Deloitte.
Real Estate

Talbot Mill
Statement of Consultation

Prepared on behalf of Capital & Centric (Adored) Limited

September 2017

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1 Introduction

Introduction

1.1 This Statement of Consultation (the Statement) accompanies an application for Full Planning Permission for the part refurbishment and conversion and part redevelopment of the Talbot Mill site, 44 Ellesmere Street, to deliver 202 apartments, residential amenity space, hard and soft landscaping, servicing and other associated works. The proposals include the demolition of four buildings on site.

1.2 The Application is submitted to Manchester City Council (MCC) on behalf of Capital & Centric (Adored) Limited ("the Applicant).

1.3 The Statement sets out in detail the pre-application engagement that has been undertaken, the feedback received and how that has been considered and addressed within the final proposals where appropriate.

The Application Site and Proposals

1.1 The Application Site is bound by Ellesmere Street, the Bridgewater Canal arm, Worsley Street and Burton Place. The Site is approximately 0.48 hectares and is located within the south west of the City Centre.

1.2 The Site is situated within the Castlefield area of Manchester City Centre, which is identified as an attractive residential location in the Manchester City Centre Strategic Plan 2015-2018.

1.3 The Site comprises two mill buildings and a central courtyard with additional smaller buildings served by a canal arm along the western boundary (Figure 1). The main mill buildings are 4 to 5 storeys.

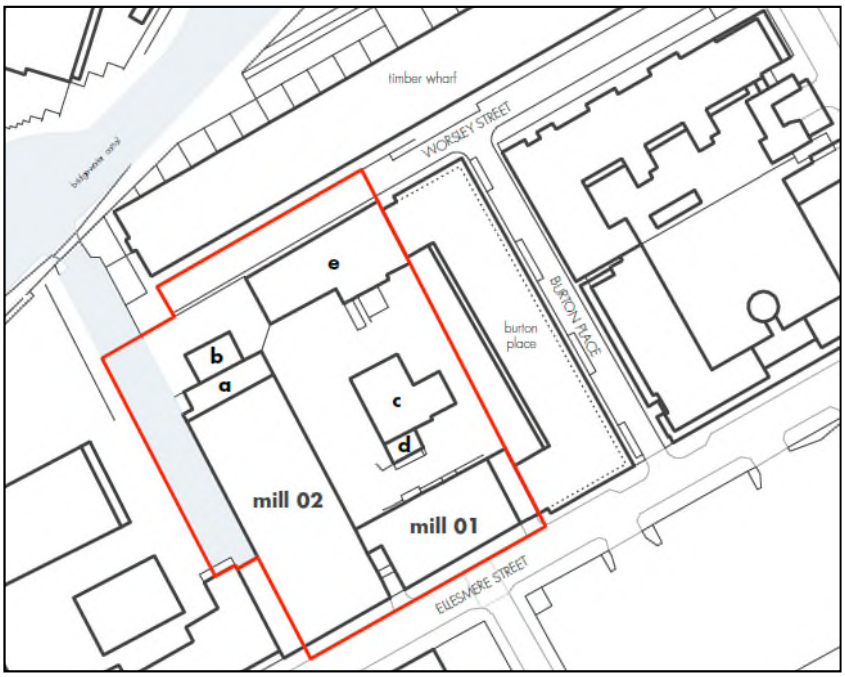


Figure 1 - Location Plan

1.4 The mill complex was established c. 1855 and lies within the Castlefield Conservation Area. None of the component buildings are listed or otherwise designated, however the complex is a non-designated local heritage asset.

1.5 The two mills buildings on site are currently partially occupied (c.60%) by a variety of incongruent light industry B1 users, including storage and distribution, knitwear manufacture, furniture manufacture, artist studio and office. The buildings are not suited to ongoing commercial occupation due to their state of disrepair. When the Applicant purchased the Site in October 2016 numerous works had to be undertaken to allow continued temporary occupation by the current tenants. Significant cost has been incurred in undertaking these works.

1.6 Given the works already undertaken and the current estimated cost of repair to the fabric of the building, it is not viable to retain the buildings in commercial use. Only a residential use will enable a viable scheme to be progressed whilst allowing retention of this local heritage asset.

1.4 In brief, the proposals, which are explained in full in the accompanying Design and Access Statement, will deliver a scheme consisting of the following key elements:

- 202 apartments (comprising 63 1-beds and 139 2-beds);
- Demolition of Buildings A, B, C and E;
- One new build residential block up to 10 storeys (9 plus basement level);
- Rooftop extensions on Mill 1 and 2;
- Rear extension to Mill 1;
- Amenity space within the courtyard and c. 40 balconies;
- 100% provision cycle parking spaces (202 spaces plus 15 guest spaces);
- Landscaping; and,
- Access, servicing arrangements and other works.

1.5 The proposals have been designed to form a high quality development contributing positively to the quality of life of its residents and the surrounding area, enhancing the character and distinctiveness of the Castlefield Conservation Area.

Report Structure

1.6 The remainder of this Statement is structured as follows:

- Section 2 – sets out the relevant planning policy and requirements with regard to consultation.
- Section 3 – provides details of the consultation undertaken and summarises the feedback received.
- Section 4 – summarises the key conclusions.

1.7 This Statement should be read in conjunction with the information submitted in support of the application including the Design and Access Statement, Planning Statement and Drawings. These documents explain and assess the proposals in detail, for example in relation to the economic and design issues that have shaped the proposals. These have included an overall design approach following a heritage appraisal to ensure that the proposed development is respectful of its setting within the historic environment.

1.8 The supporting documentation also sets out the wider benefits that the proposals will bring both at a neighbourhood and city-wide level. The proposed development will, in turn, help support the City’s growing population and economy.

2 Policy Context

2.1 National and local guidance with regard to consultation is summarised within this section of the document. Due regard has been had to this policy context as part of the formulation and implementation of the pre-application consultation process in respect of the application.

National

Localism Act

2.2 The Localism Bill was introduced to Parliament on 13 December 2010, and was given Royal Assent on 15 November 2011, becoming an Act ("the Act").

2.3 The main aim of the Act is to shift power from Central Government back into the hands of individuals, communities and Councils. It includes five key measures as follows:

- Community rights.
- Neighbourhood planning.
- Housing.
- General power of competence.
- Empowering cities and other local areas.

2.4 Part 6 of the Act specifically deals with planning and Chapter 4 sets out requirements in relation to consultation before applying for Planning Permission.

2.5 Section 122 of the Act amends the Town and Country Planning Act 1990 to includes a new Section 61W that sets out a requirement to carry out pre-application consultation as follows:

(1) Where—

(a) a person proposes to make an application for planning permission for the development of any land in England, and

(b) the proposed development is of a description specified in a development order, the person must carry out consultation on the proposed application in accordance with subsections (2) and (3)."

2.6 Subsections (2) and (3) state:

(2) The person must publicise the proposed application in such manner as the person reasonably considers is likely to bring the proposed application to the attention of a majority of the persons who live at, or otherwise occupy, premises in the vicinity of the land.

(3) The person must consult each specified person about the proposed application.

2.7 Subsection (4) outlines the requirements in regards to publicity of applications:

(4) Publicity under subsection (2) must—

(a) set out how the person ("P") may be contacted by persons wishing to comment on, or collaborate with P on the design of, the proposed development, and

(b) give such information about the proposed timetable for the consultation as is sufficient to ensure that persons wishing to comment on the proposed development may do so in good time.

2.8 The Act also sets out a duty to take account of responses to consultation. Section 61X requires a developer to have regard to any comments or responses generated by the consultation undertaken in accordance with Section 61W, when deciding whether to make any changes to proposals before submitting a planning application.

2.9 Section 61Y enables the Secretary of State to set out further provisions as to how the consultation required under new section 61W should be undertaken in practice.

National Planning Policy Framework

2.10 The National Planning Policy Framework (NPPF) (adopted in March 2012) sets out the Government's planning policies for England, including guidance in relation to the undertaking of public engagement and consultation on proposed developments. The policies of the NPPF replace the guidance within Planning Policy Statement 1: Delivering Sustainable Development.

2.11 Paragraph 62 sets out that early engagement on design with all parties produces the greatest benefits for the overall outcome of a scheme. It notes that Local Planning Authorities should have local design review arrangements in place and should have regard to the recommendations from the design review panel.

2.12 Paragraphs 188 – 195 relate to pre-application engagement. Paragraph 189 in particular states that Local Planning Authorities should encourage applicants to engage with the local community before submitting their applications where they think this would be beneficial.

2.13 The NPPF also promotes the use of the Local Planning Authority Pre-Application Service in order to encourage a partnership approach to applications. It is considered that early engagement with the Local Planning Authority is often conducive to the best result for the application, as it highlights where further work is required.

National Planning Policy Guidance

2.14 In March 2014, the Government issued a new National Planning Practice Guidance as an on-line resource, which is designed to bring together planning practice guidance for England in an accessible and useable way. This Guidance provides further detail to assist in the understanding of planning policies set out within the NPPF, including requirements for pre-application engagement.

2.15 In particular, Paragraphs 008 and 009 of the 'Consultation and pre-decision matters' section identify that:

- In line with the policies of the NPPF, statutory consultees have an important role to play in the pre-application stage and should be engaged early; and,
- Pre-application consultation with the local community is encouraged where it adds value to process and outcome.

2.16 In terms of design, the NPPG sets out in Paragraph 30, 33 and 35 of the 'Design' section set out methods which can be adopted to promote good design at all stages of the planning process. These include pre application discussions and design and access statements. Paragraph 33 sets out that pre-application discussions are an opportunity to discuss the design policies, requirements and parameters that will be applied to a site. The local authority can explain the design issues they feel are most important and the developer can explain their own objectives and aspirations. Being able to inform and influence the design of a proposed development early in the design process is more efficient than trying to implement suggested revisions at a later stage – particularly if this relates to a major proposal.

Local

2.17 MCC adopted a Statement of Community Involvement (SCI) on 31 January 2007. We note that MCC are currently consulting on an updated SCI. Consultation will close 2 October 2017.

2.18 The SCI sets out how and when MCC will involve the community in relation to the preparation and revision of the Local Development Documents and in the process of making decisions on planning applications.

2.19 Chapter 11 of the SCI provides guidance on involving the community in planning applications. It identifies that pre-application consultation is beneficial to both the community and the developer, as it allows the developer to design a proposal that takes on board the opinions of the community.

2.20 Developers are encouraged to liaise with the MCC development control officers to determine the nature and scale of consultation that will be appropriate for the proposals.

2.21 Developers are encouraged to submit a record of the consultation that took place with their planning submission.

Summary

2.22 This Statement sets out the consultation process which has been undertaken and which complies with the guidance and requirements set out above.

3 Consultation Approach and Responses

3.1 This Section describes the pre-application consultation that has been undertaken by the Applicant. It includes an outline of the consultation approach and the outcome of the consultation process.

Consultation Approach

3.2 Pre-application consultation has been focused upon engaging key stakeholders during the design evolution of the proposals as well as explaining how the proposals have responded to the site's historic, economic, planning and regeneration context.

3.3 In summary, the following consultation has taken place:

- Regular dialogue has taken place with Planning and Highways at MCC throughout the design development process in order to ensure their support in principle.
- Meetings with Historic England took place to discuss the heritage context, key heritage considerations and to present the scheme design.
- Local residents, land and property owners, and businesses within the vicinity of the site were invited to a public exhibition, manned by members of the Project Team, to find out more about the proposals.
- Local Councillors were invited to the public exhibition but did not attend the event. A Project Briefing Note was provided to them and updated subsequently.
- Greater Manchester Police's Design for Security team has been consulted, and their advice in terms of safety and security has been addressed in the application proposals.
- A meeting was held with Places Matter to present the scheme details.

3.4 Joule has also made contact with the Environment Agency and United Utilities during the pre-application process.

3.5 The sections below further describe the consultation activity undertaken in relation to each stakeholder and provide a summary of the feedback received and how this has been addressed.

Local Planning Authority

3.6 Regular meetings have taken place with the Local Planning Authority (10 January 2017, 30 June 2017 and 1 September 2017) in order to agree the procedural aspects of the applications i.e. their form and content as well as consult in relation to the design concepts adopted and the approach to meeting MCC's policy and regulatory requirements.

3.7 MCC had specific comments on the canal elevation of the new build and the height of the mill roof extensions.

3.8 The feedback from these pre-application discussions has been helpful and has informed the evolution of a proposal that is supported by the Local Planning Authority.

Historic England – Initial Feedback

3.9 As part of a design approach which is respectful of the Site's setting, a meeting was held with Historic England at an early stage in the design process (1 February 2017). The purpose of this meeting was to discuss the following:

- Effect on the setting of the Castlefield Conservation Area as a result of the conversion of Mill 1 and 2 including rooftop extension;
- Effect on the setting of the Castlefield Conservation Area as a result of the demolition of Building B, C and D;
- Effect on the setting of the Castlefield Conservation as a result of the new build development.
- To confirm which verified computer-generated images would be necessary to assess the heritage impact of the proposals.
- Opportunities to improve the Castlefield Conservation Area.

3.10 A note of the meeting was prepared by Deloitte Real Estate and the content agreed by Historic England. A summary of the discussion and Historic England's (HE) initial response to the proposal is set out below:

The Proposal

- HE was supportive of the scheme and considered it to be a good approach.
- Height of the new build and rooftop extension was considered respectful to the setting of the Conservation Area.
- HE queried the new line of the rooftop on the building on the southern edge of the site, and suggested consideration be given to breaking it up to acknowledge the two separate buildings, but confirmed this was not a significant issue.
- HE confirmed the proposal was not too dense.
- HE was supportive of retaining the central courtyard and using this space for amenity.
- HE confirmed that creating useable space fronting the canal is good and any potential to improve connectivity would be of benefit. This is however subject to agreement with adjacent landowners.
- HE was supportive of the materials.
- HE was supportive of the scheme and pleased to see the value of an historic building being recognised.

Views

- HE agreed that views of the site are limited due to existing and proposed surrounding buildings so an aerial view was suggested.
- HE agreed to using wireframes for the 'heritage' viewpoints, except for the view from the canal which could be a CGI.

Historic England – Further dialogue

3.11 Since the meeting 1 February 2017 the architect for the scheme changed and the design was revised. The fundamentals of the scheme remain the same, with retention of the two main mill buildings and construction of a new building block to the rear with landscaping within the courtyard. The scheme is still 100% residential with no car parking proposed.

3.12 The Applicant re-engaged with Historic England to present the revised proposals on 10 July 2017. The feedback from Historic England was generally positive but concerns were raised

regarding proposals to remove the windows from the Ellesmere Street elevations of the mill buildings due to the impact this could have on the Conservation Area. A further meeting was held with Historic England 27 July 2017.

3.13 The design team took the comments on board and came up with an alternative solution, which including retaining the majority of the Ellesmere Street windows, with the compromise of an extension to the rear of Mill 1. This was presented to Historic England on 6 September 2017. Historic England were supportive of the revised proposals and confirmed it was a great improvement to the external envelope.

3.14 HE provided their formal response via letter and this is provided in Appendix 5.

Local Ward Councillors

3.15 The development sits within the Hulme Ward. Councillors were contacted on 15 February 2017 to inform them of the public exhibition. A full briefing note was issued via email on 27 February 2017 and Councillors were also offered an individual briefing session. An updated briefing note was issued 7 September 2017, advising on changes to the scheme. A copy is provided at Appendix 1.

3.16 The briefing note provided details of the proposals, as well as a summary of the design considerations and Conservation Area principles that have influenced and informed the design development. These include:

- Capital and Centric's track record with previous developments, and their commitment to community events.
- The design of the new build element.
- The transport strategy in light of no car parking on-site.
- The apartment mix.
- Landscape proposals.

Local Residents and Businesses

3.17 Consultation with local residents and businesses has been principally focused on a public exhibition outlining the proposals.

3.18 This event was undertaken in order to provide information and to explain the proposals to local residents and businesses and to allow the project team to answer any questions that they had.

