the surrounding areas in terms of the design, scale and appearance of the proposal;
- that development should have regard to the character of the surrounding area;
- effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;
- accessibility to buildings, neighbourhoods and sustainable transport modes;
- impact on safety, crime prevention and health; adequacy of internal accommodation , external amenity space, refuse storage and collection, vehicular access and car parking; and

- impact on biodiversity, landscape, archaeological or built heritage, green Infrastructure and flood risk and drainage.

The application is considered in detail in relation to the above issues within this report and is considered to be in accordance with this policy.

Policy PA1 Developer Contributions – This is discussed in the section on Viability and Affordable Housing Provision below.

Saved Unitary Development Plan Policies

DC18.1 Conservation Areas – It is considered that the proposal would enhance the character and appearance of Castlefield Conservation Area. This is discussed in more detail later in the report.

DC19.1 Listed Buildings – It is considered that the proposal would not have a detrimental impact on the settings of the nearby listed buildings. This is discussed in more detail later in the report.

Policy DC20 Archaeology – An archaeological desk based assessment has been carried out for the site and concludes that excavations should be carried out to find out more about the previous uses on the site.

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

Manchester Green and Blue Infrastructure Strategy 2015

The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements within the City within the context of objectives for growth and development. There are no trees on the site at present and the proposal would provide a full landscape scheme for the courtyard area, which would include the planting of 23 trees, as well as ornamental shrubs, lawn and plant pots. The proposal would have a positive impact on the blue infrastructure of the city, providing access to and improving the environment adjacent to the canal and providing high quality accommodation adjacent to the canal.

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

This Supplementary Planning Document supplements guidance within the Adopted Core Strategy with advice on development principles including on design, accessibility, design for health and promotion of a safer environment. The proposals comply with these principles where relevant.

Strategic Plan for Manchester City Centre 2015-2018

The Strategic Plan 2015-2018 updates the 2009-2012 plan and seeks to shape the activity that will ensure the City Centre continues to consolidate its role as a major economic and cultural asset for Greater Manchester and the North of England. It sets out the strategic action required to work towards achieving this over the period of the plan, updates the vision for the City Centre within the current economic and strategic context, outlines the direction of travel and key priorities over the next few years in each of the city centre neighbourhoods and describes the partnerships in place to deliver those priorities.

The application site falls within the area designated as Castlefield. The key priorities for this area include ensuring residential developments are balanced with the needs of the area. It is considered that the proposed development would be consistent with achieving these priorities.

Stronger Together: Greater Manchester Strategy 2013 (GM Strategy)

The sustainable community strategy for the Greater Manchester City Region was prepared in 2009 as a response to the Manchester Independent Economic Review (MIER). MIER identified Manchester as the best placed city outside London to increase its long term growth rate based on its size and productive potential. It sets out a vision for Greater Manchester where by 2020, the City Region will have pioneered a new model for sustainable economic growth based around a more connected, talented and greener City Region, where all its residents are able to contribute to and benefit from sustained prosperity and a high quality of life. The proposed residential development of the application site will clearly support and align with the overarching programmes being promoted by the City Region via the GM Strategy.

Castlefield Conservation Area Declaration

Designated in October 1979, the conservation area's boundary follows the River Irwell, New Quay Street, Quay Street, Lower Byrom Street, Culvercliff Walk, Camp Street, Deansgate, Bridgewater Viaduct, Chester Road, Arundel Street, Ellesmere Street, Egerton Street, Dawson Street and Regent Road. The area was extended in June 1985 by the addition of land bounded by Ellesmere Street, Hulme Hall Road and the River Irwell.

The Castlefield area has evolved over many years and the elevated railway viaducts, canals and rivers create a multi-level environment. It has a mixture of buildings from small scale houses to large warehouses and modern buildings. There are a variety of building materials, which tend to be urban and industrial in character.

Further development can take place that respects the character of the area. The height and scale, the colour, form, massing and materials of new buildings should relate to the existing high-quality structures and complement them. This approach leaves scope for innovation, provided that new proposals enhance the area. The diversity of form and style found in existing structures in Castlefield offers flexibility to designers. Where buildings are arranged along a street, new structures should follow the street frontage.

Legislative requirements

Section 66 of the Listed Building Act 1990 provides that, in considering whether to grant planning permission for development that affects a listed building or its setting, the local planning authority 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 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.

S149 Equality Act 2010 provides that in the exercise of all its functions the Council must have regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between person who share a relevant protected characteristic and those who do not. This includes taking steps to minimise disadvantages suffered by persons sharing a protect characteristic and to encourage that group to participate in public life. Disability is a protected characteristic.

S17 Crime and Disorder Act 1998 provides that in the exercise of its planning functions the Council shall have regard to the need to do all that it reasonably can to prevent crime and disorder.

Environmental Impact Assessment - The number of apartments proposed exceeds the threshold set out in Schedule 2b(ii) of the Town and Country Planning (Environmental Impact Assessment) (Amendment) Regulations 2015. This planning application has therefore been the subject of a Screening Opinion for an Environmental Assessment in relation to Schedules 2 (ii), 3 and 4 of the EIA Regulations.

The Screening Opinion concluded that as the scale of the development is appropriate for a City Centre context, that it would re-use a previously developed site, allow greater use of public transport, would improve conditions for pedestrians, would assist regeneration of the City, is unlikely to result in significant or unusual adverse impact for local residents, that the impact of the development would not have more than a local impact and would support the City's objectives of making the City Centre a better place to live, shop, invest, and visit and that, as such, the scheme is not likely to have significant effects. Having taken into account the EIA Directive and Regulations it is therefore considered that an Environmental Assessment is not required in this instance.

Principle of the Proposed Uses and the Scheme's Contribution to Regeneration

Regeneration is an important planning consideration. The City Centre is the primary economic driver in the City Region and is crucial to its longer term economic success. There is an important link between economic growth, regeneration and housing and the provision of new residential development is an essential component of the next phase of economic growth. The proposal would redevelop a site close to a key gateway route and help to transform a key entry point to the City. The

development would improve the perception and image of the area and the City and could act as a catalyst for further regeneration. The proposal would complement the existing residential community in the area and help to enhance connections to the city centre.

Manchester's population is expected to increase by 100,000 by 2030, and this, together with trends and changes in household formation, requires additional housing. Sixty thousand new homes are required over the next 20 years (3,000 per annum) and the proposal would contribute to this need within a part of the City Centre that has been identified as being suitable for further residential development. Residential development would be consistent with a number of the Greater Manchester Strategy's key growth priorities, delivering homes to meet the demands of a growing economy and population, in a well-connected location, adjacent to a major employment centre and promoting sustained economic growth within the City.

The proposal would restore identified heritage assets and would bring them back into positive use. It would regenerate a previously developed brownfield site with a high quality development and would be in keeping with the aspirations of the emerging Residential Growth Prospectus.

