



Capital & Centric (Adored) Ltd
Talbot Mill,
44 Ellesmere Street

Planning Statement

September 2017

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1 Introduction

1.1 This Supporting Planning Statement (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 will include the demolition of four buildings on site.

1.2 The proposed development is described as follows:

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

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

1.4 The scheme has been designed by ShedKM in conjunction with the Applicant's design team.

1.5 The remainder of this Statement provides a detailed context for the development, explains the proposals, including technical considerations and demonstrates accordance with the Development Plan and other material considerations, including the National Planning Policy Framework 2012.

Capital & Centric (Adored) Limited

1.6 The Applicant 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.

1.7 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, both of which are currently on-site.

1.8 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.

1.9 The Applicant purchased the Talbot Mill site towards the end of 2016. They selected the site because they were drawn to the heritage and architecture of the buildings and to the opportunity it presents to contribute to regeneration in this part of Manchester. Talbot Mill is one of the last remaining historic mills in the Castlefield area that has not been refurbished and offers an exciting opportunity to enhance this historic and distinctive area.

Pre-Application Stakeholder Engagement

- 1.10 A Statement of Consultation has been prepared in support of the application. This document explains the programme of consultation that the proposed development underwent in order to ensure that issues could be considered and addressed as the proposals evolved.
- 1.11 As part of the consultation process, a public exhibition of the emerging proposals took place on 28 February 2017 at Albert Mill on Ellesmere Street. Invites were sent to approximately 1,000 local residents and businesses and 22 people attended the exhibition. 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, Ollier Smurthwaite Architects (architects on the scheme prior to ShedKM), and Capital & Centric.
- 1.12 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, with an update issued 7 September 2017). Councillors were also offered an individual briefing session.
- 1.13 The proposed development has been developed in consultation with MCC as the Local Planning Authority, the Greater Manchester Police (Secure by Design) and Historic England. In addition, the proposals were presented at Places Matter! Design Review Panel on 7 February 2017.
- 1.14 A full description of the pre-application stakeholder engagement process including responses to the key issues are set out within the Statement of Consultation prepared by Deloitte and submitted as part of this application.

Application Documentation

- 1.15 This Planning Statement should be read in conjunction with the following supporting documents submitted as part of this application:
 - Covering Letter prepared by Deloitte Real Estate (DRE);
 - Planning application forms (Full Planning Permission) and ownership certificate B;
 - Application red-line boundary plan prepared by ShedKM;
 - Existing and proposed layouts, elevations and sections prepared by ShedKM;
 - Landscape drawings prepared by Exterior Architecture;
 - Air Quality Assessment prepared by Miller Goodall;
 - Archaeological Desk Based Assessment prepared by Salford Archaeology;
 - Bat Survey prepared by Rachel Hacking Ecology;
 - Construction Methodology and Management Strategy prepared by Cinns Ltd;
 - Crime Impact Statement prepared by Greater Manchester Police;
 - Daylight and Sunlight Assessment prepared by GIA;
 - Design and Access Statement prepared by ShedKM
 - Drainage Statement prepared by Joule
 - Energy Statement prepared by PSD;
 - Environmental Standards Statement prepared by PSD;
 - Existing Tenants Statement prepared by Capital & Centric (Adored) Limited
 - Geo-Environmental Assessment prepared by Delta Simons;
 - Heritage Statement prepared by DRE;
 - Noise Assessment prepared by Hann Tucker;

- Residential Management Statement prepared by Urbanbubble;
 - Schedule of Accommodation prepared by ShedKM;
 - Site Waste Strategy prepared by ShedKM – NB. This is included as part of the Design and Access Statement;
 - Statement of Consultation prepared by DRE;
 - Transport Statement prepared by SKTP;
 - Travel Plan prepared by SKTP (appended to the Transport Statement);
 - TV Reception Survey prepared by Astbury;
 - UXO Report prepared by Alpha Associates; and
 - Viability Statement prepared by Capital & Centric (Adored) Limited (submitted in confidence 11 September 2017).
- 1.16 The approach to the application documentation has been agreed with MCC as Local Planning Authority via a telephone call with Lucy Harrison on 4 April 2017.
- 1.17 For reference, several reports have been scoped out of the application, due to the following reasons.
- 1.18 **Flood Risk Assessment** - The Flood Risk Management Team at MCC confirmed by email that a Flood Risk Assessment was not required on 8 February 2017, (Appendix 1). A Drainage Strategy has however been supplied with the application, as listed above.
- 1.19 **Phase 1 Ecology Survey** - Rachel Hacking Ecology does not consider it is necessary. Please see Appendix 2.
- 1.20 **Aquatic Macrophyte Survey** - Rachel Hacking Ecology does not consider it is necessary. Please see Appendix 2.
- 1.21 **Tree Survey** – Exterior Architecture surveyed the site on 15th February 2017 and have confirmed that the only trees present are two Ash trees in the courtyard which are self-seeded and of no value. It should also be noted that 27 trees are proposed as part of the new landscaping scheme, including Extra-Heavy Standards, Standards, smaller multi-stems and tree ferns to offer diversity and interest. Further detail on this is provided within the Design and Access Statement and Soft Landscaping Key Plan.

Environmental Impact Assessment

- 1.22 A formal request for a Screening Opinion has been submitted to the Local Planning Authority 3 March 2017. The need for an Environmental Impact Assessment (“EIA”) was considered in light of the requirements of the Town and Country Planning (England) (Environmental Impact Assessment) Regulations 2011 (as amended) (the “EIA Regulations”) and National Planning Practice Guidance (March 2014).
- 1.23 The EIA Regulations outline thresholds for what are described as Schedule 1 and Schedule 2 Projects. EIA is mandatory for “Schedule 1” projects. EIA is required for “Schedule 2” projects if, in the opinion of the determining authority, they are likely to give rise to “significant effects” on the environment.
- 1.24 The proposed development is not of a type listed in Schedule 1.
- 1.25 The EIA Regulations state that the proposed development may be considered to be Schedule 2 development under Category 10, ‘Infrastructure Projects’, of the EIA Regulations. Sub-section 10 (b) relates to ‘Urban development projects’, and states that development should be screened for the need for EIA if: (i) the development includes more than 1 hectare of urban development which is not dwellinghouse development; (ii) the development includes more than 150 dwellinghouses; or, (iii) the overall area of development exceeds 5 hectares.

- 1.26 The proposed residential-led development covers an area of approximately 0.48 hectares and therefore does not exceed the 5.0 hectare threshold set out in Part (iii) Schedule 2 10 (b) of the EIA Regulations. However, the proposals is for 202 dwelling houses and therefore would exceed the threshold set out in Part (ii) of the above.
- 1.27 The Site is not located within or in close proximity to a 'sensitive area' as defined by the EIA Regulations.
- 1.28 The submitted formal screening request concluded that it is unlikely that there will be significant effects as a result of the proposed development. The main points identified above to substantiate this view are:
- The relationship of the development with surrounding land uses will be compatible given that the Site is located within a residential / mixed use area of Manchester City Centre.
 - The proposals will help deliver high quality development, helping to deliver objectives within the National Planning Policy Framework and local strategies.
 - The proposal will not create any significant effects and there are no significant applications within close proximity to the Site which would lead to cumulative effects, when considered with the proposals.
 - The extent of any impacts will be local, and the overall impact of the scheme would not be unusually complex, great, raise any sensitive land use issues, or extend beyond the immediate area within which the site lies.
- 1.29 Although no significant potential impacts have been identified, the technical assessments submitted with the application in order to identify and assess any non-significant impacts that may occur and to ensure that these can be avoided or mitigated.
- 1.30 In conclusion it is considered that the proposed development should not be the subject of an EIA.

Document Structure

- 1.31 The remainder of this Statement is structured as follows:
- Section 2 – summarises the strategic context.
 - Section 3 – describes the site and surrounding area.
 - Section 4 – provides a description of the proposed development.
 - Section 5 – assesses the proposals in relation to planning policy requirements.
 - Section 6 – considers site specific issues.
 - Section 7 - concludes by summarising the case for the grant of Planning Permission.

2 Economic, Strategic Planning and Regeneration Context

Introduction

- 2.1 Manchester's increasingly buoyant economy continues to benefit from growth in financial and professional services and is being further strengthened and diversified by high added value growth in key sectors such as Creative and Digital, Science and Innovation, Culture, Sport and Tourism.
- 2.2 Manchester has a population of 530,000, which is growing and lies at the heart of a conurbation extending to 3 million. Population growth in recent years has been particularly evident in a younger 20-35 years demographic, which is attracted to Manchester's lifestyle and increasing employment opportunities, and this in turn is driving further economic growth and enhanced productivity.
- 2.3 Economic growth has also been supported by Manchester's expanding international connections, centres of excellence in research and higher education, and investment in transport infrastructure, which has deepened labour markets.
- 2.4 Prospects for economic growth are closely tied to the ability to attract and retain the most talented individuals. It is therefore critical to focus efforts on improving the City Region's attractiveness as a location to live, study, work, invest and do business. In this regard, a key priority is the delivery of high quality residential accommodation, consistent with the requirements of Manchester's Residential Quality Guidance, and located within neighbourhoods of choice.
- 2.5 Finally, the One Manchester Strategy identifies a clear vision for Manchester's future, where all residents can access and benefit from the opportunities created by economic growth.

Manchester: A Growing City

- 2.6 Over a thirty year programme of transformation, Manchester has become recognised as one of Europe's most exciting and dynamic cities. With a diverse population now easily more than half a million people, the City of Manchester is located at the heart of Greater Manchester, the largest conurbation outside of London. The Greater Manchester sub-region, which has a resident population of over 2.73 million and a combined GVA of £56 billion, accounts for two fifths of the North West's economic output. In 2015, over one third of the £56 billion of GVA generated in Greater Manchester was produced in the City of Manchester.
- 2.7 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 (and 16.1% in the period 2014 to 2034), 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. In addition, a significant proportion of forecast employment growth is expected to occur in sectors with higher than average GVA. GVA is expected to increase by 36% to 2024 with a 73% change forecast from 2014 to 2034 rise by 2.8% per year between 2014 and 2024, increasing to over £72 billion.
- 2.8 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.

- 2.9 Manchester's current and future competitive position is underpinned by a number of key economic assets as set out below.
- 2.10 **Thriving Regional Centre and national destination** – Over the last 20 years Manchester City Council has driven the physical and economic renewal of the Regional Centre through the development and implementation of strategic frameworks for sustained regeneration, investment and service improvement to ensure that Manchester maintains its position as the nation's leading Regional Centre and that it can successfully compete as an international investment location and visitor destination.
- 2.11 Given Manchester's economic growth, its universities and buoyant leisure and cultural sector, it is perhaps not surprising that the largest population increases are being 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.
- 2.12 **Dynamic private sector** – With a thriving private sector, the city is a leading business location and remains a top place in Europe for foreign direct investment outside of London¹. Sixty-five of the FTSE 100 companies now have a presence in the Manchester City Region, and approximately 40% of the North West's Top 500 companies are based here.
- 2.13 **Accessibility** - Manchester has continued to invest significantly in its transport infrastructure, delivering major improvements in terms of accessibility to the Regional Centre. This effectively stretches and increases the capacity of its travel to work area, and therefore pool of labour, and enhances connectivity between businesses. It also makes the City Centre easier to get around and a better place in which to live.
- 2.14 In the future, Manchester Piccadilly may be significantly extended through the development of a new integrated station to accommodate High Speed 2 (HS2) and Northern Powerhouse Rail (NPR).
- 2.15 **Manchester International Airport** – Manchester's Airport is the UK's third largest and the primary gateway for the north of England, serving over 200 destinations worldwide. Direct flights serve all of Europe's major cities and the airport provides long haul routes to North America, the Middle East, Asia and Australasia. At present the airport serves about 26 million passengers a year, forecast to rise to 40 million by 2040.
- 2.16 **Mobile and skilled workforce** – The Manchester City Region offers a high quality and growing workforce of some 6.4 million within an hour's drive of the city. There is access to a pool of skilled people across a wide range of industries, and 100,000 students in five Higher Education Institutions across Greater Manchester.
- 2.17 **Employment and workspace** - The rapidly diversifying Manchester economy is driving the need for a diverse workplace offer. This creates opportunities for workplace provision to be integrated into mixed-use neighbourhoods across a range of scales and types. Good neighbour uses, which complement a residential offer, are already being encouraged across the city.
- 2.18 **A significant and growing culture, leisure and tourism sector** – The importance of culture, leisure and tourism to the Manchester economy is increasing, underlining the significance of the city's existing and growing asset base.
- 2.19 Manchester's cultural, tourism and leisure sector continues to grow significantly, a feature of a serviced based, high growth economy. In recent years, this has been boosted by significant investment in new world class facilities and events, such as the Whitworth Art Gallery and the

¹ European Investment Monitor 2017, Ernst and Young

Manchester International Festival to name but a few, which have been recognised globally. Such investments have sustained and opened new domestic and overseas markets, giving Manchester its status as the third most visited city in the UK by international visitors, behind London and Edinburgh, with the city experiencing a 21% rise in the number of international visits since 2005. This growth in the visitor economy has been underpinned by, and acted as a catalyst for, a significant increase in the supply of visitor accommodation within the City Centre over the last decade.