3.19 An information leaflet was hand-delivered to business and residential properties located within a specified consultation zone. This zone was discussed and agreed with MCC planning and regeneration officers to ensure the scope of invitations to the event was suitable.

3.20 The leaflets were delivered on 14 February 2017. The leaflet provided initial details of the proposals and invited people to attend a public exhibition and drop-in session. It also provided email contact details (consultation@deloitte.co.uk), allowing people to submit their comments and queries concerning the scheme if they were unable to attend the public exhibition.

3.21 A copy of the invitation leaflet is provided at Appendix 2.

3.22 The public exhibition took place on 28 February 2017 between 5pm and 7:30pm at Albert Mill on Ellesmere Street. Invites were sent to approximately 1,000 local residents and businesses and 22 people attended the exhibition. Attendees were predominantly local residents from nearby developments such as Timber Wharf. In addition, there were also attendees from current tenants occupying the building.

3.23 Presentation boards were provided at the exhibition with information on the proposed development, with members of the project team available to answer questions and explain the proposals, including representatives from Deloitte, OSA, and Capital & Centric.

3.24 A copy of the boards displayed at the exhibition is provided at Appendix 3.

3.25 A feedback sheet was available to enable attendees to provide written feedback on the proposals. Attendees were encouraged by members of the project team to record their comments on the forms or to email via the consultation@deloitte.co.uk email address. Local residents were encouraged to provide their feedback by 10 March 2017.

Feedback

3.26 22 people attended the event and 14 comment forms were completed. Twelve of these were supportive of the scheme. The two consultees that selected 'no' to supporting the development, still provided positive comments and understood why the development was happening. One of the respondents was disappointed that they were no longer going to be able to work in the building and the second respondent was concerned about the height of the new build.

3.27 Table 3.1 below outlines a response to comments provided by members of the public at the public exhibition which have been collated by the project team. The comments have been reviewed in detail and a response is provided where appropriate to the comments that have been raised.

Table 3.1 – Summary of consultation comments and the design response

Comment	Project Team Response
Positive commentary on the high quality of the design, amenity space and shared use of the courtyard with Britannia Mills.	The Project Team welcomes comments which acknowledge the extensive efforts that have been made to achieve a very high quality of design. The design process has involved rigorous contextual appraisals to understand the character of the area and therefore the key design and development principles for the Site that should flow from that. The height and form of the proposals has been the subject of extensive analysis, environmental appraisals and options testing. This is detailed in the Design and Access Statement. The quality of the architectural detailing and materials has been given significant attention in developing the design. The materials selected and design detailing seeks to provide a contemporary, complementary response to the Conservation Area and to introduce activity to the public realm. The key considerations in the design of the landscaped courtyard are to complement the existing historic mill buildings, create a legible and connected landscape split over two levels and maximise the usability of the space for the residents. It will be a high quality space for a range of amenity uses by residents. Due to security issues it is no longer possible for the public realm to be accessible to residents of Britannia Mills, especially as the bridge link will not be progressed, due to security issues raised by Britannia Mills.
Welcoming development finally being brought forward on site.	Capital & Centric love the heritage and architecture of the building, and also love the opportunity it presents to reinvent a derelict building which they have done a number of times before. The proposals will support the identified need in Manchester to provide more homes for the City's expanding population, enhance quality of life and strengthen Manchester's economic growth.
Concern that the massing of the new build proposals would be too high.	The massing and form of the scheme was developed in response to observed characteristics within the area. Whilst the proposed new build development has a maximum height of 9 storeys (plus basement), and will represent an increase when compared to the previous building (Building C), it is commensurate with the range of existing massing within the area, including Timber Wharf and Burton Place. The windows on Worsley Street have contemporary oriel surrounds

Comment	Project Team Response
	to obscure direct views in to Timber Wharf opposite and maintain a level of privacy for both developments. A daylight sunlight assessment, accompanies the application and generally demonstrates that the impact on the daylight and sunlight levels of residents at neighbouring properties will be commensurate with the location and nature of the site and proposed development.
Concern about the impact the development might have on the local highway network.	The scale of traffic generated by the proposed development is unlikely to materially affect adjoining transport routes in a manner that would create any significant levels of additional congestion or environmental problems. A Transport Statement will be submitted in support of the detailed Planning Application. A Travel Plan will set out initiatives to encourage residents of the development to make sustainable transport choices. Overall, the site benefits from excellent accessibility to Manchester City Centre, which is within walking distance, as well as other public transport facilities including Oxford Road and Deansgate Stations which provide access to national and local rail services and the Metrolink system.
Request for convenience store	The Project Team considered including a commercial space but this was discounted due to site constraints and viability of the scheme.
Sale prices	Sale prices have not yet been confirmed and moving forward will be discussed with local agents.

Highways

3.28 Pre-application engagement with MCC Highways officers has been led by SK Transport Planning. A meeting was held concerning the proposals, which focussed on access, servicing and the scope of the Transport Assessment. A copy of the scoping correspondence is attached in the Transport Statement at Appendix 4.

3.29 Highways agreed the Site is in a sustainable location. Their assessments to date show that future residents will be able to meet their daily movement requirements without needing to own a car.

3.30 A study undertaken to inform the transport strategy for the site shows that a high proportion of existing city centre residents live without a car. As will be shown later in this report, the site meets the criteria required by policy, research and future resident requirements for the introduction of a car-free development. The suitability of the site for car-free development has been agreed with MCC.

3.31 MCC proposes to expand the city centre parking zone to cover this area, which is the only on-street area of the city centre where parking is uncontrolled throughout the day.

3.32 MCC has confirmed that disabled parking bays to serve the area will be included in the scheme to extend the city centre parking zone to cover the area.

3.33 A scheme has been developed as part of the proposal to show that a loading bay and a disabled bay can be accommodated on-street outside the site. This scheme does not reduce the total number of parking bays available

3.34 Overall, MCC Highways had no major concerns over the proposals.

Places Matter!

3.35 The proposed development was presented to Places Matter! on 7 February 2017. Places Matter! issued a formal response for the scheme 15 February 2017.

3.36 In brief, the panel raised comments in relation to:

- Site strategy and landscaping:
  - Location of the bins.
  - The need for connections along Worsley Street.
  - Use of the Engine House and Time Keepers Lodge.
  - The impact of enclosure and shading.
  - Extending external areas to include rooftops and balconies.
  - Retention of existing planting on the eastern retaining wall.
- Massing and architecture:
  - Narrow basement units.
  - Retention of the core and stairs.
  - Proposals for a much taller single new build block on a smaller footprint.
  - Metal cladding.

3.37 Overall the panel was very supportive of the scheme and recognised the challenges faced by the design team within a constricted site.

3.38 Since this date, the architect for the scheme changed and the proposals were revised. As stated previously, the fundamentals of the scheme remained the same, therefore a further presentation was not necessary.

3.39 A full response to the Places Matter! feedback is detailed within the Design and Access Statement. This response was formally issued to Places Matter! on 12 September 2017.

Victorian Society

3.40 The Victorian Society was invited to the public exhibition; the email was issued 22 February 2017. We did not receive a response and they did not formally attend the consultation event.

Canal and River Trust

3.41 The Canal and River Trust was invited to the public exhibition; the email was issued 21 February 2017. We did not receive a response and they did not formally attend the consultation event.

Greater Manchester Police

3.42 There has been ongoing liaison with Greater Manchester Police via email. A Crime Impact Statement was initially prepared by Greater Manchester Police 10 March 2017. An updated Crime Impact Statement application was submitted 10th July 2017 and updated report Rev C was received 20 July 2017. Although the report responds to an earlier iteration of the scheme, the comments are still valid for consideration and the Statement been submitted in support of this application.

3.43 The report makes the following assessment of the proposals highlighting positive design features:

- The proposed apartments will bring additional activity and vitality to the area during the day and at night, potentially increasing the security of the surrounding developments. The buildings are presently underused and the proposed development will bring it back in to use.

- Cycle parking will be provided for all residents allowing them to secure bicycles directly outside their apartments in the secure communal area or inside their apartments.

3.44 The report also makes additional recommendations which have been considered by the project team and detailed within the Design and Access Statement submitted with the application.

3.45 The overall conclusion is that the scheme has been found to be acceptable in Secure by Design terms if two key issues are addressed: boundary details; and lobby entrance off Worsley Street. The design team is committed to addressing these issues.

4 Summary and Conclusions

4.1 Consultation has been undertaken in accordance with the requirements of national policy (the Localism Act and the NPPF) and Manchester's Statement of Community Involvement.

4.2 The application proposals have been the subject of a significant amount of pre-application consultation, which has involved the use of a number of consultation methods to engage effectively with the Local Planning Authority, local residents and businesses, Ward Councillors, adjoining owners, and Statutory Consultees including Historic England, to identify and consider relevant issues prior to the submission of the application for Planning Permission.

4.3 Pre-application engagement with local residents and businesses has been focused around a public exhibition, which was held at Albert Mill on 28 February 2017, and associated leaflet drop. The exhibition was well attended with 22 attendees. Attendees were predominantly local residents from nearby developments such as Timber Wharf. In addition, there were also attendees from current tenants occupying the building.

4.4 The responses received have been very carefully reviewed and considered by the design team and the proposals have been sense checked against the key points raised. For the reasons provided in the responses section of this document (Chapter 3), it is considered that the proposed development is of a high quality design, which responds carefully to the Conservation Area as well as local amenity issues and will positively contribute to important neighbourhood and city wide adopted policy objectives.

4.5 The consultation process will also continue as part of the formal statutory planning procedure managed by the Local Planning Authority. During this process, the Applicants and the project team will carefully consider any comments received from consultees and will respond as appropriate through the Local Planning Authority.

Appendix 1 - Councillor Briefing Note

Deloitte.
Real Estate

Proposals to Restore and Refurbish Talbot Mill, Ellesmere Street, Manchester

Updated Briefing Pack for Elected Members, September 2017

Introduction

Building on the success of the established Castlefield residential community the development of Talbot Mill will enhance the Castlefield Conservation Area and help complete Ellesmere Street, playing a part in adding further value to this residential location.

A briefing pack was issued to Elected Members in February 2017. Since that time the scheme has been refined architecturally with a new architect, ShedKM. However, the key aspects of the scheme remain the same. This updated briefing pack has been produced to provide Elected Members with information about the proposed development and to seek their views. It is issued prior to submission of the planning application and provides information about:

- Capital & Centric – who they are and what they do.
- The need for the proposed development taking into account the existing site condition, its history and the economic / regeneration context.
- An outline of the proposed development;
- Key issues that the project team is considering as the proposals are being developed.

Capital & Centric (C&C) bought the Talbot Mill site towards the end of 2016. They chose it because they were drawn to the heritage and architecture of the buildings and were also attracted to the opportunity it presents to reinvent a building that is becoming derelict. The client brief has been to deliver a residential scheme, retaining as much of the historic fabric as possible, whilst improving connectivity and interaction around the site with a focus on Worsley Street and the canal waterside.

The new build aspect has been designed to respect the existing buildings, integrating high quality and complementary materials. The new buildings respond to neighbouring scale and massing and bring life back to the courtyard and Worsley Street.

The proposals will also deliver 202 apartments (comprising 63 1-beds and 139 2-beds) for the City's expanding population, enhancing the quality of life and supporting Manchester's economic growth trajectory.

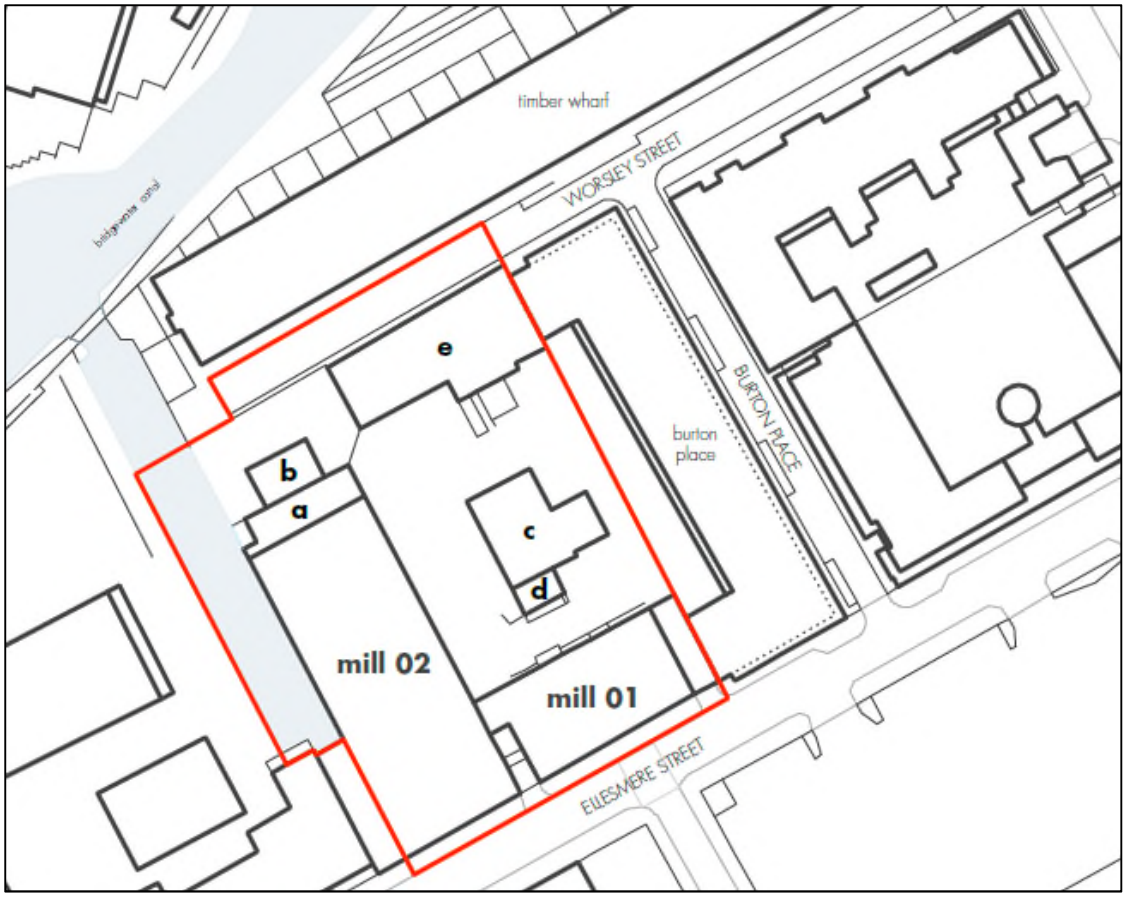


Figure 1 - Location Plan

Capital & Centric

C&C is one of the North West's most creative and active developers. Co-founded by Tim Heatley and Adam Higgins, it has completed over 500,000 sq ft of new development in the past three years.

Since the recession it has developed more speculative projects in the North West than any other developer. It has a development pipeline of over £300m and as well as Talbot Mill, they have recently been granted planning permission for the Kampus development and Crusader Works, providing a total of c.700 apartments.

Schemes they have developed across the North West include:

BUNKER – 20,000 sq ft office building on Edge Lane Liverpool (RIBA NW Award 2016 & BCO NW Award 2016)

FOUNDRY – 44,000 sq ft business units in Salford

HANGAR – 40,000 sq ft research and technology labs at Estuary Commerce Park, South Liverpool

LIGHTBOX – 20,000 sq ft business units in Birkenhead

TEMPEST – 44,000 sq ft work space in Liverpool City Centre.

C&C bought the Talbot Mill site towards the end of 2016. They chose it because they were drawn to the heritage and architecture of the buildings and were also attracted to the opportunity it presents to reinvent a building that is becoming derelict.

Project Background

Socio-Economic Context

Manchester is one of the fastest growing cities in Europe. By 2025, in excess of 600,000 people are expected to live in the City, up 7.6% on the 2015 level. Employment growth of 11% is forecast in Manchester between 2014 and 2024 exceeding both Greater Manchester and national forecasts. This growth rate is forecast to add 42,600 jobs to the Manchester economy, taking the total employment level towards 430,000.