In view of the above, the development would be consistent with the objectives of the City Centre Strategic Plan, the Greater Manchester Strategy, and would complement and build upon Manchester City Council's current and planned regeneration initiatives. As such, it would be consistent with sections 1 and 2 of the National Planning Policy Framework, and Core Strategy policies SP1, EC1, CC1, CC4, CC8, CC10, EN1 and DM1.

Viability and Affordable Housing Provision

The NPPG provides guidance for applicants and Councils stating that decision-taking does not normally require consideration of viability. However, where the deliverability of the development may be compromised by the scale of planning obligations and other costs, a viability assessment may be necessary.

The NPPG sets out in relation to brownfield sites, that Local Planning Authorities should seek to work with interested parties to promote their redevelopment. To incentivise the bringing back into use of brownfield sites, Local Planning Authorities should:

- " Consider the different funding mechanisms available to them to cover potential costs of bringing such sites back into use; and
- " Take a flexible approach in seeking levels of planning obligations and other contributions to ensure that the combined total impact does not make a site unviable.

Core Strategy Policy PA1 considers the City Council's specific policy requirements in relation to Planning Obligations. It states that where needs arise as a result of development, the Council will seek to secure planning obligations. It outlines the range of provisions that such obligations may require and advises that this should be assessed on a site by site basis. Of relevance to this application could be provision of affordable housing, community facilities, the provision of green infrastructure

including open space, public realm improvements, protection or enhancement of environmental value and climate change mitigation/adaptation. In the past, City Centre residential developments have in some instances, contributed towards environmental and residential infrastructure improvements. However in determining the nature and scale of a planning obligation, it is necessary to take into account specific site conditions and other material considerations including viability, redevelopment of previously developed land and mitigation of contamination.

There is a city wide requirement that on all residential developments of 0.3 hectares and above, or where 15 or more units are proposed, a contribution should be made to the City-wide target for 20% of new housing provision to be affordable. There are exemptions where either a financial viability assessment is conducted that demonstrates that it is not viable to deliver affordable housing; or where material considerations indicate that intermediate or social rented housing would be inappropriate.

The applicant has provided a viability appraisal for the site and the proposed development, which has been assessed and demonstrates that the proposed scheme is viable, in its current form, and is capable of being delivered. A high quality residential development in this key regeneration area with units of various sizes, would assist in diversifying the housing market in the City Centre and would deliver substantial regeneration benefits by developing an under used site which detracts from the vitality and viability of the area. Whilst this is not a site where the provision of on-site affordable housing is considered to be appropriate, it should be considered whether a financial contribution should be made for off-site provision, as well as for environmental and infrastructure improvement works within the area. The scheme would deliver benefits on the site through the provision of buildings of a high design specification and high quality materials, as well as areas of high quality public realm, and the applicant has agreed that they would provide a financial contribution, which it is considered should go towards the provision of off-site affordable housing.

Heritage Impact

A Heritage Statement provides an assessment of the potential impacts of the development on built heritage on and around the site. The site is within Castlefield Conservation Area and would affect the settings of a number of listed buildings, namely Albert Mill (Grade II) to the west; Hulme Locks (Grade II) to the north beyond Timber Wharf; St George's Church (Grade II*) to the east; and the former Turville public house at 252 Chester Road to the south west. Castlefield Conservation Area has numerous distinct character areas within it. This particular part of the conservation area is severed from the rest of the conservation area by the Mancunian Way, forming part of the relatively self-contained area of St George's.

The form and pattern of development here is rapidly changing with a number of contemporary apartment buildings (some up to 15 storeys high), low level light industrial units and a number of historic buildings, many of which have been converted to residential use. Talbot Mill, although not listed, is considered to be a non-designated heritage asset, thought to have been constructed circa 1855 with Mills 1 and 2 being the original buildings on the site.

The proposal is to retain Mills 1 and 2 and Building D, whilst Buildings A, B, C and E would be demolished. Buildings B, C and E date from the mid to late twentieth century and are considered to be of low historic or architectural significance. Building A is an engine house, which was a later addition to the north elevation of Mill 2, thought to date from the late nineteenth/early twentieth century. It has been much altered and is in a poor condition. Its demolition would allow an appropriately designed new building that would also provide a quantum of development that would make the scheme viable, as well as allowing the successful conversion of Mill 2. It is proposed to remove the rear elevation of Mill 1 to allow it to be extended, bringing it to the same depth as Mill 2 and ensuring a viable development. Given the benefits that would be provided and the fact that the works would not affect principle views within the conservation area, it is considered that the proposed demolitions would be acceptable.

Mills 1 and 2 would be retained and adapted to provide a viable quantum of development. Both mills would have well-proportioned roof top extensions which would be of a massing and scale appropriate to the original buildings, the street scene and the character and appearance of the conservation area. The introduction of contemporary elements to the Ellesmere Street elevations would help to signify a new phase in the buildings' development and would be subtle enough so as not to detract from the character and appearance of the buildings.

The new building would abut the northern boundary on the footprint of previous buildings, enclosing and retaining the courtyard arrangement of the complex. It would be of a form and footprint that responds to the historic urban grain of the area and its scale would be similar to other apartment blocks in the area. Its contemporary form would have an industrial character which would be sympathetic to the character and appearance of the conservation area.

An assessment of views has been undertaken as part of the Heritage Statement which shows that the proposal would have no impact on the immediate setting of the Grade II* listed St George's Church. The new roof and windows to the mill buildings would be visible from the Grade II listed Albert Mill, but the impact on the immediate setting would be neutral, with the restoration of the mills enhancing the immediate area. The site would not be mutually visible with the Grade II listed Turville Public House and the Grade II listed Hulme Junction Locks and the proposal would have a neutral impact on the settings of these listed buildings. The proposal would have a positive impact on the wider settings of the listed buildings as it would contribute to an improved townscape and would provide a density of development, consistent with the original urban grain of the area.

Given the above, it is considered that the proposed development would enhance the character and appearance of Castlefield Conservation Area and the settings of the nearby listed buildings, and would be consistent with Sections 7 and 12 of the NPPF and Core Strategy Policies SP1, CC9, EN1, EN3 and DM1.



View of new building and Mill 2 from canal

Design

The proposed roof top extensions would be of a contemporary design and of a scale and massing that would be in proportion to the mill buildings. The new building would be rectangular in form, situated along the Worsley Street boundary. This end of Worsley Street is relatively open compared to the rest of the street and the new building would complete the street wall and would be of a scale and massing similar to other buildings on the street, giving the street a sense of containment that is characteristic of the area. The main façade would be in line with the adjacent Burton Place, with the external steel frame and oriel windows protruding beyond that to a similar alignment with the shutters on Burton Place. The oriels would be coloured yellow and orange. The design of the new building would be contemporary and incorporate features to reflect the character of the historic environment and surrounding buildings, such as vertically proportioned glazing. Overall it is considered that the proposed building is well composed and the use of high quality materials would ensure that the building have a positive impact on the street scene and the views within the area.