- 2.20 **Manchester: A Sport City** – Manchester’s pre-eminence in football is represented by the presence of two of the leading teams in England, Europe and the world. Other major sports such as rugby league, rugby union, cricket, cycling, water polo, taekwondo and squash have a significant presence across the conurbation.

Strategic Planning and Regeneration

The Greater Manchester Strategy

- 2.21 The Greater Manchester (GM) Strategy sets out a very clear vision for the City Region. It states that:

“By 2040 Greater Manchester will be one of the world’s leading city regions, reaping the benefits of sustainable and inclusive growth across a thriving Northern economy. It will be ever more self-reliant, connected, dynamic, inclusive, digitally-driven, productive, innovative and creative. A destination of choice to live, work, invest and visit, Greater Manchester will be known for the high levels of happiness and quality of life our people enjoy. No one will be held back, and no one will be left behind: all will be able to contribute to and benefit fully from the continued success of Greater Manchester.”

- 2.22 The priorities set out within the GM Strategy have been developed around the twin themes of ‘Strong People in GM’ and ‘GM: A Strong Place’. The asset-based approach set out within the strategy underpins each of these themes. GM partners will drive growth and productivity by focusing on the things that GM is good at, and has the potential to be even better at: GM will invest in the conurbation’s key growth sectors and specialisms, highlight global market opportunities to promote those strengths, and GM will build on the diverse assets across the City Region to ensure that places become attractive environments in which to live, work and invest. The people of GM are the biggest asset and the strategy recognises and builds on the strengths of residents, families and communities, providing high quality, integrated and effective public services to ensure that everyone can meet their full potential. The GM Strategy is currently being refreshed.
- 2.23 The GM Strategy provides the high level framework for action based on a robust evidence base and the results of public consultation. More detailed plans, as identified below, have been developed and led by City Region-wide partnerships. These set out the specific actions, interventions and investment required to deliver the GM strategic priorities and achieve the GM vision.
- 2.24 The **draft Greater Manchester Spatial Framework (GMSF)**, which will enable an informed, integrated approach to be taken to strategic development planning across the City Region. The purpose of the GMSF is to enable GM to manage land supply across the City Region in the most effective way to achieve the vision set out in the GM Strategy based on a clear understanding of the role of places and the connections between them. Built on a robust analysis of projected employment growth, including a sectoral analysis of key growth sectors, and an assessment of demographic change and the housing requirements arising from such change, the GMSF will provide a clear perspective of land requirements, along with the critical infrastructure – transport, digital, energy, water and waste – required to support development. The GMSF is currently being reviewed and will be refined prior to going out to consultation. .
- 2.25 **Transport 2040**, which sets out a vision for “World class connections that support long-term, sustainable economic growth and access to opportunity for all” and seeks to address the four critical

transport challenges of supporting sustainable economic growth, improving quality of life, protecting the environment and developing an innovative City Region. Organised by spatial themes and supported by a five-year delivery plan, the strategy takes a long-term view of transport requirements across GM and the wider North and highlights the priority interventions needed to meet those requirements.

- 2.26 The **Greater Manchester Investment Strategy**, which supports the implementation of the GM Strategy through investment that supports business expansion and job creation, primarily through loans that can be recycled to multiply and maximise the impact of investment.
- 2.27 The establishment of a second **GM Transport Fund** is being proposed to underpin an integrated whole-system approach to the management of the GM transport network and the delivery of transport priorities.
- 2.28 The establishment of a new programme to support investment in the **cultural offer of Greater Manchester**, to support the promotion of GM locally, nationally and internationally, to contribute to improving the skills and employability of GM residents and to support the development of strong and inclusive communities and improved quality of life and wellbeing for GM residents.
- 2.29 The **Climate Change and Low Emissions Implementation Plan**, which sets out the steps GM will take to become energy-efficient, and investing in the natural environment to respond to climate change and to improve quality of life.
- 2.30 The **GM Internationalisation Strategy**, setting out how GM will elevate international trade and investment performance, attract and retain the international talent the economy needs, and make sure that GM maximises its international potential as a gateway to the North and supports the whole of the UK in achieving its post-Brexit ambitions.
- 2.31 The **Greater Manchester Work and Skills Strategy**, setting out the GM approach to delivering a work and skills system that meets the needs of GM employers and residents.
- 2.32 The **Northern Powerhouse Strategy**, which identifies skills, science and innovation and the development of a collaborative approach to promoting the Northern Powerhouse to foreign investors as priorities for further work by Northern Cities and Government. It identifies how investment will be made to transport infrastructure to improve connections between northern cities to ensure that the North is known as a place to start and grow a business to help rebalance the economy with London and the South East.

Manchester Residential Growth Strategy (2016)

- 2.33 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 between 2016 and 2025 (a broad target of 2,500 homes / annum). 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.
- 2.34 In terms of current market conditions and pipeline, recent figures indicate that Manchester currently has 8,427 units under construction across 68 sites. In 2017, it is understood that for the first time since before the last recession, Manchester will reach its annual delivery target. The lack of delivery over a sustained period of time during the preceding 10 years has resulted in a vacancy rate of less than 4% in the city centre and market demand and take up is high.
- 2.35 Notwithstanding the fact that there are recovering housing delivery numbers in evidence, there is still much for Manchester to do if economic growth and a reduction in the city's productivity gap is going to be achieved. The residential growth strategy recognises that this will only be achieved

through private sector led delivery, facilitated and managed by the public sector, or otherwise through strategic public /private sector partnerships.

City Centre Strategic Plan (2016)

- 2.36 The City Centre Strategic Plan was adopted in 2016 and identifies key priorities for the City Centre's ongoing regeneration.
- 2.37 The Plan acknowledges the pivotal role that residential development in city centre neighbourhoods, will continue to play in achieving growth in the City Centre. Key to this growth is to create an environment and deliver infrastructure that will encourage people to live and work in a central location.
- 2.38 The Plan sets out a specific 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 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.

Conclusion

- 2.39 Manchester's economy is strong and is continuing to strengthen and diversify into high value added sectors, with Manchester City Centre and the wider Regional Centre a significant driver and focal point for that growth. This growth is fuelling further demand for high quality housing within and adjoining the city centre, and in turn high quality new homes will be essential if Manchester is to realise its full economic potential and reduce its productivity gap. Market analysis demonstrates that much has been achieved in recent years; however, there is considerable amount of new high quality development required to maintain momentum. In addition, private sector partners such as Capital and Centric have a critical role to play in terms of that delivery.
- 2.40 It is not surprising therefore that the provision of high quality new homes and strong neighbourhood regeneration outcomes, which support the creation of inclusive communities, enhance quality of life, and underpin Manchester's economic success are strongly supported by policy and growth strategies at all levels.

3 Site and Neighbourhood Context

Site Description

- 3.1 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.
- 3.2 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.
- 3.3 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.
- 3.4 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.
- 3.5 The two mills buildings on site are currently partially occupied (c.60%) by a variety of incongruent light industry B1 users, including material storage, parcel storage and distribution, knitwear manufacture, furniture manufacture, scientific instrument refurbishment, 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 and include:
 - Repair to soil pipes that were discharging into canal inlet
 - Demolition of unsafe outbuilding (Building E)
 - New lift control panel
 - Electric testing
 - Implementation of better fire safety measures
 - Cutting down overgrown greenery in courtyard
 - New, safe, fence treatment to Worsley St boundary
- 3.6 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.

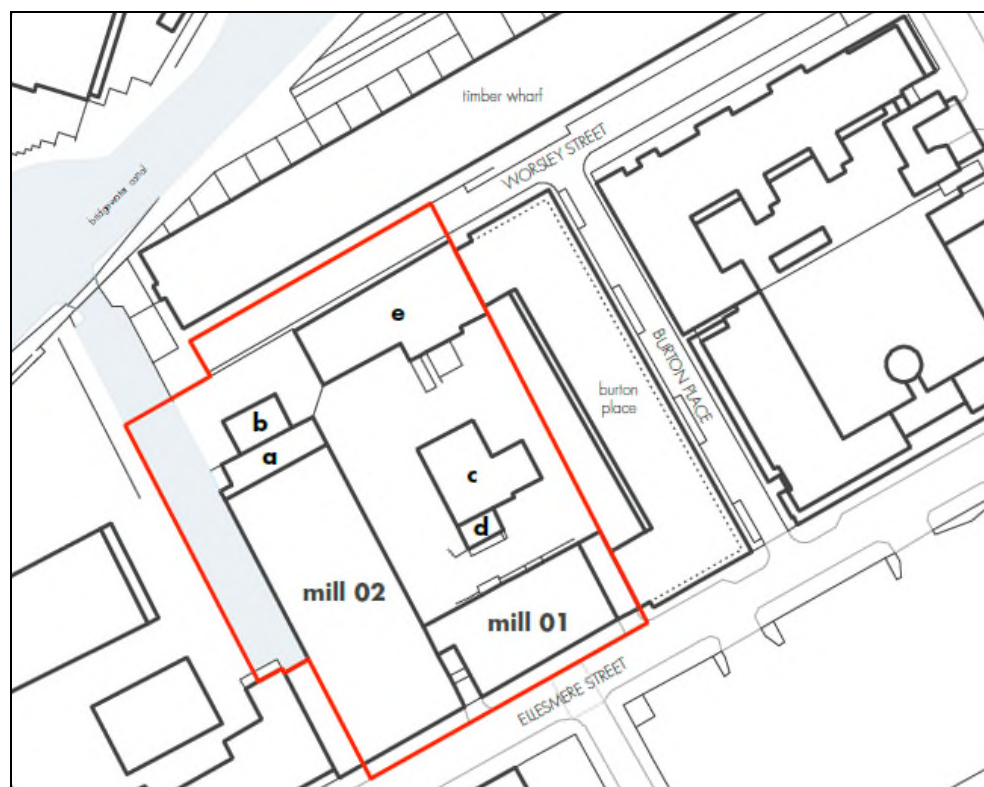


Figure 1 - Location Plan

Existing Buildings

- 3.7 Talbot Mill was established c. 1855 and the complex makes a strong positive contribution to the character and appearance of the Castlefield Conservation Area. It can also be considered an non-designated local heritage asset in its own right due to its inherent architectural and historic interest. The site consists of a complex of six buildings as described below and shown on Figure 1. The buildings are not listed or otherwise designated and therefore not considered to be of 'special' interest, but of local / regional interest.
- 3.8 **Mill 1** - The building is aligned roughly east - west and at the southern edge of the complex, the southern elevation facing onto Ellesmere Street. It is four storeys high and brick built in English Garden Wall bond. Mill 1 is slightly smaller than its counterpart, Mill 2, being 11 no. bays long and 5 no. bays wide. It has suffered from a lack of or poorly executed maintenance over an extended period which has contributed to the deterioration of elements of the structure where they are particularly exposed. Considered to be of high local significance.
- 3.9 **Mill 2** - The building is aligned roughly north to south at the western edge of the complex, with the southern elevation facing onto Ellesmere Street. It is four storeys high, with a basement and brick built in English Garden Wall bond. It is 17 bays long and 6 wide with patches of rebuilding visible. It has also been neglected in terms of maintenance, and has been subject to patchy and inadequate repairs. Considered to be of high local significance.
- 3.10 **Building A (the Engine House)** - This is a narrow building aligned east to west, abutting the north elevation of Mill 2. It is brick built in English Garden Wall bond and is a single bay wide. Considered to be of medium local significance.

- 3.11 **Building B** - This is a 20th Century building (c. 1950) erected against the north face of the Engine House. It is located over the former boiler house. It is brick built and a single storey high. Considered to be of little or no local significance.
- 3.12 **Building C** - This rectangular brick built structure abuts the north side of Building D. It is a single storey tall. Considered to be of little or no local significance.
- 3.13 **Building D (Time Keeper's Lodge)** - This is a rectangular brick built structure with a double pitched slate roof and a chimney stack to the north elevation. It is a two storey building, but only the first floor is visible on the eastern elevation due to the rising ground level. Considered to be of medium local significance.
- 3.14 **Building E** - Was a small two storey brick structure. Considered to be of little or no local significance.
- 3.15 Overall the complex is of high local historic interest and medium local architectural interest.

