

Planning

Growth & Development

Delegated officer report for planning application

Application no. 138806/FO/2023

Date registered valid: 19 December 2023

Proposal: Conversion of part of the basement to 7 apartments (Class C3) with associated internal and external alterations

Address: Victoria Mill, Miles Platting, Manchester, M40 7LH

Ward(s): Miles Platting & Newton Heath Ward

Applicant: Adam Harrison, MCR1 Ltd

Agent (if any): Anna Taylor, MacMarshalls

Case officer: Steven McCoombe
Tel: 0161 234 4607
Email: steven.mccoombe@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 12 August 2024

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit: 12 January 2024

Standard consultations:

Printed: 20 December 2023

Expired: 13 January 2024

Neighbour notifications

Printed: 20 December 2023

Expired: 13 January 2024

Site notice

Posted: 12 January 2024 Expired: 2 February 2024

Press advert

Published: 2 January 2024

Expired: 23 January 2024

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building and surroundings

The application site comprises part of the basement associated with Grade II* listed Victoria Mill; a former cotton spinning mill built between 1867 and 1873. The double mill is 6 stories high, constructed in red brick with some yellow brick detailing and slate roof.



Aerial view of the application building (extract from submitted Supporting Statement)

The mill comprises two conjoined buildings forming a U-plan layout which creates a courtyard to the rear, flanked by the Rochdale Canal. There is a large area of surface car parking to the north and east of the Mill.



View of the mill from the opposite side of the Rochdale Canal

The building currently operates a mix of uses, with residential use occupying the southern wing of the building, with the upper floors of the northern wing recently converted from offices to apartments. The ground floor of the northern wing is currently occupied by the NHS.

The building is bounded by Rochdale Canal to the south, Victoria Mill Park to the west and residential properties within the Miles Platting area to the north and east.

The immediate area is principally residential in character, comprising a mixture of two storey terraced and semi-detached dwellinghouses.

Listed building: Grade II*

Conservation area: No

Tree Preservation Order: No

Description of development

Planning permission is sought for the creation of flats to the lower ground floor of the south-western side of the building.



Image of basement area proposed to be converted

The proposed development involves the creation of 7no. residential apartments, comprising a combination 1- and 2-bedroom units.

Alterations include the reinstatement of original openings alongside the canal, a single new window opening, alterations to some of the internal partitions where necessary. The application has been accompanied by an application for Listed Building Consent for these works (138807/LO/2024).

The conversion is limited to the south-western side of the mill and part of the smaller central connecting building, underneath the existing 103 apartments on the floors above, and adjacent to the 9 apartments elsewhere on the lower ground floor.

As part of the application, the wall along the south side of the mill will be tanked as it is adjacent to the Rochdale Canal to ensure that the walls of the building will not become damp or damaged by the canal.

The existing communal car park is to be used to provide off road parking.

Consultations & Notification Responses

Local Residents/Occupiers – No representations received.

Environmental Health – No objection. Conditions are advised in relation to acoustic insulation, EV charging, working hours and waste management.

Highway Services – The following comments are made:

Trip Generation - Given that the proposed development is resultant in 7 number of residential dwellings, the number of vehicular trips associated with site is expected to be minimal. It is therefore accepted that the adjacent highway network can facilitate such additional demands with no highway safety or capacity concerns.

Site Accessibility - The site is well accessed by sustainable modes. Regular bus services are routed along Oldham Road and provides connections to Grotton, Uppermill, Oldham Mumps, Ashton under-Lyne, Royton and Piccadilly Gardens.

Parking and Access - The site has a car park accommodating approximately 304 parking spaces. Approximately 103 spaces of the 304 spaces are reserved for use by the existing residential apartments in the south-western mill. The parking is not allocated to individual apartments.

A car parking beat survey of the Victoria Mill car park was undertaken on 16th October 2023. The 103 car parking spaces are underutilised by the existing apartments. The survey indicates that 50 vehicles were parked in the spaces for the existing apartments with 53 free spaces available for use. Therefore, with the addition of 7 apartments there is ample of space to utilise the car parking spaces. This is acceptable.

EV Charging

It is required, that an electrical vehicle charging point (minimum 7kW) is made available. Further information is sought from the applicant on EV charging.