View from Ellesmere Street

Archaeology

A desk based archaeology statement concludes that some archaeological remains could exist on the site and a condition requiring further investigation of these should be attached to any permission.

Amenity

The proposal is acceptable in principle but the impact it may have on amenity in terms of noise, overlooking and overshadowing should be considered. The amenity of future occupiers of the proposal should also be considered. The main sources of noise would be from road traffic, trams and heavy rail as well as general day to day activity. An acoustic report outlines how the premises would be acoustically insulated to provide acceptable noise levels within the accommodation and this should be controlled through a condition. A residential use is considered appropriate within this area. It may result in increased pedestrian activity on Worsley Street which would not be inappropriate or give rise to significant amenity issues. Vehicular access would not be allowed as there are restrictions on vehicles at Burton Place and Arundel Street. Given the above, it is considered that the proposal would not have an adverse impact through noise.

A Daylight and Sunlight Study has assessed the impact of the proposal on surrounding properties in relation to BRE Guidelines 'Site Layout Planning for Daylight and Sunlight 2011: A Guide to Good Practice' (2011). The BRE Guide is generally accepted as the industry standard and is used by local planning authorities

to consider these impacts. The guide is not policy and aims to help rather than constrain designers. The guidance is advisory, and there is a need to take account of locational circumstances, such as a site being within a town or city centre where higher density development is expected and obstruction of natural light to existing buildings is sometimes inevitable. The report assesses the impact of the proposal on Timber Wharf to the north; Burton Place to the east; the Roof Gardens (No1 Ellesmere Street townhouses) to the south east; Ellesmere Street (Talbot Mill) town house to the south west; and Britannia Mills to the west.

The report measured the impact on sunlight using the Annual Probable Sunlight Hours (APSH), and on daylight using three methods outlined in the BRE guidance, Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice, 2011 – the Vertical Sky Component (VSC); the No Sky Line (NSL); and the Average Daylight Factor (ADF). The report has analysed existing VSC daylight levels to Timber Wharf and Burton Place to create a baseline (which is an average of the existing levels of 14 per cent and the average suburban target of 27 per cent), against which the proposed levels can be compared. The report also uses a ‘mirrored massing approach’ set out in Appendix F of the BRE guidance, which sets daylight and sunlight targets for Timber Wharf, which would be directly opposite the proposed new 9 storey building, to those for a mirror image building of the same height and size, and equal distance away from the other side of the boundary. The results of the report are summarised as follows:

Britannia Mills – Eighty eight per cent of the windows would meet the VSC daylight targets and 100 per cent of the rooms would meet the ADF daylight targets. Ninety seven per cent of the rooms show full compliance with the NSL Guidelines. When assessed against the APSH, all of the rooms relevant for assessment show full compliance to the BRE Guidelines. Overall, the compliance levels are considered to be very good for an urban location.

Burton Place - The analysis shows that 47per cent of the windows would meet the VSC daylight targets and 85 per cent of the rooms would meet the ADF daylight targets. Except for two rooms, all of the rooms that do not meet the ADF targets, are bedrooms. The two living rooms that do not meet the ADF targets do not currently meet them and the proposed development would only result in a 0.3% ADF reduction, which is considered to be minor. Eighty one per cent of the rooms show full compliance with the NSL Guidelines. The rooms that do not meet the NSL target are bedrooms, with relatively small windows. Considering these factors, it is considered that the daylight impacts are acceptable. When assessed against the APSH, 78 per cent of the rooms relevant for assessment show full compliance to the BRE Guidelines. The rooms that do not meet the sunlight targets generally meet the annual target, but do not meet the winter target. Low level winter sunlight is more difficult to receive in an urban environment due to the density of surrounding buildings. The previously unusual open aspect towards Worsley Street also means that there is a greater reduction to those rooms that face that direction. Given the above, it is considered that the sunlight results for Burton Place are acceptable.

Ellesmere Street (Talbot Mill) townhouse – The report shows that this property would fully comply with the daylight and sunlight criteria following the proposed development.

Roof Gardens – These properties would have full compliance with the VSC and ADF daylight criteria, and 98 per cent of the rooms show full compliance with the NSL Guidelines. It is considered therefore that the daylight impacts of the proposal on this development are acceptable. The three rooms that would not meet the NSL targets will still receive a direct view of the sky to over 50% of their area, which is still a good level of light. It is important to consider that this building still under construction and not yet occupied, so has a much lower sensitivity to changes in light levels than an occupied residential building. When assessed against the APSH (Sunlight criterion), all the rooms relevant for assessment show full compliance to the BRE Guidelines and the impact is therefore considered to be acceptable.

Timber Wharf - The report demonstrates that 95 per cent of windows relevant for assessment show full compliance to the VSC methodology. Ninety two per cent of the rooms would comply with the ADF criteria and 96 per cent of rooms would comply with the NSL criteria. When assessed against the APSH, 99 per cent of the rooms relevant for assessment show full compliance to the BRE Guidelines and are therefore considered to be acceptable. Using the 'mirrored massing approach', a large proportion of the windows would receive better daylight (78 per cent of windows) and sunlight (75 per cent of windows) levels with the proposal in place than they would do if the proposal matched the scale and proportions of the Timber Wharf building. Given the above, the impact on Timber Wharf is considered to be acceptable.

The proposed new building would be situated directly opposite the Worsley Street elevation of Timber Wharf. The main façade would be in line with the adjacent Burton Place building, with the external steel frame and oriel windows protruding beyond that to a similar alignment with the shutters on Burton Place. The oriels have been designed to obscure direct views between the new block and Timber Wharf by being angled to direct views from within the new build away from Timber Wharf towards the canal and Salford Quays.

Whilst it is clear that the proposed development would have an impact on some of the properties surrounding the site, in this City Centre context the impacts in terms of sunlight, daylight, overshadowing and overlooking are considered to be acceptable. Given the above, it is considered that the proposal would be in accordance with policy DM1 of the Core Strategy, saved policy DC26 of the UDP and the NPPF.

Construction Management

There are temporary highway issues within the area, which are an inevitable consequence of the amount of construction that is taking place, that are causing concern to local residents, as well as concern regarding potential noise and vibration. Whilst it is not possible to remove these concerns entirely, more could be done to mitigate some of the worst effects. A Construction Management Group is therefore being set up by the City Council, which will co-ordinate construction activity, make the most effective use of the roads in the area and seek to minimise the impact of construction on the local community and residents.