Planning History

- 3.16 The planning history for the site is provided in Table 1.

Table 1 - Planning History

Application Reference	Description	Decision and Date
108169/FO/2015/C1	Conversion of part of the former mill into a single town house (C3 residential use)	Approved 30/06/2015
098324/CC/2012/C1	Conservation Area Consent for the demolition of three outbuildings in connection with the development proposed under application ref: 098209/FO/2011	Approved 24/05/2016
098209/FO/2011/C1	Change of use of the main mill building (which comprises two wings) from B2 (General Industry) to A1 (Shops), A2 (Financial and Professional Services), A3 (Restaurants), A4 (Drinking Establishments), A5 (Hot Food Takeaways), B1 (Business), B2 (General Industry), B8 (Storage or Distribution), D1 (Non-residential Institutions), D2 (Assembly and Leisure) and showroom (Sui Generis) and demolition of three outbuildings.	Approved 28/05/2012 Development not progressed.
069301/FO/2003/C3	Conversion of existing mill building into 86no. apartments and 2no. houses and new 7/8 storey block with 52no. apartments, car parking spaces and associated landscaping	Withdrawn 01/10/2009
069437/CC/2003/C3	Conservation Area Consent for the demolition of 3no. outbuildings to allow for redevelopment of mill building and surrounding land for residential scheme	Withdrawn 01/10/2009
27978	Widening of access door to left hand side elevation from 8'0" x 4'6" to 8'0" x 6'0"	Approved 10/12/1986
27153	Change of use from storage to a vehicle repair workshop	Approved 22/08/1986
25625	Use of vacant floor for mushroom production	Approved 17/01/1986

Surrounding Uses and Context

- 3.17 The site is within the St George's sub area of Castlefield, which is a key residential neighbourhood within the City Centre providing high quality residential accommodation and associated amenities for City Centre residents including restaurants, bars, gyms and convenience retail. The area is growing

significantly and in recent years a number of developments on long-term vacant site has allowed the area to become a distinguishable neighbourhood in its own right.

- 3.18 The site is surrounded on all sides by residential uses. To the north, is Timber Wharf, across the canal lies the St Georges Island development. To the east lies Burton Place. To the south is 1 Ellesmere St a residential development currently under construction. To the west lies Britannia Mills, a former mill that has been converted into a residential use.
- 3.19 Adjoining mill 2, on its western elevation is a small two storey brick building. This is part of the Talbot Mill complex, but is outside the applicant's ownership and application boundary. It is being brought forward separately for residential use and was granted planning permission to conversion into a single town house March 2017 (ref. 114683/FO/2016).
- 3.20 Beyond the immediate buildings, the wider area consists of a variety of uses including residential, retail, light industry and leisure space.
- 3.21 A number of planning permissions have also been granted for other development sites in this part of the city centre demonstrating the changing nature of this area. In April 2017 permission was granted for a new 8 storey (plus basement) residential building (Use Class C3) to incorporate 108 no. apartments (application reference 115919/FO/2017). Permission has also been granted for the redevelopment of Units 3 and 4 Bentinck Street Industrial Estate April 2016 for 86 apartments and three commercial units (application reference 110189/FO/2015/C1). Planning permission was also granted in August 2016 for 60 apartments and ancillary commercial floorspace (application reference 111679/FO/2016/C1) at Unit 6 at Bentinck Street Industrial Estate. Both of the later are currently under construction.
- 3.22 Other developments under construction include 1 Ellesmere Street where 71 new apartments will be provided with planning permission granted May 2012 (application reference 098216/FO/2011/C1), as well as land at Bentinck Street and Chester Road where planning permission was granted in July 2015 for 162 dwellings and 8 commercial units (application reference 106657/FO/2014/C1).

Transport and Accessibility

- 3.23 The site is located in a highly accessible area of Manchester, to the South of the City Centre. The site well served by existing public transport including bus routes on Chester Road, and rail services at Deansgate Station, and Metrolink links via Cornbrook station. In addition, the site has excellent pedestrian and cycle connectivity to the wider City Centre.

Pedestrian

- 3.24 The site is well connected to key destinations by a comprehensive network of pedestrian routes, typical of a city centre. The Bridgewater Canal towpath adjacent to the site provides a route into Castlefield and the City Centre and 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 local bus stops.
- 3.25 Within walking distance there are a number of residential amenities including shops, bars and cafes on Ellesmere Street, approximately a five minute walk away, and further shops, bars and restaurants in Castlefield approximately a 10-15 minute walk away.

Cycle

- 3.26 The site is well located for cycle access, existing traffic free cycle routes are provided along the canal towpath and Chester Road includes a cycle path from the end of Hulme Hall Road into the City Centre.

Rail

- 3.27 The site is located a 12 mins walk from Deansgate Station. Destinations include Liverpool, Blackpool and Manchester Airport, as well as providing links to Manchester Piccadilly Station with national destinations.
- 3.28 Manchester Victoria Station is approximately a 30 mins walk from the site. The Station is a major regional interchange serving destinations to the north and east of Manchester, including direct rail services to Liverpool (with a fast service at 36 minutes journey time) and Leeds (approximately 49 minutes journey time).

Metrolink

- 3.29 Over 35 million journeys are made per year on the Metrolink to and from the City Centre. The Metrolink has been the subject of significant ongoing investment and expansion of routes in recent years that make the Metrolink the largest light rail network in the UK. Investment includes the delivery of the Second City Crossing opened in March 2017, and the recently completed enhancements of Deansgate-Castlefield Station and St Peter's Square. In October 2016 permission was granted by Transport for Greater Manchester for an expansion of the Metrolink to extend to the Intu Trafford Centre; the line known as the Trafford Park Line could be operational by 2020.
- 3.30 Cornbrook Metrolink station is approximately 6 mins walk from the site, and Deansgate is approximately 10 mins walk. Existing Metrolink services provide direct high-frequency services on the Altrincham, Eccles, East Didsbury, and Mediacity lines.

Bus

- 3.31 The closest bus stops to the site are a short walk away (4 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.

Metroshuttle

- 3.32 The Metroshuttle has three different routes which serve most of the City Centre. There is access to the Route 2 service from Deansgate, up to both Victoria and Piccadilly stations.
- 3.33 The site is therefore well served by public transport both in terms of connectivity within Greater Manchester and further afield.

Vehicle

- 3.34 The site is well placed for access to the City's arterial ring road with Chester Road joining Mancunian Way. The road is a two-lane, two-way dual carriage way which provides access to other major arterial routes and to the wider motorway network.

Summary of Transport and Accessibility

- 3.35 The site is in a strategically important position. It is well connected through public transport links, sustainable modes of transport and private vehicles. The site is in close proximity to a number of City Centre facilities including places of work, retail, cultural and leisure uses. These features make the site well placed for the proposed residential use.

Heritage

- 3.36 As described above Talbot Mill is considered a non-designated local heritage asset for the purposes of the planning application.
- 3.1 The key material consideration for this application in regards to heritage is the impact on the Castlefield Conservation Area, in which the site lies. The Castlefield Conservation Area has high

architectural, historical and evidential value. However the townscape around the southern end of the Conservation Area, 'St George's', is generally poor with low density, vacant sites and buildings of poor architectural quality. This townscape detracts somewhat from the Conservation Area, particularly views in and out of this area.

- 3.2 A number of listed buildings and structures are in close proximity of the site, including:
- Church of St George – Grade II*
 - Churchyard Walls, Gate Piers and Gates of St George's Church – Grade II
 - Former Albert Mill – Grade II
 - Former Turville Public House – Grade II
 - Hulme Lock Branch Canal (Hulme Junction Locks) – Grade II
 - Manchester South Junction and Altrincham Railway Viaduct – Grade II
- 3.3 Further information on the history and heritage of the area is provided in the supporting Heritage Statement and Archaeological Assessment.
- 3.4 The above identified heritage assets have been considered through the design process and the Design and Access Statement provides detail on this process.
- 3.5 The impact on these heritage assets has been assessed and is considered in full within the Heritage Statement.

Flooding

- 3.6 The site is located within Flood Risk Zone 1 and as such is at low risk of flooding from rivers or sea.
- 3.7 Paragraph 103 of the NPPF advises that developments in Flood Zone 1 do not require a site specific flood risk assessment. The Flood Risk Management Team at MCC has confirmed a flood risk assessment is not required to accompany this application. Please see Appendix 1.
- 3.8 A Drainage Strategy has been prepared by Joule and is submitted with this application.

4 The Proposals

- 4.1 This Section should be read in conjunction with the submitted application drawings and Design and Access Statement (DAS) prepared by ShedKM. It provides a summary description of the key elements of the proposed development.

Design Evolution

- 4.2 The design for the scheme has evolved from the analysis of the Residential Quality Guide, the site and the surrounding area; and after consideration of the feedback from the pre-application consultations including from Manchester City Council, the Places Matter! Design Review Panel, Greater Manchester Police and the public consultation event.
- 4.3 Changes have been made to the scheme to reflect the comments made and as a result it is considered that a robust scheme is now proposed which responds to the comments made. Key design changes include retaining windows in Mill 1 and altering the elevation of the new building to the canal arm.

Description of Development

- 4.4 The description of the development provided in the Planning Application Form is as follows:

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

Use and Quantum

- 4.5 The proposals 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 rising to 10 storeys, including a basement level;
 - Rooftop extensions on Mill 1 and 2.
 - Amenity space within the courtyard and circa 40 balconies;
 - 202 cycle spaces for residents plus 15 guest spaces;
 - Landscaping; and,
 - Access, servicing arrangements and other works.

Proposed Demolition

- 4.6 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 local 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.

- 4.7 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 at the request of the Local Planning Authority.

Scale and Massing

- 4.8 The proposed scale and massing of the development has taken cues from the site context and surrounding area which is characterised as being diverse in terms of its scale and massing. For example, the buildings adjacent to the site range from the four storey Mill buildings, to six and ten storeys in the new build residential buildings (Burton Place and Timber Wharf) and nine storeys on St Georges Island across the canal.
- 4.9 The site is partially visible from Ellesmere Street but views from the canal are somewhat blocked by Timber Wharf.
- 4.10 In the submitted DAS, a massing analysis of the area has been carried out to ensure that the proposed development is considered in the context of the surrounding buildings and key views.
- 4.11 In terms of the existing buildings, it was agreed with the design team, that any changes to the character of the building should be minimised in order to not compromise the overall character of the existing buildings. As such on Mill 1 the existing roof structure is retained and a single floor has been added. However the building line of the new floor is set back from the façade in order to reduce the overall impact of the massing when viewed from the street level. This also ensures that the existing fenestration is unaffected by the new floor.
- 4.12 Proposals for Mill 1 also include the removal of the rear wall and the introduction of a new build element fronting the courtyard. The increase in massing to the rear of the building allows the apartments to be planned around a central circulation route. The facade to the extension fronts the courtyard and establishes a visual relationship to the new build block to the rear of the site. In terms of Mill 2, the existing roof structure will be removed and three new floors of accommodation will be created. However the floor to ceiling heights will be reduced to 2.5m meaning that the additional floors will only be one and a half storeys taller than the existing roofline. This will ensure that the impact on the existing building is minimised.
- 4.13 The proposed new building abuts the boundary to the north elevation to respond to the historic urban grain of the area, and to retain the courtyard arrangement. The building steps back from the site boundary to minimise the impact of the proposed development on Timber Wharf. Positioning the building in this location will provide a strong sense of containment within the courtyard and also help to create a greater sense of communal ownership and interaction within the space, while ensuring privacy and security is maintained.
- 4.14 The proposed massing is considered to respond to the existing scale of the surrounding buildings whilst also providing a unique development.

Layout and Orientation

- 4.15 Full details on the layout and orientation of the building can be found in supporting Design and Access Statement. In summary, the layout of the proposal is fixed by the retention of two existing buildings; Mill 1 east – west and Mill 2 north – south.

- 4.16 The new build block is located at the rear of the site, alongside Worsley Street and on the footprint of previous buildings on site. This orientation also reforms the historic courtyard and allows for views into the new landscaped courtyard and towards the canal. The proximity of the new build to Timber Wharf is minimised by directing views towards the canal.

