

DELEGATED DECISION CHECKLIST AND REPORT

APPLICATION NO.

23/00795/FUL

CASE OFFICER

Ryan Killeen

DETERMINATION DATE 01.11.2023 **EXT OF TIME** 30.08.2024

Address: Warwick Mill ,Oldham Road,Middleton,M24 1AZ

Proposal: Conversion and subdivision of Warwick Mill to 135 no. apartments (Use Class C3) and flexible commercial space (Use Class E) including works of demolition and formation of interior atria, parking at lower ground-floor level and demolition of London House and erection of building to provide 146 no. apartments (Use Class C3) (281 total), and flexible commercial space (Use Class E) formation of external car parking, public realm, landscaping, alteration to existing vehicular access and creation of additional vehicular access to Oldham Road (A669) and associated internal and external additions and alterations

PUBLICITY	Weekly list expired?	Y	Site notice expired?	Y
	Neighbour letters expired?	Y	Press Notice expired?	Y

DELEGATION	Significant departure from local plan?	N	Contrary to national policy?	N
	Applicant a Council Member or officer?	N	Contrary to previous decision?	N
	Major with 10 or more objections and recommending approval?	N	Called in or Planning Panel objection?	N

COMMENTS	Planning Panel comments received?	Y
	Neighbour comments received?	Y

EIA	Screening opinion completed and saved to Onbase?	Y
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CONDITIONS	Pre-commencement conditions proposed?	Y
	Pre-commencement conditions agreed (or notification period expired)?	Y

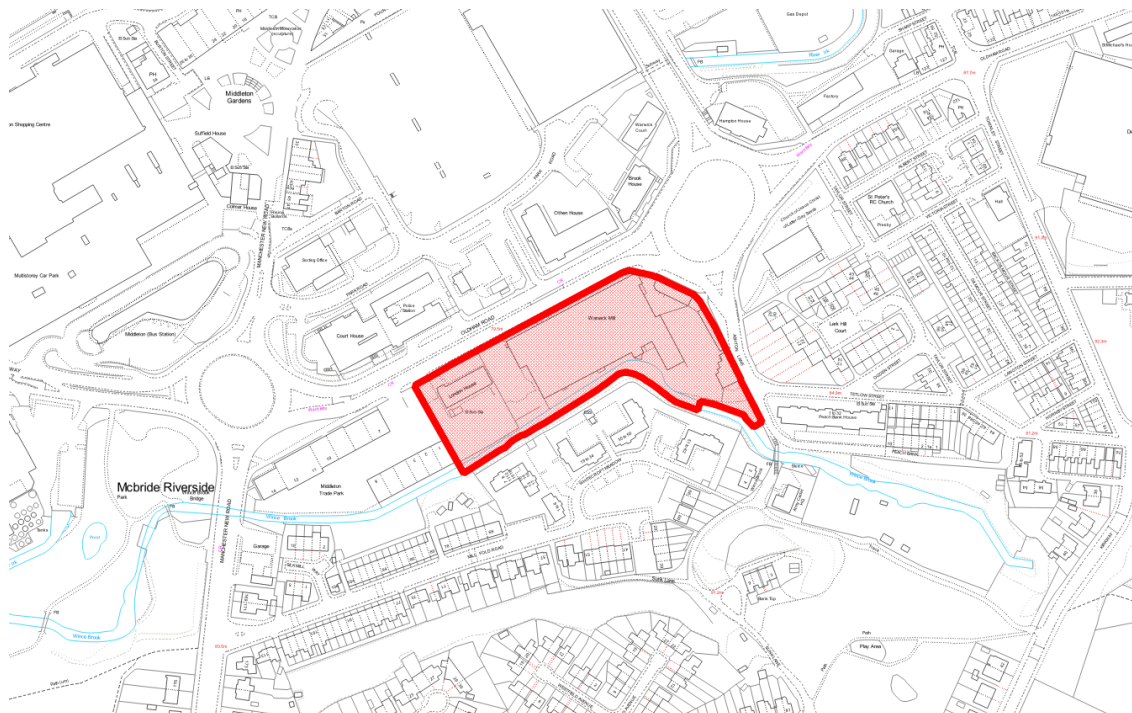
RECOMMENDATION

GRANT SUBJECT TO CONDITIONS

CHECKED AND SIGNED OFF BY:

DATE:

SITE LOCATION



PROPOSAL SUMMARY

- 1.1 The application seeks planning permission for the conversion of Warwick Mill to create 135 apartments (Use Class C3) including works of demolition and formation on interior atria, provision of car parking and commercial uses at lower ground level, the creation of a restaurant/function room within the engine room, conversion of The Lodge building to a restaurant (Use Class E) together with the formation of external parking and landscaping.
- 1.2 The application also seeks planning permission for the demolition of London House and the construction of a 10-storey building with landscaped terrace at first floor level comprising 146 apartments (Use Class C3) and 3 no. commercial units (Use Class E) including parking, refuse storage, plant and cycle storage at lower ground floor level.

RECOMMENDATION

- 2.1 It is recommended that planning permission is **GRANTED** subject to the schedule of recommended conditions.

REASON FOR RECOMMENDATION

- 3.1 The proposed development would assist in delivering a significant regeneration priority for the Council in Middleton Town Centre and in particular would make a substantial contribution to the realisation of the adopted Middleton Town Centre Masterplan.
- 3.2 The proposed development would put a key heritage asset, which is currently in a state of decline, to viable uses which would be consistent with its conservation. The identified less than substantial harm to the assets arising by virtue of the change of use and the associated physical interventions is considered to be outweighed by the public benefits of the proposal, with particular regard to the security of conservation within an appropriate use.
- 3.3 The development makes efficient use of the existing buildings, is acceptable having regard to living conditions, design (subject to conditions) and external layout. Requirements are met or can be met by way of condition with regards to highways safety, land contamination and biodiversity mitigation and enhancement. Matters relating to flood risk and fire safety are to be satisfactorily resolved with the relevant statutory consultees and any conditions included within the schedule of conditions prior to planning permission granted.

SITE

The application site relates to Warwick Mill and London House set immediately beyond the southern edge of the designated Middleton Town Centre fronting the A669 Oldham Road to the north with the police station, court house, Tesco petrol station and office buildings opposite. The wider site is bound by Wince Brook (which is recognised as a main river by the Environment Agency) to the south, Ashton Lane to the east and Middleton Trade Park to the west. Further south, the topography climbs above the site with residential dwellings on Mill Fold Lane backing onto the river. The site also falls within the “*Warwick Basin*,” area of the adopted Middleton Town Centre Masterplan (2022).

Warwick Mill is a 5-storey brick built mill dating from the early 20th century with internal cast-iron frame with a water tower to the northeast corner rising 2 stages further. The frontage of the Mill spans 90m along Oldham Road. The main building has a flat roof with brick parapet, and incorporates a rope race and goods/service lift at the eastern end. An engine house and pump house adjoin the building at the south-western corner.

The mill was constructed in 1907, utilising cast iron columns and brick arches to support each of the large open plan machine floors. Each floor consists of forty x fourteen bays, with each bay containing a seven-light timber framed window. Externally the windows are separated by brick pilasters, and a continuous stone band runs below the first and fourth floor openings. There is brick detailing including corbelling to the windows, and an external wrought iron staircase on the rear elevation. A narrow strip of land, bound by historic wrought iron art nouveau style railings, separates the lower ground floor level of the building from the footway of Oldham Road.

The single-storey flat-roofed lodge building is located adjacent to the roundabout at the junction of Oldham Road and Ashton Lane and originally contained administrative offices to serve the mill. The building matches the mill in terms of style and materials, with similar stone banding, brick detailing and parapet to the roof.

Warwick Mill was one of a number of mills built as part of the last great mill building boom in the Lancashire textile industry after 1900; mills built at this time were significantly larger in floor area than their predecessors. Due to its tangible connection with significant industrial past of both Middleton and the wider region, and its architecture and contribution to townscape, The Mill is included within the National List of Heritage Assets at Grade II.

London House is a six-storey office building dating from the 1960's constructed from brick with cladding and horizontally arranged fenestration. The site includes

a large car park at the rear of London House and a parking area at the western end of the mill, both with access from Oldham Road, and additional space adjacent to the engine house, with access off Ashton Lane.

The area around London House predominantly falls within Flood Zone 3, with smaller areas around both London House and Warwick Mill set within Flood Zone 2.

PROPOSAL

The application seeks permission for the comprehensive redevelopment of the site through the demolition of London House and construction of an apartment building (referred to as 'The Loom' hereafter) and conversion of Warwick Mill to provide residential apartments and commercial space.

The Loom Building is to be a 10-storey building constructed primarily from brick and glazing with a broadly square floor plate. The form of the tower above first floor level sees a reduction in massing with the floor plate presenting an irregular 'L' shape rising to 8 storeys which pulls away from the mill to allow for views of the side of Warwick Mill, before culminating in a rectangular floor plate set along the west of the site at the upper two floors.

Works required to convert Warwick Mill include demolition to create two internal atria which rise from the upper ground floor through the existing roof, where a single storey upwards extension covers the opening. Communal roof terrace spaces are provided on both Warwick Mill and the Loom building, with a most substantial of these spaces provided to the first floor podium of the Loom.

The overall development would provide 281 apartments (Use Class C3). The mix of accommodation would comprise:

Warwick Mill	135 Apartments
	18 no. studio
	55 no. 1-bedroom
	61 no. 2-bedroom
	1 no. 3-bedroom
The Loom	146 Apartments
	97 no. 1-bedroom
	49 no. 2-bedroom

Parking spaces are provided at the lowest floor of each building, with 29 (inclusive of 7 disabled and 4 car club bays) parking spaces within the Loom and 24 (inclusive of 4 disabled) spaces within Warwick Mill. 4 visitor spaces are included between the two buildings totalling 53 spaces (or 19%).

The development also seeks to collectively provide 2,073.77m² of commercial floor space. This would be set across the development as follows:

Warwick Mill	1,880.4 m² Floor Area
Lower Ground Floor Commercial Area	1,420
Engine Room, Mezzanine & Deck	418.17
The Lodge	42.2
The Loom	193.4 m² Floor Area
Commercial Unit 1	64.8
Commercial Unit 2	64.3
Commercial Unit 3	64.3

All commercial uses applied for fall within Use Class E and the final use remains speculative, however the plans indicate the provision of restaurant uses within the engine room and the Lodge areas. The engine room space is to include an internal mezzanine which would cover circa half of the floor area, with a deck also provided from the west facing elevation towards Wince Brook. Parking for commercial uses is restricted to the creation of a 20-space car park to the eastern boundary of the site, with access taken from Ashton Lane.

Hard and soft landscaping includes the creation of a riverside path and the placement of trees to the southeastern corner of the site against Wince Brook, and to the eastern boundary towards Ashton Lane. Several street trees are also included along the Oldham Road frontage of the development.

DEVELOPMENT PLAN

National Planning Policy and Guidance

National Planning Policy Framework (NPPF)
National Planning Practice Guidance (NPPG)

Adopted Rochdale Core Strategy (RCS):

The Core Strategy was formally adopted by the Council on 19th October 2016 and partially replaces the 2006 Unitary Development Plan. The following policies are relevant:

SP1 Rochdale Borough's Role in the City Region
SP2 The Spatial Strategy for the Borough
SP3/M The Strategy for Middleton

DM1 General development requirements
DM2 Delivering planning contributions and infrastructure

SO1 Delivering and more prosperous economy

E2 Increasing jobs and prosperity

SO2 Creating successful and healthy communities

C1 Delivering the right amount of housing in the right places

C2 Focusing on regeneration areas and economic growth corridors/areas

C3 Delivering the right type of housing

C4 Providing affordable homes

C6 Improving health and wellbeing

C7 Delivering education facilities

C8 Improving community, sport, leisure and cultural facilities

SO3 Improving design, image and quality of place

P1 Improving image

P2 Protecting and enhancing character, landscape and heritage

P3 Improving design of new development

SO4 Promoting a greener environment

G1 Tackling and adapting to climate change

G2 Energy and new development

G6 Enhancing green infrastructure

G7 Increasing the value of biodiversity and geodiversity

G8 Managing water resources and flood risk

G9 Reducing the impact of pollution, contamination and land instability

SO5 Improving accessibility and delivering sustainable transport

T2 Improving accessibility

Unitary Development Plan (UDP):

G/D/1 Defined Urban Area

EM/7 Development and Flood Risk

EM/8 Protection of Surface and Ground Water

Places for Everyone Joint Development Plan (PfE)

4. Strategy

JP-Strat6 Northern Areas

JP-Strat7 North-East Growth Corridor

5. Sustainable and Resilient Places

JP-S1 Sustainable Development

JP-S2	Carbon and Energy
JP-S4	Flood Risk and the Water Environment
JP-S5	Clean Air

7. Places for Homes

JP-H1	Scale, Distribution and Phasing of New Housing Development
JP-H2	Affordability of New Housing
JP-H3	Type, Size and Design of New Housing
JP-H4	Density of New Housing

8. Greener Places

JP-G6	Urban Green Space
JP-G7	Trees and Woodland
JP-G9	A Net Enhancement of Biodiversity and Geodiversity

9. Places for People

JP-P1	Sustainable Places
JP-P2	Heritage
JP-P4	New Retail and Leisure Uses in Town Centres
JP-P7	Sport and Recreation

10. Connected Places

JP-C1	An Integrated Network
JP-C4	Streets for All
JP-C5	Walking and Cycling
JP-C7	Transport Requirements of New Development

Supplementary Planning Documents (SPD):

Affordable Housing (March 2008)

Biodiversity and Development (January 2008/February 2017)

Guidelines and Standards for Residential Development (June 2016)

Provision of Recreational Open Space in New Housing (March 2008/January 2017)

Residential Design Guide (September 2007)

RELEVANT HISTORY

97/D34363

Change of use and conversion of existing mill building to factory outlet retailing with ancillary food and drink and leisure uses. Approved.

97/D34364 (LBC)

Internal and external alterations to listed building including demolition of detached lodge building. Approved.

07/D48614 and 07/D48615 (LBC)

Change of use and conversion of existing mill and associated building to 147 apartments and associated parking. Approved.

08/D51421 and D51422 (LBC)

Installation Of New Enlarged Loading Bay To Replace Existing And Internal Alterations To Goods Lift Area Of Engine Room

09/D52610 and 09/D52611 (LBC)

Use of part of lower ground floor as a community support centre including installation of new ramped access. Approved.

10/D53320 and 10/D53321 (LBC)

Renewal of 07/D48614 and D48615 for change of use and conversion of existing mill and associated building to 147 apartments and associated parking. Approved.

11/D54985 and 11/D54986 (LBC)

Change of use of part of first floor from storage (Use Class B8) to gymnasium (Use Class D2). Approved.

13/00418/FUL and 13/00419/LBC

Removal of 6 antennas and 5 equipment cabinets and installation of 9 antennas, 6 remote radio units and 4 equipment cabinets including ancillary equipment. Refused.

13/00932/FUL and 13/00933/LBC

Removal of 6 antennas and 5 equipment cabinets and installation of 6 antennas, 6 remote radio units and 4

equipment cabinets including ancillary equipment.
Approved.

14/00428/RESI56

Prior notification for change of use of London House from offices (B1a) to residential (C3) comprising 53 apartments.
Withdrawn.

14/00728/FUL and 14/00790/LBC

Replacement of existing antenna with new multi band antenna. Approved.

15/00279/FUL and 15/00280/LBC

Installation of 4 no. antennas upon the rooftop fixed to existing redundant mounting frame; 1 no. equipment cabinet to be sited upon the rooftop on freestanding steel platform with installation of cabling and other associated development. Refused.

15/00651/SO

Request for screening opinion in respect of the conversion of Warwick Mill and demolition of London House to provide predominantly wholesale showroom space for manufacturers of homeware and construction products to showcase their goods, including sales to members of the public, ancillary restaurants, cafes, Chinese emporium and food stalls, food store, outdoor events area, meeting facilities and product launch space, visitor and exhibition centre and business centre with associated services and car parking. EIA Not Required

15/01015/FUL

The demolition of London House and the conversion and renovation of Warwick Mill and the associated lodge building to provide a mixed use development comprising showrooms for the trading of wholesale and retail non-food goods, new food and drink outlets – Granted STC

15/01016/LBC

Internal and external alterations to the lower ground, upper ground, first, second & third floors and Lodge Building at Warwick Mill to facilitate the mixed use of the premises, comprising showrooms for the trading of wholesale and retail non-food goods – Granted STC

21/00869/FUL

Erection of security hoarding, fencing and gates around site perimeter (part-retrospective) – Granted STC

23/00796/LBC

Conversion and subdivision of Warwick Mill to 135 no. apartments (Use Class C3) and flexible commercial space, upwards extension, internal and external alterations including works of repair and demolition and formation of interior atria, parking at lower ground-floor level, replacement windows and doors, new entrance canopy, new boundary treatments, removal of external staircase and other paraphernalia to all elevations – Pending Consideration

CONSULTATION RESPONSES

Active Travel England

08-09-2023 Summary:

Deferral: ATE is not currently in a position to support this application and requests further assessment, evidence, revisions and/or dialogue as set out in this response.

The proposed development will introduce a residential use to the site as well as commercial and leisure uses and in doing so will expand the town centre across Oldham Road to include the development site. The principle of this is supported by the Middleton Town Centre Masterplan (2023). In doing so, the level of movements, particularly by pedestrians and cyclists, between the site and the rest of the town centre will increase and the quality of the highways infrastructure will also need to be improved to facilitate this. This development should play a role in delivering these improvements and ATE would expect to see a greater level of detail within the application assessing these movements and the issues pedestrians and cyclists will currently face when travelling to/from the site. This assessment, along with the input of the local highways and planning authorities, should then guide the necessary contributions and obligations to improve this infrastructure in line with local and national policy and guidance. ATE has also identified improvements to the current provision of cycle parking and recommends amendments to address this.

05/06/2024:

Thank you for providing that extra information, it's very useful for us to know this for when we are notified of the decision; I will add this to our records for note.