Cycle Parking

Secure and sheltered cycle parking provision should be made, within the curtilage of the site, at a provision of one-per-unit. There is an existing secure and covered cycle store located on the ground floor of the site adjacent to apartment N5. This cycle storage will be fitted out with three additional cycle stands. The applicant should confirm the total number of cycle spaces provided at the existing cycle store.

An additional secure and covered cycle store is proposed and is to be located on the ground floor adjacent to Apartment N1. This new cycle store will be for Apartments N1 to N4 and will provide five standard bay cycle stands.

Servicing

Designated refuse storage is provided and located on the ground floor of the site. The bin store will be accessible by residents via internal corridors within the building. Refuse servicing will continue as existing. This is acceptable.

Greater Manchester Police (Design for Security) – Security measures are recommended. Any alterations to the building should be to the Secured by Design standards.
doors

Flood Risk Management - A condition relating to the submission and agreement of a surface water drainage scheme is requested.

Historic England – No objection. Historic England supports the applications on heritage grounds.

The application is for the residential conversion of the lower ground floor of the former mill to residential use. Much of the mill has already been converted for residential use and there is no objection in principle to further conversion works. The proposed works would, therefore, not harm the overall significance of the building, provided care is taken to minimise the removal of original fabric and to undertake the works sensitively using appropriate materials and suitably qualified tradespeople. The views of the Council's specialist conservation and archaeological adviser should be sought.

Any opportunity to enhance the appreciation and understanding of the building is encouraged; which could be through exposure of historic fabric, inclusion of original features and detailing in the proposed design, and though the display of heritage interpretation material about the history and development of the site.

Consultation and Publicity

The application has been advertised in the local press (Manchester Evening News) due to the proposal affecting a listed building. A site notice has also been displayed at the application site.

Policy

The below policy and guidance is considered relevant to the consideration of this application;

- Policies DM1, EN3, T2, H1, H4, EN14, EN16, EN17, EN19 and SP1 of the Manchester Core Strategy;
- Saved policies DC26 and DC19.1 of the Unitary Development Plan for the City of Manchester;
- Manchester Residential Quality Guidance;
- Places for Everyone Greater Manchester Joint Development Plan
- National Planning Policy Framework (NPPF) (2021) – Sections 4, 5 and 16.

Issues

Principle

Having regard to the existing planning policy framework, City Council policy and national planning guidance, the principle of the development is considered acceptable.

Policy H1 outlines the strategic approach to housing growth in the City. Approximately 60,000 new homes need to be provided in the city between 2009 and 2027. This growth is expected to be accommodated principally within the North, East, City Centre and central areas of Manchester which fall within the Regional Centre and inner areas of Manchester. This is as a direct response to Manchester's growing economy and population growth the later which is expected to rise significantly over the next 20 years.

New developments in the City will therefore be expected to contribute towards this growth strategy ensuring that development takes place within the right areas to meet demands along with creating high quality places and neighbourhoods of choice.

Policy H1 goes on to state that the Regional Centre is a priority area for residential schemes in order to support regeneration and drive regional growth.

Policy H4 states further that north Manchester will accommodate around 30% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained.

Further policy support is also given within policies SP1 and H1 which seek to encourage development on previously developed land, including the renewal of areas characterised by poor quality housing, whilst the NPPF advocates a presumption of sustainable development particularly where existing resources can be utilised and shared.

In this case, the site would regenerate vacant, underused floorspace within an existing, mixed-use building and represents the opportunity to regenerate the remainder of the building, whilst adding to the diversity of housing stock in the area.

The proposal would also help reveal heritage features associated with the host building and ensure its long-term use and future conservation and prevent its further deterioration. Moreover, the highly sustainable and accessible nature of the site, means the site is well connected to employment, educational and recreation opportunities.

Consideration of specific planning issues, including the impact of the proposal upon the listed building is outlined below.

Density/Balance of Accommodation

The proposed development would deliver 1 x 2 bedroom and 6 x 1-bedroom residential apartments ranging from 50 sqm to 69 sqm; all compliant with the Council's internal space standards. Satisfactory natural light is provided to bedroom and living areas via a series of basement lightwells.

Heritage and Impact to Visual Amenity

S.66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that:

'In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses'.

Policy EN3 of the Core Strategy, likewise refers to the need for the consideration to be given to the impact of new developments on heritage assets, whilst saved Policy DC19.1 of the UDP seeks to preserve and enhance the setting of listed buildings and specifically states that listed building consent will not be granted for external or internal alterations or additions to a listed building, were in its opinion, there would be an adverse effect on its architectural or historic character.