Highways

The proposal does not include any car parking and would be marketed as a car-free development. The site is in a highly sustainable location, being within walking distance of Deansgate Station and Metrolink services at Cornbrook and Deansgate-Castlefield, as well as local bus routes. The opportunity for sustainable travel is enhanced further by the site's location with good pedestrian and cycle links to the wider city centre. Whilst Highways have recommended the provision of electric vehicle charging points (EVCs) and contracts with local public car parks, it is accepted that this would be at odds with marketing the development as a car-free development. Given the car-free strategy of the development, the site's optimum location for sustainable transport links, and that the development would be supported by a Travel Plan, it is considered acceptable in highway terms and would accord with policies SP1, T1, T2 and DM1 of the Core Strategy.

Flood Risk/surface drainage

The Environment Agency flood maps show that the proposal would be located within Flood Zone 1 (low probability of flooding) and as such, does not require a site specific flood risk assessment. A Drainage Strategy has been submitted with the application and conditions requiring surface water drainage works to be implemented and maintained should be attached to any permission.

Given the above, it is considered that the development would be consistent with section 10 of the National Planning Policy Framework and Core Strategy policies EN14 and EN17.

Sustainability and energy efficiency

The application site is in a highly sustainable location and an Environmental Standards Statement has demonstrated that the development would accord with a wide range of principles intended to promote the responsible development of energy efficient buildings, consistent with Core Strategy Policy EN6. The new build element of the scheme would meet Level 4 of Code for Sustainable Homes. It is considered therefore that there would be an overall reduction in emissions as set out in policy EN6 of the Core Strategy.

Crime and Disorder

The development would bring buildings back into use and would provide natural surveillance of the surrounding streets. The application is supported by a Crime Impact Statement (CIS) carried out by Greater Manchester Police. The statement considered that the proposal is generally acceptable subject to the recommendations contained in the report being implemented. The proposal seeks to incorporate those recommendations and it is recommended that a condition be attached which requires the development to achieve 'Secured by Design' accreditation.

In view of the above the proposals are consistent with section 8 of the National Planning Policy Framework, and policies SP1 and DM1 of the Core Strategy.

Ground conditions

A Phase 1 Preliminary Risk Assessment has been carried out, which concludes that there is an overall moderate risk of soil/groundwater contamination and a low risk of hazardous ground gas at the site. As some contamination may exist on the site, it is recommended that a condition be attached to any permission, requiring a site investigation.

In view of the above, the proposals would be consistent with section 11 of the National Planning Policy Framework and policy EN18 of the Core Strategy.

Waste

The application includes a waste management strategy and the buildings would have dedicated refuse stores, including re-cycling facilities, which would be securely accessible by residents internally. There would be one waste storage area located on the courtyard level within Mill 2 that would serve both mill blocks, with access to it gained directly from the lift lobby. Within the new build block there would be a dedicated refuse storage area located at courtyard level, directly accessible from the lift lobby. Bin provision would include: 21no. 1100L bins for general refuse; 11no. 1100L bins for pulpable recycling; 11no. 1100L bins for mixed recycling; and 13no. 240L bins for food waste. Due to the restricted areas within each block, the management strategy for the disposal of refuse would involve bin rotation, with the management company being responsible for rotating full bins from within each building complex with empty ones from a centralised refuse storage facility area located beneath the ramp in the external courtyard. Waste would be collected on a weekly basis, with the management company being responsible for taking bins from the centralised storage area within the courtyard to pavement level on Ellesmere Street before collection and returning the bins after collection.

The waste management strategy is considered to be acceptable and the proposal would therefore be in accordance with policies DM1 and EN19 of the Core Strategy.

Air Quality

The development is in a highly sustainable location close to public transport links and car parking is not proposed. Therefore, the development would not have a detrimental impact on air quality through vehicular emissions. The construction process would produce dust and increased emissions but any adverse impacts during construction are likely to be temporary and controlled using mitigation measures included within best practice guidance. A condition requiring a Construction Environmental Management Plan (CEMP) should be attached to any approval to ensure that mitigation measures are carried out.

Ecology and Biodiversity

An ecological appraisal assesses the potential impact of the development on local ecology and nature conservation. The proposal would have no adverse effect on

statutory or non-statutory designated sites and there is little ecological interest on the site. The proposal provides an opportunity to secure ecological enhancement for fauna such as breeding birds and roosting bats through the installation of bat access panels and/or bat boxes and bird boxes and the details of these should be conditioned. The proposal also includes an extensive landscape scheme for the courtyard area, which would help to enhance the ecology and biodiversity of the site. It would be necessary to ensure that appropriate precautions are taken during construction works to avoid any pollution of the canal, as well as ensuring any lighting of the canal arm encourages biodiversity. Conditions regarding this should be attached to any permission.

In view of the above the proposals are considered to be consistent with section 11 of the National Planning Policy Framework, and policies DM1, EN9 and EN15 Core Strategy.

Full access and Inclusive Design

There is a large level change between the pavement on Ellesmere Street and the courtyard, as well as between the floors within the mills. A ramp would be provided from Ellesmere Street to bridge links between Mills 1 and 2. Stair and lift access would be provided to the lower courtyard level and the upper levels of the buildings. The majority of apartments would have level access but 15 within Mill 1 would have a small number of steps due to structural issues with the timber floor at Level 00 and large level changes between Mills 1 and 2 at Level 4, rendering ramped access impractical due to the physical limitations of the building. The new building would be fully accessible. The apartments would be in line with the national space standards referenced in the Manchester Residential Quality Guidance. The proposals would therefore, on balance, be consistent with sections 7 and 8 of the National Planning Policy Framework and policies SP1, DM1 and CC10 of Core Strategy.

Television Reception

A Television Reception Survey has concluded that any impact on television signals in the area from the proposal would be negligible due to the existing buildings that would be behind the development at a similar height. It considers that the resilience of existing digital transmissions would mitigate most issues, resulting in the continued adequate reception of digital television and radio transmissions. Satellite signals would not be affected by the development. Notwithstanding the above, a condition requiring a post-construction survey should be attached to any permission to check whether there has been an impact from the completed development and to ensure appropriate mitigation measures are carried out if necessary.

Response to Neighbour Comments

It is considered that the majority of the grounds of objection have been addressed in the main body of this report. However, those that have not, or ones requiring further clarification, are dealt with below:

Loss of view – The nature of development in urban areas is such that views do and will change.

Means of access – Access from Worsley Street is subject to agreement from the owners of Worsley Street and, whilst it would be preferred, the scheme does not rely on access from Worsley Street, with the new building being accessible from the courtyard.

Provision of public realm/green space – The development would provide a large landscaped area within the courtyard, which, it is considered, would adequately contribute to the green infrastructure of the city.

Nature of the area (creation of monoculture) – Population growth in recent years has been particularly evident in a younger demographic, which is attracted to City Centre living and increasing employment opportunities, which in turn drives further economic growth. The proposals have been assessed in terms of noise and disturbance and it is considered that the proposal would not have an unacceptable impact.

Lack of public services – The provision of public services is outside the scope of this proposal and would be led by market demand.

Negative impact on property values - This is not a material planning consideration.