Our comments were intended to identify necessary off-site works and assist the LPA in seeking funding to deliver these safe active travel links, if possible. If the LPA are content with the viability calculations and no off-site improvements will be delivered (i.e. there are no changes to the application from an active travel perspective), our previous comments remain ATE's view of the existing situation for pedestrians and cyclists. However, I would entirely accept that active travel forms only one part of many in the assessment of the application and would just expect our comments to be fairly presented as part of that planning balance.

The Coal Authority

31-08-2024 Summary:
Substantive Concern

I have reviewed the site location plans, the proposals and the supporting information submitted and available to view on the LPA website. I can confirm that the site falls within the defined Development High Risk Area and that a Coal Mining Risk Assessment is required to be submitted to support this application.

In light of the above and in accordance with the agreed risk-based approach to development management in the defined Development High Risk Areas, the applicant should be informed that they need to submit a Coal Mining Risk Assessment Report to support the current planning application proposal. This assessment should be prepared by a suitably qualified person. Without such a risk assessment, the Planning team at the Coal Authority does not consider that the LPA has sufficient information to determine this planning application, and we therefore object.

12-03-2024 Summary:

Material Consideration

We note that this application is now accompanied by a Coal Mining Risk Assessment report (11891 R01 (00)) prepared by RSK Geosciences, dated November 2023. The report has been based upon a review of coal mining and geological information, and concludes that unrecorded underground coal mine workings at shallow depth may be present beneath the site.

The report makes recommendations for ground investigations to be carried out on the site in order to establish the extent of any unrecorded shallow mine

workings and to inform any remedial works and mitigation measures needed to ensure the site is safe and stable.

The intrusive site investigations should be designed and undertaken by competent persons and should be appropriate to assess the ground conditions on the site in order to establish the coal-mining legacy present and the risks it may pose to the development and inform any remedial works and/or mitigation measures that may be necessary.

The applicant should note that Permission is required from the Coal Authority Permit and Licensing Team before undertaking any activity, such as ground investigation and ground works, which may disturb coal property. Please note that any comments that the Coal Authority may have made in a Planning context are without prejudice to the outcomes of a Permit application

The Planning Team at the Coal Authority concurs with the conclusions of the Coal Mining Risk Assessment report; that coal mining legacy potentially poses a risk to the proposed development and that investigations are required, along with possible remedial measures, in order to ensure the safety and stability of the proposed development.

As such, should planning permission be granted for the proposed development, we would recommend that conditions are included on the decision notice.

Conservation Officer

21-09-2023 Summary:

Further information and justification required.

General:

- Viability report required (this should be carried out by a consultant with demonstrable experience working with similar heritage buildings)
- Detailed schedule of works
- Condition survey of existing windows
- Key views showing the development once complete – we don't appear to have any of these?
- Planning and tall building statement, Townscape and Visual Impact Assessment with visualisations and 3D views (as per HE advice note)

Clarifications:

Structural queries:

- Proposed use of concrete for topping and infill of columns – this would likely obscure historic fabric and is likely to be irreversible. Are there examples where this has been done elsewhere? Have alternative options been considered?
- What is the proposed proprietary protection around the cast-iron columns – drawing 21008-120 P3
- What is going to happen to the columns and arches within the flats – will these still be visible or will they be boxed off?
- Clarify highlighted yellow sections – are these where new walls/bracing proposed?
- Details required of alterations to openings. Where possible existing doors should be used to minimise the loss of historic fabric
- Structural plans have highlighted yellow sections – are these where new walls/bracing is proposed?
- What are the areas of green on the demolition plan?

Extent of Demolition:

The demolition plan shows the floors to be demolished to make way for the stairs and atriums and this aligns with what is set out within the structural report, which states that retained floors would be reinforced.

However, the heritage statement states that only 3 to 4m of the interior floors would be retained around the perimeter. The extent of demolition needs to be confirmed. Existing floors should be retained as far as possible.

Where elements of the existing building are proposed to be demolished, these need to be justified. It also should be clarified whether alternative schemes with less demolition have been considered, and if so, why they were discounted. Existing historic features should be retained as far as possible (floor plates, external staircase etc).

Assessment

The proposal would result in the loss of a number of features which are acknowledged as being of medium, high and very high significance, including much of the internal floor plate. The scheme also includes the construction of a tall building immediately adjacent to the listed building. While further information is required, this building would be likely to result in harm to the setting of the Mill.

The heritage statement contends that the overall level of harm would be less than substantial and that this harm is justified to make the proposal viable. However, no viability information has been provided. The application does not set out what alternatives were considered and why they were discounted.

As it stands, the harm has not been clearly justified and it has not been shown that the proposal represents the optimum viable use of the building. At this time, I am not able to conclude that the level of harm from both the works to the mill and the new building in its setting would be outweighed by public benefits.

03-06-2024 Summary:

The proposed works to convert the building to a mixed use and construct a new building within its setting would result in less than substantial harm to the significance of the heritage asset.

This harm needs to be weighed against the public benefits stemming from the proposal, which in this case include the opportunity to bring a key designated heritage asset within Middleton back into a viable use.

Works to Warwick Mill

The proposal seeks to extend and alter Warwick Mil to create 135 apartments with parking and commercial space on the lower floors. As part of the conversion works, a new rooftop terrace is proposed, along with a new entrance canopy onto Oldham Road. Internally, the key alterations include demolition works to create two atria and insert lifts and staircases. The internal works also include the subdivision of the floors to create the individual units.

Proposed Use

A residential use inevitably brings with it a degree of harm. This is a result of the domestication of the former industrial building and the changes needed to make it suitable for residential use (detailed below). However, a residential use is likely to provide a long term future for the building and ensure its ongoing maintenance. The presence of commercial floor space on the lower ground floor does allow for a degree of the original volumes to be appreciated.

Subdivision

An important part of the character of the mill is its open plan form. The subdivision of the building to create residential units would result in less than substantial harm. However, given the deep floor plates, it is acknowledged that subdivision is essential to achieving a workable residential scheme. The retention of relatively open floor plates at ground floors would help to mitigate against some of the harm.

Internal demolition

The proposal includes for the partial demolition of the existing floor plate to create two atria and staircases/lifts to provide vertical circulation. Given the deep floor plates, it is acknowledged that atria are required to provide light for

the apartments and to enable the space to be used effectively. However, the insertion of atria and the subsequent loss of the historic floors, brick arches and columns would result in less than substantial harm to the significance of the heritage asset.

Roof extension

A new storey would be constructed onto the roof of the existing mill building. There would be some harm resulting from this, however, it would be set back from the parapet of the building and would be partially screened by this feature. Large scale details of this and confirmation of the materials to be used, are required by condition.

Entrance canopy and alterations

The scheme includes for a new entrance into the building. As part of these works three window bays would be removed and replaced with a single entrance door. A new metal canopy would be installed over. The removal of the windows and the insertion of a new entrance would result in some harm through the loss of historic fabric, and the disruption of the regular window pattern. However, the indicative plans show that the entrance would be a modest feature. While it would require the removal of some historic fabric, its minimalist design would complement the industrial heritage of the mill. Large scale details of the new canopy and entrance door, including samples of materials should be required by condition.

The entrance works would also result in the loss of a small area of the existing railings. This would also result in less than substantial harm to the significance of Warwick Mill. To partially mitigate this loss, a scheme should be proposed to repair and refurbishment the remaining railings and boundary wall. Opportunities should be taken to see if the railings can be used elsewhere.

Removal of the fire escape

The plans show the external fire escape to be lost removed. The loss of this feature, which is identified as being of medium significance, would result in less than substantial harm to the significance of the heritage asset. It would be preferable if this can be retained as part of the scheme. However, it is noted that an approved scheme from 2015 also showed this structure to be removed (15/01015/FUL and 15/01016/LBC refers).

Engine House

The proposal seeks to convert the Engine House into a restaurant. As part of the works, it is proposed to install a mezzanine floor. Existing openings are proposed to be reused and the existing rollershutter is proposed to be removed and replaced with a window. Along the western elevation, new doors are proposed below the existing full height windows.

The removal of the rollershutter is welcomed, as is the reinstatement of brickwork. There are some concerns regarding the use of brickslips on the eastern elevation and the reason for their use, rather than normal brickwork needs to be clarified. Samples of materials should be required by condition.

There would be some harm from the changes to the fenestration along the western elevation. This could be partly mitigated by appropriate detailing.

A condition is required to ensure that existing finishes are retained wherever possible. A condition is also required regarding the location and fixing of the mezzanine, as this is not clear from the sections or elevations. It is important that this feature is designed so as to minimise interference with existing openings and finishes within the engine house.

Lodge

As part of the proposal the Lodge (office building), on the corner of Oldham Road and Ashton Lane, is proposed to be converted into a restaurant. Some changes to the fenestration are proposed along the internal elevation, as well as new steps and a balustrade. There would be some minor harm from loss of historic fabric and the changes. This could be partially mitigated by appropriate detailing.

Window schedule

The existing windows are timber and would appear to be original to the building. The heritage statement considers them to be of medium significance. It is acknowledged that many of the windows are in very poor condition, and some have been lost altogether. The loss of further historic fabric would result in some harm. However, the reinstatement of aluminium windows to match the existing pattern throughout the building would have a positive impact on the building's appearance, subject to the agreement of appropriate detailing.

Internal and external alterations

Brick arches and columns – It is understood that the existing brick arches and columns would be retained throughout the building, other than in the areas proposed for the atrium. Within the apartments the arches and columns would be covered in the bedrooms. This is a change from the pre-application enquiry, which originally proposed for a greater level of demolition of arches and columns. The greater level of retention of these features is welcomed. A scheme is required for their protection and repair.

Nevertheless the loss of some of these features, which are identified as being of very high significance within the heritage statement, would result in a significant

amount of less than substantial harm to the significance. A scheme should also be proposed for the reuse of the columns which are being removed.

Link to new Loom building

As part of the works a new link between the Mill and the Loom building is proposed. As there is an element of demolition, there would be some harm through the loss of historic fabric. Large scale details of this and the design, will be critical to its acceptability and should be required by condition.

Other works

Rope race – this feature is identified as being of very high significance within the heritage statement and viewing areas are proposed to allow residents to view the structure. The retention and refurbishment of this feature is welcomed and would be a heritage benefit. To secure these benefits a scheme for the refurbishment and repair of the rope race will be required by condition.

Door schedule – existing historic doors should be retained wherever possible. Where they are no longer suitable (for example if they do not comply with fire regulations), they should be retained and pinned open.

Suggested Conditions for Warwick Mill

- Details of treatment of iron columns and brick arches – method statement – where they are covered and where they are exposed how they will be protected
- Method statement for repair and refurbishment of rope race
- Large scale details of windows and roof lanterns, including product specification. If double glazed – slim profile (14mm or less)
- Details of proprietary protection for columns in parking areas
- Large scale details of Engine House mezzanine including junctions with existing features
- Large scale details of roof terrace and entrance canopy, as well as samples of materials
- Scheme for the repair and refurbishment of the boundary wall and railings
- Large scale details of stairs and lifts
- Details of lighting scheme
- Full schedule of repairs and finishes (internal and external), including making good where alterations made/equipment removed
- Door schedule – existing historic doors should be retained and where not functional as fire doors, pinned open
- Phasing plan – works to complete Warwick Mill must be at an early stage within the development roll out
- Large scale details of link to the Loom building

- Schedule for rainwater goods – existing to be reused where possible, where not possible – rainwater goods should be cast iron and painted black with details to be provided by condition.
- Details of any masonry cleaning
- Details of Service runs
- Details of flue, chimneys etc.
- Removal of telecommunications equipment

Demolition of London House

London House dates from the latter half of the 20th century and is of no particular architectural or historic interest. It does not make a positive contribution to the setting of Warwick Mill and there is no objection in principle to its removal.

New Loom Building

In place of London House, a new apartment block is proposed. This is shown to be a mix of seven and nine storeys. The streetscene elevations indicate that the seven storey element would be similar in height to the new roof extension to the mill. The nine storey element would sit slightly below the tower of Warwick Mill.

Warwick Mill is currently a landmark feature within Middleton town centre and beyond, as a result of its height, scale, massing and architectural detailing. While the new building has been designed to open up views of the western elevation of the Mill, its height, combined with its massing would make it a dominant feature in some viewpoints of the Mill. It is considered that this element of the proposal would result in less than substantial harm to the significance of the Mill through inappropriate development in its setting. Historic England's concerns in relation to this element are agreed.

The original design showed a relatively lightweight metal and glazed structure. This lightweight design would have helped to give the building a more subservient appearance. The plans have since changed, and while the elevations are now proposed to be brick, the final details have not been confirmed. It is important that any revisions seek to ensure that the structure is as lightweight as possible and that any visual intrusion on the mill is limited. Samples of materials and details such as windows, doors, shopfronts, balconies, M&E and lift housing would all be required by condition.

It has always been understood that the building is of the height proposed to enable the scheme to be viable. This no longer appears to be the case from the viability information, with a significant shortfall remaining. The planning officer

needs to be satisfied that the height of the new building is justified given these circumstances and that the justification for enabling development is met.

Conditions for the Loom

Large scale details – windows/doors, shopfronts, M&E, lift runs etc

Samples of materials

Landscaping – hard and soft

Boundary treatments

Drainage

22-08-2023 Summary:

I note that a drainage survey has been undertaken – it is in the Appendices of the FRA. However, this appendices doesn't explain whether the current building's roof drainage is connected to combined sewer or the culverted watercourse – shown as blue dashed line on appended UU safedig plans. The Applicant should have investigated this. A sustainable drainage plan will require roof drainage to be connected to this culvert rather than combined sewer. The re-development should also include some mitigation/ reduction in discharge of surface water from the site. These measures should be provided in a Drainage Strategy.

29-02-2024 Summary:

The FRA & Drainage Strategy report is very detailed and includes calculations on Brownfield runoff rate of 97 l/s and Greenfield runoff rate of 2 l/s. Although it is very commendable to provide such a low flow rate, it is generally recognised that 5 l/s is the minimum practical flow control rate to avoid the flow control orifice being too small and blocking. I also think that there is an error in the Greenfield runoff rate, which I believe may be closer to a value between 10 l/s and 20 l/s (for a 1 hectare site). For the reasons provided above, a final detailed flow control to Wince Brook can be re-negotiated with the LLFA.

This section of the Wince Brook is classed as Main River for which the EA has a remit to oversee any proposal to amend or add a new outfall to the river. It is not clear whether an existing outfall is present or a new one will be provided. Details shall be confirmed at the Discharge of Condition stage.

Environment Agency

19-09-2023 Summary:

We object to the proposed development, on the following grounds:

In the absence of an acceptable flood risk assessment (FRA) we object to this application and recommend that planning permission is refused.

It is also unclear how close the proposed Loom building would be to the bank top of Wince Brook. As submitted, it is unlikely that we would grant a flood risk activity permit for this application without further clarification.

16-02-2024 Summary:

We have reviewed the FRA, the revised FRA has not shown that the proposal (specifically the “Loom” element) would not increase flood risk elsewhere.

There is no additional information to clarify whether the proposals will retain any access provision to the bank top of Wince Brook. The plans show a green buffer to the channel, but it is not clear whether pedestrian and/or vehicle access would be possible and if so, via what route.

10/06/2024:

Regarding the issue of the noted increases in flood risk elsewhere when comparing the baseline and post-development flood outlines - the current development proposal offers no compensatory volumetric loss to offset the impact from the Loom development within the floodplain. While we agree the mechanisms are complex, where loss or obstruction of the floodplain occurs resulting in demonstrated adverse impacts elsewhere - development proposals should be sympathetic and include valid efforts to incorporate compensation and suitable mitigation to ensure compliance with the NPPF and PPG paragraph 049.

Regarding the ground floor car park being constructed above the floodplain on stilts, we can confirm that we do not consider this to be a suitable method of developing in a flood risk area, but rather mitigation of risk by design. The use of stilts reduces the impact on the development but does not guarantee that the floodplain will be retained in the same way as a designated compensation scheme (which is a form of risk substitution).

We acknowledge the submitted plan showing the vehicular and pedestrian access points through the development area to Wince Brook. This issue has now been satisfactorily dealt with in respect to flood risk.

We also acknowledge the appropriate framing and context in, which the sequential and exception test has been provided to the LPA.

23/08/2024 – Summary:

We have reviewed the updated information submitted to date and we are now able to withdraw our objection. We are satisfied a sufficient compensatory flood storage scheme has been presented in the following plans and technical note.

- Flood Risk Plan – date July 24 MD IL – 01-277-02- TL-FR-102
- Flood Risk Area – date June 24 MD IL – 01-277-02- TL-FR-101
- Technical Note by RPS ref. RCEF79519 dated 11th July 2024 and the appended plan “FLOOD RISK AREAS” ref. TL-FR-101 by GMA Architecture dated June 2024

Recommend conditions in the interest of flood risk.

Environmental Health – Noise

This section has no objections in principle to the proposal, we would recommend the following conditions.

- 1) The residential units are constructed in line with the requirements of the submitted noise impact assessment to achieve the following internal and external noise levels
 - 35 dB(A) Leq (16 hour) in the bedrooms with windows shut and other means of ventilation provided between 7 am and 11pm;
 - 30dB(A) Leq 8 hour in the bedrooms with windows shut and other means of ventilation provided between 11pm and 7am;
 - 35 dB(A) Leq (16 hour) in the living room/s with windows shut and other means of ventilation provided between 7 am and 11pm;
 - 40dB(A) Leq (16 hour) in other habitable rooms with windows shut and other means of ventilation provided at all times.

Upon completion and prior to occupation validation testing is carried out to ensure the internal and external noise levels have been achieved

- 2) A construction management plan is produced to cover areas such as noise, vibration, mud and dust suppression. Given the close proximity to existing residential properties we would also recommend restricting the site hours to 07:00-18:00 Monday – Friday 08:00-14:00 Saturdays and no work on Sundays or Bank holidays.