Manchester's enhanced economic performance has been underpinned by a move from its traditional manufacturing and industrial role towards a service-based, high growth economy. Importantly, it is this sector of the economy that provides a large proportion of the high skilled and high productivity jobs in the national economy. Manchester's economy is continuing to strengthen and diversify with strong high added value growth forecast in Science and Innovation, Creative and Digital, Advanced Manufacturing as well as Culture, Tourism, Sports and Leisure sectors.

Given Manchester's economic growth, its universities and buoyant leisure and cultural sector, it is perhaps not surprising that the largest population increases are bring witnessed within the age bands that are typically considered to fuel economic growth i.e. those at university leaving age and above. Across Greater Manchester, the 2011 Census identified that the 20-24 age band experienced the greatest level of growth. The 25-29 age band also witnessed a significant increase of just fewer than 30,000 over the same period. Growth in this sector of the population has resulted in demand for new lifestyle choices that offer access to City Centre employment, amenities and transport networks together with well-managed accommodation built for that purpose.

Recognising the critical relationship between housing and economic growth, Manchester City Council has approved a Residential Growth Strategy which seeks to deliver a minimum of 25,000 new homes in a ten-year period been 2016 and 2025. This policy framework aims to ensure that there is the right quality, mix and type of housing in the right locations to meet demand and changing demographics, develop neighbourhoods of choice and improve equality amongst the City's residents in terms of housing choice, quality and affordability in order to develop strong communities.

The site is in an excellent gateway location at the edge of the city centre and is therefore in close proximity to employment opportunities, transport connections and access to the heart of the City's cultural and social life.

Wider Planning Context

The Manchester City Centre Strategic Plan 2016-2018 sets out a vision for the different areas of the City Centre. Talbot Mill is within the City Centre and part of the Castlefield area. The area is highlighted in the Strategic Plan as offering an attractive residential location in addition to a variety of popular visitor attractions and a collection of vibrant restaurants and bars. Its rich heritage assets, such as the Bridgewater Canal and excavated Roman fort are identified, alongside an active resident and business forum. Castlefield is predicted to continue to benefit from the growth of bordering city centre neighbourhoods including Spinningfields, First Street and the planned St John's area, which will provide a range of amenities accessible to residents. One of the key priorities for the area is ensuring residential developments are balanced with the needs of the area.

The Proposals

An application for Full Planning Permission will be submitted to refurbish and re-use Talbot Mill in order to create high-quality apartments for sale. It will also include the demolition of buildings highlighted in red on Figure 2, and the construction of a new build residential block to the northern boundary of the site.

Figure 2. Demolition plan

The site consists of a complex of six buildings; Mill 1 and 2, and Building D are being retained and Buildings A, B, C and E will be demolished. The retained buildings date from the mid nineteenth century onwards. Buildings B, C and E are of little heritage significance and date from mid to late twentieth century. Building A is an engine house, which was a later addition to the north elevation of mill 2. It is much altered, particularly at ground floor and internally. Retaining the engine house restricts the overall development area for a new build block to the north of the site. The massing of the new build block has been informed by analysis of the site and environs; along with the required quantum of development to make the scheme viable and ensure refurbishment of the main mill complex.

It should be noted that Building E has already been demolished as it posed a danger. It was demolished done under Section 81 of the Building Act 1984. This part of the Act deals with defective and dangerous buildings. Building Control consent under Section 81 was granted 15 December 2016. As the building was dangerous, planning permission was not applied for in accordance with the Enterprise and Regulatory Reform Act 2013, however retrospective consent is now being applied for as part of this application, and it the request of the Local Planning Authority.

In detail the proposals comprise:

- 202 apartments (comprising 63 1-beds and 139 2-beds);
- Demolition of Buildings A, B, C and E;
- One new build residential block up to 10 storeys (9 plus basement level);
- Rooftop extensions on Mill 1 and 2;
- Rear extension to Mill 1;
- Amenity space within the courtyard and c.40 balconies
- 100% provision cycle parking provision (202 spaces plus 15 guest spaces);
- Landscaping; and,
- Access, servicing arrangements and other works.

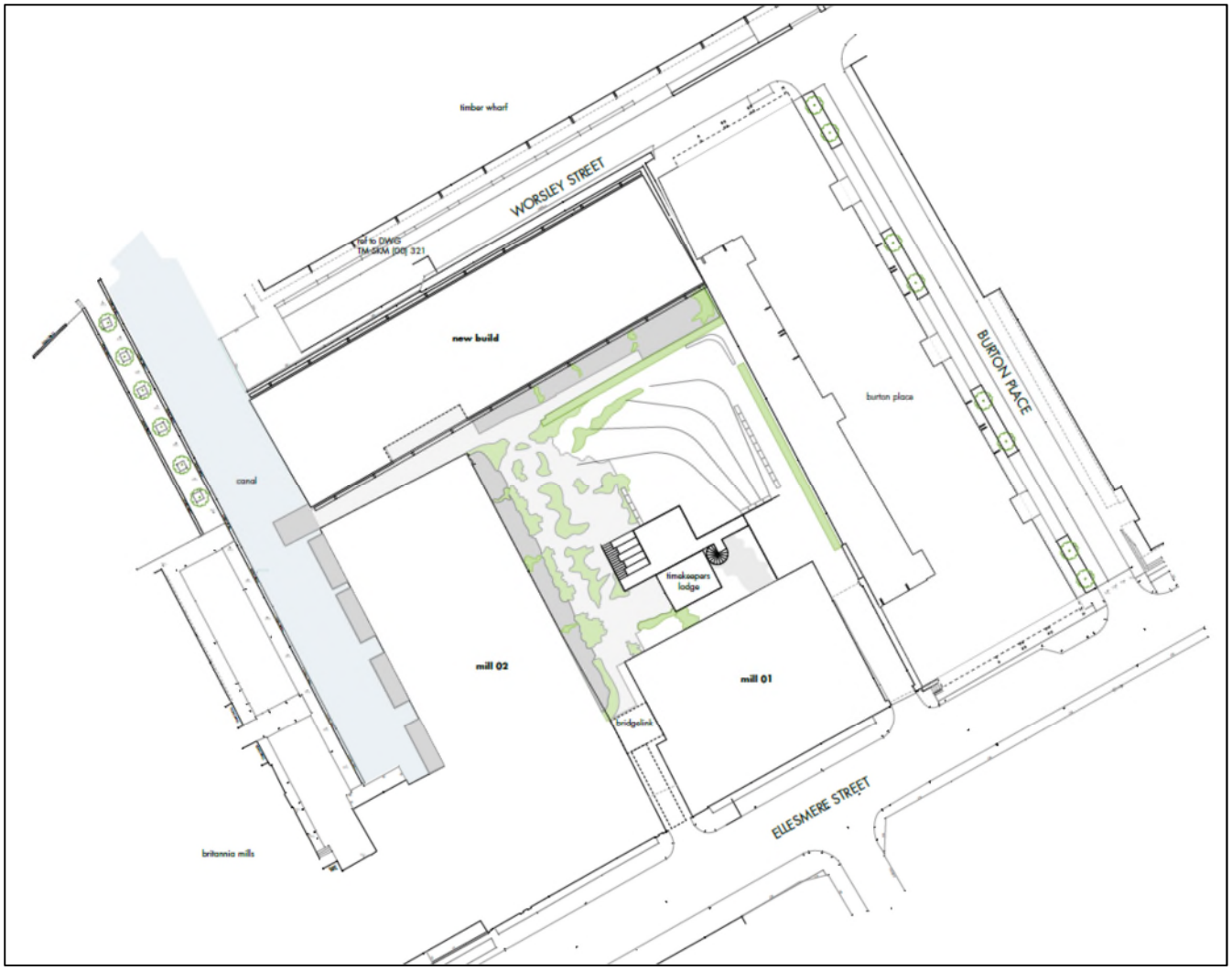


Figure 3 - Proposed Block Plan

Figure 4 - Proposed Ellesmere Street Elevation

Figure 5 - Proposed Worsley Street Elevation

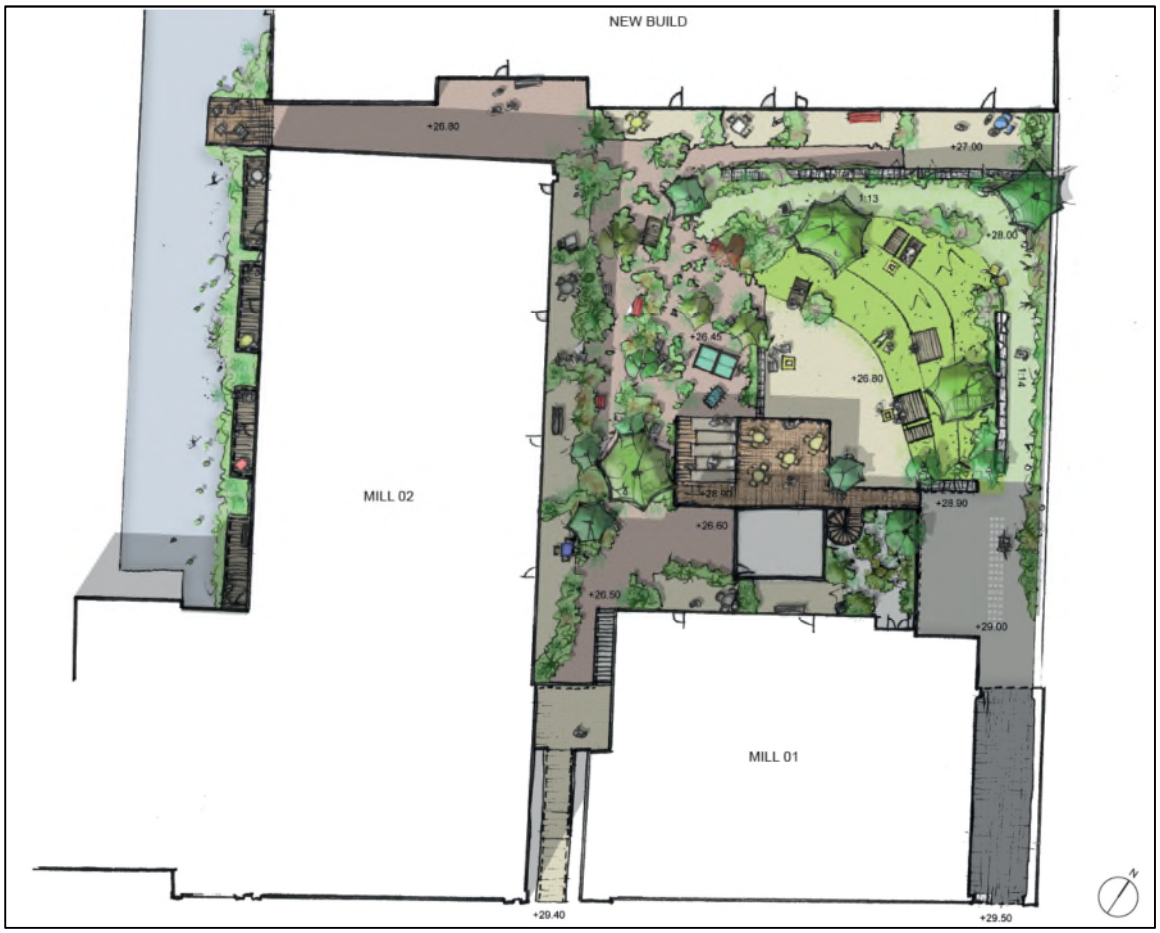


Figure 6. Proposed Landscaping

Thinking about key issues

We understand that the local community and other key stakeholders will have questions about the proposals. We are committed to answering these questions and keeping local communities updated throughout the development process. The project team is currently considering a number of key issues as the proposals develop.

Developing a Design that is Sensitive to the History and Significance of this Site

Development of the Site provides an opportunity to restore and protect the character of the buildings whilst enhancing the Castlefield Conservation Area. Although the buildings on site are not listed, Mill 1 and Mill 2 in particular make a positive contribution to the Conservation Area.

The buildings are currently occupied by light industrial uses and a limited number of people experience their character. The Proposed Development will address the backlog of repair needed as a result from underinvestment by previous owners; and will also remove later buildings that have a negative impact on the Site. The introduction of a higher value use alongside a management strategy, will ensure coordinated long-term investment and provide the historic buildings with a sustainable future, protecting the character of the Site, as well as the Conservation Area.

The reuse and refurbishment of the Site will improve the extent to which the buildings can be experienced, enhance the Conservation Area and complete one of the final pieces of the jigsaw in terms of regeneration in this area of Manchester.

Creating a Scheme that Contributes Positively to its Surroundings

Through the quality of the uses as well as the quality of the new architecture and the approach to refurbishment of the existing buildings, the development will enhance the local area.

The new build element will provide a sensitively designed and positive addition which responds to the context of the existing historic buildings, the internal courtyard and the adjacent massing.

The new build has been designed with reference to historic building footprint and will help activate Worsley Street. This will enhance natural surveillance and safety along the street, which is currently underutilised.

The scheme will actively engage with the canal basin, cleaning it up and providing adjacent residential amenity space. Overall the scheme provides a high quantity and quality of amenity space with private balconies and a large landscaped area within the courtyard. The landscape has been carefully designed in order to provide useful amenity space, whilst also positively responding to the buildings.

The Proposed Development will bring new people into the community and enhance natural surveillance and safety. This will benefit the existing local residents in the area.

Overall the Proposed Development will enhance the Conservation Area, improve visual amenity and bring further life and activity to this area of Manchester.

Transport Characteristics and Strategy

Existing Site Characteristics

Accessibility

- The site is located within the city centre boundary
- Close proximity to key employment, retail, & public transport destinations
- Located with good access to green & blue infrastructure (including Bridgewater Way and Irwell City Park)
- Short walk to frequent bus services (Chester Road: 3 minutes) & train/tram services (Deansgate-Castlefield: 10 minutes, Cornbrook: 8 minutes)
- Close to Enterprise Car Club vehicles
- High Greater Manchester Accessibility Level score
- Majority of residents work in Manchester, MediaCity or nearby areas of Trafford

Parking

- Local area parking restrictions in the form of double yellow & single yellow lines
- Council intention to reinstate short-stay parking restrictions in existing bays
- On-street parking currently affected by temporary suspension of parking bays due to extensive construction works
- Car ownership from Urban Splash surveys show that majority of residents don't need to own a car to live in the area

Type of Resident

- Pro-urban professionals that favour high density living with a high propensity for walking and cycling
- Car-free choosers (of which there are already many in the city centre)
- People who engage in the Sharing Economy & see mobility as a service, rather than car ownership as a status symbol or a priority
- Self-selecting demographic that don't need to be nudged away from car use

Suitability for Car-free?

- High level of accessibility by public transport ✓
- Close to amenities & services ✓
- Inner city or city centre location ✓
- In a city where existing and emerging technology assists moving around & not owning a car ✓

Transport Strategy

- No parking
- Honest & upfront Car-free Marketing Strategy to target right demographic & discourage pro-car residents from outset
- 100% resident cycle parking provision
- Visitor cycle parking on-site
- Promotion of Car Club vehicles on Ellesmere Street
- Site website with links to TfGM journey planning software & phone apps
- Resident travel packs (1 page summary of journey planning tools & free TfGM maps)

- Links to other technology to promote sustainable (& fun) routes & activity (including Manchester Walking Tours app & City Mapper app)
- Site socials (Bike User Groups, Know Your Area Walking Group & site travel competitions) & community travel forum
- Use of practical hooks like regular cycle maintenance & repair facilities
- Tie ins with other interest groups (Manchester Green Badge Tours, Manchester Walking Tours, Mad Walkers, Manchester Wheelers & Tweed Ride)
- Promotion of GM Cycling Partnership Events (Skyride, Breeze Rides & Ride Social)
- Promotion of TfGM public transport ticket arrangements
- Negotiate discounts with local cycle retailers
- Negotiate discounts with local taxi firm (Street Cars)

Careful Management of Construction

The planning application will be supported by a Construction Management Plan, which will explain the measures we will take to minimise any potential for disruption, including: site logistics, delivery arrangements, environmental management (e.g. dust and waste), contractor car parking and hours of operation. Considerate contractors will be employed to make sure that whenever works are undertaken they are respectful to neighbouring properties.

