

**APPLICATION REPORT – FUL/346142/21  
Planning Committee 24<sup>th</sup> August 2022**

Registration Date: 23<sup>rd</sup> November 2022  
Ward: Saddleworth South

Application Reference: FUL/346142/21  
Type of Application: Full

Proposal: Conversion and addition of lift tower and two floors above existing mill, along with alterations to external elevations, to create 38 apartments with basement car parking

Location: Knoll Mill, Wellington Road, Greenfield, Oldham

Case Officer: Stephen Gill  
Applicant: Mr Michael Carney  
Agent: Gordon Bruce

## **INTRODUCTION**

In accordance with the Council's Scheme of Delegation the application is referred to Planning Committee for determination as a Major development proposing more than 20 dwellings.

## **RECOMMENDATION**

It is recommended that the application be approved subject to the conditions set out in this report and that the Head of Planning shall be authorised to issue the decision.

## **THE SITE**

The site subject of the application is Knoll Mill, Wellington Road, in the village of Greenfield. The mill building is the sole surviving structure of what was formerly a mid-19th century industrial complex known as Wellington Mills. Knoll Mill is a large, rectangular three-storey block that has stood vacant since the mills closed in the 1990s and is now extensively derelict. The Oldham Mills Strategy categorises the building as a 'medium priority' mill in poor condition, with medium housing potential and low employment potential.

The application site, and the wider immediate area, is allocated as a 'Mixed Use' site under Saved UDP policy B1.3 (M1). The Policy accepts the principle of B1 (now Class E) and/or B2 uses, tourism uses, residential use (not to exceed 40% of the net developable area) and retail (in accordance with relevant policies in the Retail and Leisure Development Chapter).

Following the grant of outline planning permission for the wider site by the Secretary of State for a major mixed use industrial and residential development scheme (PINS reference APP/W4223/V/04/1155164) in 2005, two subsequent reserved matters applications were received in 2007 for retail, industrial and residential development (PA/053913/07 - food store and industrial unit, and PA/053913/07 – residential development for 67 homes overall). Following the approval of the reserved matters applications, the majority of the allocation is now built out.

## **THE PROPOSAL**

The application proposes the conversion of Knoll Mill to a residential use, including the addition of a lift tower and two additional floors to create 38no. apartments with basement parking. The application also proposes alterations and improvements to the external elevations of the mill building.

## **RELEVANT PLANNING HISTORY**

PA/040885/00 - Outline application for comprehensive regeneration scheme consisting of erection of canal basin, public house/restaurant with hotel accommodation. Canal-side leisure related units (A1,A3,B1 uses), 99 dwellings (48 houses and 51 flats), 25,000 sq ft (gross) retail food store, 13 500 sq ft of new business and industrial floorspace and conversion of mill building to B1 uses, all with associated bridges access roads and environmental works. Siting and access to be considered, all other matters reserved. – Granted by Appeal Reference APP/W4223/V/04/1155164

PA/053913/07 - Reserved matters application for erection of 25,000 sq.ft (gross) retail foodstore and 13,500 sq.ft industrial unit with associated parking, servicing and landscaping. Scale, appearance and landscaping to be considered – Approved 11 January 2008.

PA/051925/06 - Reserved matters application for the erection of 45 no. houses and 12 no apartments with layout, scale, appearance and access to be considered – Approved 11 April 2007.

PA/051170/06 - Reserved matters for provision of new canal basin and associated landscaping with siting, design, external appearance, means of access and landscaping to be considered – Approved, 5 June 2006.

## **RELEVANT PLANNING POLICIES**

The 'Development Plan' is the Joint Development Plan Document (Local Plan) which forms part of the Local Development Framework for Oldham. The site is allocated in the Proposals Map associated with this document as a 'Mixed Use' site under Saved UDP policy B1.3 (M1).

As such, the following policies are relevant to the determination of this application:

DPD Policy 1 - Climate Change and Sustainable Development;  
DPD Policy 2 – Communities;  
DPD Policy 5 - Promoting Accessibility and Sustainable Transport;  
DPD Policy 9 - Local Environment;  
DPD Policy 14 - Supporting Oldham's Economy;  
DPD Policy 20 – Design;  
DPD Policy 24 – Historic Environment  
Retained UDP Policy B1.3 (M1) – Mixed use; and,  
Retained UDP Policy D1.5 – Trees

## **CONSULTATIONS**

Highways Engineer: No objection subject to condition

Environmental Health: No objection subject to condition

Conservation Officer: Concerns in relation to the massing and scale of development as discussed in the report