External Appearance

- 4.17 Full details on the materials to be used can be found in the supporting Design and Access Statement. In summary, the existing brickwork on Mills 1 and 2 will be cleaned and reused where possible. If required new replacement bricks to match the existing ones will be used.
- 4.18 All the windows within Mill 1 and 2 (with the exception of Level 3 on Mill 2) will be replaced using uniform fenestration and mirroring the historic windows. This will re-introduce the historic uniformity to the façade, significantly improve thermal performance; and ensure historic fabric is retained internally by avoiding the use of secondary glazing. This approach sustains the significance of the Conservation Area, whilst also facilitating viable reuse of the building.
- 4.19 It is proposed to remove all of the windows on the existing Level 3 of Mill 2 in order to facilitate the construction of the new floors within this building and improve levels of natural light. This is considered to have minimal impact on the visual appearance of the building and will allow honest views through to the newly constructed levels that will be set back from the façade.
- 4.20 In addition, three new window intervention are introduced to Mill 1 on Ellesmere Street. These are in the form of protruding light boxes. Two single light box are inserted where later interventions have been made in the façade and offer an honest approach to this. The third intervention is above the historic pedestrian entrance to Mill 1 and is inserted in a blank brick façade. The intervention mirrors the more decorative pediment present on Mill 2, animates façade and signposts the development.
- 4.21 The new building will be designed to provide a contemporary response to the existing buildings and as such will be constructed with a steel frame and composite panels. A series of full height windows provide a rigorous fenestration that is furthermore animated through the addition of vivid coloured oriels. The oriels serve two functions, primarily to provide privacy and shading from over-looking adjacent developments and secondly to capture and redirect light into internal rooms. On the courtyard side these oriels will become balconies. Further details on the oriel features can be found in the supporting Design and Access Statement.

Landscape

- 4.22 The proposed development includes a significant proportion of landscaping in order to provide a focal point for residents. A summary on the proposed landscaping is below, with full details included in the supporting Design and Access Statement.
- 4.23 The key feature of the proposal is a new landscaped courtyard which will consist of a series of interlinked zones spread over a number of different levels. The existing Timekeepers Cottage will act as a focal structure within the courtyard and will provide access to a raised platform. This will provide an elevated vantage point overlooking the surrounding spaces, as well as creating a multi-use area of shelter beneath.
- 4.24 Linking to the raised platform and cottage, a terraced central lawn space will make optimum use of its location and provide a space for outdoor activities.
- 4.25 A ramp leads down from the eastern courtyard entrance, curving down to the main landscape space. This approach accommodates disabled access, and also movement of bins and cycles. It also creates storage space within the public realm for bins.
- 4.26 Encompassing all these areas, a series of interlinking zones will be shaped to encourage leisure activities as well as providing seating for groups of different sizes, and provide visual softness through well considered planting areas.

Access and Servicing

- 4.27 Fully inclusive access is provided into and around the site and the individual buildings. The primary entrance to the site will be from Ellesmere Street with a new entrance provided between Mills 1 and 2. The entrance directly serves the first floor level of the existing mills with stair and lift access to the lower courtyard level. Once in the courtyard residents are able directly access lower level apartments in the existing mills via individual front doors with foyer access into the new build block. Level thresholds will be provided for each communal and residential entrance. Any change in site levels across the site, will be addressed via the use of ramps.
- 4.28 In addition, 2 ground floors apartments in Mill 1, 4 ground floor apartments in Mill 2 and 4 ground floor apartments in the new building will have their main entrance from the courtyard.
- 4.29 Vehicular access point in to the courtyard will be gained through the existing archway to the southeast of the Courtyard. It is envisioned that the only vehicles requiring access into this area will be maintenance vehicles for the substation, refuse tow tractors and emergency vehicles.
- 4.30 In terms of waste collection, a centralised refuse storage strategy controlled by the building management company is proposed. Residents can conveniently deposit waste within each development block. There is one waste storage area located on the courtyard level within Mill 2 that serves both mill blocks. This can be accessed directly from the lift lobby minimising the traveling distance for residents from upper floors. Within the new build block there is a dedicated refuse storage area located on the courtyard level. This is directly accessible from the lift lobby.
- 4.31 The management strategy for the disposal of refuse is to adopt a bin rotation strategy. The management company will be responsible for rotating full bins from within each building complex with empty ones from the centralised refuse storage area located beneath the ramp in the external courtyard. This strategy is due to the restricted area within each block to accommodate sufficient refuse storage.
- 4.32 Bins from the centralised storage area within the courtyard will be moved by the management company and presented at pavement level on Ellesmere Street. The bins will be assembled neatly ahead of the weekly collection day. Once emptied the bins will be returned to the centralised storage area and rotated with full bins located within each development block.
- 4.33 No car parking is proposed, but the development includes cycle storage for all the individual apartments as well as visitor spaces. Cycle parking for residents will be located in two storage facilities adjacent to the core in Mill 2 which can be accessed from the ground and first floors with direct access provided to Ellesmere Street. In addition cycle storage will be provided within some apartments. Visitor cycle parking will be located in the courtyard.

Transport Strategy

- 4.34 The transport strategy for the site entails:
- No parking.
 - Honest & upfront car-free marketing strategy to target right demographic & discourage pro-car residents from outset.
 - 100% resident cycle parking provision. This will be located in two storage facilities adjacent to the core in Mill 2 which can be accessed from the ground and first floors with direct access provided to Ellesmere Street. Cycle storage will also be provided within some apartments.
 - Visitor cycle parking in the courtyard.
 - 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).

5 Development Plan and Material Considerations

- 5.1 This section of the document identifies the relevant documents that make up the Development Plan and are material considerations in the determination of this application. A detailed assessment of the Proposed Development against the identified documents is then provided.

Development Plan

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

- Manchester Core Strategy 2012 ('The Core Strategy');
- Manchester Proposals Map (2012);
- Saved Policies of the Manchester Unitary Development Plan 2005 ('the UDP');
- Greater Manchester Joint Waste Development Plan Document (2012); and
- Greater Manchester Joint Minerals Plan (2013).

Assessment of the scheme against the Development Plan

Manchester Core Strategy 2012

- 5.3 The Manchester Core Strategy is the key planning document in Manchester and covers a period of 15 years from 2012 to 2027. It describes Manchester today and outlines the Council's vision for Manchester in the future along with planning policies which will be used to deliver that vision.
- 5.4 Policy H1 Overall Housing Provision sets out that new housing will be predominantly in the North, East, City Centre and Central Manchester, these areas falling within the Regional Centre and Inner Areas of Manchester. High density developments (over 75 units per hectare) are appropriate in both the City Centre and parts of the Regional Centre given the accessible location.
- 5.5 Each of the relevant policies are considered in turn below.

Core Strategy Policy	Contribution and Benefits
Policy EC2 Existing Employment Space The Council will seek to retain and enhance existing employment space and sites. Alternative uses will only be supported on sites allocated accordingly, or if it can be demonstrated that: ▪ The existing use is un-viable in terms of business operations, building age and format; ▪ The existing use is incompatible with adjacent uses; ▪ The existing use is unsuitable for employment having had regard to the Manchester – Salford – Trafford – SFRA; or ▪ On balance, proposals are able to offer greater benefits in terms of the Core Strategy's vision and spatial objectives than the existing use.	<i>Due to the state of disrepair of the buildings and current range of occupiers it is not viable to retain them in employment use. The current type of occupiers are also not compatible with adjacent residential uses due to amenity impact.</i> <i>Only a residential use will enable a viable scheme to be progressed whilst allowing retention of this local heritage asset. The proposal is therefore able to offer greater benefits in terms of the Core Strategy's vision and spatial objectives, particularly delivering high quality homes adjacent to the city centre core, which will help to facilitate continued economic growth.</i>

Core Strategy Policy	Contribution and Benefits
Policy H1 Overall Housing Provision Approximately 60,000 new homes will be provided for in Manchester between March 2009 and March 2027. This equates to an average of 3,333 units per year, however the rate of delivery of units will carry across the lifetime of the Core Strategy. New housing will be predominantly in the North, East City Centre and Central Manchester. High Density developments (over 75 units per hectare) are considered appropriate the City Centre. Within the City Centre there will be a presumption towards high density housing development, within mixed use schemes which contribute to regeneration initiatives or niche housing markets by providing sustainable, well designed accommodation which meets the needs of workers moving to Manchester. 90% of housing will be on previously developed land. New developments should take advantage of existing buildings where appropriate ... if this is not possible development schemes should contribute to renewal of adjacent areas which contain vacant or derelict buildings. Proposals for new residential development should take account of the need to: - Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population - Reflect the overall spatial distributions for housing within areas of Manchester that support growth on previously developed land in sustainable locations. - Contribute to the design principles of Manchester's Local Development Framework including in environmental terms. The design and density of a scheme should contribute to the character of the local area. - All proposals should make provision for useable amenity space, including in high density development (in which this could be in the form of balconies, as well as shared open spaces). Scheme should make provision of parking cars and bicycles and the need for appropriate levels of sound insulation. - Address any existing deficiencies in physical, social or green infrastructure, or future deficiencies that would arise as a result of the development. - Prioritise sites which are in close proximity to centres or high frequency public transport routes. - Take account of any environmental constraints on a site's development (i.e. flood risk). - Be designed to give privacy to both its residents and neighbours.	<i>The Proposed Development will make a positive contribution to the City's requirements in terms of well designed, new housing provision, through the utilisation of a previously developed site within walking distance of various transport nodes.</i> <i>The residential offer of this scheme will be high quality and will provide 202 residential units in Manchester City Centre, for which there is significant identified demand. The Proposed Development will support the growing population of Manchester and its associated economic growth.</i> <i>The development will contribute to the establishment of this area as a residential neighbourhood of choice and continue to support a growing number of local and independent businesses that are operating in the area.</i> <i>The proposals have been designed to accommodate 100% cycle parking for residents as well as facilities for visitors. The proposal does not include any car parking and this is considered to be acceptable given the demand for residential parking demand, proximity of alternative modes of transport and availability of alternative car parking locations.</i> <i>The proposals have been designed to minimise impacts on residential amenity for neighbours and the internal layout of the building also means that issues of overlooking will be minimised and have been mitigated. Oriol features have also been included on the buildings in order to reduce the impact on neighbouring properties.</i> <i>The proposals include an appropriate level of residential amenity space, including an external courtyard space as well as private balconies on some of the residential apartments.</i> <i>Boundary treatments have been designed to create a secure perimeter to the site and maximise security and privacy for ground floor apartments in line with Design for Security feedback.</i> <i>The site falls within Flood Zone 1.</i>
Policy H8 Affordable Housing Affordable housing is required for developments on sites of 0.3 hectares and above or where 15 or more units are proposed. New development will contribute to the City-wide target for 20% of new housing provision to be affordable. 5% of new housing will provision will be social or affordable rented and 1% will be intermediate housing delivering affordable home ownership options. The proportion of affordable housing units will reflect the type and size of the development as a whole; and where appropriate provision will be made within Section 106 agreements to amend the proportion of affordable housing in light of changed economic conditions, subject to a	<i>Affordable Housing is not provided as part of the Proposed Development.</i> <i>A Viability Appraisal has been prepared by the Applicant and submitted to Manchester City Council and has confirmed that the financial impact of the provision of affordable housing, combined with other planning obligations would render the scheme unviable. Due to the ambition of the Applicant in delivering a high quality scheme, whilst retaining as much of the historic fabric and interest of the site as possible there are significant costs associated specific repair to the existing buildings (c.£4.5m). In addition the Applicant is delivering a high quality public realm for residents, which combined with</i>