We expect that conditions will be placed on any Planning Permission that will require best practice construction management to be put in place for this project.

Consultation Activities

Capital & Centric has been engaging with key stakeholders such as the Local Planning Authority, Historic England, Places Matter, Greater Manchester Policy (Secure by Design), adjacent landowners and local residents and businesses.

A public exhibition took place Tuesday 28 February, 5:30pm to 8:30pm at Albert Mill, Ellesmere Street. The event was a drop-in session, with exhibition boards providing details of the proposals and project team members on hand to answer questions and respond to feedback. We had over 15 attendees with the majority responding positively. Local residents were particularly positive about the retention of Mill 1 and Mill 2 and the generous landscaping scheme.

Development Programme and Next Steps

The planning application will be submitted this month. It is anticipated the application will be decided at Planning Committee in December 2017.

If you require any more information please contact Katie Wray at kawray@deloitte.co.uk.

Appendix 2 – Invitation Leaflet

TALBOT MILL
PUBLIC EXHIBITION

COME TAKE A LOOK & TELL US WHAT YOU THINK.

We invite you invite you to attend a public consultation event on the proposed conversion and reuse of **TALBOT MILL**.

The proposals will provide high quality residential accommodation in the historic surroundings of the mill.

CAPITAL&CENTRIC

Our proposals involve the conversion and refurbishment of **TALBOT MILL** for residential use. The development will also include a new build residential element. The proposal will provide a total of c.208 dwellings which will be a mix of 1 and 2 bed homes.

We would like to invite you to a drop-in session to be held at Albert Mill on **Tuesday 28TH Feb 2017 // 5.30PM to 8.30PM**

ALBERT MILL
106 Ellesmere Street
Manchester M15 4LY

Details of the proposals will be on display and members of the design team will be available to discuss these with you, answer any questions you may have and listen to your feedback.

There will be a questionnaire and comments form available at the session. Alternatively you can send your comments by **Friday 10TH March 2017** to: **consultation@deloitte.co.uk**

There will then be an opportunity to make any comments formally to the Local Planning Authority once the application has been submitted.

CAPITAL&CENTRIC

Appendix 3 – Display Boards

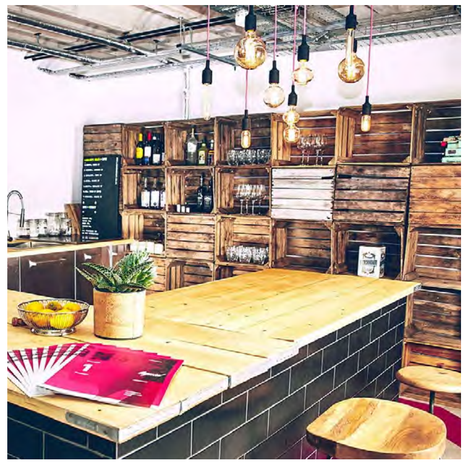
We are CAPITAL&CENTRIC. We dream up ways to turn unloved land and buildings into brilliant new places.

We love great architecture, offbeat design and everything we build is super energy efficient.

We create communities, curate ground-breaking art, design sustainable modular housing, throw roof garden parties, hold yoga & meditation classes, make organic honey* and a whole bunch of other stuff...

It's not just about creating a great space. It's about cultivating a healthy lifestyle, culture and community within it. We don't move on when we've laid the last brick, that's when we really get to work.

*Ok well our bees do.



The team.

DEVELOPER - Capital & Centric

ARCHITECT - Ollier Smurthwaite

STRUCTURAL ENGINEER - Joule

M + E - PSD

COST CONSULTANT + PROJECT MANAGER - Cinns

HERITAGE - Deloitte

TRANSPORT PLANNING - SK Transport

PLANNING CONSULTANT - Deloitte

Little existed of Hulme before the 1800's but the area soon experienced the effects of the Industrial Revolution and grew rapidly during the late 19th and early 20th centuries.

Most of the development followed the construction of the Victorian mills along the Bridgewater Canal and was predominantly related to the textile industry. Several large spinning mills were constructed during the period, a number of which remain as imposing reminders of the area's heritage. Most notable are Britannia Mills & Albert Mill, constructed in the 1850s. Other notable local buildings include the grade II* listed St George's Church designed by architect Francis Goodwin in the 1820s.

Whilst the area thrived as an industrial centre for over a century, the end of large scale production, in the latter half of the 20th century, led to the decline of the area resulting from a loss of jobs and investment. The area now survives as a suburb of Manchester, retaining numerous landmarks as a reminder of its past.

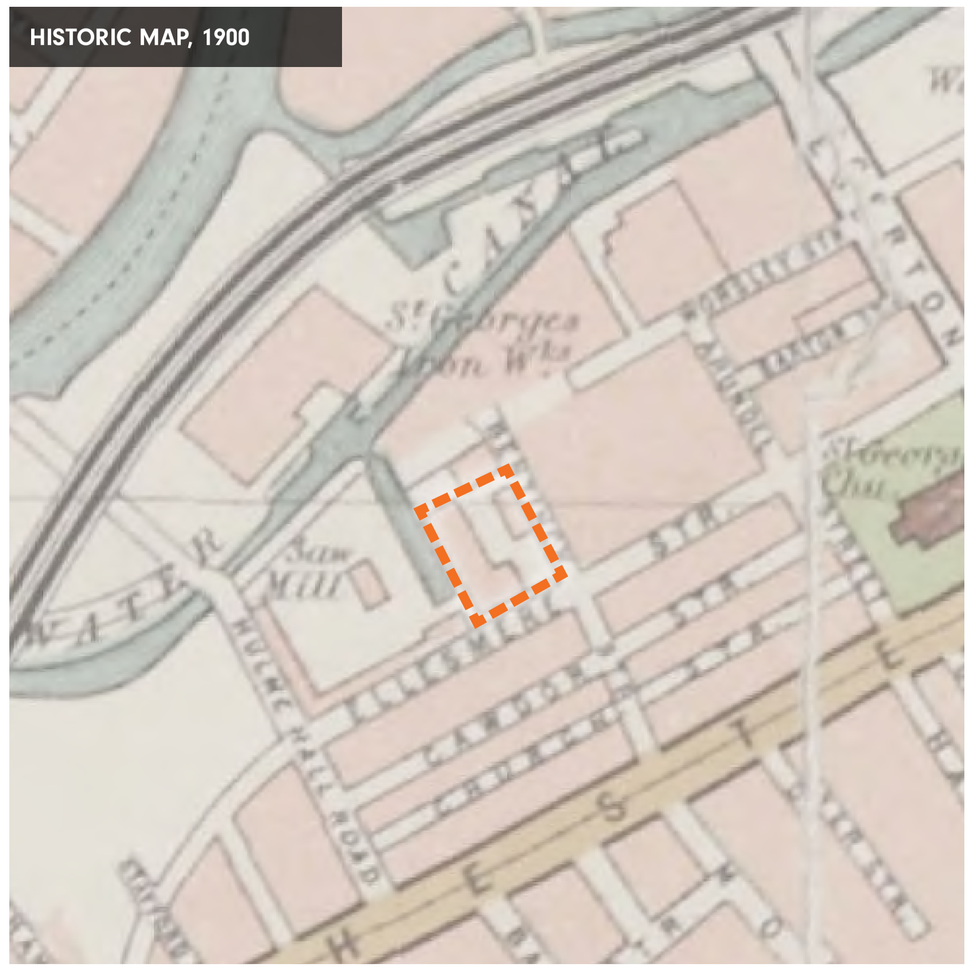
The context is the character and setting of the area within which the scheme will sit. It is its natural as well as human history; the forms of the settlements, buildings and spaces; its ecology and archaeology; its location, and the routes that pass through it.

Context also includes people, the individuals living in or near an area and how communities are organised so that citizens become real participants in the potential development. The feasibility of a project, both in economic and practical terms requires an assessment of both community need and market supply and demand.

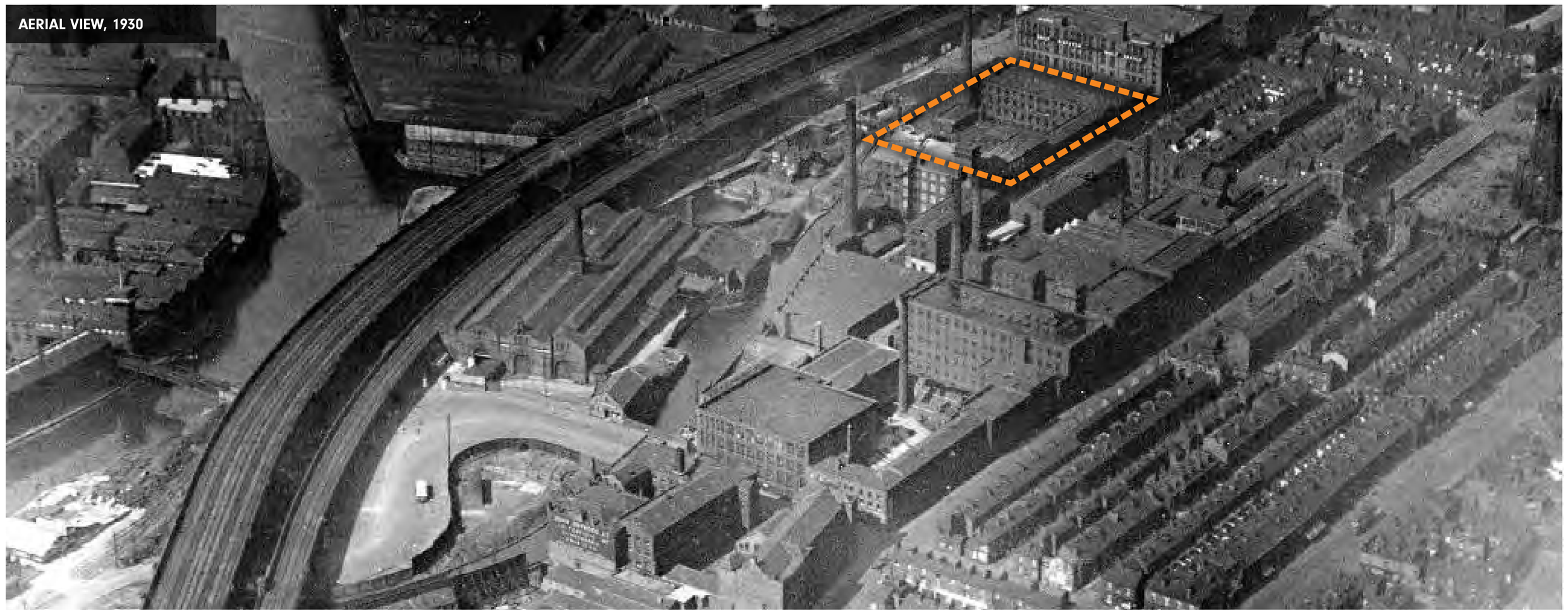
We aim to integrate into the existing built environment by using the right materials, forms and landscape elements for the locality, respecting existing footpaths and streets and relating to the existing urban structures.

Successful development relies on good access and connections. The connections between a site and its surroundings are important.

HISTORIC MAP, 1896



HISTORIC MAP, 1900

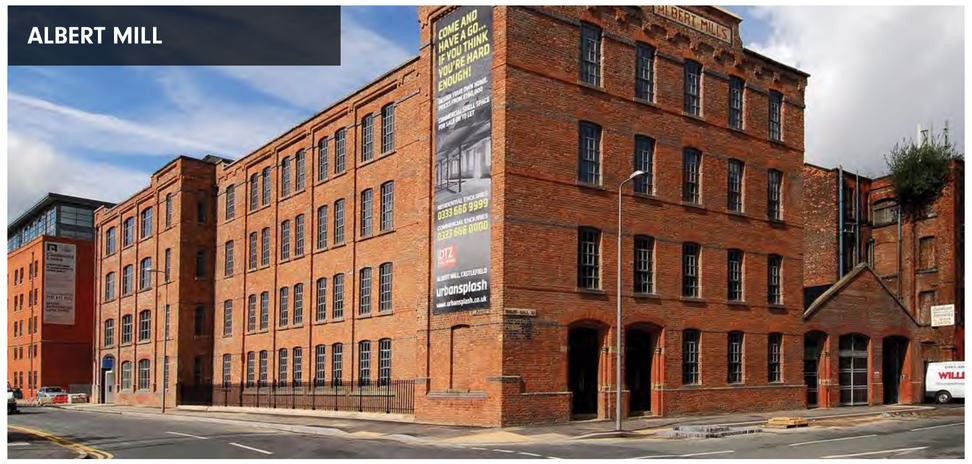

AERIAL VIEW, 1930

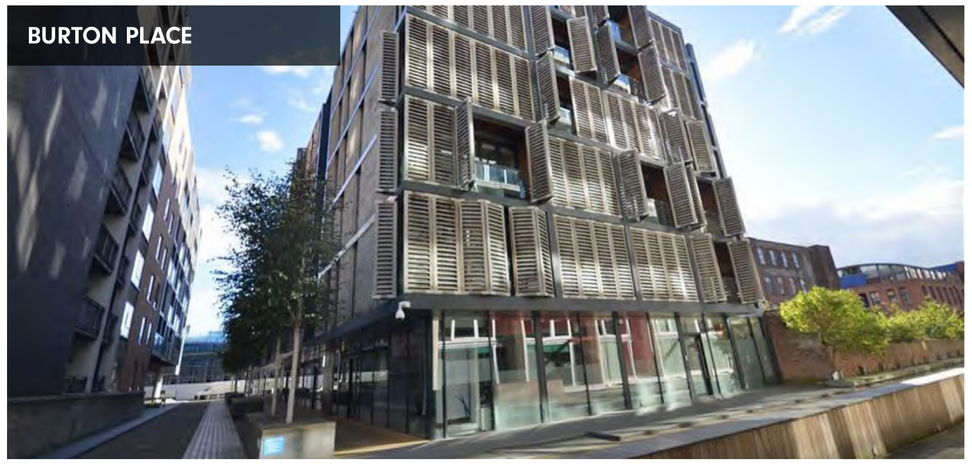
Talbot Mill.

Local character.