More community uses needed – The viability of the scheme precluded the provision of community/commercial space.

Lack of neighbour notification and time to respond – The occupiers of all properties within the vicinity of the application site (including the whole of Timber Wharf) were notified of the proposal by letter and given the statutory twenty one days to respond. Site notices were also displayed around the site and an advertisement placed in the Manchester Evening News.

Fire risk – The scheme has been designed in consultation with the Fire Service and would be compliant with Building Regulations.

Structural issues – The proposal has been designed from an early stage with the arrangement of the underground car park in mind. The scheme would be designed so as not to endanger the stability of the canal structure.

Security issues – A bridge linking the site with Britannia Mills does not form part of this application and would require separate planning permission.

Potential damage to Timber Wharf car park – The applicant is aware of the car park structure below Worsley Street and would act so as not to damage the structure.

Conclusion

It is considered that a residential development incorporating a new building and the conversion of non-designated heritage assets, along with the proposed level of residential units would be an appropriate response to national and local planning policy. It would promote a quality neighbourhood, economic development and sustainable travel patterns. The site is appropriate for the proposed building and the development would be well designed and of a high quality and would fulfil an important role in providing residential accommodation within Manchester, for which there is a need.

Residential development would be consistent with a number of the GM Strategy's key growth priorities through the delivery of housing to meet the demands of a growing economy and population, in a well-connected location adjacent to a major employment centre. It would therefore help to promote sustained economic growth within the City

It is considered that the proposed building and the conversion scheme, including the demolition of the various out buildings, would enhance the character and appearance of the nearby Castlefield Conservation Area and it would not harm the settings or significance of the nearby listed buildings.

The development has sought to minimise potential for overlooking and loss of sunlight and daylight. The proposal would regenerate a site that currently has a negative impact on the area and would improve the public realm in the area. The form of the proposal would maximise the potential of the site in an acceptable manner.

Given the above, it is considered that the proposal is in accordance with the City of Manchester's planning policies and regeneration priorities including the Adopted Core Strategy, the relevant Strategic Regeneration Frameworks and the Community Strategy, as well as the national planning policies contained within the National Planning Policy Framework and should be approved.

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 policies 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 **MINDED TO APPROVE** subject to a S106 agreement for a financial contribution towards affordable housing.

Article 35 Declaration

Officers have worked with the applicant in a positive and pro-active manner to seek solutions to problems arising in relation to dealing with the planning application. This has included discussions about the form and design of the development, heritage issues, highway safety and residential amenity.

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:

TM SKM (20) 001 rev a - Existing site plan
TM SKM (00) 002 rev e - Site location plan
TM SKM (00) 011 rev a - Demolitions site plan
TM SKM (00) 021 rev b - Proposed site plan
TM SKM (00) 022 rev - Proposed courtyard plan

TM SKM (00) 101 rev - Existing courtyard level
TM SKM (00) 102 rev - Existing level 00
TM SKM (00) 103 rev - Existing level 01
TM SKM (00) 104 rev - Existing level 02
TM SKM (00) 105 rev - Existing level 03
TM SKM (00) 106 rev - Existing roof level

TM SKM (00) 201 rev - Existing Ellesmere St elevation
TM SKM (00) 203 rev - Existing mill 01 north elevation
TM SKM (00) 205 rev - Existing canal elevation
TM SKM (00) 206 rev - Existing mill 02 east elevation
TM SKM (00) 207 rev - Existing mill 01 west elevation
TM SKM (00) 208 rev - Existing courtyard buildings elevation

TM SKM (00) 301 rev - Existing site section

TM SKM (00) 121 rev j Mills proposed courtyard plan
TM SKM (00) 122 rev h Mills proposed level 00 plan
TM SKM (00) 123 rev g Mills proposed level 01 plan
TM SKM (00) 124 rev g Mills proposed level 02 plan

TM SKM (00) 125 rev j Mills proposed level 03 plan
TM SKM (00) 126 rev g Mills proposed level 04 plan
TM SKM (00) 127 rev c Mills proposed level 05 plan
TM SKM (00) 128 rev - Mills proposed roof level plan
TM SKM (00) 131 rev c New build proposed courtyard level plan
TM SKM (00) 132 rev c New build proposed level 00 plan
TM SKM (00) 133 rev c New build pro typical level plan 01-06
TM SKM (00) 134 rev b New build proposed level 07 plan
TM SKM (00) 135 rev b New build proposed level 08 plan
TM SKM (00) 136 rev b New build proposed roof level plan

TM SKM (00) 221 rev c Proposed Ellesmere St elevation
TM SKM (00) 223 rev b Proposed mill 01 north elevation
TM SKM (00) 225 rev b Proposed canal elevation
TM SKM (00) 226 rev a Proposed mill 02 east elevation
TM SKM (00) 227 rev b Proposed mill 01 west elevation
TM SKM (00) 231 rev b Proposed Worsley St elevation - courtyard level
TM SKM (00) 232 rev b Proposed Worsley St elevation - street level
TM SKM (00) 233 rev b Proposed courtyard south elevation

TM SKM(00) 321 rev b Proposed site section

TM SKM (20) 101 rev - Mills apartment types
TM SKM (20) 102 rev - Mills apartment types
TM SKM (20) 103 rev - Mills apartment types
TM SKM (20) 104 rev - New build apartment types
TM SKM (20) 105 rev - New build apartment types

TM SKM (20) 201 rev - New build typical bay 01
TM SKM (20) 202 rev - New build typical bay 02
TM SKM (20) 203 rev - New build typical bay 03
TM SKM (20) 210 rev - Mills typical bay 01
TM SKM (20) 211 rev - Mills typical bay 02

TM SKM (31) 201 rev - Mills typical window type

1709-EXA-XX-GF-DR-L-100 General Arrangement Plan
1709-EXA-XX-GF-DR-L-500 Soft Landscape Key Plan
1709-EXA-XX-GF-DR-L-600 Proposed Site Sections: Section A-A
1709-EXA-XX-GF-DR-L-601 Proposed Site Sections: Section B-B
1709-EXA-XX-GF-DR-L-602 Proposed Site Sections: Section C-C
1709-EXA-XX-GF-SK-L-105 Rendered Presentation Plan

Air Quality Assessment by Miller Goodall, report no: 101476 dated 4 September 2017;

Archaeological Desk Based Assessment Report No: 2017/20 by Salford Archaeology;

Daytime Bat Survey, in particular the Reasonable Avoidance Measures (RAMs) set out in section 4.5, by Rachel Hacking Ecology dated February 2017;