Arboricultural Officer: Concerns raised as discussed in the report

Health and Safety Executive: No objection

Greater Manchester Ecology  
Unit: No objection subject to condition

Environment Agency: No objection

Saddleworth Parish Council: Concerns raised in relation to the scale of the proposed building, with two additional floors proposed

Greater Manchester Police: No objection

## **REPRESENTATIONS**

The application has been publicised by means of neighbour notification letters, site notice and press notice. In response, 7 representations have been received raising the following (summarised) issues:

- The development does not demonstrate enough parking provision.
- The development will add to the existing traffic problems on Wellington Road.
- The application will put a strain on NHS medical and dental facilities in the area.
- Construction vehicles have not been considered.
- The developer should consider reducing the scale of the development to lessen the impact on the area.
- The proposal is not in keeping with historical significance of the building.
- No visitor parking is proposed within the scheme
- No drainage strategy has been submitted with the application.
- The design is not appropriate to the building or the site.
- The development will exacerbate the existing parking problems on Wellington Road if residents of the development cannot park within site.
- The development could result in a well-established business in close proximity to the site needing to relocate for fear of increased levels of parking and drainage issues.
- The development will have a detrimental impact on residential amenity and the character of the area
- There is a lack of need for this type of development in the area

## **PLANNING CONSIDERATIONS**

### **Principle**

In terms of the principle of development, the site forms part of an overall UDP allocation for mixed use under Saved UDP policy B1.3 (M1). The Policy accepts the principal of residential development, providing it does not exceed 40% of the net developable area. However, the retained policy does recognise that development proposals for residential may exceed the indicative 40% capacity. The development in conjunction with what has been delivered

previously would take the site slightly in excess of the 40% capacity set out in the retained UDP policy.

Despite the proposal resulting in a slightly higher capacity of housing on the allocation under the Saved UDP policy, the principle of this development is acceptable in light of the fact that:

- National planning policy has evolved significantly since that Saved UDP policy was adopted, with a clear emphasis on supporting sustainable new development, in particular sustainable new housing development. Furthermore, whilst the Council's housing land supply position is improving with increased levels of housing development, sites such as this brownfield site are necessary to maintain this improvement in housing land supply. In this context, a slightly higher capacity would cause little or no harm.
- When assessing development proposals that involve existing mills, the Oldham Mills Strategy ("Mills Strategy") has a presumption in favour of retaining the mills where possible. Knoll Mill is recognised as Wellington Mill in the Mills Strategy and has a medium potential for housing. The proposal to retain the mill for conversion should be given significant weight in favour of the development as the scheme will retain and refurbish a historic mill building which is considered to be a Non-Designated Heritage Asset ("NDHA").
- Local Plan Policy 3 also states that major development should be near key services. In this regard, the development site is within a 10-minute walk from a Tesco superstore, Greenfield Primary School, and other amenities including pubs and restaurants. In addition, there are bus stops in close proximity to the site on Wellington Road, and Greenfield train station is under a 10-minute walk away from the site. Therefore, the site is sustainable in accordance with Local Plan Policy 3.

Based on the above, the principle of development is acceptable.

### **Viability & S.106 Contributions**

Knoll Mill is in poor condition and the proposal involves its retention and conversion. The cost of retaining and refurbishing the mill will be substantial, and clearly the development cost needs to be balanced with potential s.106 contributions and provision for affordable housing and open space etc. The applicant has submitted an Economic Viability Study which concludes that the scheme is only just viable without s.106 contributions.

The Economic Viability Study submitted by the applicant has been reviewed independently by CPV Viability on the Council's behalf. CPV Viability conclude that when they applied the Local Plan Policy requirements for affordable housing, open space etc., this resulted in a financial loss to the developer and therefore, CPV Viability agrees with the applicant's assertions that the scheme is unviable if the Council chooses to require affordable housing and other s.106 contributions which would ordinarily be required by Development Management Policies 10 and 23 in the Local Plan.

CPV have also concluded that even without any s.106 contributions, the scheme will only return a developer profit equivalent to 9.25%, which is below the minimum requirement of 15% on revenue. A reasonable developer profit is considered to be between 15-20%, and this is supported by the Planning Practice Guidance: Viability.

Heritage is discussed below in detail, however given that the building is considered to be a NDHA, National Planning Policy Framework (“NPPF”) paragraph 204 is relevant, and states that:

*Local planning authorities should not permit the loss of the whole or part of a heritage asset without taking all reasonable steps to ensure the new development will proceed after the loss has occurred.*

Given the outcome of the viability review, and the conclusion that the profit margins are low (below 15%) and the fact that the building is a NDHA, it was appropriate to query further how the development will be delivered financially. The developer has confirmed that in this instance that they are satisfied to take a profit margin of 9.25%, below the 15% benchmark, to make the scheme viable to ensure the development will be delivered. The developer is entitled to make this choice and with that considered the Council has taken all reasonable steps to ensure the development will proceed.