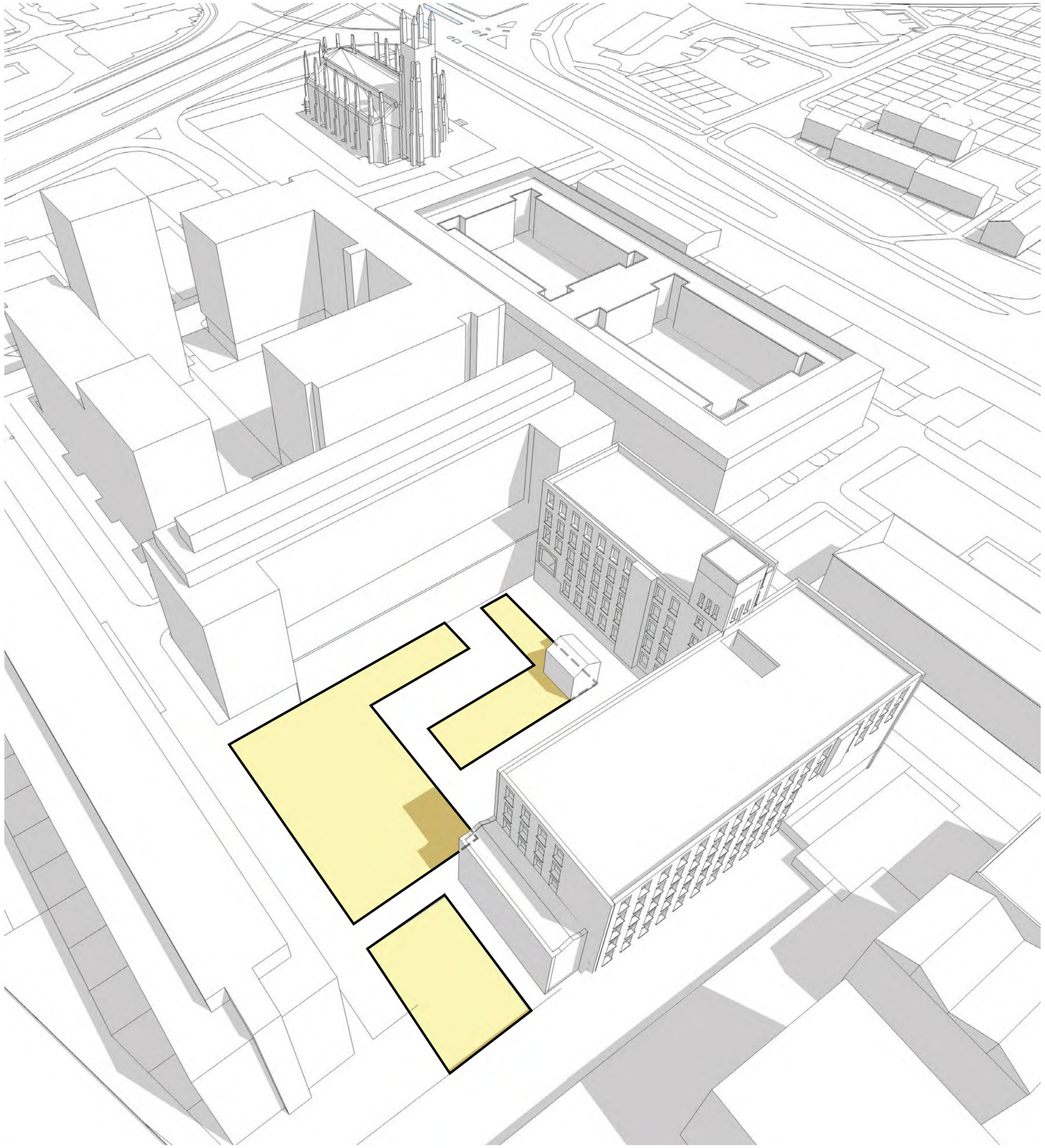
Any new development should recognise local distinctiveness. This is how we can give an area a sense of place. Developments that have no relationship to their surroundings can often feel like they could be anywhere and as a result are less successful.

Designated as a "conservation area", the local neighbourhood surrounding the site exhibits its industrial heritage through a number of large grand Victorian mill and warehouse buildings assembled on a linear strip of land following the edge of the Bridgewater Canal. Their heavy, predominantly red-brick facades dominate a number of distant views and serve as landmarks for orientation and local distinciveness. It is this scale and character that prevails in the area.

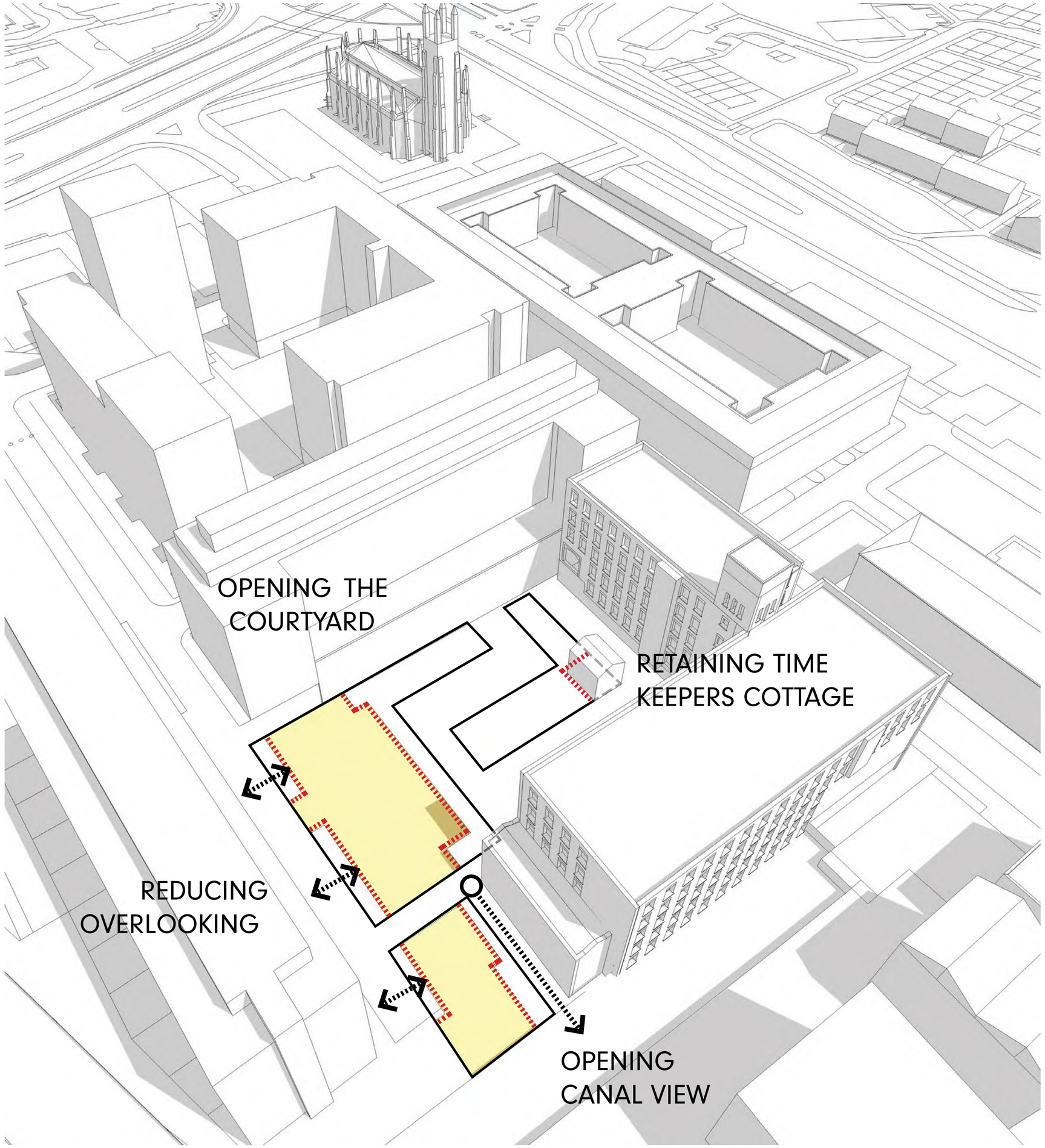




Historic building footprint.



Layout.



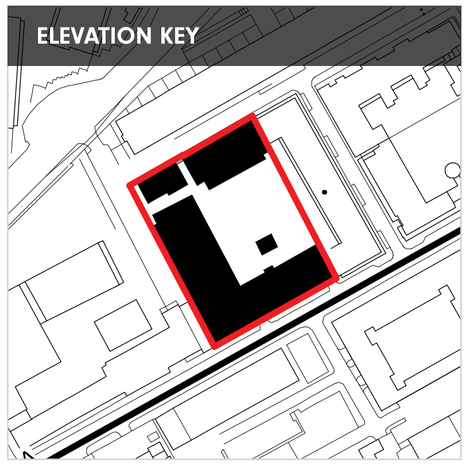
Site layout.

1. PROPOSED GROUND FLOOR PLAN

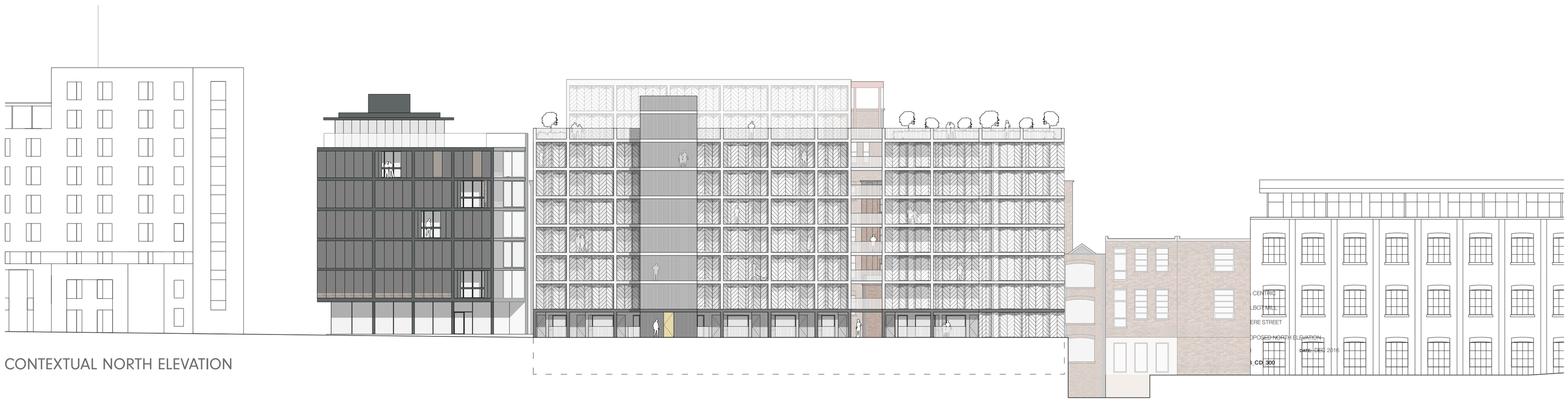
2. PROPOSED 4TH FLOOR PLAN

3. PROPOSED 7TH FLOOR PLAN

Elevations.



CONTEXTUAL SOUTH ELEVATION

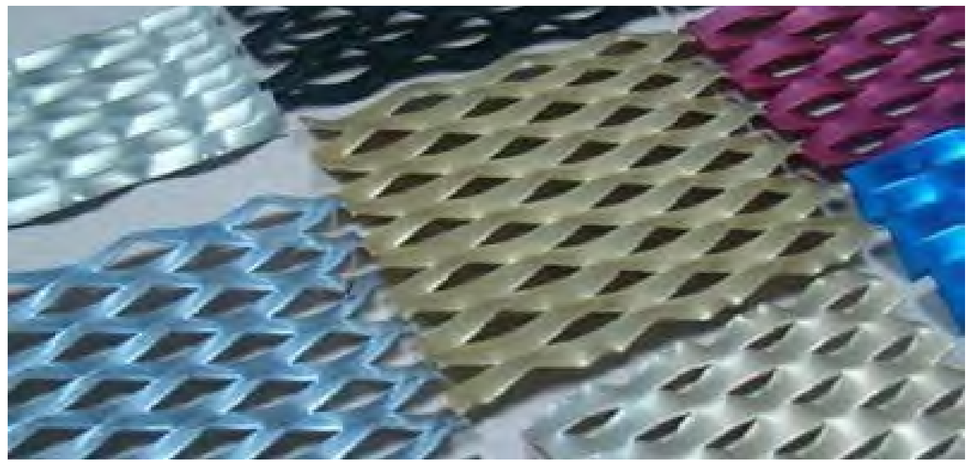


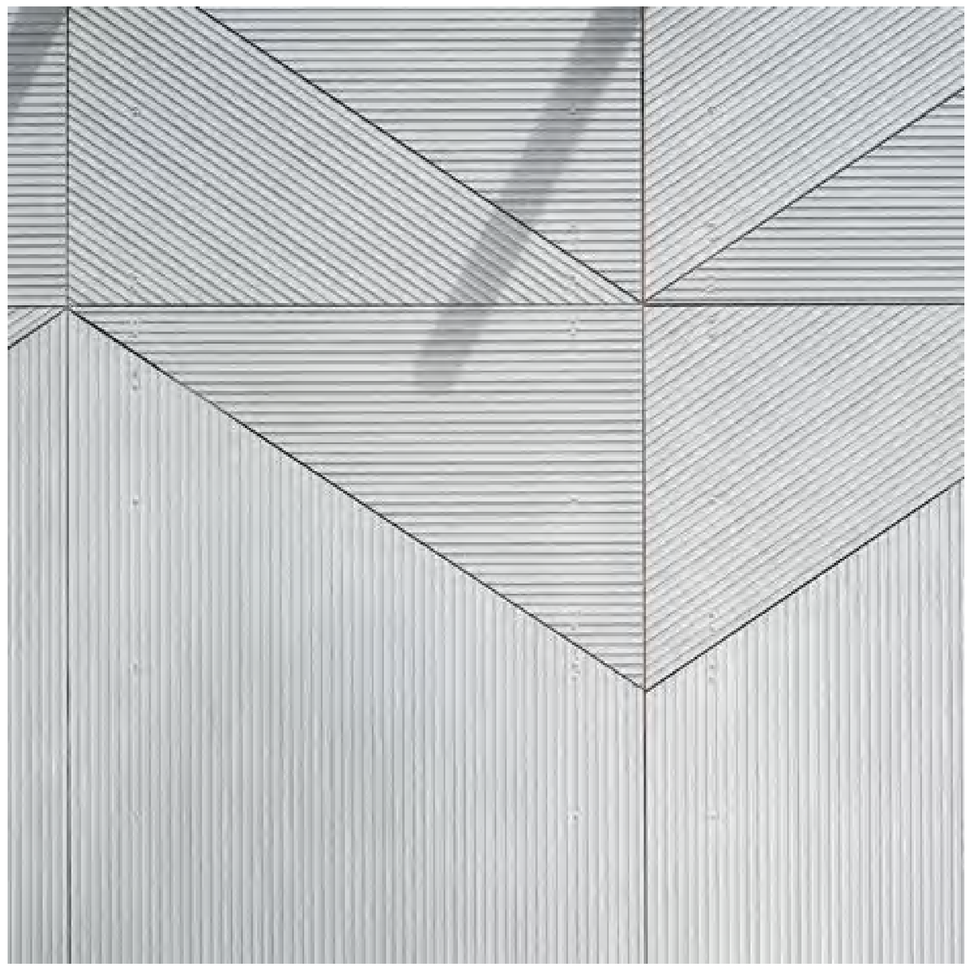
CONTEXTUAL NORTH ELEVATION

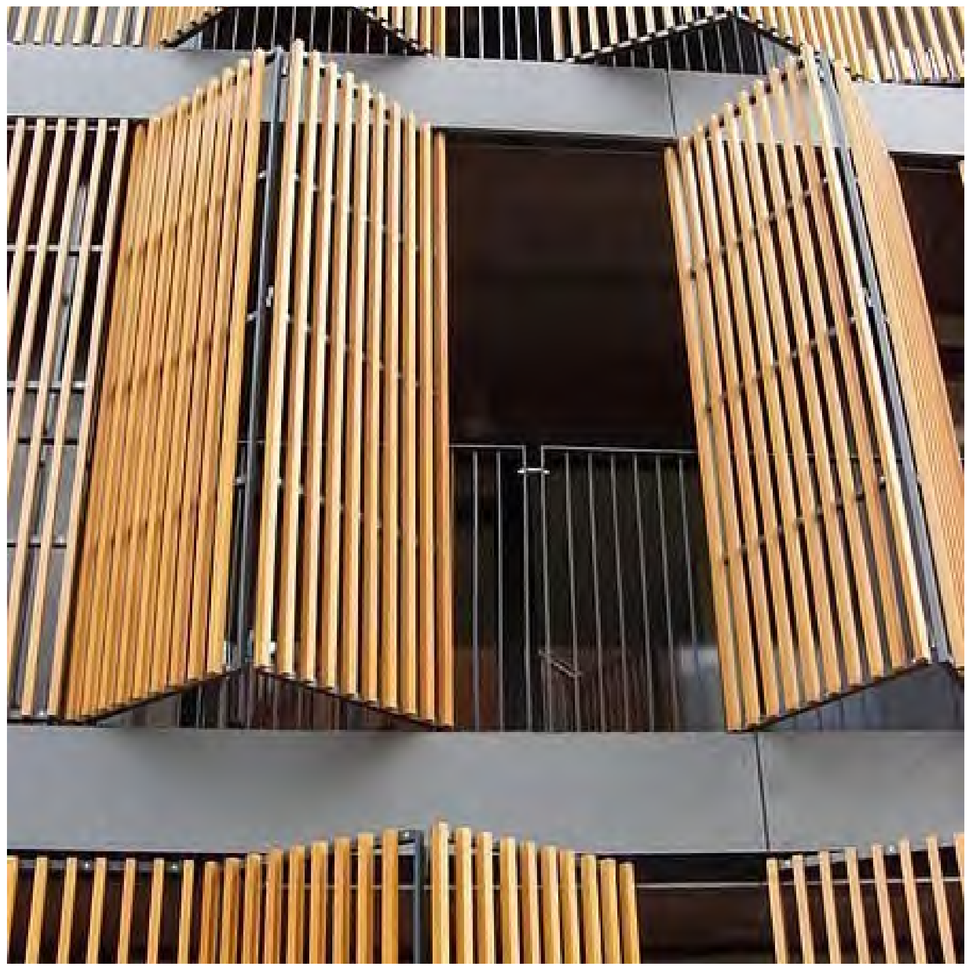
TALBOT MILL PUBLIC CONSULTATION

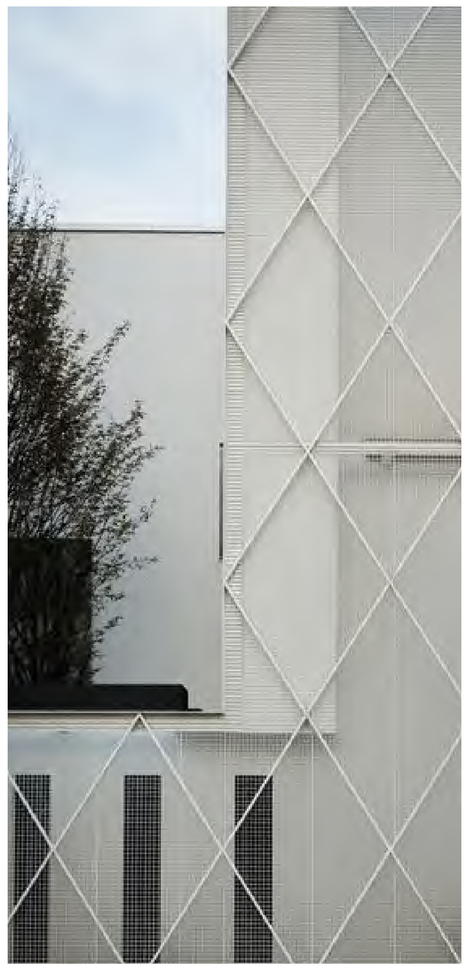
TALBOT
MILL

Design intent & materials.