Relevant to this application, Section 16 relates to Conserving and Enhancing the Historic Environment.

Paragraph 195 states that in determining applications:

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

Paragraph 199 states that:

'When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance'.

Paragraph 202 advises further that:

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

In this case, the host building - Victoria Mill is a Grade II* Listed Building and is defined as being of outstanding national importance and of 'more than special interest'.

The application has been subject to ongoing discussions during the application, with the aim of balancing the impact of the proposed works on the historic fabric and areas of heritage value, with the requirements of the proposed conversion.

The mill has already undergone changes when it was converted into offices and apartments in the late 20th century. Therefore, the mill no longer retains any fixtures, on the interior, that indicate previous industrial use. The only visible historic fabric on the floors are the jack-arches and the cast-iron columns with the octagonal capitals.

It is considered that the proposal represents a positive opportunity to reuse vacant floorspace to provide a viable use for the building, whilst enabling features of heritage value to be further revealed and would prevent any deterioration of the building. This is particularly relevant, given that basement area frequently suffers from water ingress from the neighbouring canal.

When balanced against public benefits that the overall development would deliver in terms of employment during works and ensuring the space has a long-term use that does not degrade through vacancy, the impact is considered less than substantial.

The application has been accompanied by a Heritage Statement which reviews the heritage significance of the building, provides narrative of the building's features and assesses the impact the proposal may have on the property and its setting.

The majority of the building which make up the site have already been converted to apartments and offices, with the areas on the lower ground floor forming remaining parts of the building which have not been developed

The proposals would involve the subdivision of internal space to create the apartments, however the existing columns, exposed brickwork and ceilings are to be sensitively utilised within the design so that the industrial origins of the buildings would still be evident. The large windows in the south-east wall are to be consolidated and tanked (as they are located adjacent to the Rochdale Canal, and below ground level), but will be utilised as part of the design, so will remain visible. The current window frames within the rest of the building dates to modern redevelopment. There is a requirement for new openings in the walls which face into the central courtyard. The south-west facing elevation which faces into the courtyard forms part of the original engine house for the mill, and therefore the distribution of openings is different to that of the two main mill buildings. In 1902, a new engine house was constructed against this elevation, although this has been removed but evidence for it survives in the form of the remains of a crane, and some possible alteration to the original elevation with a possible doorway having been inserted, but subsequently converted to a window. The proposed openings in this elevation are to be positioned in line with those on the upper levels to maintain symmetry, and the same form of shallow arched heads will be used, with bricks being re-used where possible. There will be no impact to the transmission windows which are present on the upper ground floor, or to the remains of the crane within the courtyard area.

The proposals do not entail any works to the south-west, north-west or north-east elevations, therefore the current appearance of the buildings would remain. The opening up of the lower ground floor windows along the Rochdale Canal elevations are considered beneficial, as those in Mill "A" are currently blocked and are not easily seen from the footpath.

There would be no impact to the setting of Victoria Mill as there is no intention for any new building elements, or features which would intrude or degrade views of the site,

In conclusion, it is considered that the proposal would have a beneficial impact to Victoria Mill through the conversion of parts of the lower ground floor which have remained undeveloped, allowing the large openings along the Rochdale Canal to be brought back into use and utilised, removing any evidence for decay or dereliction. There would be some removal of historic fabric through the creation of new openings in the elevations which face into the courtyard, and the possible removal of the large rectangular features, but these removals can be mitigated through the historic building recording which has already been undertaken in 2018 (Paul Butler Associates 2018) and through the photographs included within this report. The new openings will be created in line with those at the upper levels, maintaining the symmetry of the fenestration, and will be of the same form with the use of the same building materials used for the historic examples.

Internally, the historic brickwork, cast iron columns, brick jack arches and large openings along the Rochdale Canal are all to be retained and utilised within the design of the apartments allowing the industrial character to be maintained. It is considered that there would be no negative impact to the significance and setting of Victoria Mill, as the historic, archaeological, architectural and communal interest, as outlined above, would remain, and the setting would be unaltered apart from the positive changes to the appearance of the lower ground floor windows along the Rochdale Canal when they are exposed and reinstated.