3) Noise arising from operational activity of the commercial units does not exceed the levels set out below, when measured at 1m from noise sensitive premises:

- Residential premises on Mill – Fold Road Daytime (07:00-23:00) 36 Night-time (23:00-7:00) 13 dB(A) leq 15min
- Residential premises on Ashton Lane – Daytime (07:00-23:00) 50 Night-time (23:00-07:00) 26 dB(A) leq 15min
- Middleton Trade Park, Greater Manchester Police Station, Tesco Petrol Station, Middleton Job Centre Daytime (07:00-23:00) 57 dB(A) leq 15min
- St Peter's RC Church, Church of Jesus Christ and Latter Day Saints Daytime (07:00-23:00) 50 dB(A) leq 15min

4) Noise arising from fixed plant does not exceed the levels set out below, when measured at 1m from noise sensitive premises:

- Residential premises on Mill – Fold Road Daytime (07:00-23:00) 41 Night-time (23:00-7:00) 13 dB(A) leq 18min
- Residential premises on Ashton Lane – Daytime (07:00-23:00) 55 Night-time (23:00-07:00) 31 dB(A) leq 15min
- Middleton Trade Park, Greater Manchester Police Station, Tesco Petrol Station, Middleton Job Centre Daytime (07:00-23:00) 62 dB(A) leq 15min
- St Peter's RC Church, Church of Jesus Christ and Latter Day Saints Daytime (07:00-23:00) 55 dB(A) leq 15min

As the plant has not yet been determined I would suggest that prior to installation an addendum to the NIA is submitted to show compliance with the above condition.

Environmental Health – Air Quality

1. Background

This application seeks full permission to demolish London House and convert Warwick Mill to provide 281 apartments and flexible commercial space on the site along with external car parking, public realm, landscaping, alterations to existing access and provision of a new access to A669 Oldham Road. As part of the planning application, an Air Quality Assessment has been submitted and this note provides a response, following review.

2. Air Quality

This development is located in an Air Quality Management Area (AQMA) adjacent to A669 Oldham Road. The Air Quality Assessment (AQA)

accompanying the planning application assessed emissions from the construction and operational phases of the proposal on local NO₂ PM₁₀ and PM_{2.5} levels. This AQ Assessment indicated that there will be no significant impact on Air Quality once the facility is operating.

The AQA also considered the impact of the construction phase of the proposal would have on Air Quality on sensitive receptors close to the site. This is often a short term impact, however a “Dust Mitigation Plan” should be prepared, either as an independent document or as part of a wider ranging “Construction Environmental Management Plan” compliant with the Institute of Air Quality Management (IAQM) “Guidance on the Assessment of Dust from Demolition and Construction”. This Plan should incorporate the measures set out in Section 7 Mitigation (Pages 37 to 40) of the AQA that supported the planning application and measures will be implemented if required to ensure the impact of fugitive emissions is “not significant”.

3. Principle of Development

There are no “Air Quality” grounds that prevent approval of this proposal, provided the need for a “Dust Management Plan” is conditioned as part of the planning application decision. If required it can be implemented to ameliorate fugitive dirt and dust impacts generated from the site and minimise effects on nearby sensitive receptors during any demolition and construction phases of the development.

It will also be expected that conditioned as part of the planning decision is that the proposals will incorporate electric vehicle charge points at all parking spaces associated with the residential element. For the commercial element if there are more than 10 associated parking spaces then one charge point should be provided for every 5 spaces.

Greater Manchester Archaeological Advisory Service (GMAAS)

30th August 2023 Summary:

GMAAS very much welcomes the proposal to repurpose the former textile mill, although there are some concerns with the proposal that need to be addressed. The proposed development will necessitate considerable internal alterations with a resultant loss of historic fabric. The proposed creation of a central atrium space is of particular concern, as this will necessitate the removal of historic floors, brick arches and elements of the cast-iron frame, which will have a significant negative impact on the designated heritage asset. The erection of a nine-storey building adjacent to the mill is also of some concern as it may harm the setting of the Grade II listed Warwick Mill and diminish its current dominance of the local townscape.

The application is supported by a Heritage Statement & Impact Assessment prepared by Townscape in June 2023 and an archaeological assessment that was finalised by Salford Archaeology in July 2023. These supporting documents have endeavoured to describe the significance of the heritage assets and potential archaeological remains within the application site, in accordance with Paragraph 194 of the NPPF.

The Heritage Statement & Impact Assessment highlights the importance of the former rope race and associated machinery, and proposes that an interpretation panel is installed to explain how the mill operated and 'provide valuable heritage understanding'. This would be a welcome addition, but there are likely to be associated features, fixtures and fittings of historic interest that should also be preserved *in situ* as they similarly provide physical evidence of the mill's power-transmission system. These features, fixtures and fittings need to be identified and collated in a gazetteer as part of the Level 3 historic building investigation.

Delivery of the proposals will also necessitate considerable ground-breaking works that have potential to damage or destroy below-ground remains of the former Irk Mill, as set out in the archaeological desk-based assessment submitted with the application. Any such surviving remains will require further archaeological investigation in advance of development ground works, initially via a programme of evaluation trenching, in line with the guidance provided by NPPF paragraph 205. GMAAS accepts that any below-ground remains that do survive are likely to be of local interest, rather than national importance, and will not merit preservation *in-situ*. As such, GMAAS would be content to see the programme of archaeological investigation conditioned on the planning and listed building consents, should these be granted.

Greater Manchester Ecology Unit (Including Trees)

18th March 2024 – Summary:

Bats

The buildings have been shown to support small numbers of roosting bats, probably day roosts of relatively common bat species.

I would accept that mitigation for possible harm to bats would be possible, and therefore that the local conservation status of bats will not be harmed. The mitigation measures for disturbance to bats described in section 6.1 of the Ecological Impact Assessment provided to inform the application are satisfactory, and should be required to be implemented in full.

Before any work commences which could cause disturbance to bats, a License will need to be obtained from Natural England to derogate from the terms of the legislation protecting bats. Obtaining a License is a separate process from obtaining a grant of planning permission.

Habitat Loss / Biodiversity Net Gain

Although the development proposal will result in minor losses to semi-natural habitats, I would accept that new Landscaping will result in an overall gain for Biodiversity. Scrub habitats lost to the development will be compensated by new tree planting. I would advise that a Landscape Management Plan is required to be prepared for the development, to ensure the long-term sustainability of new Landscaping.

Nesting Birds

The buildings are used by nesting birds. Prior to works commencing on any stage of the development, the works areas should be checked for the presence of nesting birds. If nesting birds are present, works should be delayed until the young have fledged.

Protection of Wince Brook

The site is adjacent to Wince Brook. I would advise that a demolition / construction environmental method statement is required to be prepared for the development. The Method Statement must include measures to protect the course of the Brook from pollution and direct encroachment.

Trees

The Tree Protection Plan for retained trees as provided as part of the application should be required to be implemented in full. Trees to be lost to the development will be replaced as part of new landscaping proposals for the site.

25th April 2024 Comments on BEMP:

The contents of the supplied BEMP is OK.

I like the Green Roof proposal, but note that the Management Plan includes the measure to '*ensure adequate irrigation*'. This is fine for the current stage of the application but it would be useful at some stage to have the details of the irrigation measures to be used, since irrigation can often be the most important factor in the success of green roofs. I'm guessing that they won't have this detail until green roof contractors are appointed.

Greater Manchester Fire and Rescue Service

Summary: The proposal should meet all requirements for Fire Service Access

Greater Manchester Police (Design for Security)

Summary:

Greater Manchester Police are happy to support the application at this stage. Consequently, if the Local Planning Authority is minded to approve the application, I respectfully suggest the inclusion of a condition requiring the development to be carried out in accordance with the recommendations of the CIS.

If permission is granted the applicant would then need to apply for the SBD accreditation and achieve either Bronze, Silver or Gold accreditation at which point we would support the discharge of said condition.

Health and Safety Executive (Planning Gateway One)

Summary: Substantive Response

Following a review of the information provided, HSE requires further information in relation to fire safety matters, as described below;

Limited information regarding fire service access and facilities and limited site plan detailing locations of hydrants and parking positions of fire service vehicles in relation to buildings and fire mains is available. Any design changes necessary to ensure that suitable fire service access and facilities are provided may affect land use planning considerations such as the landscaping of the development.

The fire service site plan should illustrate:

parking locations proposed for the fire appliances and associated distances in relation to the proposed dry fire main inlets.

- fire service access points to buildings and associated distances in relation to the proposed firefighting shafts.
- dry fire main inlet and outlet locations.
- location of any evacuation assembly points.
- locations of water hydrants the proposals rely on and associated distances.

- Additionally the proposed drawings included do not clearly identify the designated firefighting shafts.

There is currently insufficient fire safety information to enable HSE to make a full comment regarding the suitability of firefighting access and facilities.

Further information is required relating to the fire service site plan and specifically relating to the following;

- proposed performance based solutions, particular regarding means of escape within the Atria.
- smoke clearance system for firefighters within the lower ground occupancies.
- the control of smoke and fire spread from the covered car parks.
- firefighting facilities and access in the basement.
- proposed lift lobby access to 8th floor terrace.
- firefighting shaft location, configuration and access.

HSE has identified matters the applicant should try to address in advance of later regulatory stages

Supplementary Information

The floor plans (upper ground floor plan – access from Loom podium) show amenity and ancillary areas (communal terrace) directly connecting to the protected escape route without the provision of lobbies. It should be noted that the cited fire safety standard states any common stair which does not form part of the only escape route from a flat may also serve ancillary accommodation if it is separated from the ancillary accommodation by a protected lobby or protected corridor. Accordingly, all ancillary and amenity areas should be lobbied. However, it is noted that this matter may be resolved by way of internal alterations, which would be unlikely to affect land use planning considerations. Internal alterations would be subject to later regulatory consideration.

Cycle and Parking Storage

The ground floor and lower ground floor plans indicate extensive enclosed car parking and cycle storage.

No further information has been provided regarding the location of the car and cycle charging points, but it is advisable to consider the risk to fire safety due to the presence of electric vehicles (EV) as they contain lithium-ion batteries. In particular the impact that EV vehicles can have on means of escape, particularly when charging is undertaken adjacent to the place of residence. Lithium-ion batteries may suffer thermal runaway and cell rupture, releasing large quantities

of toxic gases, heat, and smoke before catching fire, as well as post-ignition. When they burn, a large amount of water is required to flow on the batteries, however, fire keeps flaring up even after it appears to have been extinguished. Furthermore, there is a danger of electrical shock to firefighters whilst tackling a fire due to the high voltage used in Evs. Any subsequent design changes may affect land use planning considerations relating to vehicle parking provision in the development.

Any subsequent design changes, for example, to relocate the charging stations, are unlikely to affect land use planning considerations and it will be for the applicant to demonstrate compliance at later regulatory stages.

PV Panels

The installation of photovoltaic panels (PV panels) appears to be proposed on the roof of the building, it should be noted that fire safety standards require suitable support of cabling to avoid obstruction of escape routes and firefighting access due to the failure of fixings and consideration should be given to ensure that all power supplies, electrical wiring and control equipment is provided with appropriate levels of protection against fire. This will be subject to further consideration at a later regulatory stage.

It is recommended that the applicant consult with the local Fire and Rescue Service to ensure that the proposals do not conflict with local Fire Service operating procedures and do not inhibit fire service access arrangements.

Habitat/Green Roof

A habitat or green roof may constitute a fire hazard as it requires a regular management and maintenance regime. Paragraph 12.3 of Approved Document B volume 1 ('ADBv1') states; *"separation distance is the minimum distance from the roof, or part of the roof, to the relevant boundary. Table 12.1 sets out separation distances by the type of roof covering and the size and use of the building. In addition, roof covering products (and/or materials) defined in Commission Decision 2000/553/ EC of 6 September 2000, implementing Council Directive 89/106/EEC, can be considered to fulfil all of the requirements for the performance characteristic 'external fire performance' without the need for testing, provided that any national provisions on the design and execution of works are fulfilled, and can be used without restriction"*.

It will be for the applicant to demonstrate that the proposed habitat roofs are viable in relation to fire safety. This will be subject to further consideration at a later regulatory stage.

It will be for the applicant to demonstrate that the proposed green roofs are viable in relation to fire safety. This will be subject to further consideration at a later regulatory stage.

This document *Fire Performance of Green Roofs and Walls* (publishing.service.gov.uk) will provide guidance on the fire performance aspects of green roof and wall construction and maintenance.

Fire Service Access and Facilities

It is noted that the response to the question on the fire statement, about the reliance on the use of existing hydrants and whether they are currently usable / operable is given as “don’t know.” Whilst the response “don’t know” is a valid response on the form, in circumstances such as this, best practice is to check the functionality of the existing hydrants with the water authority. Without knowing their operability, the proposal might be relying on a disused water main or faulty hydrant. Resolving this issue is unlikely to affect land use planning and it will be for the applicant to demonstrate compliance at later regulatory stages.

28/06/2024:

Summary: Following a review of the information provided within the consultation, HSE is satisfied with the fire safety design, to the extent that it affects land use planning.

Highways Authority

30/08/2023:

There has been a similar planning application for this site (15/01015) and at that time Highways considered the development proposals acceptable in highway terms. In relation to this application Highways have offered some pre-application advice.

This application is supported by a Transport Assessment(TA) prepared by RPS Consulting and will be the main focus of Highways response.

The site is located on the edge of Middleton Town Centre and therefore has good links to local amenities and public transport and we would agree that it is in a sustainable location.

The TA includes accident data from the highway network around the site and it would not appear that there are any inherent road safety issues on the network.

If the application is granted we would not expect that the development would have any detrimental impact on road safety around the development site.

From the submitted plans the application proposes three vehicular access points, two onto Oldham Road and one onto Ashton Lane. At this stage the proposed access arrangements would appear to be acceptable however we would ask for detailed plans of the access points to be submitted and approved via planning condition. An agreement/permission will be required for any works within the adopted highway.

The overall parking provision for the proposed development is substantially below this Council's standards however we have previously accepted a reduced parking provision for this site because of its sustainable location and proposals within the submitted Travel Plan. Having reviewed the parking provision for the proposed uses we can accept the numbers provided if the proposals within the Travel Plan are implemented. We would however expect that the shortfall in parking may inevitably lead to an increase in parking demand on the streets around the site. This issue was discussed with the applicant at pre-application stage and at that time it was accepted that the residential streets would benefit from a Residents Parking Scheme. The applicant must fund the implementation of this scheme on the streets adjacent to the site particularly around Ashton Lane and Fairway subject to agreement with the existing residents. Further discussions with the applicant will be required.

With regards to parking provision we would also suggest planning conditions that all parking spaces identified are retained for their intended use and are not to be used for the storage of materials, goods and bins etc.

There are several servicing proposals for the uses within the development which are outlined within the TA and supported by swept path analysis. These proposals include servicing within the site and also a service bay on Oldham Road itself. At this stage we could accept the servicing proposals but would ask that the applicant includes a Service Management Plan for approval. As previously stated there is likely to be an issue with overspill parking from the proposed development therefore we would ask that the applicant funds a Traffic Regulation Order to restrict parking within the proposed service bays on Oldham Road.

The TA includes trip generation figures for the different uses within the proposed development and at this stage Highways would say that the data provided is acceptable, but we would rely on further comments from TfGM on their suitability. The different uses on the site would have different peak times during each weekday and at weekends. The data used and traffic distribution forecasts would seem to indicate that there is latent highway capacity during these

periods and that development traffic can be accommodated within the surrounding highway network.

The TA also includes a car parking accumulation assessment which forecasts parking demand throughout the week and this data also seems to indicate that parking particularly for the commercial uses can be accommodated. We would however require the submission of a Parking Management Plan for the whole development to be submitted for approval, this would ensure that spaces are retained for their proposed use and residential parking does not encroach into the commercial areas and vice versa.

The application also includes a residential travel plan which at this stage Highways would find acceptable provided that it is implemented in line with its content.

In conclusion Highways raise no objection to this application subject to the suggested planning conditions outlined in our comments being applied in line with the Transport Considerations and Mitigations included within the TA.

Further comments following review of TfGM comments:

The issues around the parking provision and trip generation figures can be resolved with a contribution towards revisions of Traffic Regulation Orders secured through planning. In this instance it probably requires a residents parking scheme on surrounding streets. So we would seek a contribution of £20k.

Historic England

Summary:

Historic England is supportive of the principle of converting the building to a new use. This new use will secure the future of an important historic building, and will also have an environmental benefit, by making best use of the existing building stock to meet the need for new housing. However, the proposed development will cause some harm to the significance of Warwick Mill. Historic England consider that harm to be less than substantial. As such, in determining the application, the Council should consider whether or not the harm that will arise is outweighed by the public benefits of the proposals, as required by paragraph 203 of the NPPF.

Recommendation:

Historic England has no objection to the application on heritage grounds.

Your authority should take these representations into account in determining the application. If there are any material changes to the proposals, or you would like further advice, please contact us. Please advise us of the decision in due course.

Open Space & Formal Sports

Summary:

POS recommendation would be improving Farmway park/Kirkway Stocks and/or by agreement with Ward Councillors, Mount Road Play and or/open space improvements.

Formal Sport to King George V playing field sports provision

Public Protection (Contamination)

Summary:

Recommend standard condition for the submission of Preliminary Risk Assessment and subsequent intrusive investigations as agreed within the PRA, in addition to a remedial strategy.

Schools Service

Summary:

Given the nature of the development, no contributions would be expected towards education.

Strategic Housing

Thank you for consulting Strategic Housing. We have no objection to the proposals of residential housing within this development.

Strategic Housing is strongly supportive of the provision of new affordable homes within the Middleton Township. As of August 2023, there are approximately 9,530 households on the Housing Register, and the provision of new affordable homes is a welcome contribution to meeting the borough's housing need.

Strategic Housing are yet to receive confirmation of the tenure of the 38 dwellings provided under the Affordable Rent Housing Provision throughout the development.

Strategic Housing would welcome a provision of affordably rented dwellings, with a Registered Provider within this development to attempt to meet the housing need within the area.

However, we do recognise that Shared ownership is a particularly popular housing product at this time, as it will suit the mix of neighbourhood building relevant to this area and helps provide a pathway to homeownership.

Note: Since the receipt of this response, the applicant has undertaken a viability review process which has determined that the development is unable to include a provision of affordable housing.

Transport for Greater Manchester (TfGM)

Summary:

Road Safety Data in the submitted TA should include data from the 5 most recent years including some of 2023.