Core Strategy Policy	Contribution and Benefits
financial viability assessment. Affordable housing units will be inclusively designed to reflect the character of development on the site. Either an exemption from providing affordable housing, or a lower proportion of affordable housing, a variation in the proportions of socially rented and intermediate housing, or a lower commuted sum, may be permitted where either a financial viability assessment is conducted and demonstrates that it is viable to deliver only a proportion of the affordable housing target of 20%; or where material considerations indicate that intermediate or social rented housing would be inappropriate. In the latter case, such circumstances could include: - There is a very high level of affordable housing in the immediate area; - There is either a high proportion of social rented (35%), or low house prices in the immediate area compared to average incomes; - Affordable housing would be prejudicial to the diversification of the existing housing mix. - The inclusion of affordable housing would prejudice the achievement of other important planning or regeneration objectives which are included within existing Strategic Regeneration Frameworks, planning frameworks or other Council approved programmes; - It would financially undermine significant development proposals critical to economic growth within the City; - The financial impact of the provision of affordable housing, combined with other planning obligations would affect scheme viability; - There is a need for additional housing provision for older people or disabled people either as affordable or market housing dependent on the results of a financial viability assessment of the scheme.	<i>the new build block and repairs, will enhance the character of the neighbourhood.</i> <i>Furthermore in this instance it is considered that the inclusion of affordable housing would prejudice the achievement of other important planning and regeneration objectives.</i> <i>The development will help contribute towards the pressing need for additional homes in the city centre and it is considered that this outweighs the need for affordable housing as part of the proposed development.</i> <i>There is currently a high level of affordable housing in immediate area, in Hulme. It should also be noted that the proposals will deliver a different type of residential accommodation in this part of the city centre and the units will be made available for open market sales. This will further help to diversify the housing stock and provide a greater choice for residents.</i>
Policy CC9 Design and Heritage Design New buildings will need to be of the highest standard in terms of appearance and function. The Council will support high density and mixed-use development, but developers must recognise the specific design challenges that must be overcome to ensure complementarity of function and form.	<i>The proposed development has been designed with due regard to principles of scale, height, massing, alignment, material and use, and also the character and appearance of the wider townscape. The proposals will deliver a high density development which will enhance the architectural and urban qualities within and surrounding the subject site.</i>
Policy EN1 Design Principles and Strategic Character Areas All development in Manchester will be expected to follow the seven principles of urban design and have regard to the strategic character area in which the development is located. The site is located within the City Centre Character Area, where developers will be expected to consider the City's heritage and continue the rich pattern of activity in the core area. While there will be opportunities to create landmark buildings, developments should also contribute positively to the experience of all at street level. Wherever possible the opportunity should be realised to enhance existing and provide new areas of meaningful open space, and the maintenance and improvement of the City's permeability should be considered in all proposals.	<i>A Design and Access Statement, Heritage Statement and Energy Statement are submitted in support of this application and demonstrate the urban design and environmental analysis which has underpinned the evolution of the preferred, carefully considered design proposals for the site. The proposals will secure the long term, sustainable re-use of an underused site, contribute positively to the levels of activity and natural surveillance.</i>
Policy EN3 Heritage Throughout the City, the Council will encourage development that complements and takes advantage of	<i>The proposed development has been carefully considered in terms of its relationship with and impact on the historic environment. Overall the development preserves and</i>

Core Strategy Policy	Contribution and Benefits
the distinct historic and heritage features of its districts and neighbourhoods. New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance.	<i>enhances the impacted heritage assets. The new build block in particularly enhances the character of the Conservation Area.</i>
Policy EN6 Target Framework for CO2 reductions from low or zero carbon energy supplies Applications for all development over 1,000 sq. m. will be expected as a minimum to meet the targets set out in this policy, unless this can be shown to be not viable. This should be demonstrated through an energy statement. The energy statement will be expected to set out the projected regulated energy demand and associated CO2 emissions for all phases of the development	<i>An Energy Statement and Environmental Standards Statement have been prepared and are submitted as part of the planning application and they outlines the energy saving measures that will be considered along with the on-site renewable techniques that could be appropriate if considered necessary.</i>
Policy EN8 Adaptation to Climate Change All new development will be expected to be adaptable to climate change in terms of design, layout, siting and function of buildings and external spaces.	<i>Climate change has been fully taken into account in the design of the proposals. Further details are provided within the Energy and Environmental Standards Statements submitted in support of this application.</i>
Policy EN14 Flood Risk In line with the risk-based sequential approach contained within PPS25, development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding; this should take account of all sources of flooding identified in the Manchester-Salford-Trafford Strategic Flood Risk Assessment (SFRA). In addition to the requirements for site-specific Flood Risk Assessments (FRAs) set out in PPS25, an appropriate FRA will also be required for all development proposals, including changes of use, on sites greater than 0.5ha within Critical Drainage Areas (CDAs) and Canal Hazard Zones identified in the SFRA. All new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of Green Infrastructure. Developers should have regard to the surface water run-off rates in the SFRA User Guide. In CDAs, evidence to justify the surface water run-off approach / rates will be required.	<i>The application site falls within Flood Risk Zone 1 and is at low risk of flooding. A Drainage Statement is submitted in support of the application and assesses the potential for sustainable methods of drainage.</i> <i>The Flood Risk Management Team at MCC confirmed by email that it was not required on 8 February 2017</i>
Policy EN16 Air Quality The Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport. Developers will be expected to take measures to minimise and mitigate the local impact of emission from traffic generated by the development, as well as emissions created by the use of the development itself, including Combined Heat and Power and biomass plant. When assessing the appropriateness of locations for new development the Council will consider the impacts on air quality, alongside other plan objectives. This includes cumulative impacts, particularly in Air Quality Management Areas.	<i>An Air Quality Report has been submitted in support of this application, which reviews the existing air quality conditions in the vicinity of the Site; the likely significant air quality impacts resulting from the Proposed Development; and recommended suitable mitigation measures to reduce the air quality impact of the proposals.</i> <i>A Travel Plan Framework has been produced by SKTP and submitted in support of this application to encourage residents to use sustainable modes of transport.</i>
Policy EN19 Waste The Council will require all developers to demonstrate the proposals consistency with the principles of the waste hierarchy. All developers will be required to submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled wherever possible and how the sustainable waste management needs of the end user will be met.	<i>A Waste Management Strategy is included within the Design and Access Statement and is in accordance with MCC guidance.</i>
Policy T1 Sustainable Transport To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and prepare for carbon free modes of transport.	<i>The proposals include 202 cycle spaces for residents and 15 spaces for visitors. The site is within walking distance of the City Centre and an extensive bus network. Given that the proposal does not include any car parking it is considered to fully encourage sustainable travel.</i> <i>This application is supported by a Travel Plan Framework</i>

Core Strategy Policy	Contribution and Benefits
	<i>prepared by SKTP, which includes a range of measures to encourage the uptake of sustainable transport options.</i>
Policy T2 Accessible Areas of Opportunity and Need The Council will actively manage the pattern of development to ensure that new development is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport; and, is easily accessible by walking, cycling and public transport, connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Proportionate Traffic Impact Assessments and Travel Plans should be provided for all major applications and for any proposals where there are likely to be access or transport issues.	<i>The proposal does not include any car parking which will discourage the use of private vehicles. As such it is considered that the proposal will not adversely affect the operation of the highway.</i> <i>The proposals are also not expected to create significant vehicle movements through servicing requirements.</i> <i>The site is extremely accessible by a range of public transport modes, including bus, Metrolink and rail.</i>
Policy DM1 Development Management All development should have regard to the specific issues including: effects on amenity such as noise, privacy, light, air quality, road safety and traffic generation; accessibility; community safety and crime prevention; vehicular access; and, green infrastructure.	<i>Chapter 6 of this Statement, together with the information submitted in support of this application, provide the details of how this policy is addressed by the proposals.</i>

The Saved Policies of the Unitary Development Plan (1995)

5.6 Whilst the Core Strategy superseded a large number of policies set out in the UDP several were 'Saved' in 2012 and are still in effect today.

Saved Policies of the Manchester UDP (1995)	Contribution and Benefits
Policy DC7 New Housing Development The Council will negotiate with developers to ensure that new housing is accessible at ground floor level to disabled people, including those who use wheelchairs, wherever this is practicable.	<i>The proposals are adaptable and provide a range of unit sizes, including ground floor apartments, which have been designed to meet the accessibility requirements of residents.</i> <i>A level approach will be provided from Ellesmere Street into the central lobby area. The access to the communal amenity space has also been designed to be fully accessible for all residents.</i> <i>Further information on how the design of the proposals incorporated measures to assist with accessibility is provided in the supporting Design and Access Statement prepared by ShedKM.</i>
DC18 Conservation Areas The Council will seek to preserve and enhance the character of its designated conservation areas by carefully considering the relationship of the proposed development with its surrounding character, locality to existing buildings, any effects of signs or advertisements. Development proposals adjacent to Conservation Areas will be granted only where it can be shown that they will not harm the appearance or character of the area. This will include the protection of views into and out of Conservation Areas.	<i>The proposed development has been carefully considered in terms of its relationship with the Conservation Area and overall enhances the appearance and character of the area, including views into and out of the Area. Full assessment of this is provided within the accompanying Heritage Statement.</i>
DC26 Development and Noise The Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both: a. the effect of new development proposals which are likely to be generators of noise; and b. the implications of new development being exposed to existing noise sources which are effectively outside planning control New noise-sensitive developments (including large-scale	<i>The proposals are supported by a full Noise Assessment which assesses the impact of the proposals upon the local environment, recommends mitigation measures where necessary and concludes that the operational phase of the proposals will not have an adverse impact on the amenity of surrounding users.</i> <i>The residential element of the scheme will not be a significant generator of noise. In addition, the site falls within an area that is mixed use but significantly focused on residential development. Residential accommodation is clearly already accepted as an</i>

Saved Policies of the Manchester UDP (1995)	Contribution and Benefits
changes of use of existing land or buildings), such as housing, schools, hospitals or similar activities, will be permitted subject to their not being in locations which would expose them to high noise levels from existing uses or operations, unless the effects of the noise can realistically be reduced. In giving effect to this policy, the Council will take account both of noise exposure at the time of receiving a planning application and of any increase that may reasonably be expected in the foreseeable future.	<i>appropriate use for this area.</i> <i>A construction management plan has been produced to demonstrate how the potential construction phase effects of the development will be managed and mitigated.</i> <i>Noise will also be carefully managed during the construction phase of the development in line with best practice measures as detailed in the Construction Management Plan.</i>
1 Saved UDP Policy Part 2: Area 5 – City Centre RC20 Area 28 (St. George’s) Recognises that the St. George’s area is a somewhat run-down former industrial area containing a mix of uses, some of which can be described as 'bad neighbours'. It notes that the environment within St. George’s is generally poor and accessibility is limited, with many under-utilised properties. The policy sets out that the general approach to the St. George’s area will be to revitalise the area’s industrial activities while at the same time taking advantage of the area’s location and physical assets of the rivers and canals to attract new development for leisure and recreation uses and for new housing.	<i>The development is in accordance with this policy: delivering further regeneration to the St. George’s area; adding to the character and distinctiveness of the local area; refurbishing a recognised heritage asset; and introducing new housing to the area.</i>

Material Considerations

5.7 The following documents comprise material considerations in the determination of the application:

- National Planning Policy and Guidance
 - National Planning Policy Framework (NPPF) 2012
 - National Planning Policy and Guidance (NPPG)
- Draft Sub-Regional Policy
 - Draft Greater Manchester Spatial Framework 2016
- Supplementary Planning Guidance
 - 2007 Guide to Development in Manchester Supplementary Planning Document and Planning Guidance
 - 2008 Providing for Housing Choice Supplementary Planning Document and Planning Guidance
 - 2016 MCC Residential Quality Guidance

Assessment of Scheme against Material Considerations

National Planning Policy Framework (NPPF)

5.8 National Planning Policy is contained within the National Planning Policy Framework (NPPF).

5.9 The Department for Communities and Local Government published the NPPF on 27 March 2012. This document sets out the Government’s planning policies for England and how these are to be applied. It requires planning policies to meet objectively assessed needs, with sufficient flexibility to adapt to rapid change.

5.10 At the heart of the NPPF is a presumption in favour of sustainable development; the golden thread running through plan-making and decision taking (para. 14). The NPPF notes there are three dimensions to sustainable development; economic, social and environmental. These dimensions are

considered to be mutually dependent with the NPPF, in its entirety, defining sustainable development.

- 5.11 The core planning principles contained within the NPPF provide the overarching framework for development within the UK. Paragraph 17 sets out these twelve principles of planning which include the following:

NPPF Core Planning Principle	Contribution and Benefits
Proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs	<i>The proposal will contribute to the delivery of new homes within Manchester City Centre and help support wider economic development in the local area.</i>
Always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings	<i>The scheme has been the subject of significant design consideration, consultation and evolution. The design of the proposal takes into account surrounding developments and the wider regeneration proposals for the surrounding area. The proposal will use high quality materials to reflect the character of the surrounding area.</i>
Contribute to conserving and enhancing the natural environment and reducing pollution	<i>The scheme will enhance the natural environment by providing new green spaces which will increase biodiversity. Pollution will also be reduced in the local area due to the proposal not including any on site car parking and seeking to reduce dependence on private vehicles</i>
Encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value	<i>The Site is a previously developed site which is currently poor quality and underused. The proposal will make efficient use of this site and provide a more appropriate end use.</i>
Sustain and enhance the significance of heritage assets, putting them to viable uses consistent with their conservation and in a manner appropriate to their significance; as well as recognise the positive contribution new local development can make to local character.	<i>The significance of the Castlefield Conservation Area is enhanced and the significance of neighbouring listed buildings is sustained. There is some minor harm to the significance of local asset, Talbot Mill, however this harm is fully justified by ensuring the building is put to viable use and thereby retained as an asset contributing to the character and distinctiveness of the local area. The approach is entirely consistent with ensuring the identified heritage assets are conserved in a manner appropriate to their significance.</i>
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	<i>The site is located in a wholly sustainable location and is within walking distance of a range of public transport facilities. Appropriate cycle parking facilities will also be provided.</i>

National Planning Policy Guidance

- 5.12 The National Planning Practice Guidance (NPPG) was finalised in March 2014 and sets out advice, information and best practice on a wide range of planning issues with the overall objective of becoming a single source for planning guidance which will be maintained as a live resource.