Construction Methodology and Management Strategy received by the City Council as local planning authority on 15 September 2017;
Crime Impact Statement version C: 20 July 2017 URN:2004/1593/CIS/02 by Greater Manchester Police;
Daylight and Sunlight Assessment by GIA reference 0231 dated September 2017;
Design and Access Statement by ShedKM dated September 2017;
Drainage Statement by Joule, Project No: 251/02 dated September 2017;
Energy Statement reference: SPO/CA/1537_Issue 2 by PSD dated September 2017;
Environmental Standards Statement reference: SPO/CA/1537_Issue 2 by PSD dated September 2017;
Existing Tenants Statement prepared by Capital & Centric (Adored) Limited
Geo-Environmental Preliminary Risk Assessment project no: 16-1144.01 by Delta Simons dated January 2017;
Heritage Statement by Deloitte Real Estate dated September 2017;
Environmental Noise Impact Assessment Report reference 24057/ENIA1 by Hann Tucker dated 5 September 2017;
Planning Statement by Deloitte Real Estate dated September 2017;
Residential Management Statement prepared by Urbanbubble;
Site Waste Strategy by ShedKM (Appendix b of the Design and Access Statement);
Transport Statement by SK Transport Planning Reference: 170913/SK21683/TS01(-02);
Technical Note by SK Transport Planning reference: 171129/SK21683/TN04(-02);
Travel Plan prepared by SKTP (appended to the Transport Statement);
Pre-Construction Signal Reception Impact Survey by Astbury dated 2 February 2017;
and
Preliminary Unexploded Ordnance (UXO) Threat Assessment by Alpha Associates;

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) The demolition hereby permitted shall not be undertaken before a contract for the carrying out of the building works for the redevelopment of the site has been made, and planning permission has been granted for the redevelopment for which the contract provides, and evidence of that contract has been supplied to the City Council as local planning authority.

Reason - In the interests of visual amenity and for the avoidance of doubt, and to ensure that redevelopment of the site takes place following demolition of the existing building pursuant to saved policy DC18 of the Unitary Development Plan for the City of Manchester, policies SP1, EN3 and DM1 of the Core Strategy and the National Planning Policy Framework.

4) No soft-strip, demolition (with the exception of Building E shown on the approved demolitions plan) or development shall take place until the applicant or their agents or successors in title has secured the implementation of a programme of archaeological works. The works are to be undertaken in accordance with Written Schemes of Investigation (WSI) submitted to and approved in writing by Manchester Planning Authority. The WSIs shall cover the following:

1. A phased programme and methodology of investigation and recording to include:
 - a. archaeological building recording (HE Level 3), possibly including
 - b. archaeological watching brief and recording of previously hidden historic fabric.
 - c. archaeological evaluation, possibly followed by
 - d. -archaeological open area excavation
2. A programme for post investigation assessment to include:
 - e. analysis of the site investigation records and finds
 - f. production of a final report on the significance of the archaeological and historical interest represented.
3. Dissemination of the results commensurate with their significance.
4. Provision for archive deposition of the report and records of the site investigation.
5. Nomination of a competent person or persons/ organisation to undertake the works set out within the approved WSI.

Reason - To record and advance understanding of heritage assets impacted on by the development and to make information about the archaeological heritage interest publicly accessible, in accordance with NPPF Section 12, Paragraph 141

5) No clearance of vegetation or works to buildings or structures (including demolition) that may be used by breeding birds shall take place during the main bird breeding season 1st March and 31st July inclusive, unless a competent ecologist has undertaken a careful, detailed check of the vegetation or buildings for active birds' nests immediately before the vegetation is cleared or works to the buildings take place and written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site has been submitted to the local planning authority.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with policy EN15 of the Core Strategy.

6)

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

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

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

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

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

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Core Strategy.

7) Prior to development (including demolitions) commencing a local labour agreement, relating to the construction phase of development, shall be submitted to and agreed in writing with the City Council as local planning authority. The approved scheme shall be in place prior to the commencement of the development, and shall be kept in place thereafter.

Reason - To safeguard local employment opportunities, pursuant to policies EC1 of the Core Strategy for Manchester.

8) Prior to the commencement of the development, a detailed construction/fit-out management plan outlining working practices during development shall be submitted to and approved in writing by the City Council as Local Planning Authority. For the avoidance of doubt this should include:

- Hours of site opening/operation;
- Display of an emergency contact number;
- Details of Wheel Washing;
- Dust suppression measures;
- Compound locations where relevant;
- Details regarding location, removal and recycling of waste (site waste management plan);
- Phasing and quantification/classification of vehicular activity;
- Types and frequency of vehicular demands;
- Routing strategy and swept path analysis;

- Parking for construction vehicles and staff;
- Sheeting over of construction vehicles;
- A commentary/consideration of ongoing construction works in the locality;
- Construction and demolition methods to be used, including the use of cranes (and their location);
- The erection and maintenance of security hoardings;
- Details on the timing of construction of scaffolding;
- Details of how access to adjacent premises would be managed to ensure clear and safe routes into buildings are maintained at all times.

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

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, EN9, EN19 and DM1 of the Core Strategy.

9) Before development commences, a full condition survey of the carriageways/footways on construction vehicle routes surrounding the site shall be undertaken and submitted to the City Council as Local Planning Authority. When all construction/fit-out works are complete, the same carriageways/footways shall be re-surveyed and the results submitted to the City Council as Local Planning Authority for assessment. Should any damage have occurred to the carriageways/footways, they shall be repaired and reinstated in accordance with a scheme that shall first be submitted to and approved in writing by the City Council as Local Planning Authority. The necessary costs for this repair and/or reinstatement shall be met by the applicant.

Reason - To ensure an acceptable development, pursuant to policy DM1 of the Core Strategy.

10) Prior to the commencement of development, 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 to and approved in writing by the City Council, as local planning authority. Samples and specifications of all materials to be used on all external elevations of the development, which shall include jointing and fixing details, details of the drips to be used to prevent staining and a strategy for quality control management, shall then be submitted to and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above. The development shall be carried out in accordance with the approved details.

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.

11) Prior to the commencement of development a programme for the submission of final details of the public realm works shall be submitted and approved in writing by the City Council as Local Planning Authority. The programme shall include submission and implementation timeframes for the following details:

- a) Details of the proposed hard landscaping materials;
- b) Details of the materials, including natural stone or other high quality materials to be used for the footpaths and for the areas between the pavement and the line of the proposed building
- c) Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design;
- d) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include bat boxes and brick, bird boxes and appropriate planting;
- e) Details of the proposed street furniture including seating, bins and lighting;
- f) Details of external steps and handrails;
- g) A strategy providing details of replacement tree planting, including details of overall numbers, size, species and planting specification, constraints to further planting and details of on-going maintenance;

The above details shall then be submitted to and approved in writing by the City Council as local planning authority and fully implemented in accordance with the approved timeframes.

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 is carried out that respects the character and visual amenities of the area, in accordance with policies R1.1, I3.1, T3.1, S1.1, E2.5, E3.7 and RC4 of the Unitary Development Plan for the City of Manchester and policies SP1, DM1, EN1, EN9 EN14 and EN15 of the emerging Core Strategy.