In conclusion, the development is not considered to be viable if s.106 contributions are sought, and in addition the developer is willing to take a reduced profit margin in order to the deliver the development.

### **Residential Amenity**

When considering residential amenity and separation, Local Plan Policy 9 is relevant and states that the Council will ensure that development does not cause significant harm to the amenity of the occupants and future occupants of the development or to existing and future neighbouring occupants or users through impacts on privacy, safety and security, noise, pollution, the visual appearance of an area, access to daylight or other nuisances. This is also reflected in the NPPF paragraph 130.

To ensure that appropriate levels of amenity are maintained in new residential development, it is generally acknowledged that a separation distance of 21m should be demonstrated (habitable room to habitable room) and a separation of 10-12m should be achieved (habitable room to a blank gable or non-habitable room window).

The scheme proposes two additional storeys to the existing mill which will increase the scale and massing of the building as well as the physical appearance. Given the increase in scale and massing, potential impacts to residential amenity are a key consideration as part of the application. Considering the surroundings of the site, immediately east is Hartley Botanic which is a garden building supplier, immediately to the west is a Tesco Superstore, north is where Donkeystone Brewery is situated, and land to the south is for the Tesco car park.

The site is not immediately surrounded by residential properties. The closest residential properties are on Wellington Road and are situated approximately 80m to the north, adjacent to the Donkeystone Brewery. The closest properties to the south are approximately 100m away on Chew Valley Road and there are no properties in close proximity to east and west of the site. Given the distances between the site and existing residential properties, it is not considered that the development will have any adverse impacts on amenity for existing residents that live close to the site.

Considering the individual quality of the apartments for future occupiers, these all comply with the Nationally Described Spacing Standards (NDSS). This will ensure the internal space and the amenity of future occupants is acceptable and therefore complies with the requirements of Local Plan Policy 9. In addition, it is noted that the construction phase of development does have the potential to cause disturbance if this is not appropriately managed, and with that

considered, a condition is attached to the recommendation requiring the submission of a Construction Management Plan.

The applicant also submitted a Noise Assessment undertaken by Martin Environmental Solutions. Environmental Health have reviewed the assessment and do not object to the outcomes or the mitigation proposed which will involve a scheme for soundproofing in respect of the internal apartments and enhanced glazing specifications to prevent any adverse impacts as a result of road noise. A condition is attached to the recommendation to ensure the mitigation is fully implemented prior to occupation.

Concerns have been raised in relation to the potential impacts as a result of the construction phase of development. To consider this a condition would be attached to ensure that a Construction Environment Management Plan is submitted prior to the commencement of development. The document will need to detail how the construction phase will be managed to minimise any disturbance.

Overall, it is considered that subject to condition, the development will not have an unacceptable impact on existing and future residents, and on that basis, the development complies with Local Plan Policy 9 and NPPF paragraph 130.

### **Design and Integration with Local Character**

The construction of two additional floors above the existing mill building, are required to accommodate additional residential units. A lift tower will also be constructed to allow a lift to be installed in the building for future residents. The existing fascia and associated materials of each elevation of the mill building will be refurbished, repaired and retained. Some window openings will need to be increased in size to accommodate residential units and let adequate light into the building. Stainless steel and glass balconies will be introduced to the existing building in the southeast elevation and in the northwest elevation existing openings will be refurbished with new aluminium powder coated window frames, and a glass entrance canopy will be introduced at the ground floor level.

In terms of the lift tower, this would be a dominant feature and this element of the scheme has been subject of much discussion. From a heritage standpoint (discussed below), the Conservation Officer is not supportive of the scale of the lift tower. However, this needs to be balanced with the need to provide a lift (and the associated equipment) for residents in such a tall building. The lift tower itself would have some of the massing proposed broken up with the use of glazing, which will run almost the full length of the lift tower on the elevation facing the existing Tesco.

Turning to the two additional floors, these would be constructed from zinc standing seam cladding, and the floors would be inset from the existing building by 450mm, to give a subservient appearance to the main building. The use of the cladding gives a contemporary appearance and will enable the extension to read as a clear intervention from the main building and will help to distinguish between the old and the new. A mixture of recessed balconies as well as stainless steel glass balconies are proposed on each floor, to help the development have some continuity between the old and new. Stone coping is also proposed between the extension and existing building, to help differentiate further between the old and the new.