Discounting has been applied to trip generation on the basis of restricted parking numbers. It is imperative that no other parking is available at/or in the vicinity of the development. TfGM would suggest that strict TROs be enforced in the area.

TfGM would suggest that a review is undertaken of the Traffic Regulation Orders in the vicinity of the development, with a view to introducing additional parking restrictions as appropriate, as well as ensuring adequate parking restrictions remain in place, and are refreshed accordingly.

In order to encourage walking and cycling, it should be ensured that the pedestrian and cycling environment, within and around the site, is designed to be as safe, attractive and convenient as possible, including natural surveillance where possible. This should provide sufficient links to the surrounding pedestrian and cycle networks.

To promote active travel and link in with the surrounding environment, the applicant should ensure the provision of continuous 2 metre wide footways throughout and surrounding the development, as well as reinstating any redundant vehicle crossings which previously served the site, installing tactile paving at junctions/crossing points and renewing any substandard footways.

It is important to ensure that there is adequate infrastructure and facilities to encourage staff to travel by sustainable modes.

TfGM recommends that a Residential Travel Plan is produced for the development, with the objective of reducing reliance on the private car, particularly single occupancy use. The Travel Plan should be designed to raise awareness of opportunities for reducing travel by car and should feature a range of measures and initiatives promoting a choice of transport mode, and a clear monitoring regime with agreed targets.

United Utilities

Summary:

Noting this is a Full application, we request that the applicant provides a detailed drainage plan, and that United Utilities has the opportunity to review and comment on this plan PRIOR TO DETERMINATION of this application.

Should planning permission be granted without the provision of this information we request that a condition is attached to any subsequent decision notice to provide full details of a drainage scheme.

Advice provided on SUDS and adoption and construction of drainage systems.

The Victorian Society

No comments received.

TOWNSHIP PLANNING PANEL

Monday 18th September 2023

The Panel is entirely supportive of the development.

MEMBER REPRESENTATIONS

None.

PUBLIC REPRESENTATIONS

Letters of notification were sent to surrounding properties and a notice was posted in the vicinity of the site in addition to an advert being issued in the local press.

A total of 1 letter of objection and 4 letters of support were received. Supporting letters reference the following matters:

- Re-use of brownfield site for housing stock
- Attraction of young professionals and subsequent contribution to local economy and Council tax receipts
- Increase weight to Middleton's bid for a metrolink extension
- Act as a catalyst for wider regeneration in Middleton Town Centre

Matters Raised in the objection letter raise concern over the future availability of parking in the wider area and over noise impacts.

The parking requirements and impacts of the development are discussed within the 'Highways' section of the report and matters relating to noise, both during the construction and operational phase of development are considered within the 'Amenity' section of the report.

ANALYSIS

Principle of Development

Residential Development

1. The spatial strategy for the Borough (CS Policy SP2) seeks to focus housing delivery within the south of the borough in the Manchester fringe, including within identified regeneration areas. Proposals which contribute to the revitalisation of Middleton Town Centre are supported by The Strategy for Middleton (CS Policy SP3/M) and CS Policies C1 and C2.
2. The Middleton Town Centre Masterplan was adopted by the Council in March 2023 and establishes guiding principles for new development at priority regeneration sites within and nearby Middleton Town Centre. Within this document, the re-use of Warwick Mill is identified as a key component of the overarching vision, with a development framework provided for the 'Warwick Basin' area which includes the Mill and areas both north and south of Oldham Road between the two roundabouts. The Framework for the wider area relies on the delivery of a scheme which would realise the re-use of Warwick Mill and redevelopment of London House to create a residential quarter on the banks of Wince Brook, creating a new destination in the town which would be enhanced by ground floor commercial uses to animate the spaces around the Mill.
3. The site falls within the Defined Urban Area, immediately south of the designated Middleton Town Centre boundary and comprises previously

developed, or brownfield land. Given its location adjacent to Middleton town centre, the site is within a 3 minute walk of Middleton Bus Station and sits on the Oldham Road corridor with access to the nearby Mills Hill train station. Accordingly, the proposed site can be considered to represent a highly sustainable location for residential development.

4. CS Policy C1 seeks to ensure that at least 460 additional dwellings per annum are delivered in the borough in the period 2012-2028, however since the adoption of Places for Everyone in March 2024, the current target is now derived from PpE Policy JP-H1, which over the period 2022-2025 requires the delivery of 568 dwellings per annum, rising incrementally to 2039 and equating to 618 dwellings per annum.
5. Whilst the council can currently demonstrate a five year housing supply it is considered that going forward the borough will face an ongoing and challenging pressure in terms of the delivery of the net supply of housing. The development would make a significant and valuable contribution towards housing supply in the Borough on a previously developed site, would provide substantial regeneration benefits through the delivery of a major component set out in the adopted Middleton Town Centre Masterplan and otherwise complies with the direction of the Spatial Strategy set out in the Development Plan.
6. The development would also provide for the delivery of an optimum viable use for two key heritage assets, currently subject of significant and rapid decline in their physical condition, arising as a result of being used for a sub-optimum storage and distribution use and being mothballed/vacant. The benefits arising from the restoration, conservation and long-term security of the buildings should be afforded great weight, in accordance with paragraph 208 of the NPPF.

Loss of Employment Land

7. The site comprises an area of long-standing employment land, although it is not explicitly allocated as an employment zone under the provisions of the saved Unitary Development Plan Proposals Map. Nonetheless, CS Policy E2 affords protection to existing large employment sites (over 0.4ha) outside employment zones which are most suited to continued employment use, in order to ensure a sufficient supply of suitable employment land.
8. However, Paragraph 124(c) of the NPPF gives substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate

despoiled, degraded, derelict, contaminated or unstable land and Paragraph 127 requires Local Authorities to take a positive approach for alternative uses of land which is currently developed but not allocated for a specific purpose in plans, where this would help to meet identified development needs, with particular regard to use of retail and employment land for homes in areas of high housing demand, provided this would not undermine key economic sectors or sites or the vitality and viability of town centres.

9. In respect of Paragraph 124, the historic industrial uses have given rise to land contamination issues, the remediation of which would be achieved alongside the delivery of residential development on the site. With regard to paragraph 127, an assessment of the principle of development for the proposed residential use is provided further below. Notwithstanding, the proposed use is considered to contribute more to the vitality and viability of Middleton Town Centre than the extant industrial and office uses, where a considerable permanent presence of future occupiers could reasonably be expected to fulfil their daily needs within Middleton Town Centre, offering a significant increase in local expenditure and footfall.
10. Further to this, PfE Policy JP-J4 seeks to deliver 3,513,000 sqm of new, accessible, industrial and warehousing floorspace over the plan period to 2039. Policy JP-4 specifically highlights the role of relocating existing businesses to free up poorer quality employment sites for redevelopment for uses such as housing. Between the existing allocated supply, and the Places for Everyone Allocations, Rochdale has a supply of 584,883 sqm (circa 6.3m sqft) of employment space over the plan period. The site also sits within a position that is well linked to the sites making up the North-Eat Growth Corridor in JP-Strat7 where significant new employment spaces are to be created.
11. CS Policy E2 is more restrictive than the positively worded contents of the NPPF and PfE and would not be consistent with paragraphs 120 and 123 of the framework and should be afforded more limited weight in this respect. Nonetheless the proposals, in consideration of the updated policy context of NPPF and PfE demonstrate how they would achieve a more appropriate development and meet the criteria of Policy E2 in any case.
12. Therefore, it is considered that the proposals are consistent with the Core Strategy, Places for Everyone Policy JP-J4 and the National Planning Policy Framework and the loss of employment land would be acceptable in principle.

Commercial Development

13. PfE policy JP-P7 acknowledges that varied and high-quality retail, leisure and cultural facilities are vital to providing the quality of life that will help to attract people to live in Greater Manchester.
14. Given Warwick Mill and London House's location within a flood zone, the use of the ground floor of the building is more limited in potential uses to those considered less vulnerable by the Environment Agency. As such the proposals incorporate at ground floor commercial floorspace totalling 2,073.77sqm. This is broken into a number of different individual areas across both buildings. Planning permission is sought for Use Class E across all units, allowing for a variety of commercial uses which will ensure the long-term vitality and viability of the ground floor commercial uses within the development.
15. The site falls outside of the boundary of Middleton Town Centre (as designated under UDP Policy G/S/1) with the southern boundary set along Oldham Road, and as such, the site is considered to be 'edge-of-centre' for the purposes of the assessment.
16. NPPF Paragraph 91 requires a sequential approach to assessing main town centre uses which are not in an existing centre and only if suitable sites are not available (or expected to become available within a reasonable period) should out of centre sites be considered.
17. The applicant has provided a sequential assessment and council officers would accept that the proposal has site specific circumstances related to the reuse of the mill and the need for commercial floorspace to improve the viability and delivery and achieve a developable scheme within the flood zone whilst also achieving a comprehensive place making strategy.
18. In considering that such uses form an important factor in the overall viability case for development of the mill, it would be entirely inappropriate to disaggregate these uses from the rest of the development. Accepting the specific locational requirements of the proposals to factor into the redevelopment of the site, and without disaggregating it is accepted that the sequential test would be met by the proposed development.
19. Given that the proposals also exceed the locally established threshold of 1,000sqm of commercial floor area, a retail impact assessment has also been provided. The assessment notes that the proposals sit comfortably beneath the National threshold of 2,500sqm and that it is unlikely that all floor space would ever be utilised for purely retail purposes and a variety of uses are likely to be in-situ post-completion. Therefore any diversion of

trade would be spread across a number of uses and impacts are therefore likely to be limited.

20. The comprehensive delivery of the site would create a destination in its own right that would provide a substantial contribution towards the regeneration of Middleton Town Centre and increase the attractiveness of its offer to both residents within Middleton and further afield. Additionally, the development itself would result in an accompanying increase in available local expenditure and footfall through the residential elements. NPPF paragraph 90 also recognises that residential development often plays an important role in ensuring the vitality and viability of centres and encourages its development on appropriate sites.
21. Similar uses within Class E have previously been consented historically within the mill at a greater intensity than what is proposed. As such, the proposals would not have unacceptable impacts on the vitality and viability of Middleton Town Centre and the proposals would accord with the requirements of the adopted Core strategy.

Heritage and Archaeology

22. The Planning (Listed Buildings and Conservation Areas) Act 1990 requires local planning authorities to have special regard, when assessing applications affecting a listed building or its setting, to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.
23. NPPF paragraph 205 states that 'when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation.'
24. Paragraph 206 states that 'any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting) should require clear and convincing justification.'
25. Paragraph 208 states that 'where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.'
26. Paragraph 214 states that 'local planning authorities should assess whether the benefits of a proposal for enabling development, which would

otherwise conflict with planning policies but which would secure the future conservation of a heritage asset, outweigh the disbenefits of departing from those policies.'

27. Rochdale Core Strategy policy P2 seeks to protect the borough's heritage. This includes through conserving enhancing and promoting key heritage assets, which include listed buildings. This policy also looks to prioritise the conservation of heritage assets at risk from decay, and in particular designated heritage assets.
28. PfE Policy JP-P2 seeks to positively conserve, sustain and enhance our historic environment and heritage assets and their settings; Setting out a clear vision that recognises and embeds the role of heritage in place-making and ensuring that the heritage significance of a site or area is considered in accordance with national planning policy.
29. The site includes the Grade II Listed Warwick Mill which is arguably the most imposing and dominant building in Middleton's townscape due to its height and scale. The Mill was built to a five storey design by George Stott of Joseph Stott and Sons and commenced in December 1907. The mill is brick built, with 20x 14 bays with an internal cast iron frame. The mill includes a Water tower on the north-eastern corner.
30. Warwick Mill is considered to be a fine example of an early 20th century cotton spinning mill and was one of a number of mills across the region constructed as part of the last great mill building boom in the Lancashire textiles industry after 1900. Prior to this, Middleton had already been established as a centre for the textile industry at the time of its construction, with the development of the local industry over the preceding 150 years visible at 83-87 Long Street, which denotes the transition from rural domestic production pre-dating the full mechanisation of processes, and Lodge Mill, which signifies an early example of a mechanised mill.
31. The majority of the original mill complex remains, including the original railings along Oldham Road. The elements that have been lost include the boiler house and chimney, which both appear to have been demolished during the latter half of the 20th century.
32. The site holds further potential for further archaeological finds; by the late C18, a small number of buildings had been erected fronting Ashton Lane and during the second half of C19 a cotton spinning mill named Park Mill was established on the current site of London House.

33. The conversion of Warwick Mill to a mixed residential/commercial use and the interventions required to achieve this would result in less than substantial harm to the Mill's significance to a moderate degree. The subdivision of the floor plate, change of use, roof extension and the most invasive the interventions; the creation of internal atria, would substantially alter the buildings internal layout and volumes, therefore significantly reducing the ability to appreciate the plan form of the building and the legibility of the former textile manufacturing spaces.
34. It is accepted that a number of these interventions, in particular the creation of internal atria, are necessary to overcome the constraints posed by the buildings expansive floor plate in order to make the building habitable. A detailed consideration of all the works is undertaken in the associated application for Listed Building Consent, however on the whole, where harmful works are required they have been adequately justified by the applicant and designed to minimise the overall level of harm.
35. In addition to the above, notwithstanding an assessment of the detailed design of the building to replace London House, the placement of a building of a similar height in such proximity to Warwick Mill would introduce a competing feature in the townscape and obscure some views of the mill from vantage points to the west. Albeit this harm is balanced against the harm arising from London House in its current and rapidly declining state, with little prospect of the building coming back into use.
36. Overall, the proposal will cause less the substantial harm to the designated heritage asset. This harm is justified and mitigated within the proposal along with being outweighed by the public benefits. Considerable public benefit will be achieved by this scheme through the regeneration of the designated heritage asset and the delivery of a substantial number of dwellings in a sustainable location. The development also signifies the keystone within the adopted Middleton Town Centre Masterplan to which its delivery would ultimately provide a substantial contribution towards its full realisation. The developed proposal has led to the most sympathetic conversion solution to deliver the optimum viable use, which will also result in public benefits in the form of heritage benefits, i.e. reinstating traditional materials and revealing original building forms. The proposals would result in increased activity, footfall, and expenditure within Middleton town centre, act as a catalyst for future regeneration efforts. The restoration of the mill would also provide a significant improvement in the wider townscape which is currently dominated by views of the mill in its currently poor and deteriorating condition.

37. The public benefits of the proposal are considered to outweigh the harm that the scheme would cause. Accordingly, taking into account the duty under s66 of the Planning (Listed Buildings and Conservation Areas) Act 1990, the proposal is considered to comply with Policies P1, P2 and P3 of the adopted Rochdale Core Strategy, Policy JP-P2 of the Places for Everyone Joint Development Plan and the National Planning Policy Framework.

Archaeology

38. The application is supported by an Archaeological Desk Based Assessment which summarises the archaeological and historical background to the application site and its environs and highlights the archaeological interest, concluding that the potential for the site to contain buried archaeological remains to be high. It is anticipated that archaeological remains may include elements of power systems at Irk Mills and buried remains of C18 cottages and isolated patches of relict soils associated with Middleton Hall Park cannot be discounted, though have likely been impacted by the construction of the mills. Further archaeological investigation, in the form of targeted evaluation trenching is recommended.
39. GMAAS accepts the conclusions drawn from the DBA and concurs that any below-ground archaeological remains are likely to be of high local interest. Therefore, an archaeological investigation via a programme of archaeological evaluation trial trenching or a strip and record evaluation may be required to establish the presence or absence of buried archaeological remains and, if present, their extent and significance.

Design

40. The revisions to the NPPF in July 2021 make it very clear that significant weight should be given to development which reflects local design policies and government guidance on design. In support of this, the Government have produced a suite of guidance documents including Building for a Healthy Life (BHL), the National Model Design Code (NMDC) and the National Design Guide (NDG) which form a material consideration in the assessment of the design of development proposals, and aid Local Authorities and developers alike in understanding if development proposals are well-designed.
41. It is well established across the design guidance that well-designed development should demonstrate a sound understanding of the features of the site and surrounding context, and that well-designed places and

buildings are influenced positively by the history and heritage of the site and its surroundings. A design and access statement has been submitted to support the application and informs the scale, form and detailed design of the Loom building.

42. The proposed tower occupies the majority of the siting of London House and its curtilage, with a building line broadly consistent with that of Warwick Mill, and a spacing from Wince Brook also similar to that of the Mill. The Loom building includes a tiered form, with the floor plate only rising to first floor level before reducing to an L-shape set above the west and south of the floor plate with a communal terrace providing a connection to the mill. The massing reduces further with floors above the seventh storey set only along the west of the site, perpendicular to the run of Oldham Road and Wince Brook. The overall height of the building reaches 9-storeys, which would sit 7.6m higher than the bulk of Warwick Mill, but 2.6m shorter than the highest point of the water tower.
43. The configuration of the Loom in an L-shape retains a degree of openness and reduces the extent to which the new building obscures views of Warwick Mill from the north and north-west. The framing of Warwick Mill by the new building would infer a degree of subservience from public vantage points and therefore respect the dominance of Warwick Mill within the townscape.
44. The detailed design of the building would appear contemporary through a higher solid to void ratio than the existing mill and articulated form. The revised proposals seek to incorporate brick materiality which would reduce the new buildings visual distinction from the Mill. The Council's Conservation Officer has suggested a number of conditions to ensure that the new structure is as light weight as possible to promote visual subservience between the structures.
45. The arrangement of materials is such that bands windows across two floors to maintain the opening proportions found across the Mill; these proportions are reinforced through the use of a tertiary material for banding between grouped levels, and a secondary material used to create the main horizontal banding detail in reference to the mill which would overall assist in visually integrating the Loom building into the townscape.
46. The Loom building would sit prominently in all views to the north and west of the site given the comparatively low height of the prevailing townscape, being obscured by the Mill to the east, and the rising topography and residential dwellings to the south. It would be an undoubtedly significant

addition to the townscape, however is considered to only feature prominently in views from which London House can currently be viewed.