Design

- 5.13 The NPPG stresses the importance of good design and that planning should drive up standards across all forms of development. As a core planning principle plan makers and decision takers should always seek to ensure high quality design through creating places, buildings or space that work well for everyone, look good, last well and will adapt to the need of future generations.
- 5.14 With particular reference to housing design issues, the NPPG sets out that well-design housing should be functional, attractive and sustainable. Consideration should be given to the servicing of dwellings including the storage of bins and cycles and provision of space for drying clothes or places for deliveries.

- 5.15 The NPPG references pre-application discussions, Design and Access Statements and Design Reviews as some of the methods that can be used to achieve good design.
- 5.16 The proposed development represents a well-designed solution for the site. The proposals are backed up and influenced by a strong pre-application consultation strategy including liaison with Historic England and Manchester City Council.

Before Submitting an Application

- 5.17 This section sets out processes and expectations on pre-application discussions. The NPPG sets out that pre-application engagement offers significant potential to improve both the efficiency and effectiveness of the planning system and improve the quality of planning applications and their likelihood of success.
- 5.18 This is achieved through providing:
- An understanding of the relevant planning policies;
 - Working collaboratively and openly with interested parties at an early stage to identify, understand and seek to resolve issues associated with a proposed development;
 - Discussion of possible mitigation methods against impacts of proposed development; and
 - Identifying the information required to accompany a formal planning application.
- 5.19 The proposed development has been influenced by a comprehensive pre-application consultation strategy which is set out in the Statement of Community Consultation.

Travel Plans, Transport Assessments and Statements in Decision Taking

- 5.20 The NPPG sets out the overarching principles behind Travel Plans, Transport Assessments and Statements which are methods of assessing and mitigating the negative transport impacts of the development in order to promote sustainable development.
- 5.21 Local Planning Authorities must make a judgement as to whether a development proposal would generate significant amounts of movement on a case by case basis. The planning application is supported by a Transport Statement and Travel Plan Framework prepared by SKTP which broadly states the proposed development will not have a significant impact on additional traffic movements due to its favourable position within the City Centre and lack of on-site car parking.

Viability

- 5.22 The NPPG sets out guidance on viability and references the NPPF Paragraph 173 which has regard to viability and decision making. The NPPG goes on to say that viability can be important where planning obligations or other costs are being introduced. In these cases, decisions must be underpinned by an understanding of viability, ensuring realistic decisions are made to support development and promote economic growth. Where the viability of a development is in question, Local Planning Authorities should look to be flexible in applying policy requirements wherever possible.
- 5.23 The NPPG sets out three underlying principles for understanding viability in planning:
- Evidence based judgement: assessing viability requires judgements which are informed by the relevant available facts. Additionally, understanding past performance in relation to build rates and the scale of historic planning obligations can be a start point.
 - Collaboration: a collaborative approach involving the local planning authority, business community, developers, landowners and other interested parties will improve understanding of deliverability and viability.

- A consistent approach: local planning authorities are encouraged to ensure that their evidence base for housing, economic and retail policy is fully supported by a comprehensive and consistent understanding of viability across their areas.

- 5.24 In terms of viability and decision taking the NPPG sets out a number of sections detailing guidance for applicants and Councils. Broadly, it states that decision-taking on individual applications does not normally require consideration of viability. However, where the deliverability of the development may be compromised by the scale of planning obligations and other costs, a viability assessment may be necessary.
- 5.25 With particular reference to brownfield sites, the NPPG sets out that Local Planning Authorities should seek to work with interested parties to promote their redevelopment.
- 5.26 To incentivise the bringing back into use of brownfield sites, the NPPG advises that Local Planning Authorities should consider the different funding mechanisms available to them to cover potential costs of bringing such sites back into use. They should also seek to take a flexible approach in seeking levels of planning obligations and other contributions to ensure that the combined total impact does not make a site unviable.

Public Benefits

- 5.27 The NPPG sets out what is meant by public benefits, when considering the impact on a designated heritage asset. These benefits should be of a nature or scale to be of benefit to the public at large and should not just be a private benefit. However, the NPPG notes that benefits do not always have to be visible or accessible to the public in order to be genuine public benefits. Public benefits may include heritage benefits, such as:
- sustaining or enhancing the significance of a heritage asset and the contribution of its setting;
 - reducing or removing risks to a heritage asset; and
 - securing the optimum viable use of a heritage asset in support of its long term conservation.
- 5.28 Overall the development will sustain and enhance the significance of Castlefield Conservation Area and neighbouring listed buildings. There will be some very minor harm to the significance of the local non-designated heritage asset, Talbot Mill. Although demonstration of public benefits is not required for a non-designated heritage asset, 'a balanced judgement' is required having regard to the scale of any harm or loss and the significance of the heritage asset (NPPF paragraph 135). In exercising this balanced judgement it is still useful to consider the public benefits that derive from the development, which are summarised below. In considering these benefits it is clear that they outweigh the minor harm caused to the non-designated heritage asset.

Economic

- The creation of construction jobs, c. 193 FTE.
- The high quality development is also likely to attract skilled workers to the area and therefore increase local spending.
- The contribution to housing supply, supporting Manchester's economic growth through provision of homes for the increasing labour market.
- Catalyst for continued regeneration of the area, in line the City Centre Strategic Plan 2016.

Social and Cultural

- Social and cultural benefits through the creation of a new community. The Applicant will encourage the Management Company to hold collaborative events within the internal

courtyards of the development teaming up with local providers to promote a community amongst residents whilst supporting local businesses.

- Responds to local character and history, and reflects the identity of local surroundings and materials.
- Sustains and enhances the significance of identified designated heritage assets, Castlefield Conservation Area and neighbouring listed buildings.
- Creation of generous landscape courtyard, which will enhance the wellbeing of residents.

Environmental

- Makes a positive contribution to local character and distinctiveness.
- Improves the visual amenity of the adjacent residential buildings, particularly Timber Wharf, Burton Place and Britannia Mills.
- Cleans up the canal arm, which is currently of a poor quality. The water is shallow and turbid with only aquatic vegetation located on the edges. It is species poor and comprised of mainly Buddleja.
- Provision of green infrastructure within the courtyard for the enjoyment, which will create new habitats for ecology.
- Car-free development and therefore no increase in regular traffic on the local network.

5.29 Public benefits can also include heritage benefits, which for the proposed development include:

- Securing the optimum viable use of a heritage asset in support of its long term conservation.
- Investment of £4.5m in the repair of the historic fabric of Mill 1 and Mill 2.
- Securing a higher value use for the currently under-utilised complex; supporting its on-going occupancy and maintenance.
- Reinstating a rationalised window scheme across the complex, based on an existing historic design; enhancing the uniformity, rhythm and simplicity of the asset's architectural character.
- Removal of later structures in the courtyard (Buildings B, C and E), and additions to the Ellesmere Street façade, which detract from the architectural and historic character of the complex.
- Increasing the number of people who access the complex to appreciate its special architectural and historic character. In particular, enhancing the courtyard as a useable space to appreciate the historic function and architectural character of the former Mill.

Emerging Sub-Regional Policy - Greater Manchester Spatial Framework: Draft for Consultation (2016)

5.30 The Association of Greater Manchester Authorities (AGMA) is preparing a sub-regional spatial framework – the Greater Manchester Spatial Framework (GMSF) – in order to prepare a vision for a better, more productive and successful Greater Manchester. The document is still in its relative early stages, so its weight as a material consideration is limited.

5.31 The GMSF will enable AGMA to take an informed, integrated approach to spatial planning. The document will provide a framework within which to manage the supply of land across the conurbation to deliver growth over a 20 year timeframe, ensuring that Greater Manchester is able to meet current and emerging occupier demand to support a market-facing strategy for housing and employment growth.

- 5.32 The wide ranging document set out a number of key strategic approaches, issues and objectives that a successful Greater Manchester needs to address in the coming years. The future development will contribute to a number of these, as set out below:

City Centre

- 5.33 Policy SL1 emphasises the increasing importance of residential development in Manchester City Centre that is complementary to surrounding land uses and recognises the need to diversify the mix and quality of accommodation. The Policy states that over the period 2015-2035, around 40,000 net additional dwellings will be provided. The proposed development will meet the requirements of this policy by providing 202 new apartments in Manchester City Centre.

Regeneration

- 5.34 Policy GM1 recognises the need for the redevelopment and reuse of existing land and buildings across Greater Manchester. The proposal will meet the aims of this Policy by bringing an underused site back into active use. The proposal also seeks to reuse two existing buildings.

Guide to Development in Manchester Supplementary Planning Document

- 5.35 The Guide to Development in Manchester was adopted in April 2007. The guide reflects the growing recognition of the importance of well-designed and well maintained neighbourhoods in supporting sustainable development and neighbourliness.
- 5.36 The SPD states that increased development density can be appropriate where it is necessary to reinforce community identity, promote a more economic use of land, increase demand for local facilities and contribute to safer, self-policed streets. However, density levels must be informed by the character of an area and the specific circumstances of a proposal.
- 5.37 Developments should be informed, both in terms of design and layout, by the wider context. The document is clear to point out that it is the character and identity of an area that will determine appropriate densities and form, which will vary across the City.
- 5.38 The Proposed Development meets the requirements of the SPD as demonstrated in this Statement and the accompanying Design and Access Statement.

Providing for Housing Choice SPD

- 5.39 This document provides planning guidance about the mix of new housing provision required in Manchester to meet the requirements of the City's planning policies and government guidance about planning policies for housing provision.
- 5.40 The SPD highlights that a core driver of success will be the creation of "Neighbourhoods of Choice" with truly sustainable communities where people choose to live because of the quality of life on offer:

"It is through the creation of neighbourhoods of choice that (we) will succeed in delivering the household growth needed to underpin the City Region's economic growth potential. The creation of neighbourhoods of choice will demand an integrated and planned approach that can ensure that there are quality public services in the right location, along with quality local amenities, a choice of housing, a quality local environment and low levels of crime and disorder."

- 5.41 One of the central themes in the 'Neighbourhoods of Choice' vision is that there should be wide choice of housing, across tenures, with higher levels of home ownership than currently exist and higher overall property values. The needs of existing residents should also be met. The proposed development provides 202 1 and 2 bed apartments with amenity facilities.

Manchester Residential Quality Guidance

- 5.42 The Manchester Residential Quality Guidance (RQG) was endorsed by Manchester City Council in December 2016. This Guidance was produced to ensure that future development in the city delivers

high quality, sustainable housing that meets the city's and communities' needs.

- 5.43 These standards have resulted in a positive shift in terms of the quality of residential schemes coming forward, yet space standards represent only one of the key ingredients for creating attractive and sustainable residential environments.
- 5.44 The Guidance completes this picture, providing clear direction on what is required to deliver sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester.
- 5.45 The document sets out nine components that, when combined will inform and help to create high quality residential development and which will be used to shape what Manchester will become within the Manchester Strategy period up to 2025 and beyond. A further detailed analysis of compliance with the RQG is provided in the accompanying Design and Access Statement, however a summary of response to the nine components is below.

Make it Manchester

- 5.46 The proposed development has been designed to respond to the changing nature of this part of the city centre, which will continue to see change over the coming years. The proposal includes the reuse of existing buildings building on the site and the new building has been designed to replicate the existing scale and massing in the local area.

Make It Bring People Together

- 5.47 The proposed amenity spaces, shared and private, will provide an opportunity for residents to meet and socialise, helping to create a new community within the site. By including a mix of apartment types, including those in existing brick built buildings as well as new build apartments, the development will be capable of accommodating a wide variety of residents. The site is within easy walking distance of local amenities as well as the main retail facilities in the city centre.

Make It Animate Streets and Spaces

- 5.48 The proposal will include improvements to the existing buildings which will bring the site back into active use and provide an active street frontage along Ellesmere Street. The refurbishment of Mill 2 will also help animate the canal arm and improve the general appearance of the site and new building block will bring much needed animation to Worsley Street. The use of balconies and oriels on the buildings will also help add life and interest to the surrounding area, creating a safer enhanced pedestrian environment around the building.

Make It Easy To Get Around

- 5.49 The site is located close to key public transport infrastructure. Appropriate levels of cycle parking facilities are also provided as part of the proposal.

Make It Work With the Landscape

- 5.50 A new central courtyard feature will be provided which will help animate the site and provide a focal point for new residents. As set out in Chapter 4 of this Statement, the proposal includes a range of landscape features that can be used by residents in order to create an attractive development.