In terms of the design (aside from the heritage aspect, which is discussed below), it is not considered that the aesthetic appearance of the scheme will adversely affect the local character of the area, especially when considering the current state of the vacant mill building. The scheme will improve the appearance and outlook of the building and complies with Local Plan Policy 20 and NPPF section 12. The development will cause some harm to the heritage

merit of the building, and this is discussed further in detail below, and this will be balanced with the public benefits of the scheme.

Considering the internal layout, the basement level will contain provision for 20 car parking spaces, with 2no disabled spaces, and access to the proposed lift. The ground floor will contain 10 external parking spaces and 4 additional spaces that will be roofed over. Bin storage is also proposed at the ground floor level and will be conveniently located close to the access / egress for servicing arrangements, which will be constructed out of brick, with a slate roof. Soft landscaping is also proposed at the ground level within the site, no specific details have been provided on this, and equally, it is clear that a range of hard boundary treatments are also proposed, however no specific details have been provided. A condition is attached to the recommendation which will ensure that the hard landscaping and species proposed are delivered, and the future management of the soft landscaping is acceptable.

5no 2 bed apartments and 1no 1 bed apartment are proposed at the ground, first, second, third and fourth floor levels. The fifth and sixth floors, which will be part of the upper floor extensions, will contain 3no 2 bed apartments and 1no 3 bed apartments on each floor. The units proposed on each floor appear spacious and as stated above meet the requirements of NDSS requirements.

Materials will be an important factor as part of this scheme and the Conservation Officer has indicated that the use of red/brown brick in the lift tower for example would not lead to a favourable appearance. Therefore, the applicant has stated that they are happy to accept the imposition of a condition in relation to materials, boundary treatments and landscaping, to ensure a satisfactory appearance for the development overall.

Overall, for the reasons set out above, the development is considered to meet the requirements of Local Plan Policy 20 and NPPF section 12.

## **Heritage**

The Wellington Mills complex was first built in 1852 for cotton spinners Shaw, Son and Lees. In 1858 the premises were acquired by N Broadbent and Sons, who remained there until 1932. The site then stood unused until 1938 when some of the buildings were used for engineering. From 1941, fabric weaver B Kershaw began operations there, and in the wartime years the mill's engineering section produced engine parts for bombers, thereafter, becoming a naval store and then a store for the British Wool Board. In 1946 the site was purchased by Shipley woollen carding and mule spinning firm William Oddy who transferred their operations to the mill and founded the Knoll Spinning Company. The mills finally closed in the late 1990s and the majority of the site was cleared for redevelopment, however, the mill subject of this application has been retained.

The design merits of the scheme have been discussed above, and do not need discussion further in this section. The applicant has submitted a Heritage Assessment, which was undertaken by Gary Miller Heritage Consultancy. The Conservation Officer has reviewed the Heritage Assessment and the current design proposals and whilst they do not have any objection to the principle of development, they are of the opinion that the massing of the upper floor extension would appear bulky against the existing building. In addition, the Conservation Officer also has concerns in respect of the proposal to lengthen certain windows in the existing building, which is considered to have a negative impact and harms the character and appearance of the mill and removes the regularity of the elevations which directly relate to the historic function of the 1853 cotton mill. However, this work is required to provide internal cill heights to habitable rooms that are acceptable for amenity, so the proposal can be accommodated. The Conservation Officer is also of the opinion that the lift tower is very large and has a preference for this to be reduced.

The comments of the Conservation Officer are fully acknowledged. However, as discussed earlier in the report, the viability of this scheme is very finely balanced. It is true that if the massing of the upper floor extension and the lift tower was to be reduced it may result in a more well-balanced scheme from a design standpoint. However, if the extension was to be brought in either side of the building further and the proposal was also reduced in height, this would inevitably reduce the number of units that could be delivered in the scheme. Given that the developer is already taking a reduced profit margin than what is the industry standard, this would of course render the scheme unviable. The result of this is that the mill building would then be left vacant and would inevitably fall into a greater state of disrepair.

The objective of the Oldham Mills Strategy is to, where possible, retain the existing mill buildings, as they contribute strongly to Oldham's heritage. Financial viability is always very finely balanced when redeveloping derelict mill buildings because of the costs associated with bringing them back into use, and therefore the costs of design, massing and aesthetics need to be balanced with the development costs, which is the main objective.