Appendix 4 – Highways Scoping Correspondence

TECHNICAL NOTE

Date: 28th February 2017

Project: Talbot Mill, Ellesmere Street, Castlefield

Title: Transport Statement Scoping Study

1. Introduction

Purpose

1.1 SK Transport Planning has been appointed by Capital and Centric to assess the traffic, transport and parking implications of converting the Talbot Mill complex to create 125 apartments, demolish Buildings B and C, erect a building to provide 83 apartments, and create a new landscaped courtyard. The development will create 208 apartments on site.

1.2 A scoping meeting was held on 15th February to discuss the general principles of the proposal in light of MCC's recently endorsed (draft) 'Residential Quality Guidance'.

1.3 This technical note outlines the proposed method for assessing the transport impact of the proposed redevelopment of site. To assist with agreeing the scope for the submission document, and also the proposed parking levels on site, comprehensive surveys, assessments and forecasts have been undertaken. The findings of this are presented below, alongside a study into the parking characteristics of city centre residential developments across the UK and in Manchester.

Background

1.4 As shown in figure 1.1, the Talbot Mill site is in the Castlefield area of the city centre. The location of the site has been found to be highly sustainable by MCC when considering other applications in the area.

1.5 The site is occupied by a large mill complex. The existing buildings on site have a combined floor area of 7,117sqm.

1.6 Vehicular access to the site is provided from two locations on to Ellesmere Street. The eastern access point provides a vehicular connection to the central courtyard on site and the western junction provides access to a short service stub. Both accesses form a simple priority arrangement with Ellesmere Street. The access to the courtyard is under the existing building and has a maximum height of 3.3m.

1.7 Servicing and delivery movements associated with the current use of the site, and other uses in the area, currently occur from kerbside on Ellesmere Street.

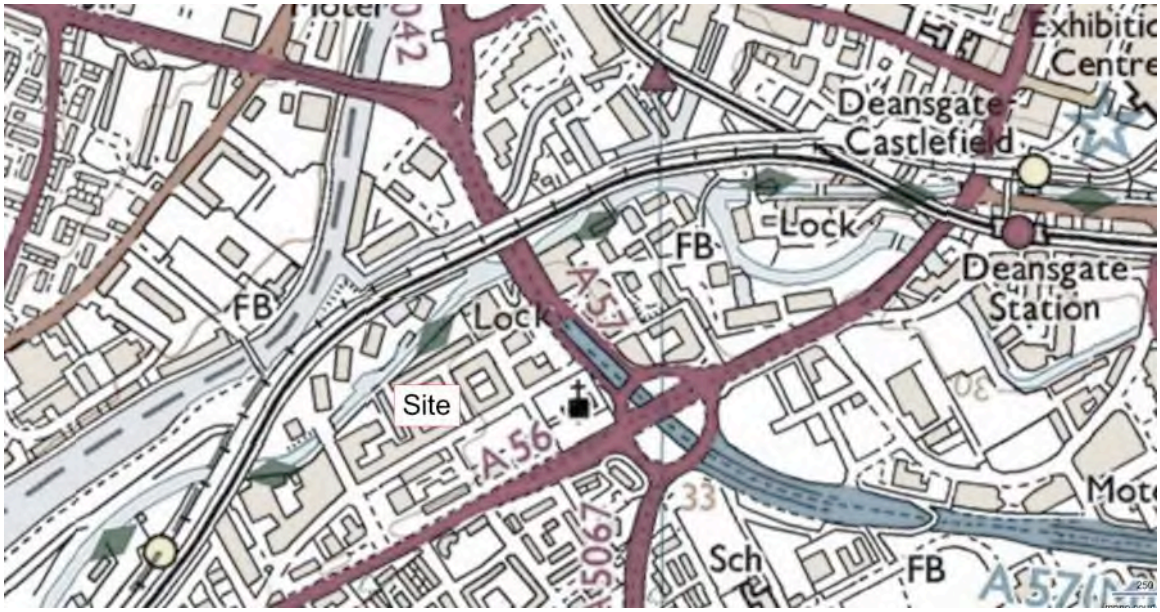


Figure 1.1: Site Location

Proposal

1.8 The proposal will deliver 208 apartments in the refurbished building and a purpose-built apartment block.

1.9 The proposal will provide no parking on site. A comprehensive study has been undertaken of the suitability of the site to enable residents to live successfully without a car. The study also examines the existing take-up of car-free living in the city centre and the market appetite for such dwellings. The outcome of the study is provided later in this scoping report.

1.10 The existing accesses to the complex will be retained, with the western access used for pedestrians and forming the main entrance to the site, and the eastern access gated and used for access to the courtyard. The eastern access will also be used for access by cyclists.

1.11 The applicant is supportive of including innovative measures to allow future occupiers to meet their daily travel requirements without needing to own a car. Emerging measures, that will be delivered as part of the site's travel plan, are still being finalised.

1.12 The proposal will provide a high level of cycle parking on site and temporary cycle parking areas for visitors to the site. The scheme layouts are still being finalised, however the current locations being considered for cycle storage include basement levels and in a covered location in the courtyard. It is likely to be the case that additional storage will be available in individual apartments. The Transport Statement will include layouts that clearly define the location of the proposed storage.

1.13 As with surrounding developments, servicing and refuse collection activity will occur from kerbside on Ellesmere Street. This is in part due to the site access height restriction, but also to protect the integrity of the central courtyard, which will provide amenity space for residents. On bin collection days, the bins will be moved by the site management to the area on-site under the access arch.

1.14 The access arch will be used can be used when residents are moving in. Though vehicles that can reverse in will be restricted to vans of either transit height or smaller. The Transport Statement will include swept paths that show vehicles undertaking this manoeuvre.

1.15 The applicant has agreed to commensurately contribute towards MCC's scheme to extend the city centre parking zone to this area of the city centre. As part of this scheme it is anticipated that MCC will introduce loading and disabled parking bays that are required for the area, in line with guidance.

2. Existing Traffic Characteristics

Local Highway Network

2.1 The site is currently accessed by all modes from Ellesmere Street, an unclassified street that routes east-west from the A56 Chester Road to the on-slip with the A57 Mancunian Way. At its eastern end (between the A56 and Hulme Hall Road) Ellesmere Street is one-way eastbound.

2.2 Ellesmere Street provides access to a number of side roads along its length, providing access to surrounding residential and commercial properties.

2.3 Ellesmere Street is typically 7.5m along its length with footways and street lighting present. The road is subject to a 20mph speed limit.

Extant Site Traffic Flows

2.4 The existing buildings have a total floor area of 7,117sqm and are occupied by commercial uses. The TRICS database has been used to establish the traffic flows associated with the extant use of the site. For robustness TRICS use class 02/Employment/C – Industrial Unit has been used. This use is one of the lowest employment use trip generators in the TRICS database.

2.5 A summary is provided in table 2.1.

	Trip Rate (per 100sqm)			Traffic Flows (in vehs)		
	IN	OUT	TOTAL	IN	OUT	TOTAL
AM	0.402	0.078	0.48	29	6	34
PM	0.056	0.363	0.419	4	26	30
Daily	2.315	1.989	4.304	165	142	306

Table 2.1: Extant Site Use Traffic Flows

Road Safety

2.6 The GMTU accident database has been reviewed to establish accident patterns and road safety issues on Ellesmere Street. Figure 2.1 shows that there have been no accidents on Ellesmere Street in the previous three years.

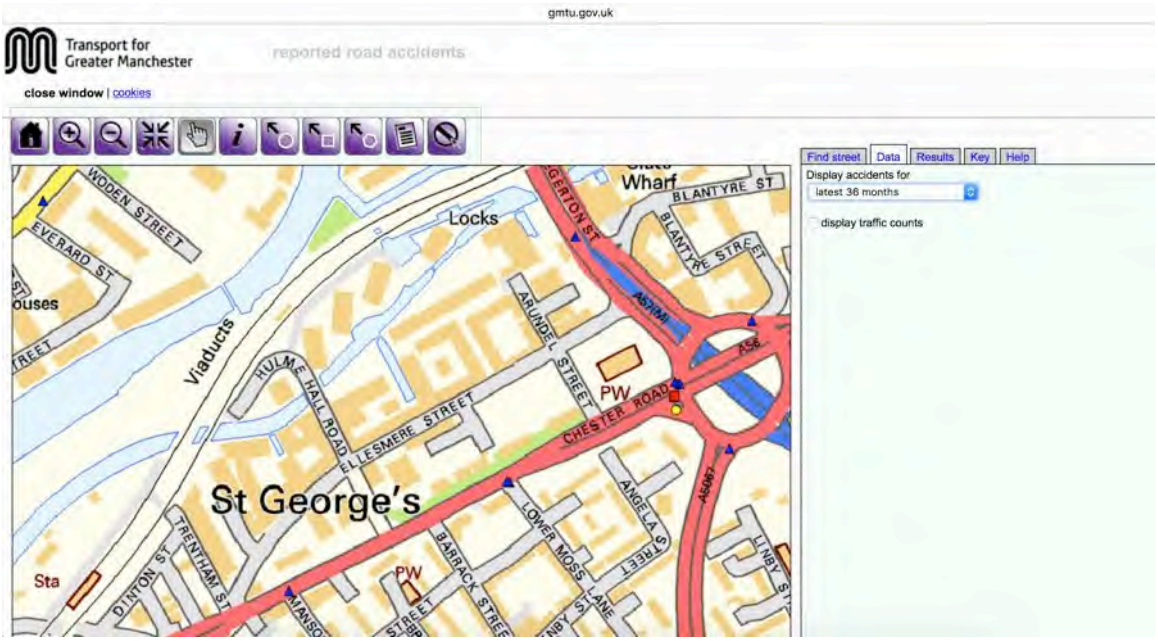


Figure 2.1: Accident Data

3. Parking Characteristics

3.1 The local on-street parking provision is governed by marked parking bays and double yellow lines. Parking restrictions are in place along the south side of Ellesmere Street in the form of double yellow lines. Double yellow lines are also present at side road junctions on the northern carriageway edge.

3.2 The parking bays on the northern carriageway edge are currently uncontrolled, meaning that residents and commuters can park for any length of time even though the area is within the city centre.

3.3 Parking control plates are present on the street which limit parking to two hours duration between 8am and 6pm, but these have been blacked out by MCC and it has been confirmed that these are currently not enforced. MCC has confirmed that although it was always the intention to control parking in the bays, that the plated times have never been brought into force. The consequence of the lack of parking controls in this area of the city centre is that parking on-street in the area is popular with both residents and commuters.

3.4 In addition to this city centre anomaly, a number of the bays are currently suspended due to construction works. This has had the unfortunate consequence of squeezing parking activity into a constrained area and makes it difficult to find a suitable place to park at various parts of the day.

3.5 Surveys of existing parking activity have been undertaken on several occasions (including both daytime and late evening demand). The surveys show that should the suspended bays be brought back into use that there would be more than sufficient space to meet current demand levels.

3.6 MCC has confirmed that, in line with the parking policy throughout other areas of the city centre, it proposes to extend the city centre parking zone to cover the area to allow better management of the on-street activity and deter commuter parking.

4. Accessibility

Walking

4.1 The site is connected to key destinations by a comprehensive network of pedestrian routes, typical of its city centre location. Pedestrian provision is of good condition, with wide footways, dropped kerb crossings and tactile paving present. The streets surrounding the site are overlooked and lit.

4.2 Signalised pedestrian crossing facilities are provided at a number of locations along the A56 Chester Road allowing safe connections to routes into the city centre and also local bus stops. A continuous traffic-free connection is also provided along the Bridgewater Canal to the city centre and Trafford Park.

4.3 Access can also be gained to existing segregated cycle and pedestrian routes along the Manchester Ship Canal, by using the existing footbridge across the Manchester Ship Canal at St George's Island.

4.4 Two-thirds of all journeys in the UK are under-five miles and short distance trips offer the greatest opportunity for changes in travel behaviour. DfT best practice guidance states that walking has the potential to substitute for car trips at a local level for journeys under 2km.

4.5 Figure 4.1 shows a 2km walking catchment from the site representing a walk time of 25 minutes, using an average walking speed of 80 m/min. The walking catchments have been derived using the interactive walkit.com tool, a pedestrian journey planning system promoted by both Manchester City Council and TfGM.

4.6 A 2013 Manchester Household Survey shows that city centre residents will walk up to two miles (3.2km) to reach work, leisure and retail destinations. This is largely due to the favourable topography and compact nature of the city centre. A 3.2km walking catchment is shown in figure 4.2.

Figure 4.1: 2km Walking Catchment

Figure 4.2: 3.2km Walking Catchment

4.7 Figures 4.1 and 4.2 show that a significant proportion of the city centre is within 2km of the site and all the city centre and Salford Quays is within 3.2km of the site.

4.8 The existing pedestrian infrastructure surrounding the site provides a good basis for future trips by residents to key destinations. The proximity of the site to a key city centre destinations, means that journeys on foot are likely to be a significant mode choice for future residents for both utility and leisure trips.

Cycling

4.9 Figure 4.3 shows that access can easily be gained to the Greater Manchester Cycle Network. The routes near the site comprise a combination of traffic-free and on-road routes, meaning that cycling is a feasible mode of travel for cyclists of different experience and confidence levels.

Figure 4.3: Local Cycle Network

4.10 The site sits within a 20mph zone that provides a suitable environment for cycle trips. Local streets link to the segregated cycle route that runs along the northern and southern alignment of the A56 Chester Road. A traffic-free route is also available along the Bridgewater Canal.

4.11 Cycling offers opportunities to substitute for short car trips under 5km, where 5km is taken to be a 25-minute journey time at a leisurely pace. The existing cycle routes provide connections to key destinations in the city centre, Trafford Park, Salford Quays and Stretford, all of which are within 5km of the site.