Make It Practical

- 5.51 The proposed apartments are an appropriate size and provide well-sized, well-designed living, sleeping and storage spaces. Waste storage has been designed in accordance with Manchester City Council guidance for a development of this nature with appropriate facilities provided for the storage of waste.

Make It Future Proof

- 5.52 Whilst the proposal includes the re-use of two existing buildings, it is intended to aspire to exceed 2013 Building Regulations and the levels previously required under Level 4 of the Code for Sustainable Homes. As set out in the supporting Environmental Standards Statement produced by PSD this will include making efficient use of space and water heating systems allied with renewable technologies in the form of photo voltaic (PV) panels mounted at roof level. The proposal will also seek to use materials in the construction process which have a low environmental impact as determined by the BRE's Green Guide and maximising the use of recycled and sustainably sourced materials.

Make It a Home

- 5.53 The shared amenity and circulation space has been designed in order to give a sense of place to the development. All shared lifts, stairs and corridors are generously dimensioned up to the front doors of the well designed, proportioned and decently sized apartments. The layout of the buildings has been designed to provide an appropriate level of privacy for existing neighbouring residents as well as those that will occupy the building.
- 5.54 All the apartments are in line with the national space standards referenced in the Manchester Residential Quality Guidance. Two apartments marginally fall below the gross standards (by only 2.7m), however this is compensated by the open plan layout of the apartments, reducing the need for internal partition walls, along with the fact that that combined kitchen / living space exceeds the recommended space for a two bed / four person apartment.

Make It Happen

- 5.55 The Applicant and design team are experienced in dealing with developments of this nature and ensuring that the consented designs are delivered to the standards of quality and workmanship anticipated at application stage.
- 5.56 Overall, the project team has ensured that the key components of the Manchester Residential Quality Guidance, as set out above, have been considered throughout the design process and consider the final development proposals to be in line with the aspirations of Manchester City Council and will provide a high quality residential development.

6 Site Specific Issues

Introduction

- 6.1 This section reviews the key planning policy considerations that have been derived from a review of local and national policies, responding to the site specific context.

Principle of the Use

- 6.2 In line with Core Strategy Policy EC2 it has been demonstrated that the existing employment use is unviable and incompatible with adjacent uses. It is also clear that the proposals will offer greater benefits in terms of the Core Strategy's vision and spatial objectives.
- 6.3 Manchester's economy is strong and is continuing to strengthen and diversify with Manchester City Centre and the wider Regional Centre a significant driver and focal point for growth. This growth is fuelling further demand for high quality housing within and adjoining the city centre, and in turn high quality new homes will be essential if Manchester is to realise its full economic potential and reduce its productivity gap. There is still a considerable amount of new high quality development required to maintain momentum. The St George's and wider Castlefield area have a key role to play in this, delivering high quality homes adjacent to the city centre core. The proposal is therefore fully aligned with the vision for the neighbourhood and the city and will help to deliver key Core Strategy objectives and policy, particularly housing Policy H1.
- 6.4 Despite this it should be noted that the applicant is committed to ensuring a smooth transition as much as possible for existing residents as set out with the accompanying Existing Tenant Statement. Under the applicant's instruction, the managing agent, Roger Hannah & Co has worked with a number of tenants to identify new premises options for them. Collaboratively the developer and management company have sourced locations, helped arrange viewings and discussed prospective terms for alternative properties, helping to retain employment within the city.

Heritage

- 6.5 A Heritage Statement has been prepared by Deloitte and is submitted with this application. In accordance with the requirements of the NPPF, the significance of the designated heritage assets which have the potential to be affected by the application proposals are described within. This includes an assessment of the contribution the setting makes to this significance. The impact on this significance is also assessed.
- 6.6 It is concluded that overall the proposal will have a positive effect on the special architectural and historic interest of the Castlefield Conservation Area and a neutral impact on the identified designated heritage assets, and will preserve and enhance their special interest. Some very minor harm is caused to the non-designated heritage asset, Talbot Mill, however in undertaking a 'balanced judgement', this is fully justified by the public benefits of the scheme. The proposal is thus in accordance with statutory legislation, national and local policy.

Archaeology

- 6.7 An Archaeology Desk-Based Assessment has been prepared by Salford Archaeology and is submitted with the application. The report concludes that due to the potential of belowground archaeological remains, the potential impact of development can be seen to be major, as any

redevelopment occurring within the Site Area would involve the loss and disturbance of these remains.

- 6.8 The requirement for any further archaeological investigation of the Site Area in advance of development will be decided by the Greater Manchester Archaeological Advisory Service (GMAAS), in their capacity of archaeological advisors to Manchester City Council. Any archaeological works will require a Written Scheme of Investigation to be produced in consultation with GMAAS.

Traffic and Transport

- 6.9 As set out in Section 5 of this Statement, Policies T1, T2 and DM1 of the Core Strategy seek to ensure that transport matters are suitably addressed and that sustainable developments are brought forward. A Transport Statement and Framework Travel Plan have been prepared by SKTP in support of the application.
- 6.10 Promoting sustainable transport is central to policies in the NPPF. Paragraph 30 highlights that encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion.
- 6.11 One of the key elements of national and local planning policy is to ensure that developments are located in areas where alternative modes of travel are available. Developments should not be isolated, but should instead be located close to complementary land uses. Encouraging the integration of planning and transport supports the aim of reducing overall travel and use of private car.
- 6.12 The site presents a strong opportunity to deliver a liveable and car-free community, where the daily travel needs of residents can be met sustainably without needing to own or use a car. This approach fully justified in the Transport Statement.
- 6.13 Research and evidence presented within the Transport Statement shows that Manchester City Centre is the best place to live without a car outside of London and that a high proportion of residents live in the city without a car. The site had an exceptional level of accessibility and is well located to encourage trips by non-car modes to both city centre and regional destinations.
- 6.14 A transport strategy has been developed for the site that includes appropriate access solutions and facilities for pedestrians, cyclists and service vehicles, and measures to promote non-car living. This is fully detailed in the accompanying Travel Plan. The proposal includes measures to allow access by refuse, delivery and disabled vehicles.
- 6.15 The Transport Statement concludes that the proposal fully meets the requirements of local and national policy, and that the residual traffic, road safety and parking impact of the proposal will not be significant when tested against the policy requirements of the NPPF.

Travel Plan

- 6.16 A Framework Travel Plan has been prepared by SKTP and is submitted with the application. The Travel Plan outlines policy interventions and measures that are commensurate with the scale and impact of the proposal and aims to reduce the environmental effects of transport associated with the development and raise awareness of non-car means of access. As the development is car free active implementation of the Travel Plan is key to the scheme.
- 6.17 In summary, the Travel Plan provides information on existing transport services to the site and travel patterns, measures included within the proposal to enhance accessibility and reduce car use, a travel plan coordinator and mechanisms for monitoring and reviewing the travel plan.
- 6.18 The measures outlined in the Framework Travel Plan are based on those submitted with the planning application and have been drawn from UK and local area best practice, specifically the adopted TfGM guidance.

Energy

- 6.19 PSD have prepared an Energy Statement which accompanies the application which sets out the environmental aspects of the proposed development highlighting the energy profile and assesses options for reducing energy consumption.
- 6.20 The report details how the development will incorporate sustainable design and resource efficiency measures in accordance with the Energy Hierarchy, so to meet the policy requirements and reduce its overall environmental impact. The methodology and calculations are consistent with the MCC Appendix A EN6 Energy Target Explanation.
- 6.21 As existing buildings Mill 1 and Mill 2 are in a conservation area, allowances are made in Building Regulations part L1B. The regulations state that buildings in a conservation area are exempt from energy efficiency requirements where these requirements would unacceptably alter the character or appearance of such existing dwellings. The Energy Statement therefore considers the impact of energy efficiency measures on the character and appearance of the historic mill buildings and conservation area and makes a balanced judgement on which measures would therefore be most appropriate.
- 6.22 With all the new building fabric elements in the Mills, including walls and windows the aim is to exceed Building Regulations.
- 6.23 The proposed new building of the development aims to exceed the requirements of Building Regulations Part L for the energy and carbon performance. This will be achieved by:
- Improving the thermal efficiency of the walls, windows and roof by introducing high levels of insulation and improved glazing
 - Reducing the air permeability to the minimum standards required to meet the SAP Assessments (used to assist energy conservation)
 - Reducing the need for mechanical ventilation
 - Using highly efficient sources of heating
 - Designing the building fabric to reduce thermal bridging
 - Utilising renewable technologies
- 6.24 These factors will allow the proposed development to exceed the CO2 targets of 2013 Building Regulations as well as reducing the energy usage of the new build apartment block in the order of 10%.

Air Quality

- 6.25 An Air Quality Assessment has been prepared by Miller Goodall in support of the planning application.
- 6.26 During the construction phase of the development there is the potential for air quality impacts as a result of dust emissions from the site. However with the implementation of mitigation in the form of good practice dust control measures, the residual significance of potential air quality impacts from dust generated by demolition, earthworks, and construction activities was predicted to be not significant. A Construction Management Plan has been submitted in support of the planning application setting out how these measures could be implemented.
- 6.27 An air quality assessment has also been undertaken to determine the impact of the proposed development on local air quality and to determine the suitability of the site for future residents. Given that the proposal does not include any car parking and the development site does not lie within an AQMA, it can be expected that concentrations experienced on site are below the air quality objectives and the site is, therefore, suitable for future residential use.

Daylight and Sunlight

- 6.28 A Daylight and Sunlight Report has been prepared by GIA in support of this application. The technical analysis has been informed by the methodologies set out within the Building Research Establishment Guidelines entitled 'Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice (2011)'. The guidelines provide a recommendation to inform site layout and design. They are not mandatory nor do they form planning policy and their interpretation may be treated flexibly depending on the specifics of each site. It should also be noted that the BRE guidance is based on a suburban setting (equivalent to the light available over two storey houses across a suburban street), no guidance is given as to suggested daylight and sunlight levels in city centres.
- 6.29 The Daylight and Sunlight Report assesses the impact of the proposal on the following residential developments which are close to the site:
- Britannia Mills;
 - Burton Place;
 - Ellesmere Street Townhouse;
 - Roof Gardens; and
 - Timber Wharf.
- 6.30 The Report shows that for Britannia Mills, 88% of the windows will meet the Vertical Sky Component ("VSC") daylight targets and 100% of the rooms will meet the Average Daylight Factor ("ADF") daylight targets. 97% of the rooms show full compliance to the BRE No Sky Line ("NSL") Guidelines. When assessed against the Annual Probable Sunlight Hours ("APSH") (Sunlight criterion), all of the rooms relevant for assessment show full compliance to the BRE Guidelines and are therefore considered acceptable. Overall, these compliance levels are considered to be very good for an urban location.
- 6.31 In terms of Burton Place, the technical analysis shows that 47% of the windows will meet the VSC daylight targets and 85% of the rooms will meet the ADF daylight targets. Except for two rooms, all of the rooms that do not meet the ADF targets, are bedrooms. The two living rooms that do not meet the ADF targets do not meet them in the existing scenario, and the proposed development will only result in a 0.3% ADF reduction, which is minor.
- 6.32 81% of the rooms show full compliance to the BRE NSL Guidelines. The rooms that do not meet the NSL target are bedrooms, with relatively small windows. Considering these factors, GIA has stated that the daylight impacts are acceptable. When assessed against the APSH (Sunlight criterion), 78% of the rooms relevant for assessment show full compliance to the BRE Guidelines.
- 6.33 The rooms that do not meet the sunlight targets generally meet the annual target, but do not meet the winter target. Low level winter sunlight is more difficult to receive in an urban environment due to the denser surrounding buildings. The previously unusual open aspect towards Worsley Street also means that there is a greater reduction to those rooms that face that direction. Overall, it is considered that the sunlight results for Burton Place are also acceptable.
- 6.34 The technical analysis for the Ellesmere townhouse shows full compliance with the daylight and sunlight criteria.
- 6.35 The analysis for the Roof Gardens shows full compliance with the VSC and ADF daylight criteria. 98% of the rooms show full compliance to the BRE NSL Guidelines and thus the daylight impacts acceptable. The three rooms that do not meet the NSL targets will still receive a direct view of the sky to over 50% of their area, which is still a good level of light. It is important to consider that this building is not occupied, and so has a much lower sensitivity to changes in light levels than an occupied residential building. When assessed against the APSH (Sunlight criterion), all the rooms relevant for assessment show full compliance to the BRE Guidelines and are therefore considered acceptable.