12) No development shall take place until surface water drainage works have been implemented in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards and details that have been submitted to and approved in writing by the Local Planning Authority.

In order to avoid/discharge the above drainage condition the following additional information has to be provided:

- Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. at least a 50% reduction in runoff rate compared to the existing rates, as the site is located within Conurbation Core Critical Drainage Area;
- Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for

the same event, but never to exceed the runoff volume from the development site prior to redevelopment;

- 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 towards the less vulnerable areas i.e. open spaces, and roads. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the entrance to the car park, properties on site and adjacent properties off site.
- Hydraulic calculation of the proposed drainage system for the 1 in 1, 1 in 30 and 1 in 100 year plus climate change events;
- Construction details of flow control and SuDS elements.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14.

13) No development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- Verification report providing photographic evidence of construction as per design drawings;
- As built construction drawings if different from design construction drawings;
- 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.

Reason: To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development.

14) Before the development commences, studies containing the following with regard to television reception in the area containing the site shall be submitted to and approved in writing by the City Council as local planning authority.

- a) Measure the existing television signal reception within the potential impact areas identified in the Pre-Construction Signal Reception Impact Survey by Astbury dated 2 February 2017 before development commences. The work shall be undertaken either by an aerial installer registered with the Confederation of Aerial Industries or by a body approved by the Office of Communications, and shall include an assessment of the survey results obtained.
- b) Assess the impact of the development on television signal reception within the potential impact area identified in (a) above within one month of the practical completion of the development or 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. The study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out in (a) 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, pursuant to Policy DM1 of the Core Strategy for the City of Manchester and Section 5 of the National Planning Policy Framework.

15) Before development commences final details of the design of the following shall be submitted to and approved in writing by the City Council as Local Planning Authority:

- a. The primary and secondary entrances on Ellesmere Street;
- b. The bridge links between Mills 1 and 2;
- c. The replacement windows to Mills 1 and 2;
- d. The pontoons on the canal arm; and
- e. The lightwells on Ellesmere Street.

Reason - In the interests of visual amenity, pursuant to saved policy DC18 of the Unitary Development Plan for the City of Manchester and policy DM1 of the Core Strategy.

16) Prior to occupation, a lighting design strategy for biodiversity for the canal arm shall be submitted to and approved in writing by the local planning authority. The strategy shall:

- a) identify those areas/features on site that are particularly sensitive for bats and that are likely to cause disturbance in or around their breeding sites and

- resting places or along important routes used to access key areas of their territory, for example, for foraging; and
- b) show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places.

All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority.
Reason - To ensure the foraging environments of bats are not disrupted, pursuant to Policy EN15 of the Core Strategy and to reflect the guidance contained in the National Planning Policy Framework.

17) No part of the development shall be occupied until measures/features that are beneficial to wildlife, such as roosting opportunities for bats or the installation of bird nest boxes, and including details of the green roofs, have been submitted to and approved in writing by the City Council as local planning authority and those approved measures/features have been incorporated into the development.

Reason - To enhance, restore or create new biodiversity either on-site or adjacent to the site in order to contribute to linkages between valuable or potentially valuable habitat areas, pursuant to Policy EN15 of the Core Strategy and to reflect the guidance contained in the National Planning Policy Framework.

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

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

19) The development shall not be occupied unless and until the buildings have been acoustically insulated in accordance with the measures set out in the approved Environmental Noise Impact Assessment Report ref: 24057/ENIA1 by Hann Tucker Associates dated 5 September 2017.

Reason - To secure a reduction in noise from the main roads and surrounding road networks and any other potential sources of noise, in order to protect future residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy.

20) The details of the approved scheme for the storage and disposal of refuse shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

21) Foul and surface water shall be drained on separate systems.

Reason - To secure proper drainage and to manage the risk of flooding and pollution, pursuant to Section 10 of the National Planning Policy Framework and Policy EN14 of the Core Strategy.

22) Before first occupation of any part of the development, a Travel Plan including details of how the plan will be funded, implemented and monitored for effectiveness, shall be submitted to and approved in writing by the City Council as local planning authority. The strategy shall outline procedures and policies that the developer and occupants of the site will adopt to secure the objectives of the overall site's Travel Plan Strategy. Additionally, the strategy shall outline the monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its implementation remain effective. The results of the monitoring and review processes shall be submitted in writing to the local planning authority and any measures that are identified that can improve the effectiveness of the Travel Plan Strategy shall be adopted and implemented. The Travel Plan shall be fully implemented, prior to first occupation of the building, and shall be kept in operation at all times thereafter.

Reason - In accordance with the provisions contained within planning policy guidance and in order to promote a choice of means of transport, pursuant to policies T2 and EN16 of the Core Strategy.

23) The development hereby approved shall not be occupied or used until the City Council as local planning authority has acknowledged in writing that it has received written confirmation that the development has been built in with the recommendations contained within section 3.3 of the submitted Crime Impact Statement Version C: 20 July 2017 URN:2004/1593/CIS/02 and the City 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) No part of the development shall be occupied until space and facilities for bicycle parking have been provided in accordance with the approved details. The approved spaces and facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to transport mode, pursuant to policy T1 of the City of Manchester Core Strategy.

25) The highway works set out in the approved drawings and documents shall be implemented in full prior to any property within the development being first occupied.

Reason - In the interests of highway safety, and to ensure that the junction operates satisfactorily pursuant to policies T1 and DM1 of the Core Strategy for Manchester.

26) Details of the materials, including natural stone or other high quality materials to be used for the footpaths and for the areas between the pavement and the line of the proposed building shall be submitted to and approved in writing by the City Council as the local planning authority. Any works approved shall be implemented in full within six months, or as otherwise agreed in writing by the local planning authority, of any part of the development first being occupied.

Reason - In the interests of amenity and to ensure that paving materials are consistent with the use of these areas as pedestrian routes and in accordance with saved policy DC19 of the Unitary Development Plan for the City of Manchester and policy DM1 of the Core Strategy.

27) The apartments and houses hereby approved shall be used only as private dwellings (which description shall not include serviced apartments/apart hotels or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights) and for no other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1995, or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity such as serviced apartments/apart hotels do not commence without prior approval pursuant to Core Strategy policies SP1 and DM1 and to ensure the permanent retention of the accommodation for normal residential purposes.