Residential Amenity

In this instance, the proposed development will introduce a residential use into the context of mixed-use building situated within an established residential area.

Whilst it is acknowledged that there will be some increase in activity at the site due to the introduction of new occupiers and as the floorspace has been vacant for some time, the relatively limited number of prospective occupiers is unlikely to significantly undermine the amenity of existing residents in terms of coming and goings, noise and disturbance. The building is already home to a large number of apartment and the ground floor use used as offices and medical centre associated with the NHS. Due to the busy nature of the site, the impact to existing occupiers as a consequence of the proposed conversion is considered less than significant.

To ensure prospective occupiers are safeguarded against any potential noise break-in, a condition is included to ensure all apartments are adequately acoustically insulated.

Ecology

The site largely comprises the existing mill building, and surface level hardstanding used for car parking. There are no nature conservation designations and as such, the site is considered of low ecological significance.

The planning application was submitted prior to statutory bio-diversity net gain requirements, although in any event, due to the nature of the proposal, the legislative bio-diversity net gain

requirements would not apply. In line with the requirements of the NPPF however, a condition is included which requires bio-diversity enhancement as part of development.

The application is accompanied by a bat scoping survey to ensure that the development would not harm the habitats of any bats in the area. The report found that the surroundings of Victoria Mill offer mostly low-quality bat habitat, with the Rochdale Canal nearby potentially serving as foraging and commuting routes. The building's basement is assessed to have low potential for supporting roosting bats and as such no significant concerns are raised.

Highway Impact

The site has a car park, with unallocated space for approximately 304 cars, with approximately 103 spaces reserved for existing apartments, with additional informal parking also available. A parking survey which accompanies the application shows these spaces are underutilised by the current residents of the site and therefore there is ample capacity to accommodate parking associated with the proposed apartments.

Highway Services considered there to be sufficient parking capacity to sustain the proposed apartments and due to the low level of trip generation anticipated, vehicular movements would not jeopardise the operation of the local highway. As such, the impact to the highway is considered satisfactory.

Waste Management

There is currently a large refuse storeroom on the lower ground floor where prospective residents would be able to dispose of their waste. This is accessible to the residents via internal corridors. The waste collection strategy includes the collection of the waste bins from the site via the front of the mill or from waste bins that are adjacent to the pedestrian access at Lower Vickers Street and would be the responsibility of the building management team. The arrangement is considered acceptable in principle, but further details are required in terms of capacity for the required number of receptacles. A suitable condition is included.

Drainage and Flood Risk

The site falls within flood zone 1, meaning there is a low risk of potential flooding.

In line with the Government guidance relating to the provision of sustainable drainage systems (SuDs), it is necessary for the development to incorporate a surface water drainage scheme, as well as a scheme for its subsequent maintenance. An appropriate condition is therefore included to ensure a robust surface water drainage strategy and its subsequent maintenance is achieved.

If such measures are successfully implemented, it is considered that any flood risk can be satisfactorily sustained.

Environmental Standards

City Council policy requires that developers focus on achieving low carbon and energy efficient developments and therefore development should be expected to demonstrate its contribution to these objectives. A condition has therefore been included which requires further details of what measures are to be incorporated within the proposal in terms of energy efficiency and carbon dioxide emission reduction targets.

Affordable Housing

Policy H8 of the Core Strategy requires that consideration be given to the provision of affordable housing within all new residential developments on sites of 0.3 hectares and above or where 15 or more units are proposed for development to contribute to the City-wide target for 20% of new housing provision to be affordable.

In this case, the proposal relates to only 7 apartments and therefore falls below the policy threshold for affordable provision.

Construction Management

To ensure construction/fit-out is effectively controlled and to prevent any disruption to existing occupiers in the area, or along key routes to the site, a condition is included which requires the submission and approval of a construction management plan which would detail amongst other matters, working practices, working hours, dust suppression, the parking of construction vehicles and the removal of waste.

Crime and Disorder

To ensure the proposed apartments incorporate sufficient security measures, a condition is included which require details of security measures to be included, which shall be 'Secured by Design' standards.

Climate Change

As the proposal would result in a modest number of additional of residential units within the context of a mixed-use environment and with no increase in parking capacity, the impact upon climate change is considered negligible.

The site is located close to a busy, main arterial route and transport corridor, and is therefore unlikely that there would be any significant or harmful contribution to air quality or climate change as a consequence of vehicular movements or ongoing activity.