- 6.36 Finally, for Timber Wharf, the detailed technical analysis demonstrates that 95% of windows relevant for assessment show full compliance to the VSC methodology within the BRE Guidelines. 92% of the rooms will comply with the ADF criteria.
- 6.37 When assessed against the second daylight methodology, the NSL, 96% of the rooms show full compliance to the recommendations within the BRE Guidelines. When assessed against the APSH (Sunlight criterion), 99% of the rooms relevant for assessment show full compliance to the BRE Guidelines and are therefore considered acceptable.
- 6.38 A large proportion of the windows will receive better daylight (78% of windows) and sunlight (75% of windows) levels with the proposed development in place, than they would do with if the proposed development matched the scale and proportions of the existing Timber Wharf. For these reasons, the results are considered to be acceptable.
- 6.39 The assessment generally demonstrates that the impact on the daylight and sunlight levels of residents at these properties will be commensurate with the location and nature of the site and proposed development.

Noise

- 6.40 A detailed environmental noise survey has been undertaken by Hann Tucker Associates in order to establish the prevailing environmental noise climate at the development site.
- 6.41 The acoustic requirements of national/local policies and current industry guidelines have been reviewed and used to inform a detailed noise impact assessment of incident noise affecting the development as well as potential noise output from the development, including the commercial units and noise transfer potential.
- 6.42 The assessment indicates that acceptable internal noise levels should be achievable within apartments with double glazed windows and standard/acoustic trickle ventilators within window heads in all areas. Potential plant noise emissions have been reviewed and limits/measures to control these have been set.

Ground Conditions and UXO

- 6.43 A Phase 1 Preliminary Risk Assessment has been prepared by Delta Simons and is submitted in support of the planning application.
- 6.44 The Phase 1 Preliminary Risk Assessment concludes that based on the potential for current and historical sources of contamination at the site, the preliminary risk assessment has identified an overall moderate risk of soil/groundwater contamination and a low risk of hazardous ground gas at the site. As such the document recommends an intrusive site investigation is carried out prior to the commencement of development.
- 6.45 A Preliminary Unexploded Ordnance Threat Assessment has also been produced by Alpha Associates and is submitted in support of the planning application. The report recommends that further work is undertaken to address the potential for UXO due to the proximity of primary World War 2 targets and sites with previous bomb damage and that this work should be carried out prior to intrusive works.

Crime and Security

- 6.46 A Crime Impact Statement ("CIS") has been prepared by GMP's Design for Security team and is submitted as part of this planning application. The Statement highlights positive aspects of the proposals which will reduce the risk of crime at the site. A full response to the matters raised by the Design for Security team is provided within the Design and Access Statement. In summary a number of the matters identified within the CIS can be picked up during the detailed design phase of the development. Other recommendations have also now been incorporated into the final design of the development.

Waste Management and Servicing

- 6.47 Full details on the waste strategy can be found in the supporting Design and Access Statement with a summary provided in Chapter 4 of this Statement. The development accommodates a centralised refuse storage area located on the courtyard level within Mill 2 that serves both mill blocks. This can be accessed directly from the lift lobby minimising the traveling distance for residents from upper floors. Within the new build block there is a dedicated refuse storage area located on the courtyard level. This is directly accessible from the lift lobby. The collection of waste will be managed by the management company responsible for the development.

Bats

- 6.48 A Daytime Bat Survey has been produced by Rachel Hacking Ecology and is submitted in support of the planning application. No evidence of bat activity could be located at the site. Within the main mill building, only some of the units could be accessed but the units are of the same construction and therefore, an assessment could be made of the inaccessible units. No suitable roosting cavities were found, internally or externally within the main mill. The cellars are damp and cold. Minimal gaps exist within the mill building structure, with no obvious bat entry or exit points. The main mill building offers negligible bat roost suitability.
- 6.49 The two other structures on the site (the Engine Room and the Garage Building) were only accessible externally but appeared to be well sealed. Given the external survey results, these buildings offer negligible bat roost suitability.
- 6.50 No trees or shrubs exist on site which could provide suitable features for roosting bats.
- 6.51 The Survey therefore concludes that the development can proceed without the need for further survey work or bat mitigation due to the negligible potential of the structures to support bats. Notwithstanding this it is considered that demolition works should be undertaken with care and as such the Daytime Bat Survey sets out a number of Reasonable Avoidance Measures that could be implemented during the works.

Television Reception

- 6.52 A Pre-Construction Signal Reception Impact Survey has been produced by Astbury and has been submitted in support of this application. The assessment concludes that there will be a negligible impact on surrounding properties given that the existing buildings are of a similar height to the proposed development. However the resilience of digital transmissions would mitigate most issues resulting in continued adequate reception of digital TV and radio transmissions. The Survey also finds that there will be no impact on satellite signals as a result of the proposal.

Residential Management

- 6.53 As part of the aspiration to deliver a high quality residential product a Residential Management Statement has been prepared by Urbanbubble and is submitted in support of the application.
- 6.54 Urbanbubble has been involved with Talbot Mill from the pre application stage and has been a sounding board for management protocols and lease structures, ensuring that Talbot Mill will operate at optimum efficiency. The right lease covenants will be drafted to protect the leaseholders but also empower the management company to effectively enforce the covenants where breaches occur.
- 6.55 Prior to first occupation of the development a management company will be established to hold the 999-year leasehold interest of Talbot Mill. Each dwelling will be entitled to one share in the Management Company and will be obliged to pay service charges as outlined within their lease.
- 6.56 Service charges will provide for long term maintenance of the external structure and fabric of the buildings and day-to-day management of the communal areas of the building. Further details of the service charge can be found within the Residential Management Strategy.

- 6.57 The Management Company, through Urbanbubble will review and collect the service charge from owners of each dwelling, and will be responsible for enforcing the covenants of the lease. Such enforcement can lead to legal action against tenants who are repeatedly in breach of the terms of their lease.
- 6.58 The Applicant will encourage the Management Company to put on collaborative events within the grounds of Talbot Mill teaming up with local providers to promote community amongst residents whilst supporting local businesses.
- 6.59 Finally, it is proposed that a community fund will be set up, which is a financial provision written into the leases. Roughly £5-10 pence per square foot is put into a fund that is managed by the management company, made up of Leaseholders. The aim of the fund is to make real and positive contributions to the wider neighbourhood through the awarding of grants and the support of community activities.

Construction Management

- 6.60 A Construction Methodology and Management Strategy has been prepared by Cinns in support of the planning application. The purpose of the document is to give a broad overview of the anticipated construction proposals including how site logistics, delivery arrangements, environmental management (e.g. dust and waste), contractor car parking and hours of operation are to be handled in the most sensitive manner possible. Considerate contractors will be employed to make sure that whenever works are undertaken they are respectful to neighbouring properties.
- 6.61 Full details can be found within the Construction Methodology and Management Strategy submitted with the application. In summary, the document sets out how measures will be undertaken to reduce dust and noise levels during the construction of the development. Construction traffic will also be actively managed in order to reduce the impact on the surrounding area.
- 6.62 In view of the details contained within the Construction Methodology and Management Strategy, it is considered that any issues arising from the construction of the development can be suitably addressed in order to minimise any impact on the occupiers of surrounding properties.
- 6.63 In addition, the construction phase of the project will generate significant levels of employment opportunity including design and project management, as well as the core trade skills in the construction industry. Wherever possible, local supply chains and employment will be utilised in the construction of the scheme.

7 Conclusion

- 7.1 This Supporting Planning Statement accompanies an application for Full Planning Permission submitted on behalf of Capital and Centric (Adored) Limited 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 and other associated works. The proposals also include the demolition of four existing buildings on the site.
- 7.2 The Applicant and project team are committed to delivering a sustainable development of the highest quality, which has the following important benefits:
- A scale of new building form that integrates with the existing mill buildings on the Site and within the surrounding area; adding to the character of the local neighbourhood.
 - Maximising the potential of an underused site. It is considered that the regeneration of the Site will provide a positive contribution to the wider ambitions of the city.
 - The scheme will include a variety of apartment sizes and types, which will appeal to a range of occupants. There is a clear and identified need for housing provision in Manchester and to provide a strong sense of place and high quality neighbourhoods.
 - Delivering good quality, sustainably designed and well managed new homes, which will support Manchester's continued growth and enhanced productivity.
 - The creation of construction jobs, c. 193 FTE, along with the likelihood of attracting skilled workers to the area and therefore increase local spending.
 - Social and cultural benefits through the creation of a new community.
 - Sustains and enhances the significance of identified designated heritage assets, Castlefield Conservation Area and neighbouring listed buildings.
 - Securing the optimum viable use of a heritage asset in support of its long term conservation.
 - Makes a positive contribution to local character and distinctiveness.
 - Enhancing the biodiversity of the Site and wider area through carefully planned landscaping including tree planting.
 - Improves the visual amenity of the adjacent residential buildings, particularly Timber Wharf, Burton Place and Britannia Mills.
 - Car-free development and therefore no increase in regular traffic on the local network.
 - Enhancing natural surveillance, security with proactive management as set out within the submitted Residential Management Strategy document.
- 7.3 The proposal is in accordance with, and positively contributes to, the aims of planning policy at national and local levels, including the National Planning Policy Framework and the adopted Development Plan.
- 7.4 The proposal therefore merits the support from the Council and the grant of Planning Permission.

Appendix 1 – Flood Risk Management Team response

Wray, Katie (UK - Manchester)

From: z.todorovic@manchester.gov.uk on behalf of floodriskmanagement@manchester.gov.uk
Sent: 08 February 2017 14:13
To: White, Maria (UK - Leeds)
Cc: floodriskmanagement@manchester.gov.uk; Wray, Katie (UK - Manchester); l.harrison1@manchester.gov.uk
Subject: Re: Talbot Mill - FRA Confirmation Required
Attachments: A308_CD_001_LOCATION PLAN.PDF; Manchester City Council - SuDS Requirement for Developers.pdf

Maria

Thank you for the email.

You do not need to provide the FRA. However, you need to provide surface water management strategy for the site.

As the proposed development is classified as major development, there is a requirement to provide certain level of details with regards to surface water management at the planning stage.

I am attaching the MCC guide for developer that details these requirements which I hope you will find useful.

if you need further clarifications, please let us know.

Regards

Zorica Todorovic

Flood Risk Management
The Neighbourhoods Service
Growth and Neighbourhoods
Manchester City Council

Tel: 0161 219 6295
Email: floodriskmanagement@manchester.gov.uk
Web: <http://www.manchester.gov.uk/>

POSTAL ADDRESS: Manchester City Council, Public Realm, The Neighbourhood Service, PO Box 532, Town Hall, Manchester M60 2LA

"White, Maria (UK - Leeds)" <mariwhite@deloitte.co.uk>

06/02/2017 15:49

To "floodriskmanagement@manchester.gov.uk" <floodriskmanagement@manchester.gov.uk>
cc "l.harrison1@manchester.gov.uk" <l.harrison1@manchester.gov.uk>, "Wray, Katie (UK - Manchester)" <kawray@deloitte.co.uk>
Subject Talbot Mill - FRA Confirmation Required

Dear Sir / Madam,

We are preparing the planning application for a residential development at Talbot Mill, 44 Ellesmere Street, Manchester, M15 4JY, (please see the Location Plan attached for reference). The site area is approximately 0.386 ha.

The proposal includes demolition and change of use of the existing mill buildings and also the erection of new buildings to provide a total of circa 208 apartments. A demolition key is provided below. New build elements will be erected to the north of the site and amenity space is proposed in the central courtyard.

Although the site is within a Critical Drainage Area, the site is below 0.5 ha and is not within a flood zone, we therefore believe a Flood Risk Assessment is not required but would be grateful if you could confirm this?

A Drainage Strategy will be included in the application.

Please don't hesitate to contact me if you have any queries, I look forward to your response.

Kind regards,

Maria

Maria White

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Appendix 2 – Rachel Hacking Ecology Statement



RACHEL HACKING ECOLOGY

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mail@rachelhackingecology.co.uk

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14th September 2017

ECOLOGY ADDENDUM – TALBOT MILL, CASTLEFIELD, MANCHESTER

Extended Phase 1 Ecology Survey

An Extended Phase 1 Habitat Survey is not considered necessary. The existing buildings sit entirely on hardstanding ground, and the proposed development will not therefore impact on any habitats of significant ecological value. The site was surveyed fully on 13th February 2017 and no invasive nor protected species issues were found during the site visit. It is our professional opinion that a full Extended Phase 1 Habitat Assessment on the site would not therefore be necessary in this instance.

Aquatic Macrophyte Survey

An aquatic macrophyte survey of the canal is not considered necessary. During a site visit on 13th February 2017, it was confirmed that the canal arm is of a poor quality. The water is shallow and turbid with only aquatic vegetation located on the edges. It is species poor and comprises mainly Butterfly Bush *Buddleja davidii*.



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