47. The Loom would therefore read as a clear contemporary addition to the site however would integrate well for a building of this size given the references to the mill in respect of its scale, form and materiality, giving the overall development a clear and cohesive identity which would positively contribute to the townscape of Middleton town centre.
48. At the base of the Loom, the building meets Oldham Road atop a podium which spans the frontage of the site and is flanked by vehicular access points. The ground floor includes the commercial uses which would complement the commercial offer also included within Warwick Mill, whilst providing an active frontage to animate this well-trafficked section of Oldham Road. The variation in the design of the ground floor and upper floors would also introduce a human scale to the scheme.
49. Parking for future residents would be contained within both the Mill and the Loom at lower ground floor level with access taken from the space in between the two buildings. The proposed parking solution would all but obscure parked vehicles from view.
50. Parking for customers of the commercial premises is located at the eastern corner of the site accessed from Ashton Lane which offers a relatively inconspicuous siting away from the main public vantage points as not to give rise to any high degree of visual harm.
51. The south of the site set against Wince Brook includes the main area of landscaping, with a decked area set to the west of the Engine Room at the rear of the Mill. Whilst relatively limited in area, subject to appropriate detailing, the scheme does make respectable use of the on-site natural capital to provide an attractive feature to users of the site.

Fire Safety

52. In August 2021, amendments to Planning Procedure Legislation were introduced to ensure the early consideration of fire safety matters for schemes involving high-rise residential buildings following the Grenfell tragedy of 2017. These regulations do not replace the need to demonstrate full compliance with Fire and Building regulations as a separate matter.
53. The application is supported by a Fire Statement which details a number of interventions across both Warwick Mill and the Loom building to ensure

that the building is suitably resistant to fire risks and in the event of a fire, allows for the safe egress of occupants.

54. The fire statement sets out that at a minimum, the development will include:

- Sprinkler protection throughout the development, including non-residential areas
- At least two firefighting cores including firefighting lifts
- Smoke control to the atrium of Warwick Mill
- Fire compartmentation to contain fire to individual flats or the use of origin
- Evacuation lifts for disabled users
- Facades designed with non-combustible materials
- Measures in place to mitigate risks associated with EV technology

55. The Fire Statement and proposals have been reviewed by the Health and Safety Executive and the Greater Manchester Fire and Rescue Service. HSE have requested further information regarding fire service access and facilities, and the fire service site plan and are unable to support the application until such information is provided.

56. The Greater Manchester Fire and Rescue Service have been consulted on the application and note that the proposals should meet all fire service requirements.

57. The HSE have reviewed a revised Fire Statement and Fire Engineering review which details the access of fire appliances in the event of a fire and measures to be included in the construction of the building. HSE have subsequently stated that they are satisfied with the fire safety design insofar as it relates to land use planning.

Accommodation Standards, Impact on Residential Amenity and Noise

58. Core Strategy policy DM1 requires all development proposals to demonstrate that they will not have a negative impact upon the amenity of future residents and occupiers. Policy G9 requires that sensitive new developments such as housing are not adversely affected by existing sources of pollution, including noise, from certain types of industry. Paragraph 130 of the National Planning Policy Framework advises that planning decisions should result in places with a high standard of amenity for existing and future users. PfE Policy JP-P1 requires new development to be comfortable and inviting, with indoor and outdoor environments

offering a high level of amenity that minimises exposure to pollution; and addressing microclimate issues such as sunlight, indoor air quality, overheating, shade, wind and shelter. PfE Policy JP-H3 requires all new dwellings to meet the Nationally Described Space Standards and Part M.4(2) of the building regulations in relation to accessibility.

Accommodation Standards

59. The Nationally Described Space Standard (NDSS) is a technical standards document produced by the Government to ensure internal space within new dwellings is sufficient for future occupiers, and is applicable across all tenures. The NDSS are incorporated within PfE and are a material consideration. Table 1 sets out the minimum gross internal floor area requirements for new dwellings, across varying number of bedrooms, occupants and floors.
60. Below is an extract from the Nationally Described Space Standard, which specifically details the Gross Internal Area requirements for new dwellings, as are proposed within this application:

Number of bedrooms (b)	Number of bed spaces (persons)	1 storey dwellings (m²)	Built-in storage (m²)
1b	1p	37	1.0
	2p	50	1.5
2b	3p	61	2.0
	4p	70	
3b	4p	74	2.5
	5p	86	
	6p	95	

61. The submitted floor plans indicate that each unit would achieve the relevant minimum space standard, and all units are considered satisfactory in this regard. The smallest of units are denoted as being 'studio apartments' however still meet the minimum 1-bedroom 1-person floorspace requirements.
62. Each habitable room across the development is considered to be supplied with adequate levels of light and outlook and fulfil the relevant space standards contained within the Guidelines and Standards for Residential Development SPD. Communal amenity spaces are provided in a

commensurate manner across both the Mill conversion, and the Loom building, with the Mill predominantly served by the atria and the Loom by a terrace at first floor level.

63. In respect of the noise impacts from the surrounding highway network and general activities ongoing within the town centre. The supporting Noise Impact Assessment assessed ambient noise levels at the Oldham Road and Ashton Lane frontages of Warwick Mill at 73 dB and 67 dB during the day, and 67 dB and 64 dB during the night at each position respectively.
64. The NIA proposes a scheme of façade noise insulation with recommendations for façade construction, glazing and ventilation strategy. The Council's Environmental Health Officer has reviewed the NIA and is content with the recommendations of the report subject to the interventions being carried out and the results of validation testing being provided to the Local Planning Authority for approval.

Impact on Surrounding Occupiers

65. Given that Warwick Mill has a long-established relationship with surrounding buildings in relation to overshadowing and overbearing impact, and given that the additional massing arising from the upwards extension is minimal, no concerns are raised in this regard.
66. The delivery of residential uses at upper floor level would introduce a degree of overlooking towards residential properties on Whitecroft Meadow. The absolute minimum interface with which units would directly face one-another is 23m which would exceed the 21m required by the SPD, however the predominant distance between facing windows is approximately 39m which would far exceed the distance required by the SPD.
67. In relation to the Loom building, it is noted that the development would introduce a development of greater massing and scale set at a closer distance to apartments on Whitecroft Meadow than is currently the case with London House. The total distance between the Loom building and facing properties on Whitecroft Meadow would be 26m, however it is acknowledged that the new building would occupy a large proportion of the north facing views from units of Whitecroft Meadow, however, given the proposals represent a discernibly higher standard of design than the existing situation, the loss of views towards the town centre is considered to be acceptable on balance. In a similar manner to Warwick Mill, the separation distances retained are considered to comply with the

requirements of the SPD and would promote an acceptable relationship between uses with regards to the privacy of existing and future occupiers.

- 68. Given the placement of the Loom to the north of these dwellings, the proposed development would not impact the light received by any existing dwelling.
- 69. In light of the above, the proposal would not unduly impact on the amenity of the occupants of neighbouring properties and would provide an acceptable level of amenity for future occupiers in accordance with policy DM1 of the adopted Rochdale Core Strategy, the SPD and the NPPF.

Air Quality

- 70. Paragraph 192 requires planning decisions to ensure that any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan. PfE Policy JP-S5 requires planning decisions to have regard to the most recent development and planning control guidance.
- 71. The Oldham Road Corridor is designated as an Air Quality Management Area which covers the northern section of the site, covering the façade of both Warwick Mill and the Loom.
- 72. The Greater Manchester Air Quality Administration Committee have agreed upon draft proposals for a Clean Air Plan which has been submitted to the Government for approval. The scheme focuses on investment-led interventions to reduce air pollution primarily through the delivery of zero-emission buses.
- 73. Having regard to the AQMA designation, the main impacts to air quality arise during the operational phase of development as the delivery of the proposals may change the number, type and speed of vehicles using the local road network.
- 74. An Air Quality Assessment includes atmospheric dispersion modelling for one year post completion in which the development is expected to be fully operational. Pollutant concentrations are predicted to be well within the relevant health-based air quality objectives at the façades of both existing and proposed receptors and therefore suitable for its proposed use from an air quality perspective. The operational impact of the Proposed Development on existing receptors is predicted to be 'negligible' taking into account the changes in pollutant concentrations and absolute levels.

75. The application and the associated AQA has been reviewed by the Council's Strategic Transport Planning Officer who is content that there are no Air Quality grounds to refuse planning permission and has requested that any decision include the requirement for a dust management plan (to be included as part of a Construction Environmental Management Plan).

Energy and Sustainability

76. PfE Policy formally sets out Greater Manchester's ambitious target to be carbon neutral by 2038. It notes that the uplift to Part L of the Building Regulations (Conservation of Fuel and Power) announced in December 2021, is to be precursor to the introduction of the Future Homes Standard which is anticipated to take effect in 2025. The policy position will follow the trajectory of FHS in relation to carbon reduction with applicants demonstrating how savings have been maximised following the energy hierarchy. From 2025, applicants will need to demonstrate how carbon reductions have been maximised with an opportunity to offset any residual carbon to a carbon offset fund. The approach will be reviewed in line with future standards as they are introduced.
77. The application is supported by an energy statement which acknowledges the challenges faced in converting Warwick Mill to meet modern energy efficiency standards however expects the Mill to fulfil the requirements of Part L of the Building Regulations through internal insulation of existing walls and appropriate replacement glazing.
78. The report also sets out the measures proposed in order for the Loom to exceed the requirements of Part L through the use of a façade with high thermal performance. Energy efficient measures include a district heat network with zero/low carbon technologies proposed including solar-photovoltaic panels, air-source heat pumps and the potential for water-source heat pumps subject to Environment Agency approval.
79. The measures set out in the report are considered to demonstrate compliance with current planning policy in respect of carbon reduction in new development given that the proposals are able to, on the whole, exceed the requirements of Part L of the building regulations whilst significantly improving the sustainability of the historic mill.

Highways

80. The application is supported by a Transport Assessment which has considered the traffic and transport effects in terms of trip generation and pedestrian movements.
81. The TA notes that parking provision is set at 0.189 parking spaces per dwelling, and has applied a discount to the trip generation modelling for the residential aspect of the development accordingly. A total of 113 trips across the hours of 07:00 and 19:00 are expected, with 11 and 13 trips across the peak AM and PM hours respectively (accounting for both arrivals and departures).
82. The model also includes trip generation figures for the commercial components of the development which concludes that the overall development would result in 380 trips across the busiest day of the week.
83. During peak hours, the overall development would generate 22 and 40 trips between the morning and afternoon rush hours respectively. Set against the backdrop of 1,961 vehicle movements along Oldham Road during the morning, and 2,129 movements during the afternoon rush hour, the impact to traffic would clearly be negligible.
84. Both TfGM and the Local Highways Authority consider that the development proposals would increase pressure on nearby on-street parking provisions. Details of a Traffic Regulation Order can be considered via condition, requiring implementation prior to the development being brought into use.
85. The site undoubtedly lies in a sustainable location immediately beyond the boundary of the designated Middleton Town Centre which places a plethora of amenities within walking distance of the development which would fulfil the vast majority of the daily needs of residents. The site is also well placed in respect of a catchment for customers for new commercial development and would be able to make use of linked trips to the Town Centre by being well-positioned near to the most intensively used parking areas.
86. Middleton Bus Station is a two-and-a-half minute walk from the pedestrian entrances to the site and provides direct, regular bus services to Manchester City Centre, Rochdale, Oldham and Bury Town Centres and as far as Sale. Mills Hill train station lies 1.6km to the east of the site, which could feasibly be accessible on foot or by bike.
87. It is noted that Active Travel England have raised some concerns that the proposals do not include any off-site enhancement to active travel and

pedestrian facilities. Whilst a detailed review of viability is provided later in this report, the development would be unable to make contributions towards such interventions and the absence of such works should not preclude the granting of planning permission. The proposal itself is seen to act as a catalyst for further regeneration through the Middleton Town Centre masterplan, through which active travel interventions may come forward.

88. A total of 53 car parking spaces (inclusive of 4 spaces for a car club) are provided for residents across Warwick Mill and the Loom, with a further 20 parking spaces provided for customers of the commercial uses on site. A total of 329 secure cycle parking spaces are also provided for residential occupiers, with 27 for commercial uses. In light of the site's sustainable location, the Local Highways Authority is content with the proposed provision which fulfil each of the relevant standards contained within appendix 5 of the Core Strategy, and with particular regard to cycle storage, EV charging, a Travel Plan and the scheme for the implementation of a car club is to be required by condition.
89. The internal layout of the site operates on a one-way system allowing for refuse vehicles to egress from Oldham Road before undertaking waste collection as not to affect the free-flow of traffic on this busy route. Subject to full details being received by the submission of a Waste Management Plan required by condition, the development would comply with the requirements of the adopted Core Strategy, Places for Everyone Joint Development Plan and the National Planning Policy Framework.

Ecology and Trees

90. Paragraph 180 of the NPPF states that the planning system should contribute to and enhance the natural and local environment by minimising impacts on biodiversity, providing net gains where possible, and contributing to the Government's commitment to halt decline. Policy G6 of the adopted Core Strategy expects development proposals affecting green infrastructure to avoid the loss of existing features such as trees unless suitable alternative provision is made or they have limited value. Core Strategy policy G7 requires that no development should result in a net loss of biodiversity and geodiversity.
91. The site lacks any notable habitat, owing to its industrial past which means that the vast majority of both buildings' curtilage comprises hardstanding. The degradation of the hardstanding means that some species have

recently established on site. The southern boundary of the site abuts Wince Brook which is a main tributary of the River Irk which itself has a confluence with the River Irwell and is recognized as a main river by the Environment Agency. The only SSSIs within 2km of the site is the Rochdale Canal, which sits 1.8km to the east of the site. Alkrington Woods/Rhodes Lodges LNR/SBI is the closest designated site, 0.4km to the west, with Boardman Brook SBI 0.5km to the west.

92. The application is accompanied by a Preliminary Ecological Appraisal, based on the results of both an initial desk study and a Habitat Survey. The habitats recorded during the survey relate to developed land/sealed surface, ruderal/ephemeral urban and developed area, neutral grassland, a variety of scrub and Wince Brook.

Protected & Notable Species

93. The current state of buildings on site and the channelized form of Wince Brook mean that the site is not suitable for breeding birds or otter and water voles respectively. The PEA also considers the urbanised environment with significant movement barriers to all sides to significantly limit the potential for reptiles, amphibians and terrestrial mammals on site.
94. Warwick Mill itself was considered to have a low bat roosting potential. Over the course of three emergence surveys, a total of six roost locations were recorded. All roosts were considered to be common pipistrelle day roosts; a common and widespread species across the UK. The habitat corridor along Wince Brook provides the highest value habitat for foraging/commuting bats around the Site, providing connectivity to other watercourses and woodlands to the west and east. The report considers that the habitat corridor along Wince Brook provides the highest value habitat for foraging/commuting bats around the Site, providing connectivity to other watercourses and woodlands to the west and east.
95. The report identifies the most significant impacts to bats arising during the construction phase of development, through the destruction of roosts and disturbance to/loss of foraging habitat.
96. GMEU have reviewed the application and note the relatively high level of legal protection afforded to bats, acknowledging that a bat license will be required to carry out the works. A detailed scheme of mitigation has been provided which includes replacement bat habitat and recommendations over lighting which has been welcomed by GMEU.

Trees

97. The majority of trees on site hold limited amenity value due to being youthful specimens which have self-seeded within the site. Two early mature trees to the north of London Road which are of the greatest amenity value within the site. An Arboricultural Impact Assessment has been provided which includes the retention of the trees fronting London Road and includes protection measures to ensure this.
98. A landscaping plan has been provided which details tree planting to the areas adjacent to Wince Brook where it can contribute the most meaningfully to biodiversity net gain.

Wince Brook

99. Wince Brook is a significant ecological feature within the area, and the proximity of development to its banks has potential to impact its ecological value both during construction and operational phases of development.
100. Measures to protect the water course during construction are expected to be provided within a Construction Environmental Management Plan given the significant demolition and breaking up of hardstanding associated with the development. A comprehensive scheme of enhancement measures including artificial habitat has also been recommended, full details of which are to be conditioned.

Biodiversity Net Gain (BNG)

101. BNG became a legislative requirement subject to the satisfaction of formal trading rules and demonstrable 10% on-site net gain in February 2024. Given the application was submitted prior to this date, the application of the Environment Bill is not required, however the NPPF and PfE still require development to provide a net gain.
102. The application is supported by a completed BNG metric and supporting statement which demonstrates a 10% net gain on site. Whilst trading rules are not satisfied (in that habitats are not replaced by ones of equal or greater distinctiveness) GMEU are satisfied that the landscaping proposals as a whole would deliver an uplift to biodiversity on site and therefore comply with the relevant planning policy requirements. To ensure that the benefits to biodiversity can be ensured over the long term, GMEU have also requested that a landscaping management plan be required by condition.

103. Accordingly, subject to conditions requiring full details and implementation of the above biodiversity features, the proposed development would accord with the requirements of Policies G6 and G7 of the adopted Core Strategy and the National Planning Policy Framework.

Drainage and Flood Risk

104. Paragraph 165 of the NPPF states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future). The application site abuts the northern bank of Wince Brook, which is recognised as a main river by the Environment Agency. The site falls across Flood Zones 1, 2 and 3 with the vast majority of the Loom set in Flood Zone 2 and 3.

105. NPPG establishes that a sequential test is not required for changes of use and as such, the conversion of Warwick Mill is exempt from this requirement. The search area for a sequential test is established at a borough wide level as that is the basis for which housing targets are established. However, given the requirement for the Loom building in the interest of viability and placemaking, it is not possible to disaggregate the Loom from the development to consider it in isolation for the purposes of the sequential test.

106. As such, the search area can only be limited to the extent of the site and it is clear that the siting of the Loom is the most sequentially preferable.

107. In passing the sequential test, the requirement to satisfy the exceptions test is triggered. In order to do this, it should be demonstrated that:

- a) the development would provide wider sustainability benefits to the community that outweigh the flood risk; and
- b) the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.

108. In turning to the first limb of the test, the vast benefits of the scheme have been set out in the report so far in securing the re-use of a designated heritage asset, the delivery of a transformative regeneration project which fulfils the objectives of the adopted Middleton Town Centre Masterplan and by making a substantial contribution to the housing supply of the borough. The supporting planning statement also establishes a number of other substantial benefits which are set out in further detail towards the

end of this report. Overall, it is considered that the economic, social and environmental benefits of the scheme are substantial.