4.12 The site benefits from an exceptional level of cycle access and opportunities for cyclists of all abilities to safely access the site by this mode.

Access by Public Transport

4.13 Figure 4.4 shows the public transport network serving the site.

Figure 4.4: Local Public Transport Network

4.14 The closest bus stops to the site are a short walk away (3 minutes) on the A56 Chester Road. The stops are served by buses to the city centre, Flixton, Urmston, the Trafford Centre, Stretford, Chorlton and Didsbury. During the day, the bus stops are served by up to 14 buses per hour (in each direction) and coverage is provided throughout the week and during the evening.

4.15 The site also benefits from access to the Metrolink network with Cornbrook station being 350m from the site. Access to all areas can be gained using the Metrolink and the city centre is less than five minutes away using this mode.

4.16 Access can also be gained to Deansgate mainline station within a 10-minute walk of the site.

4.17 A Greater Manchester Accessibility Level (GMAL) calculation has been undertaken for the site. A GMAL is calculated using the interactive tool managed and maintained by TfGM. This tool measures AM Peak accessibility by public transport of a point of interest and provides a score between 1 and 8, where 1 is a low level of accessibility and 8 is the highest level of accessibility.

4.18 Figure 4.5 shows the GMAL analysis for the site.

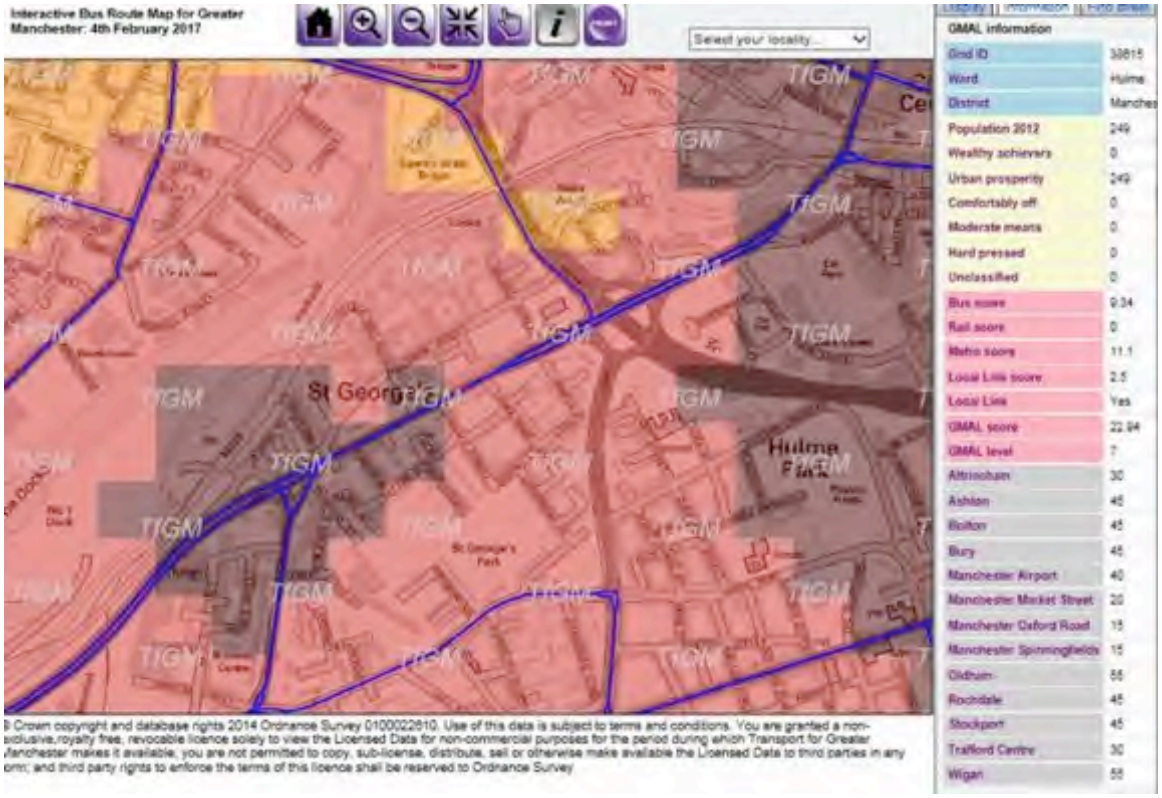


Figure 4.5: GMAL Analysis

4.19 The site has a GMAL at the upper end of level 7, indicating that the site benefits from a very high level of accessibility befitting of its city centre location and public transport connections offer a genuine alternative to private car trips.

4.20 GMAL has been developed by TfGM to allow the analysis of the accessibility of development sites and is based on the WebCAT/PTAL method used and supported by the London Authorities. The London Authorities, supported by the Mayor in the London Plan, use PTAL calculations to inform decisions on development parking levels. London has generally been more proactive with regard encouraging car-free development and setting the criteria for which this can work in policy.

4.21 The site's GMAL score is equivalent to a PTAL score of 5 (defined by Transport for London as 'very good'). The London Plan states that as accessibility levels increase parking provision should decrease and development sites with scores above PTAL 4 are suitable for car-free development.

Casual Car Use

4.22 Car clubs are an important component of the sharing economy and of a balanced city centre transport system as they offer a cost-effective and hassle-free alternative to private car ownership. By complementing public transport, walking and cycling systems, car clubs allow people to build mobility lifestyles that mean that they do not need to own private cars to the same extent as previously.

4.23 Enterprise Car Club provides a MCC supported solution that complements Manchester's sustainable transport system and to meet casual vehicle needs of residents who do not own a car. The initiative enables members to benefit from low cost, convenient and greener motoring, and a more sustainable pattern of living that negates the requirement to own and store a car.

4.24 Enterprise Car Club offers pay as you go motoring, with vehicles available to hire for as little as 30 minutes per trip. The vehicles are available 24/7 and members of the scheme can easily access vehicles on demand by reserving on line. The Enterprise Car Club can save motorists up to £3,500 a year on costs usually associated with fuel, insurance, servicing, MOT, cleaning and parking.

4.25 The merger of Enterprise and City Car Club now provides residents with solutions for longer term vehicle hire, for use when a resident wants to travel further afield on holiday, for example. From the Enterprise base at Piccadilly vehicles can be provided to meet longer car hire demand. The vehicles can be booked in advance and dropped off at the residence as required.

4.26 Three Enterprise Car Club vehicles are located close to the site, two on Ellesmere Street (two minutes from the site) and one on St George's Island (four minutes from the site). Enterprise Car Club has confirmed that the take-up of the Ellesmere Street vehicles is very good and in line with the usage of other Car Club vehicles in more central areas of the city centre.

5. Trends in City Centre Living

5.1 This section of the scoping note has been prepared to establish the suitability of the site in to provide a car-free residential development. The assessment considers the existing characteristics of the city centre in terms of mobility and car ownership patterns, and accessibility levels, to allow an understanding of the existing appetite for non-car living and the ability of residents to meet their daily travel requirements without needing to use a car.

5.2 Consideration is also given to local, regional and national policy in relation to development parking and accessibility requirements. To test whether the site meets policy criteria, full analysis is included in the note of the existing transport and accessibility characteristics of the area in which the site sits, and whether (on this basis) the site is a suitable location for car-free development.

5.3 In the twentieth century growth in prosperity was associated with growth in car ownership. This relationship has changed in the twenty-first century, with growing prosperity in successful cities associated with decreasing car use. Increased urbanisation and population growth is leading to higher density cities where the car as a means of travel is less useful.

5.4 Intensification of population and activity in cities is having the effect of lowering per capita car ownership to a manner already seen in London and in Manchester city centre. As car use becomes less practical and necessary for day-to-day journeys (because of city centre parking charges, traffic congestion conditions and improvements to alternative mode infrastructure) the convenience of owning and using a car has reduced for many city centre dwellers.

National City Centre Mobility Trends

5.5 The Independent Transport Commission ('Traffic & Towns' 2015) has found that the rising costs of house purchase and rents means that discretionary income available for buying, storing and maintaining a car in the city centre has been squeezed, particularly when this is considered relative the amount of time the vehicle is used. Transport for London ('A Car Club Strategy for London' 2015) show that vehicles owned by city centre residents are only used on average for 4.6 hours per week. Meaning that the vehicle is parked for 97% of the time. This fact is making residents re-assess owning a car as, although affordable for these resident types, the perceived cost of owning and maintaining a car simply to use for occasional journeys is higher (e.g. a higher cost per use). This has had a discernible effect on city centre car ownership levels, particularly when examined against other types of areas.

5.6 'The Traffic & Towns' study undertaken by the Independent Transport Commission in 2015 concludes that there is also declining value and social status attached to car ownership among younger people. This is supported in Transport for Greater Manchester's LTP4 'Greater Manchester Transport Strategy 2040' (2017), which also concludes that attitudes to owning and using a car are evolving, and growing, ageing and affluent populations are changing how they travel. This is supported by a rise in the sharing economy where people are becoming more used to hiring things to meet their mobility needs rather than owning outright. This concept has seen the growth of online taxi dispatch companies (like Uber), the advent of using social media to arrange shared transport (like Bla-Bla Car), and the growing strength of car clubs across the UK (like Enterprise) and bike sharing (like Brompton hire).

5.7 The emergence of the sharing economy provides transport demand without the costs and inconvenience of owning and storing a car in city centre environments. It complements general improvements in other modes of travel, such as walking, cycling and public transport routes, to provide a more holistic transport system that flexibly meets the needs of urban dwellers and is known as a Mobility as a Service (MaaS).

5.8 Manchester City Council recognise these trends in city centre mobility and that a number of city centre residents already choose to live without a car. TfGM is becoming a leading authority in providing the infrastructure and technology needed to further advance MaaS, including the TravelSpirit pilot scheme that is funded by the Government's Smart City initiative. TravelSpirit is an open collaboration to create a platform to deliver MaaS solutions including multimodal journey planning software and a full range of 'use cases'. 'Use cases' that are currently being promoted through TravelSpirit include bike sharing, car-pooling/clubs, small vehicle transport systems (like taxi sharing) and taxi booking systems. The concept of TravelSpirit is to provide a single piece of software that allows people to obtain access to different modes of travel as they need to use them.

5.9 Choosing to live without a car in the city centre is not a particularly new concept. Many residents are self-selectors who choose homes in the city centre to ensure ease of access to central destinations and reduce the requirement to own or use a car. This is supported by research reported by Melia ('Car-free and Low Car Development' 2014). Melia's study shows that many residents of car-free/low parking developments are higher income people who either make an environmental decision not to own a car, or pick an accessible housing location where their daily travel needs can be met by other modes, and so don't prioritise car ownership and/or use. These residents tend to display pro-urban characteristics, favouring higher density living in flats and a better take up of walking and public transport.

5.10 Melia, Chatterjee and Clark ('Life Events and Travel Behaviour' 2014) also report that car ownership is strongly associated with life stages, such as moving to a new house, changing jobs, having children or retiring. At this time people will decide on whether a car is needed based on life characteristics, employment destination and type of urban area resided in. The 2014 Melia *et al* study found that car ownership and the desire to use a car was typically lower for residents living in inner urban areas where public transport is better and parking more difficult. Residents in these areas have been typically found to live without a car through choice, not income constraint.

5.11 This is supported by the findings of a TfL study ('Residential Parking Provision in New Developments' 2012) that was underpinned by a large postal survey of over 800 developments and 3,000 residents. The study concludes that parking is an important factor in some people's decision on where to live. In general, residents select a home location that meets their specific mobility, travel and car ownership needs. The study also established that the less parking provided the more the development appeals to people who do not prioritise car ownership or use when making the decision on where to live.

5.12 The TfL study shows that successful cities need to provide a mix of housing types and parking provision to meet the needs of different types of residents (car-free choosers and pro-drivers). This study, and others, support the idea that honest marketing of new residential developments will ensure that the right demographic is targeted from day one.

5.13 Guidance produced by Car Plus ('Car Clubs in New Developments – A Review of Experience and Good Practice in Low Car and Car-free Developments' 2016) states that car-free housing works best in locations with good access to local services and where existing local parking pressures make private car ownership unattractive.

5.14 Residents who are car-free choosers have always been present in the city centre housing market, but their numbers are rising as a result of increased city centre living, technological advances, changes in attitudes to car ownership, and improvements to sustainable infrastructure.

Manchester City Centre Mobility Trends

5.15 As with other large cities across the UK, the Centre for Cities shows that Manchester has seen an urban renaissance in the past 10 years, with city centre growth of 198% ('Where People Live and

Work' 2015). 2011 Census data supports this finding, showing that car ownership levels in the city centre are substantially lower than found in out-lying areas with 59% of city centre residents living without a car compared to 45% in the Manchester authority and 31% in Greater Manchester.

5.16 A study by the Campaign for Better Transport ('Car Dependency Scorecard' 2014) shows that, after London, Manchester is the least car dependent city in the country and the most accessible city in the country. This is attributed to the compact nature of the city, favourable topography, recent city centre residential intensification, and good quality infrastructure. The study supports local evidence that shows that a number of residents already live in the city centre without a car.

5.17 The 2011 Census shows that the majority of city centre residents work in the city or in areas immediately adjacent to the city centre. 90% of these residents travel to work by sustainable modes including walking, cycling and public transport.

Manchester City Centre Household Survey

5.18 Evidence is presented below that shows that there are already a high proportion of residents in the city centre living without needing to own a car. This is supported by local and regional policy, that supports future accessible housing provision that enables existing and future residents to live without a car.

5.19 A survey and modelling exercise of Manchester city centre resident travel trends undertaken as part of a doctoral thesis at the University of Salford ('Understanding Travel Behaviour of Residents' 2013) found that of the households sampled that a notable proportion do not own a car (48%). Of the car owners, 37% stated that they rarely or never use their vehicle. This corresponds to the finding that 70% of all daily trips are within 2 miles of the place of residence, with most these trips undertaken on foot.

5.20 The study supports the findings of national studies, showing that there is a unique pattern of car ownership in city centres that is contrary to suburban trends in car ownership. A significant finding of the study was that residents with a parking space are significantly more likely to own a car, than those who owned an apartment without a parking space.

5.21 Respondents were asked if the building they lived in became car-free would they move out. Only 24% stated that they would, showing considerable support for the ability to live without a car and a desire to do so.

5.22 An overwhelming finding of the study was that respondents could be split into pro-driver or pro-active/sustainability. The pro-driver respondents were shown to have selected accommodation that provides a parking space. These respondents also indicated that parking availability was a significant consideration when deciding where to live. Pro-active/sustainability respondents where show to see Manchester as an accessible city centre where daily travel needs can be met without needing to use a car. These respondents also typically did not to own a car.

5.23 The study shows that residents select housing based on personal preferences and many of the residents choose to live in the city centre without a car. These residents are also more likely to live in apartments that do not have an associated parking space. It was also shown that these residents display a strong propensity for sustainable travel and perceive the city centre as a location where their needs can be met by non-car modes.

City Centre Residential Parking Demand

5.24 To establish mobility levels in the local area a review has been made of parking demand patterns at four nearby Urban Splash developments (Boxworks, Burton Place, MoHo and Timber Wharf). This review included a parking demand survey and information (provided by Urban Splash) on the take up of parking spaces in the developments.

5.25 The four developments provide 469 apartments and all include one, two and three-bedroom accommodation. Parking is provided for all four of the buildings.

5.26 Parking includes space for residents, commercial operators and Urban Splash staff. 464 spaces are available for use by residents, with additional spaces also provided for local commercial operators and Urban Splash staff. A number of the Urban Splash staff spaces are currently not used.

5.27 The resident parking is split into the following categories:

- Owned by residents
- Rented by residents
- On long term rent by letting agents for specific apartment lettings
- Currently available for rent

5.28 62% of the households own a parking space and 15% of households rent a space.