A condition has been included requiring the provision of an electric car charging points, as well as cycle storage. Such measures would serve to limit the impact the upon climate change. The development will also incorporate energy efficient measures as part of the development, as required by a further condition relating to the need for satisfactory environmental standards.

Procedural

The application refused to accept pre commencement conditions in relation to external materials and surface water drainage and instead requested the details be agreed as part of the application which caused a delay in the determination of the application.

Whilst the external materials are considered satisfactory, the information submitted in relation to drainage is still deficient in the level of detail. It has therefore been subsequently agreed that the necessary details remains a condition of approval.

Other Legislative Requirements **Equality Act 2010**

Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a

protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Human Rights Act 1998 considerations

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

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

Recommendation: Approve

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice has been sought in respect of this matter. The proposal is considered to be acceptable and therefore determined within a timely manner.

Condition(s) to be attached to decision for approval OR Reasons for recommendation to refuse

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

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

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

Drawings referenced SK100, SK102, SK104/D, SK106, SK108, SK109, SK111/A and SK112/A received by the City Council as Local Planning Authority on 14 May 2024, drawings referenced SK110/B and SK113/B, received by the City Council as Local Planning Authority on 3 June 2024 and drawings referenced SK106, SK107 and SK114, received by the City Council as Local Planning Authority on 6 June 2024

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to saved policy DC19.1 of the Unitary Development Plan for the City of Manchester and policies SP1, EN3 and DM1 of the Manchester Core Strategy.

3) The development hereby approved shall only be implemented in accordance with the materials detailed within the external materials schedule, received by the City Council as Local Planning Authority on 26 June 2024, supplemented by details contained within an e-mail from MacMarshalls dated 17 July 2024.

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, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

4) No development shall commence until a surface water drainage scheme for the site, based on sustainable drainage principles has been submitted to and approved in writing by the City Council as Local Planning Authority. The development shall be constructed and completed in accordance with the approved details.

The scheme shall also include:

- Finalised surface water drainage layout including all components, levels, connectivity and proposed overland flow routes for extreme events;

- Progression through the drainage hierarchy shall be evidence based and supported by site investigation. Results of ground investigation carried out under Building Research Establishment Digest 365. Site investigations should be undertaken in locations and at proposed depths of the proposed infiltration devices. Proposal of the attenuation that is achieving half emptying time within 24 hours. If no ground investigations are possible or infiltration is not feasible on site, evidence of alternative surface water disposal routes (as follows) is required;

- For surface water connections, evidence of agreement in principle from the relevant authority/service provider is required to ensure there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed new connection will suffice;

- Where flows less than 5 l/s are proposed, a blockage risk assessment must be undertaken. If the risk cannot be adequately managed, a higher minimum discharge rate should be considered / agreed with relevant authority;

- 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 45% climate change in any part of a building;

- 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. Provide at least a 50% reduction in brownfield runoff rate or greenfield runoff rate;

- Hydraulic calculations to support the drainage proposal;

- Details of how the scheme shall be maintained and managed after completion.

Reason - To prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system pursuant to policies EN14 and EN17 of the Manchester Core Strategy.

5) Prior to the first occupation of the development hereby approved, full details of an electric car charging point shall be submitted for approval in writing by the City Council, as Local

Planning Authority. The approved details shall then be implemented as part of the development and be in place prior to the first occupation of the apartments and retained thereafter.

Reason - In the interest of air quality pursuant to policy EN16 of the Manchester Core Strategy.

6) Notwithstanding details submitted, no part of the development hereby approved shall be occupied until full details of the space and facilities for bicycle parking have submitted to and agreed in writing by the City Council as Local Planning Authority. The agreed cycling parking space and facilities shall the implemented as part of the development and retained thereafter.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with policies SP1, T1 and DM1 of the Manchester Core Strategy.

7) Prior to above ground development commencing, an Environmental Standards Statement shall be submitted to, and approved in writing by, the City Council, as Local Planning Authority. The statement shall demonstrate measures to be incorporated into the development to achieve energy efficiency. The development shall only be implemented in accordance with the agreed measures.

Reason - In order to minimise the environmental impact of the development, pursuant to policies DM1 and SP1 of the Manchester Core Strategy and the National Planning Policy Framework.