109. In turning to the second limb of the test, the application is supported by a site specific Flood Risk Assessment, which notes that the risk of flooding from surface water is low, with risk of fluvial flooding high. The FRA notes a scheme of proposed mitigation measures which are to be incorporated into the final development to manage this risk including placing entrances at levels which would remain flood free and setting finished floor levels above adjacent site levels. A number of other measures to mitigate surface water flooding and flooding from sewers are included within the submitted drainage strategy.
110. The EA had initially raised concerns over the contribution to flood risk elsewhere, which has been satisfactorily compensated for by manipulating ground levels within the site to ensure that the development would result in no additional off-site flooding.
111. The EA have also raised concerns over the viability of the void beneath the Loom, in that its effectiveness could be reduced or nulled if structures are placed, or goods or waste stored to prevent the flow of water. If the void were not effective in the event of a flood, it would contribute to additional flooding elsewhere and as such, a series of conditions have been recommended to ensure the effectiveness of this feature in perpetuity, in addition to restricting permitted development rights and external storage of good or waste in areas that could restrict the viability of the flood plain.
112. Subject to recommended conditions, the proposals would not increase the risk of flooding elsewhere and the proposals would satisfy both limbs of the exceptions test and the principle of development within a Flood Zone would be established.
113. The application is also accompanied by a Drainage Strategy, which notes that existing drainage is present at the site. The report proposes that surface water is to be collected by a series of drains and attenuated prior to discharge within below ground geocellular crates before utilising the existing outfall to Wince Brook. The recommendations of the report have been accepted by the Council's Drainage Officer and accordingly, it is recommended that a condition be attached requiring the submission and agreement of a detailed surface water drainage strategy, in accordance with the outline principles contained within the FRA, prior to commencement of development. Subject to the imposition of such a condition it is considered that the proposal meets the requirements of CS Policy G8 and the Framework.

Ground Conditions and Land Contamination

114. The application is supported by a Phase 1 Preliminary Risk Assessment which notes the historic industrial uses on site. The report notes that there is potential made ground and contamination associated with historic uses, which subsequently poses a risk to future users through direct exposure, in addition to leaching from soils into aquifers and to Wince Brook. Ground gas also has potential to be present from made ground deposits which pose a moderate risk to future users.
115. The PRA recommends a scheme of intrusive investigations with in-situ and laboratory testing to allow for underlying geology to be determined, including establishing the extent of any made ground. Intrusive works will also allow for a quantitative evaluation of any pollutants present in on site to inform a remediation strategy.
116. The Council's Public Protection Officer has reviewed the submission and is content with the conclusions of the report. They have recommended that the suggested intrusive works be carried out, and a remediation strategy based on the findings, agreed prior to any development taking place.
117. The site also falls within the Coal Mining Development High Risk Area and the application is supported by a Coal Mining Risk Assessment. The CMRA notes that no past mining activity has been recorded beneath the site although it is probable that there are unrecorded shallow workings given that coal seams are recorded across the site and Coal Authority records are not comprehensive.
118. Given the significant risk which shallow workings present, the CMRA recommends that intrusive investigations are undertaken to establish below ground conditions to inform an appropriate mitigation strategy. Any threat from mine gases would be covered within by ground gas monitoring to inform protection measures.
119. The CMRA has been reviewed by the Coal Authority who have accepted the scheme of further works to inform any remedial or mitigation works and have recommended conditions and informatives to this effect.
120. Subject to the recommended conditions, the proposals would accord with the requirements of Policies G9 and G10 of the CS and the NPPF.

Developer Contributions

121. CS Policy DM2 sets out that the Council will require developers to provide, or contribute towards the cost of providing, any physical and social infrastructure that is needed because of proposed development. In the case of residential development, the Core Strategy specifically requires contributions towards affordable housing (Policy C4), open space provision and maintenance (Policy G6) and education facilities (Policy C7). The development proposes the construction of 281 dwellings, and therefore there is an expectation that the requirements of all aforementioned policies are met.

122. Paragraph 58 of the NPPF states that where up-to-date policies have set out the contributions expected from development, planning applications that comply with them should be assumed to be viable. Through consultation with relevant bodies the following standard contributions are identified.

Open Space and Formal Sports

123. CS Policy G6 requires that residential development should provide or contribute financially towards recreational open space in accordance with the standards set out in the Provision of Recreational Open Space in New Housing SPD. The SPD sets out that all developments of 100 bedrooms or more, but less than 900 bedrooms, it will generally be expected that the required amount of Local Open Space, including children's play facilities, will be provided on site, with a contribution made to off-site Outdoor Sports Provision.

124. The total number of bedrooms within the development is 393 and the total area of POS expected by the SPD at 1.0ha/1000 population (or bedrooms) equates to a minimum expected provision of 0.39ha.

125. It is however noted that the developable area within the site, taking account of ecological, topographical and the general safety of children's play equipment users in light of the steep banks of the brook is very limited, and as such it is considered that it would be preferable for a commuted sum to be provided.

126. In respect of contributions to open space, a contribution of £106,019.78 is required with a 5% administration charge bringing the total to £111,302.77. A formal sports contribution of £116,622.31 (£122,453.43 inclusive of admin fee).

127. A reduction in the contribution for open space would not necessarily be accepted through the delivery of on-site amenity space as it would be private by nature and given its size and design, would not alleviate pressures on nearby POS.

Affordable Housing

128. The Council's affordable housing requirements are set out in the Affordable Housing SPD and are applicable to developments of over 15 dwellings. Where on-site provision is proposed, a total of 15% of total site capacity should be provided at an affordable level for a total discount equal to 7.5% GDV.
129. The application does not make any provision for affordable housing which is accepted by the Council in order to deliver upon the strategic priorities within the Middleton Town Centre masterplan, as it would assist in establishing a strong rental market.
130. Supporting information indicates that the total GDV of the development would sit at £82,696,558, with a 7.5% contribution equal to £6,348,251.63.
131. The NPPF seeks to support the re-use of brownfield land, where vacant buildings are being reused or redeveloped by reducing any affordable housing contribution by a proportionate amount, which is set out as being equivalent to the gross floorspace of the existing buildings.
132. VBC therefore has the effect of reducing the policy requirement for affordable housing on a given site by a proportion related to the quantity of existing floorspace compared to the proposed floorspace.
133. The VBC calculation results in a 57% reduction in affordable housing provision to a total of to a total of 6.45% affordable provision, or 3.225% contribution which would be equal to £2,729,748.20.

Education

134. CS Policy C7 seeks developer contributions for the provision of educational facilities (including new school places) and employment skills and training in order to improve education, skills and training in the borough and raise educational achievement.
135. Given the application relates to a development comprising primarily of 1 and 2 bedroom apartments, it is not expected that these would be occupied by families with children of school age, thus the proposals would

not increase pressures on existing school places and no contribution would be expected.

Viability

136. National Planning Practice Guidance is clear that development should be assumed to be viable and it is up to the applicant to demonstrate whether particular circumstances justify the need for a viability assessment at the application stage. Policy DM2 does acknowledge that consideration will be given to the need to ensure that schemes remain viable whilst also taking into account the need for the contributions or infrastructure required to make the scheme acceptable in planning terms.
137. The applicant has presented a viability case for the development which seeks to establish the conservation deficit and present the contribution The Loom could make towards the restoration works to the mill. Warwick Mill itself has remained vacant for a considerable length of time and the works required to convert and restore the Mill are extensive and complex.
138. This position has been subject to a rigorous review by the Council's independent viability appraisers. The Appraiser has generally welcomed the approach taken within the Applicant's viability appraisal, which assumes a 100% market rent development with zero affordable provision and has agreed that the inclusion of a 20% developer profit is reflective of the risk undertaken. The review however notes that construction costs may have been undervalued in the appraisal, and overall generates a significant deficit of circa £20m. Scenario testing has been undertaken by the Council's appointed independent viability appraiser which includes a market rent scheme which reduces the deficit to circa £10m.
139. The deficit is predominantly generated by the significant cost of converting Warwick Mill, with build costs higher than the Loom. The significant build costs also result in the Benchmark Land Value (BLV) or level of financial return at which a reasonable landowner would be willing to release their land for development, for the overall site would be £1 to reflect the poor state of repair of both buildings and the significant capital expenditure required to bring them into a reasonable state of repair.
140. Having regard to the above, it is clear that the development would not be able to support contributions in any form. The proposals put forward for the Loom as are intended to cross fund works towards the mill, however, despite the scale of new development proposed on the site of London House, the overall scheme remains unviable and therefore will depend upon the availability of grant funding in order to be delivered.

Notwithstanding, given the significant contribution of the loom, the overall viability position, whilst remaining negative, would be spread across a greater overall quantum of development and thus more easily influenced by positive market forces and suited to potential grant funding to close the remaining viability gap.

Planning Obligations Conclusion

141. The applicant has presented a viability case in support of the application. This has been reviewed and a position agreed that the development cannot support any contributions given the substantial build costs associated with the Mill. In providing the necessary viability information to support its enabling development case, the proposals are in accordance with Policies DM1 C4, C7 and G6 of the Core Strategy and the NPPF.

Planning Balance and Conclusions

142. The siting of a building of the scale and form, in such close proximity to Warwick Mill as is proposed with the Loom building, in addition to the intrusive conversion works required to convert the Mill would give rise to less than substantial harm of a moderate to high degree to the significance of Warwick Mill. In accordance with Paragraph 208 of the NPPF, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

143. The report has addressed each relevant planning consideration in turn. Listed below are the benefits that have been identified from the application proposals:

- Restoration of a longstanding vacant and rapidly-declining listed building and securing of the buildings long-term future under its optimum viable use.
- The delivery of a strategically important site adjacent to the designated town centre which will provide a substantial contribution to the realisation of the Middleton Town Centre Masterplan and provide significant regeneration benefits.
- The supply of new homes in a sustainable location and the introduction of a quality and form of housing which is not available within Middleton Town Centre. These homes are of a bespoke design to best respond to the site context and have a good provision of amenity space and have strong sustainability credentials.

- Greater accessibility will be created for both the Mill and Wince Brook which will benefit local residents who wish to enjoy local heritage and make use of the attractive, landscaped river corridor.
- The provision of a greater range of high quality commercial spaces of which comparable units cannot be found in Middleton Town Centre
- The regeneration of a major brownfield site at an edge-of-centre location with good access to existing public transport infrastructure, amenities and jobs.
- Economic benefits through the creation of jobs during the construction phases and through increased population and spending power in the local area.

144. The benefits listed attract varying degrees of weight in the planning balance. In line with national guidance the heritage benefits are considered to attract substantial weight and is the greatest factor in support of the proposals. The provision of high quality new housing is also considered to attract substantial weight in the balance.

145. The revisions to the NPPF in December 2023 now attract substantial weight to the value of using suitable brownfield land within settlements for homes, the principle of which is also heavily supported by the adopted Middleton Town Centre Masterplan. The economic benefits attract very limited weight in the overall balance, as whilst these are positive features, they are not untypical of many forms of development and are considered secondary to the more direct benefits of the application proposals.

146. Matters pertaining to the impacts of the development on the surrounding highway network, protected species, air quality, drainage and flood risk, living conditions for future residents and the ability to provide safe and suitable access to the site can be suitably addressed by way of condition.

147. Taking the above factors into account, the recommendation is that if the planning permission is granted subject to the schedule of conditions as set out below.

RECOMMENDATION

GRANT subject to the following conditions:

1 Time Limit

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

Reason: Required to be imposed by Section 91 of the Town and Country Planning Act 1990 (as amended).

2 Plans

This permission relates to the following plans:-

- Site Location Plan Drawing ref. WM-SP-001;
- Site Plan LGF Drawing ref. WM-EH 010 rev. P1;
- Site Plan UGF Drawing ref. WM-EH 011 rev. P1;
- Existing Plan The Lodge Drawing ref. LO-EX 101;
- Flood Risk Plan – Areas ref. TL-FR-101;
- Demolition Plan The Lodge ref. LO-DM 102;
- Demolition Plan and Elevations The Lodge ref. LO-DM 102;
- GF The Loom Drawing ref. TL-PA-101 rev. P3;
- 1st Floor + Podium The Loom Drawing ref. TL-PA-102 rev. P2;
- 2nd to 7th Floor The Loom Drawing ref. TL-PA-103 rev. P2;
- 8th Floor The Loom Drawing ref. TL-PA-104 rev. P2;
- 9th Floor The Loom Drawing ref. TL-PA-105 rev. P2;
- Roof Plan The Loom Drawing ref. TL-PA-106 rev. P2;
- North and South Elevations ref. WM-TL-201 rev.P1;
- South Elevation The Loom Drawing ref. WM-TL-202 rev.P1;
- The Loom North Elevation ref. TL-PA 301 rev. P2
- The Loom South Elevation ref. TL-PA 302 rev. P2
- The Loom East Elevation ref. TL-PA 303 rev. P2
- The Loom West Elevation ref. TL-PA 304 rev. P2
- Warwick Mill LGF demolition Drawing ref. WM DM-101;
- Warwick Mill UGF demolition Drawing ref. WM DM-102 ;
- Warwick Mill 1F demolition Drawing ref. WM DM-103;
- Warwick Mill 2F demolition Drawing ref. WM DM-104;
- Warwick Mill 3F demolition Drawing ref. WM DM-105;
- Warwick Mill 4F demolition Drawing ref. WM DM-106;
- Warwick Mill Roof Plan demolition Drawing ref. WM DM-107;
- Warwick Mill Section A-A demolition Drawing ref. WM DM-201;
- Warwick Mill Section B-B demolition Drawing ref. WM DM-202;
- Warwick Mill Section C-C demolition Drawing ref. WM DM-203;
- Warwick Mill North Elevation demolition Drawing ref. WM DM-301;
- Warwick Mill South Elevation demolition Drawing ref. WM DM-302;
- Warwick Mill East Elevation demolition Drawing ref. WM DM-303;

- Warwick Mill LGF Existing Drawing ref. WM EX-101;
- Warwick Mill UGF Existing Drawing ref. WM EX-102;
- Warwick Mill 1F Existing Drawing ref. WM EX-103;
- Warwick Mill 2F Existing Drawing ref. WM EX-104;
- Warwick Mill 3F Existing Drawing ref. WM EX-105;
- Warwick Mill Roof Plan Existing Drawing ref. WM EX-106;
- Warwick Mill Section A-A Existing Drawing ref. WM EX-201;
- Warwick Mill Section B-B Existing Drawing ref. WM EX-202;
- Warwick Mill Section C-C Existing Drawing ref. WM EX-203;
- Warwick Mill North Elevation Existing Drawing ref. WM EX-301;
- Warwick Mill South Elevation Existing Drawing ref. WM EX-302;
- Warwick Mill East Elevation Existing Drawing ref. WM EX-303;
- Warwick Mill West Elevation Existing Drawing ref. WM EX-304;
- Warwick Mill LGF Proposed Drawing ref. WM PA-101;
- Warwick Mill UGF Proposed Drawing ref. WM PA-102;
- Warwick Mill 1F Proposed Drawing ref. WM PA-103;
- Warwick Mill 2F Proposed Drawing ref. WM PA-104;
- Warwick Mill 3F Proposed Drawing ref. WM PA-105;
- Warwick Mill 4F Proposed Drawing ref. WM PA-106;
- Warwick Mill Roof Plan Proposed Drawing ref. WM PA-107;
- Warwick Mill Section A-A Proposed Drawing ref. WM PA-201;
- Warwick Mill Section B-B Proposed Drawing ref. WM PA-202;
- Warwick Mill Section C-C Proposed Drawing ref. WM PA-203;
- Warwick Mill Section D-D Proposed Drawing ref. WM PA-204;
- Warwick Mill North Elevation Proposed Drawing ref. WM PA-301;
- Warwick Mill South Elevation Proposed Drawing ref. WM PA-302;
- Warwick Mill East Elevation Proposed Drawing ref. WM PA-303;
- Warwick Mill West Elevation Proposed Drawing ref. WM PA-304;
- Warwick Mill Detail Section Roof Proposed Drawing ref. WM RD-501;
- Warwick Mill Unit Studios Proposed Drawing ref. WM-AP-501;
- Warwick Mill Units 1 + 2 Bed Proposed Drawing ref. WM-AP-502;

and the development shall be carried out in accordance with these drawings hereby approved.

Reason: For the avoidance of doubt and to ensure a satisfactory standard of development in accordance with the policies contained within the adopted Rochdale Core Strategy, the saved Rochdale Unitary Development Plan and the National Planning Policy Framework.

3 Phased Development Detail

No development, including any works of demolition or site preparation, shall take place until such time as a phasing plan identifying all phases of the development has been submitted to and approved in writing by the Local Planning Authority. The development/works shall thereafter be undertaken in accordance with the duly approved phasing plan and the approved phasing shall apply to the provisions of the following conditions attached to this permission.

Reason: In the interests of ensuring the co-ordinated and comprehensive redevelopment of the site to protect the significance of the heritage assets in accordance with Policies P2 and DM1 of the adopted Rochdale Core Strategy and the NPPF.

Reason for pre-commencement: A phasing plan is required to be agreed in advance of commencement of any works on site to ensure comprehensive phasing.

4 Nesting Season

No clearance of trees and shrubs in preparation for (or during the course of) development shall take place during the bird nesting season (March - August inclusive) unless an ecological survey has been submitted to and approved in writing by the Local Planning Authority to establish whether the site is utilised for bird nesting. Should the survey reveal the presence of any nesting species, then no development shall take place during the period specified above unless a mitigation strategy has first been submitted to and approved in writing by the Local Planning Authority which provides for the protection of nesting birds during the period of works on site.

Reason: In order to prevent any habitat disturbance to nesting birds in accordance with policy G7 of the adopted Rochdale Core Strategy and the National Planning Policy Framework.

5 Tree Protection

No development shall take place until the trees that are to be retained within the site has been enclosed with temporary protective fencing and temporary ground protection has been fully installed in full accordance with BS:5837:2012 'Trees in relation to design, demolition and construction' and with the approved Tree Protection Plan ref. 23/AIA/ROCH/10 dwg. 03 rev. B by Tree-Solutions.