5.29 Table 5.1 shows the parking provision and current spare provision at the car parks.

	Unit Numbers	Parking Provision	Total Allocated	Total Spare
Urban Splash Sites	469	464	360	104

Table 5.1: Urban Splash Parking Provision

5.30 To understand the usage of the allocated parking spaces an occupancy survey was undertaken in the middle of the night on Monday 6th February 2017. The survey was timed to ensure maximum resident demand and occupancy, and minimum commercial demand. Table 5.2 shows the recorded occupancy.

5.31 The parking demand survey shows that of the total resident parking available only 58% is currently being used. The demand survey shows that 42% of households do not own a car. This is despite 77% of apartments having a space allocated to them. The car ownership level is in line with 2011 Census data and the Manchester Household Survey.

5.32 The parking information provided by Urban Splash coupled with the demand survey data shows that a significant number of households do not own a car, even when parking is available to them, and these householders are meeting their daily travel requirements without needing to own a car.

5.33 The findings of the Urban Splash survey are in line with a similar survey undertaken at apartment buildings in Ancoats in 2016. The Ancoats area of the city centre is a similar distance from the central core of Manchester and has similar accessibility and local parking characteristics to St Georges-Castlefield. The Ancoats surveys, undertaken over several different days, showed that 41% of households don't own a car and that a maximum of 60% of the parking spaces available were in use. The take-up of parking at the Ancoats sites has been that low that the operator rents spaces in the car park to commuters and other surrounding residents on a daily, monthly or annual ticket basis.

5.34 A local estate agent (Thornley Grove) has confirmed that of the city centre apartments that are currently under offer, 48% are being sold without a parking space. Jones Lang LaSalle has also confirmed that last year that 55% of apartments sold last year had a parking space and 45% didn't. This, and the preceding evidence, indicates that there is a strong market for car-free living in the city centre.

5.35 Discussions with other city centre developers has revealed a low take-up of parking spaces at new developments, with a demand of only 10% currently being found for on-site parking facilities both in the immediate area and in Greengates. This change in travel behaviour and parking demand is in keeping with the paradigm shift in mobility patterns found in city centres.

City Centre Parking Rental Market

5.36 There is a flourishing market throughout the UK of residents leasing driveways, garages and allocated surface/basement parking to commuters and visitors to leisure events. After London, Manchester is the most popular area for the lease of private residential parking space.

Manchester is the fourth most expensive area in the country for leasing private parking spaces, showing the popularity of this parking resource to commuters.

5.37 There are several resources available to residents who wish to advertise a parking space for rent, including:

- Justpark
- Primal Park
- Parklet
- Your Parking Space
- Secure Car Parking Manchester
- Parkopedia
- Preloved
- Gumtree

5.38 In 2016 SK undertook a review of the spaces currently advertised for rent in residential buildings in Manchester city centre. The review showed that nearly 200 spaces were advertised for rent in the city centre. The analysis was limited by the fact that it was only possible to analyse spaces currently available for lease and not those for which rental agreements were already in place. On this basis, and given the fact that Manchester is the second most popular area in the UK for private parking rental after London, the analysis significantly underestimates the actual amount private resident parking rental activity in Manchester, but it does show that a number of residents are not using the parking spaces allocated to them.

5.39 A new review of the most common parking rental websites show that there are a number of parking spaces at residential buildings in Castlefield currently advertised for rental. These spaces are offered for rent by residents and not the building operators. This shows that residents who purchased or rented apartments that have allocated parking spaces are not using them and are successfully living within the area without needing to own a car. Further examination of the parking needs at nearby apartment buildings is expanded on later in this section.

5.40 Agent sites offer a number of parking spaces within some residential developments. On discussion with the agents advertising the spaces it is clear that a number of the spaces were being offered for rental on the open market by the operators of the sites or by investors who had bought the parking spaces 'off plan'. Of particular note is parking offered in Skyline Chambers (Angel Meadows), The Bridge (Dandara), Ice Plant (Ancoats), and Flint Glass Works (Ancoats). The Ice Plant and Flint Glass Works in Ancoats, operated by Northern Property Group, are advertised as commuter car parks. Again, showing that the take-up of parking and the car ownership of residents in the buildings is much lower than envisaged when the buildings were constructed.

5.41 The data shows that there are even residents who own parking spaces and do not use them. The analysis also shows that it is possible to live in central areas of Manchester without needing to own a car.

The TRICS Database

5.42 The TRICS database is industry standard software that contains traffic and parking survey data relating to different land uses across the UK.

5.43 The TRICS database contains two surveys in Manchester, on Whitworth Street West (the Lock building) and Fairfield Street (the Warehouse). The Lock building provides 154 apartments and 100 parking spaces, and The Warehouse provides 20 apartments and 14 parking spaces. The Warehouse is currently operating as student accommodation, but was residential at the time of the TRICS survey.

5.44 The survey at the Warehouse recorded the number of vehicles parked in the car park at the start of the surveys, allowing an estimate of the site's car ownership level. The car ownership level at this site is 25%. Showing that residents in central Manchester areas can live without needing to own or use a car.

5.45 Unfortunately, the Lock building survey did not record the starting occupancy of the car park to allow an estimate of the site's car ownership level. However, only 19 vehicles accessed/egressed the building during the day. This indicates that only 12% of households typically use or require a car. This coupled with the evidence that there are currently nine parking spaces for rent in the building indicates that residential parking demand is significantly beneath that available.

Summary

5.46 The existing car parking patterns and car ownership levels for residential developments in Manchester show that there a high proportion of residents in the city centre do not own a car and do not prioritise parking when looking for somewhere to live. The surveys also show that even when parking is provided with an apartment this does not encourage residents to purchase a car.

5.47 The information presented above demonstrates that there is a strong market for car-free accommodation in the city centre. The surveys show that housing development in the city centre should seek to accommodate the differing needs and requirements of residents, including pro-drivers and car-free choosers. The need for a mix of housing and parking types is supported by recent consents for other car-free developments at Port Street and the Crusader Works.

6. Transport Policy Context

National Policy

6.1 The National Planning Policy Framework (NPPF) and National Planning Practice Guidance (NPPG) support reduced parking levels at highly accessible residential developments. Both documents support a presumption in favour of sustainable development and that local authorities should:

'...actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.'

6.2 When considering appropriate levels of parking at a development, NPPF states that consideration should be given to the following criteria:

- The accessibility of the development
- The type, mix and use of the development
- The availability of and opportunities for public transport trips
- Local car ownership levels
- An overall need to reduce the use of high-emission vehicles

Local Policy

6.3 'The Manchester Strategy: Our Manchester' states that the city is the best place to live, outside London, without a car due to its broad base of jobs, good-quality housing, and good public transport systems. The strategy outlines a commitment to creating a low carbon and liveable city that will become denser to allow more people to live and work in the city centre, and to allow more people to live without owning a car.

6.4 Manchester City Council's (MCC) adopted parking standards are outlined in appendix b of the 'Local Development Framework Core Strategy Development Plan Document'. Paragraph 11.17 states that:

'The Council recognises that policy is an essential facility for many developments, but will ensure that the level of parking complements its commitment to sustainable transport, through reducing emissions and congestion.'

6.5 There are no adopted residential parking standards in Manchester. Notwithstanding this, adopted policy supports a reduction in parking levels when consideration is given to accessibility of the particular site. This is further supported by the endorsed (draft December 2016) 'Manchester Residential Quality Guidance'.

6.6 The 'Manchester Residential Quality Guidance' states that Manchester is highly accessible and, after London, is the easiest city to get around by non-car modes of transport. The guidance recognises that approaches to parking will be different for each site and will be dependent on a number of factors. It acknowledges that just as there is a need to create a mix of apartment types to meet the diverse demographics of city centre residents, there is also need to provide a mix of parking levels to meet what can be very different car ownership requirements of city centre residents. As this study has shown, there is no one-size fits all when it comes to city centre resident parking demands. Some residents want to own a car and research shows that these people will look for an apartment that provides a parking space. Similarly, residents who do not own or want to own a car will not prioritise this feature when looking for a suitable place to live. National and Manchester research show that householders are self-selectors who choose accommodation to meet their individual needs. The new guidance supports this and the robust evidence presented in this note shows that lower levels of parking are appropriate in some instances.

7. Suitability for Car-free Development

7.1 Policy and research shows that there is already a high proportion of car-free choosers in large urban areas in the UK, including Manchester. By virtue of their home locations these residents successfully live without needing to own a car and many are already active adopters of sharing economy principles, hiring vehicles to meet occasional demand and undertaking normal daily trips by non-car modes.

7.2 The suitability of the site for a car-free development has been assessed in line with NPPF, with consideration given to accessibility and resident characteristics and requirements.

7.3 The accessibility analysis shows that the site benefits from a very high level of accessibility by non-car modes. Opportunities also exist for future residents to access a car by using one of the three Enterprise Car Club vehicles that are in the area.

7.4 The high level of accessibility of this city centre area is established in the recent committee reports for surrounding consented residential developments.

7.5 There are currently no parking controls governing the use of on-street parking bays. This coupled with temporary suspensions of many of the bays means that existing parking activity is constrained to a much smaller area and it is difficult to find a space. The existing parking levels in the area are very likely to restrict the practicability of storing a car on-street for new residents in the area and will reduce the attractiveness of this area to residents who do not have a parking space off-street.

7.6 The introduction of MCC's parking controls for on-street areas in the vicinity of the site can be expected to alleviate the existing pressure on the available parking areas through the removal of inappropriate parking, as with other areas within the city centre parking zone. These measures, coupled with the existing parking controls in other areas of the city centre, will limit the practicability of storing a vehicle on-street for future residents of the development.

7.7 Unlike other land uses (such as retail, education and employment developments), the future residents of the site have a choice of renting/buying an apartment within the development in the knowledge that there is no parking. Research shows that people select a home location that meets their specific mobility, travel and car ownership needs. A resident that owns a car is very unlikely to choose to live at development that does not provide parking or in an area where it is impossible to guarantee a parking space on-street.

7.8 A high proportion of Manchester residents, and residents in the local area, already successfully live in the city centre without having or aspiring to own a car. These residents don't need to be nudged away from car use or encouraged to change behaviour, as they are already car-free choosers.

7.9 Evidence shows that honest marketing of car-free developments assists in removing from the outset residents that own a car or prioritise car use. These residents will choose one of the number of apartment buildings nearby that provide parking on-site.

7.10 Both national and local transport strategies envisage that over time the propensity for city centre dwellers to live without a car will exponentially increase. This is due in part to the cost of owning a car in the city centre relative to the amount of times it is used, and also due to the emergence of the sharing economy where younger generations place less weight on ownership and more value on the flexible borrowing of utilities/services. These effects are embedded in Manchester policy and strategies (including the 'Greater Manchester Transport Strategy 2040', the 'Manchester Strategy: Our Manchester' and the 'Manchester Residential Quality Guidance'). Manchester City Council in conjunction with TfGM is currently piloting a smart cities programme that will actively facilitate the sharing economy by TravelSpirit.

7.11 Research and evidence shows that Manchester city centre is the best place to live without a car outside London and that a high proportion of residents already live in the city without a car. Evidence also shows that a number of residents who have a parking space are not using them. It is also shown that residents select accommodation that meets their specific requirements. Local policy supports providing a mix of accommodation to meet the needs of a diverse range of residents. This includes developments that cater directly for car-free choosers, by not providing parking.

7.12 The location of the site in the city centre means that the site benefits from an exceptional level of accessibility and local infrastructure is already in place to enable residents to live without needing to use or own a car. Evidence and local policy support the introduction of a car-free development in this location.

8. Emerging Transport Strategy

8.1 The site offers a strong opportunity to develop sustainable residential accommodation in the city centre, where future residents will be able to meet their daily travel needs without needing to own a car. A transport strategy and travel plan is currently being developed for the site that will build upon the sustainable location of the site and promote non-car living. This includes honest marketing as a car-free development. From the outset it will be made clear to all applicants that there will be no opportunities to store a car on-street due to existing constraints and Manchester City Council's future control proposals.

8.2 MCC has requested a financial contribution towards its proposal to extend the city centre parking zone to cover the area. The applicant has agreed to a commensurate contribution, subject to a viability assessment and also discussions with the Council with regard other S106 contributions.

8.3 It is envisaged that MCC's proposal will also provide disabled parking bays and loading bays as required to serve the entire area, in line with the endorsed (draft) 'Residential Quality Guidance'.

9. Transport Statement Scope

9.1 Based on current local and national guidance, and the scale of the proposal, the Transport Statement for the site will include the following elements:

1. Existing Situation

   Characteristics of the site (including historic and actual uses)
   Local transport network review
   Existing local on-street parking provision & MCC parking proposals
   Extant site traffic flows
   Historic accident record

2. Proposal

   Scale of development
   Sustainable access proposals
   Servicing access
   Parking provision

3. Accessibility

   Connections with external walking and cycle networks
   Public transport accessibility (train, tram, bus & shuttle bus)
   Enterprise Car Club locations
   Greater Manchester Accessibility Level analysis (GMAL)
   On-site design measures to promote sustainable travel
   Travel Plan policy/monitoring measures to promote sustainable travel & support parking levels

4. Parking Impact

   National city centre mobility trends
   Manchester city centre mobility trends
   Manchester city centre parking trends
   MCC and national policy context
   Suitability for car-free development

5. Traffic Impact

   Extant site traffic flows
   Development traffic flows
   Net traffic impact
   Road safety impact

Appendix 5 – Historic England response

Historic England

NORTH WEST OFFICE

Mr Max Bentham
Capital and Centric (Adored) Ltd
Sun House
Little Peter Street
Manchester
M15 4PS

Direct Dial: 0161 242 1414

Our ref: PA00466866

12 September 2017

Dear Mr Bentham

Pre-application Advice

TALBOT MILL, ELLESMERE STREET, MANCHESTER

Thank you for consulting us in this proposal for conversion of the above and, following our recent meeting, we provide the following advice.

Advice
Talbot Mill is located within Castlefield Conservation Area and is one of a few surviving mill complexes in this part of the city. The complex consists of a pair of mill buildings, with engine house and time keepers cottage, all arranged around a central courtyard which is accessed via an arched entrance from Ellesmere Street. The mill was served by a canal arm from the Bridgewater Canal, which also survives intact. The surviving mill buildings are relatively plain and functional in appearance, as is typical of this building typology, and make an imposing impact on the conservation area. In summary, the site is a rare survival of important elements of a mill complex with canal arm and, although unlisted, is of high significance as a heritage asset within the wider conservation area.

This proposal is for the residential conversion and extension of the mill buildings and the erection of a new apartment block to the north side of the courtyard. We welcome the proposed conversion of these historic mill buildings. The revised scheme no longer proposes the removal of windows and creating of voids within the primary elevations of the mill buildings. Instead the windows would be retained within the existing openings (albeit existing windows would be replaced) along with a small number of contemporary oriel windows and new openings, and an extension added to the rear. The roof extension to Mill block 1 would also be lowered by a storey.

In terms of the conservation area, these changes are a significant improvement on the original proposals. While there would be some loss of historic fabric to the rear of Mill

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1, in heritage terms, this would not impact greatly on views within the conservation area. However, we would still encourage the retention of this fabric within the rear apartments where possible, not only for structural reasons and the cost of these changes, but because the small amount of fabric involved would add a memorable and distinctive character to the apartment interiors with little actual loss of space.

The proposed contemporary elements on the Ellesmere Street elevation would help to signify a new phase in the building's development. The minor changes to the gable of the new build block to the rear are also more sensitive and less intrusive than the original scheme, which would no longer detract from the view of the canal arm to the west of Mill block 2. Ensuring that material and details are appropriate and high quality would be important to achieving a scheme appropriate to the conservation area location. In particular, the design of new windows with the necessary profiles would be important and, if metal windows are being proposed, we recommend a good quality W20 window be considered.

In addition to the duties under in relation to conservation areas under section 72 of the 1990 Act, the NPPF emphasises that great weight should be given to the conservation of heritage assets (NPPF 132). Account should also be given to the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation (NPPF, para 131). We consider that this scheme has potential to accord with these requirements.

We can, therefore, confirm we have no objection to this scheme.

Yours sincerely

David James
Inspector of Historic Buildings and Areas
E-mail: David.James@HistoricEngland.org.uk

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