8) Notwithstanding details submitted, the development hereby approved shall not be occupied until a more detailed scheme for the storage (including segregated waste recycling) and disposal of refuse has been submitted to and approved in writing by the City Council as Local Planning Authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of public health and residential amenity, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

9) Notwithstanding details submitted, prior to above ground works for the development hereby approved, a scheme for the enhancement of the site for biodiversity purposes shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The agreed scheme shall be implemented in accordance with a timescale to be agreed and retained and maintained thereafter.

Reason -To mitigate the loss of vegetation and to promote bio-diversity, pursuant to policy EN15 of the Manchester Core Strategy and the National Planning Policy Framework (NPPF).

10) The development shall not be occupied until details of the security measures to be incorporated into the development, which shall be to 'secured by design' specification, have been submitted to and approved in writing by the City Council as Local Planning Authority. This shall include details of external fittings, boundary treatment, gates and dusk till dawn lighting. The development shall only be carried out in accordance with these approved details which shall be retained thereafter.

Reason - To reduce the risk of crime pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

11) a) Prior to the apartments hereby approved being occupied, a scheme for acoustically insulating the proposed residential accommodation against noise from Varley Street and James

Street, shall be submitted to and approved in writing by the City Council as Local Planning Authority. The potential for overheating shall also be assessed and the noise insulation scheme should take this into account. The approved noise insulation and ventilation scheme shall be completed before any of the approved apartments are occupied.

b) Prior to first occupation of the residential apartments, a verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that the internal noise criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the internal noise criteria.

Reason - In order to safeguard the amenity of existing and future occupiers of nearby residential accommodation, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1, H1 and DM1 of the Manchester Core Strategy.

12) Notwithstanding the details submitted, prior to the commencement of development, a construction management/fit-out plan outlining working practices during development shall be submitted to and approved in writing by the City Council as Local Planning Authority, which for the avoidance of doubt should include:

- Measures to control noise and vibrations;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Detail of an emergency contact telephone number;
- Parking of construction vehicles; and
- Sheeting over of construction vehicles.
- Loading and unloading of plant and materials;
- Storage of plant and materials;
- Site hoarding; scaffolding and acoustic fencing.

The development shall only be carried out in accordance with the approved construction management/fit-out plan.

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

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

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

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

13) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) no part of the development shall be used for any purpose

other than the purpose(s) of Class C3(a) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

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

14) The residential apartments hereby approved shall be used only as private dwellings (which description shall not include serviced properties 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 1987 (as amended), 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 short-term lets, serviced apartments/apart hotels, do not commence without prior approval; to safeguard the character of the area, and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Manchester Core Strategy and the guidance contained within the National Planning Policy Framework.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
Heritage & Urban Design
Greater Manchester Police
Historic England (North West)

Flat LG2, 12 Lower Vickers Street, Manchester, M40 7LL
Flat 210, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LJ
Flat 206, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LJ
Flat 312, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LL
Flat 512, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LL
Second Floor, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LH
7 James Street, Manchester, M40 8BX
Ancoats And Miles Platting Sure Start And Childrens Centre, Holland Street, Manchester, M40 7DA
Ground Floor Cafe, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LH
Victoria Mill Medical Practice, Ground Floor, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LH
Flat LG4, 12 Lower Vickers Street, Manchester, M40 7LL
Flat LG1, 12 Lower Vickers Street, Manchester, M40 7LL
3 Stanbury Walk, Manchester, M40 7LY
Flat 7, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LJ
Flat 403, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LL
Fourth Floor, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LJ
Flat 217, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LJ
Flat 205, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LJ
Basement, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LJ
Flat 11, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LJ
Flat 216, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LJ
Flat 104, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LJ
Flat 15, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LJ
Flat 113, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LJ
Flat 116, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LJ
Flat 105, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LJ
Flat 315, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LL
Flat 508, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LL
Flat 509, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LL
Flat 208, Victoria Mill, 8 Lower Vickers Street, Manchester, M40 7NA
Flat 316, Victoria Mill, 8 Lower Vickers Street, Manchester, M40 7NA
Third Floor, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LH
First Floor, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LH
Flat LG8, 12 Lower Vickers Street, Manchester, M40 7LL
Flat LG5, 12 Lower Vickers Street, Manchester, M40 7LL
1A Stanbury Walk, Manchester, M40 7LY
1 Stanbury Walk, Manchester, M40 7LY
9 Stanbury Walk, Manchester, M40 7LY
Flat 408, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LL
Flat 417, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LL
Flat 218, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LJ
Flat 209, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LJ
Flat 214, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LJ