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: 117595/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
Corporate Property
MCC Flood Risk Management
City Centre Renegeration
Environment & Operations (Refuse & Sustainability)
Travel Change Team
Greater Manchester Police
Historic England (North West)

Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
United Utilities Water PLC
Canal & River Trust
Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society
Environment & Operations (Refuse & Sustainability)
Travel Change Team
Castlefield Forum

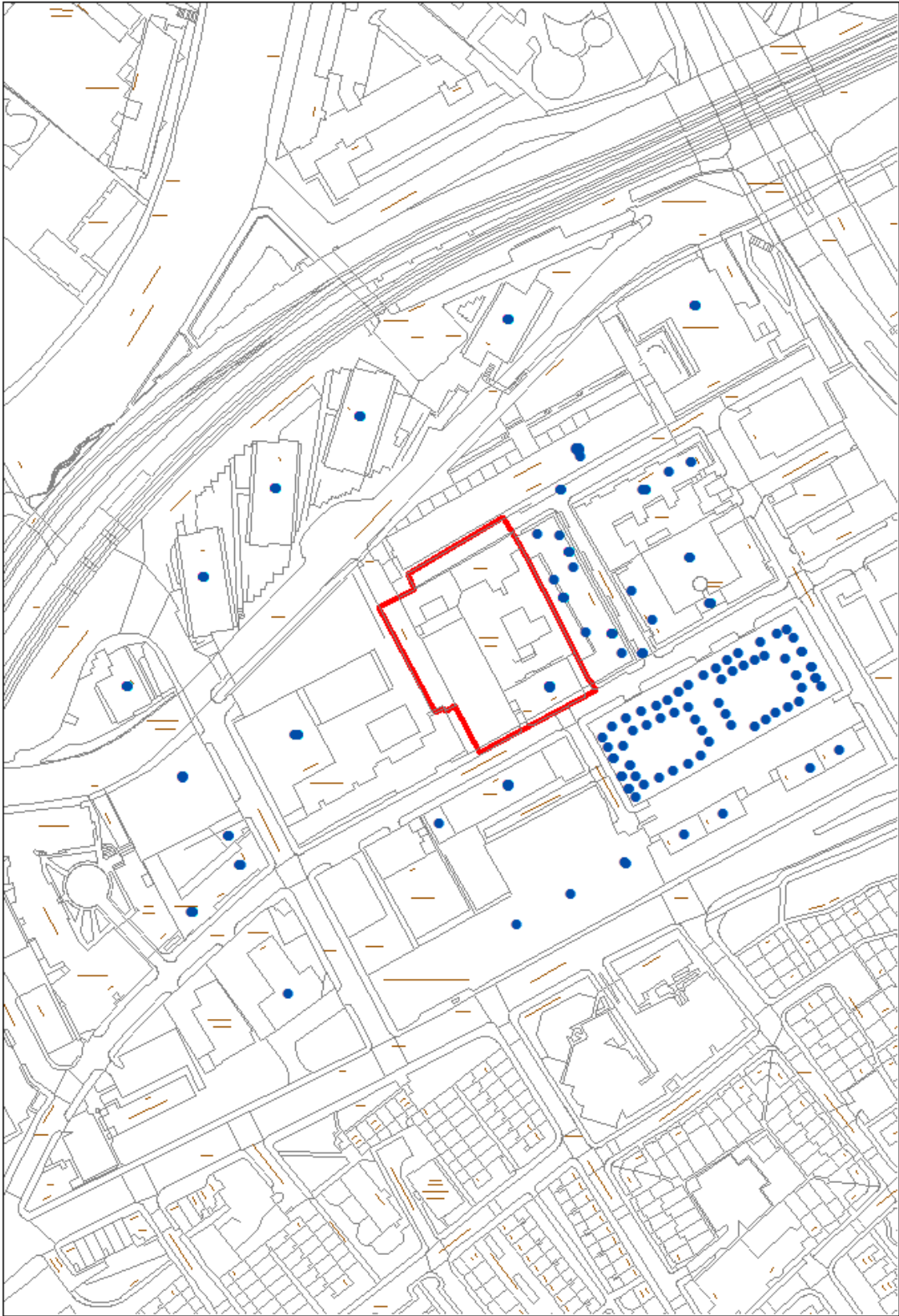
A map showing the neighbours notified of the application is attached at the end of the report.

Representations were received from the following third parties:

Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police
Historic England (North West)
Environment Agency
United Utilities Water PLC
Canal & River Trust
Greater Manchester Ecology Unit
Apt 305, 3 Burton Place, Manchester, M15 4LR
108 Albert Mill, 50 Ellesmere St, Manchester, M15 4JY
311 The Box Works, 4 Worsley Street, Manchester, M15 4NU
Flat 716, Timber Wharf, 32 Worsley Street, Hulme, Manchester, M15 4NZ
616 Timber Wharf, Worsley Street, Manchester, M15 4NZ
Apartment 313 Timber Wharf, 32 Worsley Street, Manchester, M15 4NY
Citygate 1 Blantyre st, Manchester, M15 4JU
Flat 413, Timber Wharf, 32 Worsley Street Hulme, Manchester, M15 4NY
101 City Gate, Manchester, M15 4JU
105 Albert Mill, 50 Ellesmere Street, Manchester, M15 4JY
Apt 417 Timber Wharf, Worsley Street, Manchester, M15 4NY
Apartment 76, Britannia Mills, 11 Hulme Hall Road, Manchester, M15 4LB
614 Timber Wharf, Manchester, M15 4NZ
214 Timberwharf, 32 Worsley St., Manchester, M15 4NX
Apartment 112, 15 Burton Place, Manchester, M15 4LR
210 Boxworks, Worsley Street, Manchester, M54NU
506 TIMBER WHARF, 32 WORSLEY STREET, MANCHESTER, M15 4NY
Apt 901 Base, 12 Arundel Street, Manchester, M15 4JR
210 Boxworks, Worsley Street, Manchester, M15 4NU
Apartment 317, Timber Wharf, 32 Worsley Street, Manchester, M15 4NY
FLAT 102 FORMER ST. GEORGES CHURCH, ARUNDEL STREET,
MANCHESTER, M154JZ
Flat 41, Britannia Mills, 11 Hulme Hall Road, Manchester, M15 4LA
105 Albert Mill, 50 Ellesmere Street, Manchester, M15 4JY
114 Timber Wharf, 32 Worsley Street, Hulme, Manchester, M15 4NX

Flat 615, Timber Wharf, 32 Worsley Street, Hulme, Manchester, M15 4NZ
Flat 413, Timber Wharf, 32 Worsley Street, Hulme, Manchester, M15 4NY
Flat 314, Timber Wharf, 32 Worsley Street, Hulme, Manchester, M15 4NY
Apartment 132, 1 Kelso Place, Manchester, M15 4LE
401 Timber Wharf, 32 Worsley Street, Manchester, M15 4NY
108 Albert Mill, 50 Ellesmere St, Manchester, M15 4JY
26 Templar Gardens, Wetherby, LS22 7TG
34 Shire Croft, Mossley, OL5 0AR
605 Timber Wharf, Worsley Street, Manchester, M15 4NZ
717 Timber Wharf, 32 Worsley Street, Manchester, M15 4NZ

Relevant Contact Officer : Lucy Harrison
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Email : l.harrison1@manchester.gov.uk



 Application site boundary  Neighbour notification
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