The necessary protection measures shall be retained and the Arboricultural Method Statement ref. 23/AIA/ROCH/10 by Tree Solutions Limited shall be adhered to throughout the construction phase of the development and no work, excavation, tipping, or stacking/storage of

materials shall take place beyond such protective fencing during the construction period.

Reason: In order to protect the existing trees on the site in the interests of the amenities of the area and in accordance with Policies P3, G1, G6 and G7 of the adopted Rochdale Core Strategy and the National Planning Policy Framework.

Reason for pre-commencement condition: The trees must be protected before any works are carried out.

Reason: In order to protect the existing trees on the site in the interests of the amenities of the area and in accordance with Policies P3, G1, G6 and G7 of the adopted Rochdale Core Strategy and the National Planning Policy Framework.

6 Invasive Species

No development or works of site preparation shall take place until a detailed method statement for the removal or long-term management/eradication of invasive non-native (alien) species of plant on the site has been submitted to and approved in writing by the local planning authority. The method statement shall include measures to prevent the spread of invasive non-native (alien) species of plant during any operations such as mowing, strimming or soil movement, and measures to ensure that any soils brought to the site are free of the seeds/roots/stems of any invasive plant covered under the Wildlife and Countryside Act 1981. Development shall be carried out in accordance with the approved method statement.

Reason: In accordance with policy G7 of the adopted Rochdale Core Strategy and to ensure the satisfactory treatment and disposal of invasive plant species which, under the terms of the Wildlife & Countryside Act 1981 (as amended) it is an offence to be caused to be spread in the wild.

Reason for pre-commencement condition: Construction activity increases the risk of invasive species spreading.

7 Demolition Method Statement

No development, including any works of demolition or site preparation, shall take place until such time as a Demolition Method Statement has been submitted to, and approved in writing by the Local Planning Authority. For the avoidance of doubt, this shall include the following:

- a) the parking of vehicles of site operatives and visitors
- b) the loading and unloading of plant and materials;

- c) storage of plant and materials used for the demolition of existing structures;
- d) the erection and maintenance of security hoarding;
- e) traffic management plan;
- f) measures to protect surrounding sensitive receptors from fugitive dust and debris both during the demolition of existing structures;
- g) reasonable avoidance measures for the protection of amphibians and mammals; and;
- h) details of wheel washing facilities or a demonstration that this is not required.

The approved method statement shall be adhered to throughout the demolition of existing structures. The development shall not be carried out otherwise than in accordance with the approved method statement without the prior written permission of the Local Planning Authority.

Reason: To minimise the detrimental effects to the natural environment through risks of pollution during the construction phase in accordance with Policies DM1, G7 and G9 of the Core Strategy and the National Planning Policy Framework.

Reason for Pre-Commencement: Site clearance poses a threat to the surrounding natural environment and to surrounding occupiers and a scheme therefore needs to be agreed in advance of any works taking place.

8 Construction Environmental Management Plan

No development shall take place (other than demolition or works of site preparation) until a Construction Environmental Management Plan (CEMP) has been submitted to, and approved in writing by the Local Planning Authority. For the avoidance of doubt, this shall include the following:

- a) the parking of vehicles of site operatives and visitors;
- b) loading and unloading of plant and materials;
- c) storage of plant and materials used in constructing the development;
- d) the erection and maintenance of security hoarding;
- e) traffic management plan;
- f) measures to protect surrounding sensitive receptors from fugitive dust and debris both during and after the construction phase;
- g) reasonable avoidance measures for the protection of amphibians and mammals; and;
- h) details of wheel washing facilities or a demonstration that this is not required.

The approved method statement shall be adhered to throughout the construction period. The development shall not be carried out otherwise than in accordance with the approved method statement without the prior written permission of the Local Planning Authority.

Reason: To minimise the detrimental effects to the natural environment through risks of pollution during the construction phase in accordance with Policies DM1, G7 and G9 of the Core Strategy and the National Planning Policy Framework.

Reason for Pre-Commencement: Site clearance poses a threat to the surrounding natural environment and to surrounding occupiers and a scheme therefore needs to be agreed in advance of any works taking place.

9 Pre-Commencement Contamination

No development (other than demolition or works of site preparation) shall take place until an investigation and risk assessment (in addition to any assessment provided with the planning application) has been submitted to and approved in writing by the Local Planning Authority. The assessment shall investigate the nature and extent of any contamination on the site (whether or not it originates on the site). The assessment shall be undertaken by competent persons and a written report of the findings submitted to and approved in writing by the Local Planning Authority before any development takes place.

The submitted report shall include:

- i) a survey of the extent, scale and nature of contamination
- ii) an assessment of the potential risks to:
 - o human health,
 - o property (existing or proposed) including buildings, crops, livestock, pets, woodland, and service lines and pipes,
 - o adjoining land,
 - o groundwaters and surface waters,
 - o ecological systems,
 - o archaeological sites and ancient monuments;
- iii) where unacceptable risks are identified, an appraisal of remedial options and proposal of the preferred option(s) to form a remediation strategy for the site.

The development shall thereafter be carried out in full accordance with the duly approved remediation strategy and a verification report submitted to and approved in writing by the Local Planning Authority before any of the buildings hereby approved are first occupied.

Reason: To ensure the safe development of the site in the interests of the amenity of future occupiers in accordance with Policy G9 of the adopted Rochdale Core Strategy and the National Planning Policy Framework.

Reason for pre-commencement condition: Further investigation will be necessary prior to commencement of any building or engineering works on site.

10 Pre-Commencement Drainage

No development (other than demolition or works of site preparation) shall take place until details of a sustainable surface water drainage scheme and a foul water drainage scheme shall be submitted to and approved in writing by the Local Planning Authority.

The drainage scheme shall include:

- (i) A restricted rate of surface water to Wince Brook by the provision of sustainable drainage measures to be incorporated on the site. The flow control value shall be discussed and agreed with the LLFA Officer.
- (ii) Levels of the proposed drainage systems including proposed ground and finished floor levels in mAOD.
- (iii) The background calculations of the MicroDrainage® model or any other software or calculations that have been used for the drainage design.
- (iv) Construction details for permeable paving including sub-base details e.g. cross-section, if this type of paving forms part of the sustainable drainage system.
- (v) Provision of a short Maintenance Document explaining how the surface water scheme will be maintained and managed after completion.

The approved scheme shall also be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards. Prior to occupation/ use of the proposed development, the drainage scheme shall be completed in accordance with the approved details and retained thereafter for the lifetime of the development.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. To prevent an increased risk of flooding as a result of the development and to ensure satisfactory disposal of surface water from the site in accordance with Policy G8 of the adopted Rochdale Core Strategy, saved Policy EM/7 of the adopted Rochdale Unitary Development Plan and the National Planning Policy Framework.

Reason for pre-commencement condition: Drainage infrastructure will need to be implemented prior to commencement of above ground works and a scheme therefore needs to be agreed in advance of the same.

11 Coal Mining

No development (other than demolition or works of site preparation) shall commence until intrusive site investigations have been carried out on site to establish the exact situation in respect of coal mining legacy features. The findings of the intrusive site investigations shall be submitted to the Local Planning Authority for consideration and approval in writing. The intrusive site investigations shall be carried out in accordance with authoritative UK guidance.

Where the findings of the intrusive site investigations (required by the condition above) identify that coal mining legacy on the site poses a risk to surface stability, no development shall commence until a detailed remediation scheme to protect the development from the effects of such land instability has been submitted to the Local Planning Authority for consideration and approval in writing. Following approval, the remedial works shall be implemented on site in complete accordance with the approved details.

Prior to the first occupation of the development, a signed statement or declaration prepared by a suitably competent person confirming that the site is, or has been made, safe and stable for the approved development shall be submitted to the Local Planning Authority for approval in writing. This document shall confirm the methods and findings of the intrusive site investigations and the completion of any remedial works and/or mitigation necessary to address the risks posed by past coal mining activity.

Reason: The undertaking of intrusive site investigations, prior to the commencement of development, is considered to be necessary to ensure that adequate information pertaining to ground conditions and coal mining legacy is available to enable appropriate remedial and mitigatory measures to be identified and carried out before building works commence on site. This is in order to ensure the safety and stability of the development, in accordance with the National Planning Policy Framework.

Reason for Pre-Commencement Condition: Coal Mining Legacy investigation and any required mitigation measures will require investigation before the significant disturbance to ground and removal of material.

12 Written Scheme of Investigation

No development shall take place (including any site clearance, demolition or preparation works) until the implementation of a programme of archaeological works to be undertaken in accordance with a Written Scheme of Investigation (WSI) has been secured and which has been prepared by the appointed archaeological contractor and submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the site investigation has been completed in accordance with the approved WSI. The WSI shall cover the following:

- (a) A phased programme and methodology of site investigation and recording to include:
 - o targeted field evaluation trenching
 - o (depending upon the evaluation results) a strip map and record exercise
 - o targeted open area excavation
- (b) A programme for post investigation assessment to include:
 - o analysis of the site investigation records and finds
 - o production of a final report on the significance of the archaeological and historical interest represented.
- (c) Provision for publication and dissemination of the analysis and report on the site investigation.
- (d) Provision for archive deposition of the report, finds and records of the site investigation.
- (e) Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

Reason: To protect the significance of any archaeological remains on the site in accordance with Policy P2 of the adopted Rochdale Core Strategy and the National Planning Policy Framework.

Reason for pre-commencement condition: There is a risk of disturbance to below ground features of archaeological importance on commencement.

13 Levels

No development (other than demolition or works of site preparation) shall take place until finished ground levels across the site relative to agreed off-site datum point(s) have been submitted to and approved in writing by the Local Planning Authority. For the avoidance of doubt, external levels shall have regard to the Flood Risk Technical Note by RPS ref. RCEF79519 dated 11th July 2024. The development shall be undertaken in accordance with the approved details and retained as such thereafter.

Reason: In the interest of providing a safe environment in the event of a flood and to prevent an increased risk of flooding further downstream and

in accordance with Policy G8 of the adopted Rochdale Core Strategy, Policy JP-S4 of the adopted Places for Everyone Joint Development Plan and the National Planning Policy Framework.

Reason for pre-commencement condition: An understanding of proposed levels in relation to existing levels is required prior to commencement of any relevant engineering operations on site.

Warwick Mill

14 Large Scale Details of Windows, External Doors, Roof Lanterns etc.

No works for the replacement or insertion of any windows or external doors on Warwick Mill or the Lodge shall take place until such time as full product specifications for the replacement windows including large scale elevations and sections of reveals at a scale of not less than 1:50 have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details including those approved pursuant to Condition 41 of this permission thereafter.

Reason: In the interests of ensuring a satisfactory visual appearance to the development, to ensure that special regard is paid to protecting the special architectural and historic interest and integrity of the buildings and to ensure adequate amenity standards for future residents in accordance with Policies P2, P3, G9 and DM1 of the adopted Rochdale Core Strategy, Policy JP-P1 of the adopted Places for Everyone Joint Development Plan, the NPPF and the Planning (Listed Buildings and Conservation Areas) Act 1990.

15 Large Scale Details of the Mezzanine within the Engine House

No works covering the installation of the mezzanine within the Engine House of Warwick Mill shall take place until such time as drawings of the detailed design of the platform, at a scale of not less than 1:50 which include details of junctions and existing features have been submitted to and approved in writing by the Local Planning Authority. No part of any phase of the development which includes Warwick Mill shall be occupied until such works have been carried out in accordance with the duly approved scheme.

Reason: In the interests of ensuring a satisfactory visual appearance to the development, to ensure that special regard is paid to protecting the special architectural and historic interest and integrity of the buildings in accordance with Policies P2, P3 and DM1 of the adopted Rochdale Core Strategy, Policy JP-P1 of the adopted Places for Everyone Joint

Development Plan, the NPPF and the Planning (Listed Buildings and Conservation Areas) Act 1990.

16 Large Scale Details of Roof Terraces and Entrance Canopies

No works to install any roof terraces or entrance canopies to Warwick Mill shall take place until such time as a detailed specification of any works has been submitted to and approved in writing by the Local Planning Authority. Any submission shall include the following matters, including scaled drawings at a scale of not less than 1:50 where necessary:

- a) Details of the balustrade design including details of fixings;
- b) Details of damp-proofing & drainage; and,
- c) Details of materials and fixings for any canopy.

No part of any phase of the development which includes Warwick Mill shall be occupied until such works have been carried out in accordance with the duly approved scheme.

Reason: In the interests of ensuring a satisfactory visual appearance to the development, to ensure that special regard is paid to protecting the special architectural and historic interest and integrity of the buildings in accordance with Policies P2, P3 and DM1 of the adopted Rochdale Core Strategy, Policy JP-P1 of the adopted Places for Everyone Joint Development Plan, the NPPF and the Planning (Listed Buildings and Conservation Areas) Act 1990.

17 Repair and Refurbishment of Existing Boundary Wall and Railing

No works to repair or refurbish any existing boundary walls or railings shall take place until such time as a detailed scheme for their restoration has been submitted to and approved in writing by the Local Planning Authority. Such details shall include but not be limited to:

- a) A detailed methodology for the repair of any stonework including any cleaning;
- b) A detailed methodology for the repair of any brickwork;
- c) A detailed methodology for the repair of any metalwork; and,
- d) Details of the mortar mix for any repointing works.

No part of any phase of the development which includes Warwick Mill shall be occupied until such works have been carried out in accordance with the duly approved scheme.

Reason: In the interests of ensuring a satisfactory visual appearance to the development, to ensure that special regard is paid to protecting the special architectural and historic interest and integrity of the buildings in accordance with Policies P2, P3 and DM1 of the adopted Rochdale Core Strategy, Policy JP-P1 of the adopted Places for Everyone Joint Development Plan, the NPPF and the Planning (Listed Buildings and Conservation Areas) Act 1990.

18 Stairs and Lifts

No works to install any staircases or lifts within Warwick Mill shall take place until such time as a detailed scheme for the design and construction of such features has been submitted to and approved in writing by the Local Planning Authority. No part of any phase of the development which includes Warwick Mill shall be occupied until such works have been carried out in accordance with the duly approved scheme.

Reason: In the interests of ensuring a satisfactory visual appearance to the development, to ensure that special regard is paid to protecting the special architectural and historic interest and integrity of the buildings in accordance with Policies P2, P3 and DM1 of the adopted Rochdale Core Strategy, Policy JP-P1 of the adopted Places for Everyone Joint Development Plan, the NPPF and the Planning (Listed Buildings and Conservation Areas) Act 1990.

19 The Link Between Warwick Mill and the Loom

No works for the construction of the link between Warwick Mill and the Loom shall take place until such time as a detailed scheme for the construction and installation of such feature has been submitted to and approved in writing by the Local Planning Authority. Any submission shall include the following matters, including scaled drawings at a scale of not less than 1:50 where necessary:

- a) Details of materials; and,
- b) Details of any junctions and fixings.

The development shall be carried out in accordance with the duly approved details prior to the first occupation of the Loom building.

Reason: In the interests of ensuring a satisfactory visual appearance to the development, to ensure that special regard is paid to protecting the special architectural and historic interest and integrity of the buildings in accordance with Policies P2, P3 and DM1 of the adopted Rochdale Core Strategy, Policy JP-P1 of the adopted Places for Everyone Joint

Development Plan, the NPPF and the Planning (Listed Buildings and Conservation Areas) Act 1990.

20 Flues, Chimneys Etc.

No works to Warwick Mill shall take place until such time as full details of the design and placement of any pipework, flues and chimneys have been submitted to and approved in writing by the Local Planning Authority. Any submission shall include a full detailed specification of any externally mounted feature and include scaled drawings at a scale of not less than 1:50 where necessary. The development shall be carried out in accordance with the duly approved scheme thereafter.

Reason: In the interests of ensuring a satisfactory visual appearance to the development, to ensure that special regard is paid to protecting the special architectural and historic interest and integrity of the buildings in accordance with Policies P2, P3 and DM1 of the adopted Rochdale Core Strategy, Policy JP-P1 of the adopted Places for Everyone Joint Development Plan, the NPPF and the Planning (Listed Buildings and Conservation Areas) Act 1990.

21 Removal of Telecommunications Equipment

No part of any phase of development which includes Warwick Mill shall be occupied until such time as a the existing telecommunications equipment to the roof and parapet walls of Warwick Mill has been removed and made good in accordance with details which have first been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of ensuring a satisfactory visual appearance to the development, to ensure that special regard is paid to protecting the special architectural and historic interest and integrity of the buildings in accordance with Policies P2, P3 and DM1 of the adopted Rochdale Core Strategy, Policy JP-P1 of the adopted Places for Everyone Joint Development Plan, the NPPF and the Planning (Listed Buildings and Conservation Areas) Act 1990.

22 Roof Extension

No works to Warwick Mill shall take place until such time as details of the construction of the roof extension has been submitted to and approved in writing by the Local Planning Authority. Any submission shall include the following matters, including scaled drawings at a scale of not less than 1:50 where necessary:

- a) Details of materials;
- b) Details of windows and doors including product specification and

- reveals;
- c) Details of any structural work; and,
- d) Details of any junctions or fixings.

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

Reason: In the interests of ensuring a satisfactory visual appearance to the development, to ensure that special regard is paid to protecting the special architectural and historic interest and integrity of the buildings in accordance with Policies P2, P3 and DM1 of the adopted Rochdale Core Strategy, Policy JP-P1 of the adopted Places for Everyone Joint Development Plan, the NPPF and the Planning (Listed Buildings and Conservation Areas) Act 1990.

23 Access Ramp Build Up

No works to Warwick Mill shall take place until such time as details of the construction of the access ramp build up has been submitted to and approved in writing by the Local Planning Authority. Any submission shall include details of the materials to be used and large scale drawings at a scale of not less than 1:50.

Reason: In the interests of ensuring a satisfactory visual appearance to the development, to ensure that special regard is paid to protecting the special architectural and historic interest and integrity of the buildings in accordance with Policies P2, P3 and DM1 of the adopted Rochdale Core Strategy, Policy JP-P1 of the adopted Places for Everyone Joint Development Plan, the NPPF and the Planning (Listed Buildings and Conservation Areas) Act 1990.