Flat 415, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LL
Flat 302, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LL
Flat 103, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LJ
Flat 8, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LJ
Flat 517, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LL
Flat 503, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LL
Flat 104, Victoria Mill, 8 Lower Vickers Street, Manchester, M40 7NA
3 James Street, Manchester, M40 8BX
30 John Hogan Vc Road, Manchester, M40 7QU
27 Berkshire Road, Manchester, M40 7NQ
Flat LG6, 12 Lower Vickers Street, Manchester, M40 7LL
5 Stanbury Walk, Manchester, M40 7LY
13 Stanbury Walk, Manchester, M40 7LY
Flat 203, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LJ
Flat 316, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LL
Flat 309, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LL
Flat 513, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LL
Flat 1, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LJ
Flat 310, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LL
Flat 409, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LL
Flat 101, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LJ
Flat 501, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LL
Flat 304, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LL
Flat 308, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LL
Flat 114, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LJ
Flat 207, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LJ
Flat 110, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LJ
5 James Street, Manchester, M40 8BX
32 John Hogan Vc Road, Manchester, M40 7QU
29 Berkshire Road, Manchester, M40 7NQ
Flat 204, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LJ
Flat 516, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LL
Flat 313, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LL
Flat 13, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LJ
Flat 402, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LL
Flat 208, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LJ
Flat 505, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LL
Flat 405, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LL
Flat 413, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LL
Flat 112, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LJ
34 Berkshire Road, Manchester, M40 7WA
32 Berkshire Road, Manchester, M40 7WA
Flat 4, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LJ
Flat 117, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LJ
Flat LG3, 12 Lower Vickers Street, Manchester, M40 7LL
Flat 202, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LJ
Flat 305, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LL
Flat 6, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LJ
Flat 317, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LL
Flat 511, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LL
Flat 9, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LJ
Flat 507, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LL
Flat 401, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LL
Flat 102, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LJ

Flat 215, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LJ
Flat 14, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LJ
Flat 515, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LL
Flat 213, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LJ
Flat 107, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LJ
Flat 108, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LJ
Flat 504, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LL
Flat 109, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LJ
Flat 318, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LL
Flat 418, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LL
Flat 508, Victoria Mill, 8 Lower Vickers Street, Manchester, M40 7NA
Flat 202, Victoria Mill, 8 Lower Vickers Street, Manchester, M40 7NA
1 James Street, Manchester, M40 8BX
48 Varley Street, Manchester, M40 8BW
Flat 5, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LJ
Flat 201, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LJ
Flat LG7, 12 Lower Vickers Street, Manchester, M40 7LL
Flat 404, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LL
Flat 303, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LL
Flat 412, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LL
Flat 314, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LL
Flat 502, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LL
Flat 3, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LJ
Flat 514, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LL
Flat 12, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LJ
Flat 106, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LJ
Flat 115, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LJ
Flat 2, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LJ
Flat 10, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LJ
Flat 416, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LL
Flat 406, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LL
Unit 1, Varley Business Centre, James Street, Manchester, M40 8EL
Flat 407, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LL
Flat 211, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LJ
7 Stanbury Walk, Manchester, M40 7LY
11 Stanbury Walk, Manchester, M40 7LY
15 Stanbury Walk, Manchester, M40 7LY
Flat 111, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LJ
Flat 518, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LL
Flat 506, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LL
Flat 212, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LJ
Flat 510, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LL
Flat 301, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LL
Flat 307, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LL
Flat 311, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LL
Flat 414, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LL
Flat 411, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LL
Flat 410, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LL
Flat 306, Victoria Mill, 10 Lower Vickers Street, Manchester, M40 7LL

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding - Not Affected
Site of Biological Interest - Name: Rochdale Canal, Stott's Lane - Ducie Street Basin
Coal Authority - Development High Risk - Name: DEVELOPMENT_HIGH_RISK_AREA
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Coal Authority - Surface Coal Resources - Name: Coal bearing strata at surface
Hazard - Degussa Limited
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (Middle) -
Area Team Boundary - Name: NORTH AREA