The Loom

24 Materials

No above ground works relating to the construction of the Loom building shall take place until such time as a detailed specification materials to be used externally in the construction of the development have first been submitted to and approved in writing by the Local Planning Authority. Any submission shall include the following matters, including drawings at a scale of not less than 1:50 where necessary:

- a) Samples of materials to be used externally;
- b) Large scale drawings of the arrangement of materials including their orientation and where brick is proposed, details of the bonding pattern; and,

- c) Large scale section drawings to demonstrate any recesses or projection present in the façade of the building.

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

Reason: In the interests of ensuring a satisfactory visual appearance to the development, to ensure that special regard is paid to protecting the special architectural and historic interest of Warwick Mill in accordance with Policies P2, P3 and DM1 of the adopted Rochdale Core Strategy, Policy JP-P1 of the adopted Places for Everyone Joint Development Plan, the NPPF and the Planning (Listed Buildings and Conservation Areas) Act 1990.

25 Windows, Doors etc.

No above ground works relating to the construction of the Loom building shall take place until such time as full product specifications for the windows, external doors, roof lights, and detailed designs of the window and door reveals, at a scale of not less than 1:50, to be used on the development hereby approved, have been submitted to and approved in writing by the Local Planning Authority. The windows and doors shall be installed in accordance with the approved details thereafter.

Reason: In the interests of ensuring a satisfactory visual appearance to the development, to ensure that special regard is paid to protecting the special architectural and historic interest of Warwick Mill in accordance with Policies P2, P3 and DM1 of the adopted Rochdale Core Strategy, Policy JP-P1 of the adopted Places for Everyone Joint Development Plan, the NPPF and the Planning (Listed Buildings and Conservation Areas) Act 1990.

26 Shopfronts

No above ground works relating to the construction of the Loom building shall take place until such time as large scale details at a minimum scale of 1:50 have first been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out in accordance with the approved details thereafter.

Reason: In the interests of ensuring a satisfactory visual appearance to the development, in accordance with Policies P2, P3 and DM1 of the adopted Rochdale Core Strategy, Policy JP-P1 of the adopted Places for Everyone Joint Development Plan, the NPPF and the Planning (Listed Buildings and Conservation Areas) Act 1990.

27 Green Roof Detail and Management

No above ground works relating to the construction of the Loom building shall take place until such time as large scale details of the irrigation system of the green roof at a minimum scale of 1:50 and details of maintenance have first been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out in accordance with the approved details thereafter.

Reason: In the interest of ensuring a satisfactory visual appearance and to ensure that the development can reliably contribute to local biodiversity in accordance with Core Strategy Policies P3, G6 and DM1, Policies JP-P1, JP-G6 and JP-G7 of the adopted Places for Everyone Joint Development Plan and the National Planning Policy Framework.

Prior to Occupation

28 Landscaping

a) Notwithstanding the details shown on the approved plans, no part of the development hereby permitted shall be occupied until full details of both hard and soft landscaping works pursuant to that phase of the development which is substantially in accordance with the approved plans ref. 907_PL_001 rev.P01 and 907_PL_002 rev.P01 have been submitted to and approved in writing by the Local Planning Authority. The details shall include the formation of any banks, terraces or other earthworks, hard surfaced areas and materials, planting plans, specifications and schedules (including planting size, species and numbers/densities), existing plants / trees to be retained and a scheme for the timing / phasing of implementation works.

(b) The landscaping works shall be carried out in accordance with the approved scheme for timing / phasing of implementation or within the next planting season following the first occupation of the phase of development to which the works relate, whichever is sooner.

(c) Any trees or shrubs planted or retained in accordance with this condition which are removed, uprooted, destroyed, die or become severely damaged or become seriously diseased within 5 years of planting shall be replaced within the next planting season by trees or shrubs of similar size and species to those originally required to be planted.

Reason: To ensure that the site is satisfactorily landscaped having regard to its location and the nature of the proposed development and in accordance with Core Strategy Policies G6 and G7, Policies JP-G6 and

JP-G7 of the adopted Places for Everyone Joint Development Plan and the National Planning Policy Framework.

29 Biodiversity Enhancement

No part of the development hereby permitted shall be occupied until a scheme of biodiversity enhancements pursuant to that phase of development has been submitted to and approved in writing by the Local Planning Authority. Such measure shall include, but not limited to, the provision of bird boxes, bird bricks, bat boxes and bat bricks to be integrated to the fabric of the buildings hereby approved, bug hotels, hibernaculum, wildflower seeding and hedgehog habitat (including provision of 'Hedgehog Highways') The duly approved scheme shall be implemented in full prior to final occupation of the phase of development to which the measures relate and retained thereafter.

Reason: In the interests of enhancing biodiversity and habitat provision within the site in accordance with Policy G7 of the adopted Rochdale Core Strategy and the National Planning Policy Framework.

30 Boundary Treatments

Notwithstanding any details submitted as part of the application, no phase of the development shall be occupied until details of the type, siting, design and materials to be used in the construction of boundaries, screens or retaining walls pursuant to that phase of development have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the duly approved details prior to the first occupation of the phase of development to which the submission relates and the structures shall thereafter be retained.

Reason: In the interests of amenity and in compliance with policies P3 and DM1 of the adopted Rochdale Core Strategy, Policy JP-P1 of the Places for Everyone Joint Development Plan and the National Planning Policy Framework.

31 Traffic Regulation Order (TRO)

No part of the development shall be occupied until such time as a scheme for the implementation of a Traffic Regulation Order on the surrounding highway network has been submitted to and approved in writing by the Local Planning Authority.

The approved TRO shall be implemented in accordance with phasing/timescales which have been agreed in writing with the Local Planning Authority and retained as such thereafter.

Reason: In the interest of highway and pedestrian safety and in

accordance with Policies T2 and DM1 of the adopted Rochdale Core Strategy, Policy JP-C1 of the adopted Places for Everyone Joint Development Plan and the National Planning Policy Framework.

32 Car Parking and Car Club

No building or unit(s) therein within any phase of development shall be brought into use until details of proposed car parking and car club provision for that building has been submitted to and approved in writing by the Local Planning Authority and has been made available for such use. The parking spaces and car club shall be carried out in accordance with the duly approved scheme and made available for use prior to the first occupation of the relevant phase of development and retained as such thereafter.

Reason: In the interest of highway and pedestrian safety and in accordance with Policies T2 and DM1 of the adopted Rochdale Core Strategy, Policy JP-C1 of the adopted Places for Everyone Joint Development Plan and the National Planning Policy Framework.

33 Waste and Servicing Management Plan

No building or unit(s) within any phase of development as described in Condition 3 shall be brought into use until a Service/Delivery Management Strategy for that phase has been submitted to and approved in writing by the Local Planning Authority. The approved Strategy shall be adhered to throughout the lifetime of development within each phase. The Service/Delivery Strategy shall provide for:

- a) Details of the proposed site access strategy
- b) Identification of the service/delivery bays within the site for each use, building and/or unit(s)
- c) Co-ordination of regular servicing/delivery vehicles to avoid conflicts within the site
- d) Details of any access restrictions including but not limited to the permitted hours for access
- e) Details of the proposed vehicle routing strategy to ensure ease of access to/from the wider highway network.

Reason: To minimise detrimental effects to dangers to highway safety and the functioning of the wider network in accordance with Policies DM1, P3, T2, G8 and G9 of the Core Strategy, Policy JP-P1 and JP-C1 of the adopted Places for Everyone Joint Development Plan and the National Planning Policy Framework.

34 EV Charging

No building or unit(s) within any phase of development as described in Condition 3 shall be brought into use until a detailed scheme and

specification for the provision of Electric Vehicle Charging Points for that phase has been submitted to and approved in writing by the Local Planning Authority. The EV charging points shall be carried out in accordance with the duly approved scheme and made available for use prior to the first occupation of the relevant phase of development and retained as such thereafter.

Reason: In the interest of encouraging a transition to a low carbon transport network and in accordance with Policy G1, G2 and G3 of the adopted Rochdale Core Strategy, Policy JP-S1 of the adopted Places for Everyone Joint Development Plan and the National Planning Policy Framework.

35 Plant and NIA Addendum

No building or unit(s) within any phase of development as described in Condition 3 shall be brought into use until full details and specification of any fixed plant to be installed on the external fabric of the building or elsewhere within the site has been submitted to and approved in writing by the Local Planning Authority. Any submission shall include additional acoustic modelling to demonstrate the acoustic impacts of the plant by an appropriately qualified professional.

The fixed plant shall be installed in strict accordance with the approved scheme including any recommendations which are set out within any approved documents to the Noise Impact Assessment and retained as such thereafter.

Reason: To safeguard the amenities of residents in order to comply with the requirements of Policies G9 and DM1 of the adopted Rochdale Core Strategy, Policy Jp-P1 of the adopted Places for Everyone Joint Development Plan and the National Planning Policy Framework.

36 Cycle Store

No building or unit(s) within any phase of development as described in Condition 3 shall be brought into use until full details and specification for the design of the cycle storage facilities has been submitted to and approved in writing by the Local Planning Authority. The cycle storage facilities shall be installed in complete accordance with the duly approved details and made available for use prior to the first occupation of the relevant phase of the development. The approved cycle storage facilities shall be retained for its intended use thereafter.

Reason: To ensure the provision of satisfactory and secure facilities for storage of refuse and in the interests of visual amenity in accordance with policy P3 of the Rochdale Core Strategy, Policy JP-P1 of the adopted Places for Everyone Joint Development Plan and the National Planning Policy Framework.

37 Refuse Store

No building or unit(s) within any phase of development as described in Condition 3 shall be brought into use until full details for the design of refuse/recycling bin store has been submitted to and approved in writing by the Local Planning Authority. The refuse and recycling scheme shall be installed in complete accordance with the duly approved details and made available for use prior to the first occupation of the relevant phase of the development. The approved refuse and recycling scheme shall be retained for its intended use thereafter.

Reason: To ensure the provision of satisfactory and secure facilities for storage of refuse and in the interests of visual amenity in accordance with policy P3 of the Rochdale Core Strategy, Policy JP-P1 of the adopted Places for Everyone Joint Development Plan and the National Planning Policy Framework.

38 Lighting

No building or unit(s) within any phase of development as described in Condition 3 shall be brought into use until full details of any external lighting to be installed on the building or within the site has submitted to and approved in writing by the Local Planning Authority prior to its installation. Such details shall include its position and height on the building or site and its luminance, angle of installation and any hoods to be fixed to the lights. The lighting scheme shall be installed in complete accordance with the duly approved details prior to the first occupation of the relevant phase of the development. The approved lighting scheme shall be retained for its intended use thereafter.

Reason: To ensure that any lighting to be installed on the site does not cause a nuisance to surrounding occupiers in accordance with policies P3, G9 and DM1 of the adopted Rochdale Core Strategy, Policy JP-P1 of the adopted Places for Everyone Joint Development Plan and the National Planning Policy Framework.

39 Travel Plan

No building or unit(s) within any phase of development as described in Condition 3 shall be brought into use until a Full Travel Plan for phase of development has been submitted to and approved in writing by the Local Planning Authority. The Full Travel Plan should have regard to the Framework Travel Plan submitted and approved with this permission. The Full Travel Plan shall be implemented and reviewed in accordance with the timetable set out within the plan.

Reason: In order to ensure that the development encourages people to travel to the site by sustainable modes of transport and to ensure that the site will be provided with sufficient off-street car parking, in accordance with policies T1 and T2 of the adopted Rochdale Core Strategy and the

requirements of the National Planning Policy Framework.

40 Opening and Delivery Hours

No commercial unit within any phase of development shall be brought into use until such time as hours of opening and hours for the delivery of goods have been submitted to and approved in writing. The units shall be operated in strict accordance with the duly approved schedules thereafter.

Reason: In the interest of residential amenity and in accordance with Policy DM1 and G9 of the adopted Rochdale Core Strategy, Policy JP-P1 of the adopted Places for Everyone Joint Development Plan and the National Planning Policy Framework.

Compliance

41 Acoustic Attenuation

The development hereby approved shall be constructed in accordance with the noise mitigation measures set out within the submitted Acoustic Planning Report ref. 21131-R02-F dated 13 July 2023 by Sandy Brown Limited. No part of the development shall be occupied until such time as a verification report pursuant to the relevant phase of the development has been submitted to and approved in writing by the Local Planning Authority to confirm that the approved ventilation and acoustic measures have been implemented to achieve the required maximum noise levels. The noise attenuation measures shall be retained as installed thereafter in perpetuity.

Reason: To safeguard the amenities of residents in order to comply with the requirements of Policies G9 and DM1 of the adopted Rochdale Core Strategy and the National Planning Policy Framework.

42 Biodiversity Enhancement and Management Plan

The development hereby approved shall be carried out in accordance with the details contained within the Biodiversity Enhancement and Management Plan by RPS ref. ECO03146 dated 20 October 2023.

Reason: In the interest of biodiversity net gain and in accordance with Policy G6 of the adopted Rochdale Core Strategy, Policy JP-G6 of the adopted Places for Everyone Joint Development Plan and the National Planning Policy Framework.

43 Energy and Climate Change Strategy

The development hereby approved shall be carried out in accordance with the details contained within the Energy and Climate Change Strategy

by Ingine, issue 2 dated 18th July 2023 or any subsequent version of this document as submitted to and approved in writing by the Local Planning Authority.

Reason: In the interest of encouraging a transition to a low carbon transport network and in accordance with Policy G1, G2 and G3 of the adopted Rochdale Core Strategy, Policy JP-S1 of the adopted Places for Everyone Joint Development Plan and the National Planning Policy Framework.

44 Flood Risk Assessment

The development hereby approved shall be carried out in strict accordance with the recommendations contained within the Flood Risk Assessment by RPS ref. RCEF 79519 ver. 3 dated 29th November 2023 and the Flood Risk Technical Note by RPS ref. RCEF79519 dated 11th July 2024. For the avoidance of doubt the approved measures include:

- Compensatory flood plain storage as detailed within the approved Technical Note by RPS ref. RCEF79519 dated 11th July 2024 and the appended plan "FLOOD RISK AREAS" ref. TL-FR-101 by GMA Architecture dated June 2024;
- The construction of the car parking for the Loom building on stilts to retain the existing ground levels as hatched purple and green on the plan ref. TL-FR-102 "FLOOD RISK PLAN" by GMA Architecture, dated July 24;
- The construction of finished floor levels as per the approved plans and the details set out within the Flood Risk Assessment by RPS ref. RCEF 79519 ver. 3 dated 29th November 2023

The approved measures shall be implemented in full in accordance with an agreed phasing which has been submitted to and approved in writing by the Local Planning Authority and retained and maintained for their intended purpose thereafter. The area (as hatched purple on the plan ref. TL-FR-102 "FLOOD RISK PLAN" by GMA Architecture, dated July 24) and compensatory flood storage area (as hatched purple on the plan "FLOOD RISK AREAS" ref. TL-FR-101 by GMA Architecture dated June 2024) beneath the Loom building shall remain unobstructed at all times and shall be used for no other purpose than for the storage of flood water in the event of a flood.

Reason: In the interest of providing a safe environment in the event of a flood and to prevent an increased risk of flooding further downstream and in accordance with Policy G8 of the adopted Rochdale Core Strategy, Policy JP-S4 of the adopted Places for Everyone Joint Development Plan and the National Planning Policy Framework.

45 Structural Survey

The works to Warwick mill shall be carried out in accordance with the approved structural report and the recommendations contained therein by MHA Structural Design re.f 21008 rev.A dated 13th July 2023.

Reason: In order to ensure a satisfactory standard of works to the designated heritage asset in accordance with Policy DM1 of the adopted Rochdale Core Strategy and policy in the National Planning Policy Framework.

46 Use Class

Notwithstanding the provisions of the Town and Country Planning (Use classes) Order 1987, (as amended), and the Town and Country Planning (General Permitted Development)(England) Order 2015 (as amended), The Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020 or any equivalent Order following the revocation and re-enactment thereof, the commercial uses hereby approved (and as set out on the approved plans) shall only be used for the purpose of uses described within Class E(a) - E(d) inclusive and no other purpose including other uses within Use Class E.

Reason: In the interest of placemaking and ensuring the continued vitality and viability of Middleton Town Centre in accordance with Policies E1, P1 and DM1 of the adopted Rochdale Core Strategy, Policy JP-P1 of the adopted Places for Everyone Joint Development Plan and the National Planning Policy Framework.

47 No External Storage

No good, materials which are either loose or contained, waste products or containers shall be stored on land within the area annotated "FLOOD RISK ZONE" on the plan ref. TL-FR-102 "FLOOD RISK PLAN" by GMA Architecture, dated July 24 and the area hatched purple on the plan ref. TL-FR-101 "FLOOD RISK AREAS" by GMA Architecture dated June 2024.

Reason: In the interest of preventing an increased risk of flooding further downstream and in accordance with Policy G8 of the adopted Rochdale Core Strategy, Policy JP-S4 of the adopted Places for Everyone Joint Development Plan and the National Planning Policy Framework.

48 Permitted Development Rights

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), or any equivalent Order following the revocation and re-enactment thereof, no structures or boundary treatments (either temporary or

permanent) shall be erected within the area annotated "FLOOD RISK ZONE" on the plan ref. TL-FR-102 "FLOOD RISK PLAN" by GMA Architecture and the area hatched purple on the plan ref. TL-FR-101 "FLOOD RISK AREAS" by GMA Architecture dated June 2024 , dated July 24 under Class A of Part 2, Schedule 2 of the above Order.

Reason: In the interest of preventing an increased risk of flooding further downstream and in accordance with Policy G8 of the adopted Rochdale Core Strategy, Policy JP-S4 of the adopted Places for Everyone Joint Development Plan and the National Planning Policy Framework.

Procedure Statement

The Local Planning Authority worked proactively with the applicant to identify various solutions during the application process to ensure that the proposal comprised sustainable development and would improve the economic, social and environmental conditions of the area and would accord with the development plan. These were incorporated into the scheme and/or have been secured by planning condition.