Based on the above, although the proposal to retain the mill is a significant benefit, the proposal itself would lead to less than substantial harm to a NDHA. Therefore, in accordance with NPPF paragraph 203, in weighing applications that directly or indirectly affect NDHA's, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset. In balancing the harm, the benefits of the development will be considered, which are identified as follows:

- The retention of the mill building and securing its long-term use is considered a significant benefit, and weighs heavily in favour of the development;
- A strong contribution to housing provision in Oldham, which currently cannot demonstrate a 5-year housing land supply against the Local Housing Need calculation, weighs in favour of the development; and,
- Given the scale of the building, its prominence and its very poor condition, the redevelopment and refurbishment of the building, would significantly enhance the immediate setting of the area.

Overall, it is considered that the retention of the mill building, the benefits in enhancing its overall appearance and the developments contribution to housing provision altogether should be given significant weight in favour of the development, and this is considered to outweigh the harm to the NDHA caused by the additional floors and lift tower.

## **Highways**

The highway impacts of the development have been considered by the Highways Engineer and no objections are raised to the development on highways grounds. The Highways Engineer does not consider that the development will result in additional significant traffic generation that would be considered as severe or adverse. Access to the site is taken off Wellington Road, and through some electronically controlled gates, into the site, which is considered to have adequate spacing. Bike racks are also proposed to the west at ground floor level; however, the specification has not been agreed, and this will need to be secured through the imposition of a condition attached to the recommendation.

The development site is situated in an established mixed-use area with good links to public transport, a wide range of local amenities and good opportunities for walking and cycling. Therefore, no objections are raised to the parking provision proposed within the development. Based on the above, the development complies with Local Plan Policies 5 & 9 and NPPF section 6.



## **Ecology & Arboricultural**

Greater Manchester Ecology Authority (“GMEU”) have been consulted on the application in relation to ecology, and they have reviewed the Ecological Survey and Assessment undertaken by ERAP September 2021. GMEU conclude that they have no objections to the methods used to assess bat activity on the site. No evidence of recent or historic use of the site by bats was found. GMEU make reference that to enhance biodiversity potential at the site, a suggestion is made that the scheme has the opportunity to incorporate bird and bat boxes, and this can be secured by way of a suitably worded planning condition which is attached to the recommendation. The Environment Agency have also been consulted on the application, and they have made no comments on the ecological merits of the application.

In relation to trees, the Arboricultural Officer has raised some concerns in respect of the dominant row of trees that face the mill building on Wellington Road. The Arboricultural Officer states that the building subject of the application sits within a few metres of the trees, and whilst the building works themselves are unlikely to have any effect on the trees, the close proximity of the building raises concerns that the trees will cause shading, sunlight blockage and unwanted tree debris for future residents. If this is the case this could lead to requests to have the trees pruned or even removed.

The Arboricultural Officers comments are noted, however, the trees are not in the ownership of the applicant, and they have no control over the trees of concern. The trees do not form part of the proposed development and are not included within the planning application. In addition, the trees are not protected by any Tree Preservation Order and are not proposed for removal by the applicant. It is noted that trees can cause shading and sunlight blockage, and if this was the case, and future residents wanted to address this matter, they could do so without consulting the Local Planning Authority, given that the trees are not protected. Therefore, whilst the concerns of the Arboricultural Officer are understood, this cannot be pursued further for the reasons set out.

Therefore, based on the above, the development complies with Local Plan Policy 21 and NPPF section 15.

## **Flood Risk / Drainage**

Local Plan Policy 19 states that the council will ensure development does not result in unacceptable flood risk or drainage problems by directing development away from areas at risk of flooding.

According to the Environment Agency Flood Maps, the whole site is in Flood Zone 3, benefitting from flood defences. The applicant has submitted a Flood Risk Assessment (“FRA”) undertaken by Innervision Design. The FRA states that the site, in part, lies in an area at a high risk from both surface water flooding, and ground water flooding. Flood resilience and mitigation methods will be required, including flood resilient doors, door defence barriers, anti-flood air bricks and food barriers. The FRA concludes that safe access/egress routes are immediately available and carry a Low hazard rating. There is no documented evidence of flood risk from any other sources, and the development does not impact flood risk elsewhere.

The Environment Agency have not objected to the planning application, and United Utilities have recommended a pre commencement condition relating to surface and foul water is attached to any decision notice. On that basis, subject to a pre commencement condition, the development complies with NPPF Section 14 and Local Plan Policy 19.

## **Ground Conditions**

NPPF paragraphs 178 and 179 and Local Plan Policies 7, 8 and 9 are relevant, which seek to ensure that a site is suitable for its use, taking account of ground conditions, including from natural hazards or former activities such as mining, pollution arising from previous uses and any proposals for mitigation.

The Environmental Health team has advised that having reviewed the application and the site history, there are no objections to the proposal subject to conditions in relation to contamination, which will be attached to the decision notice.

## **CONCLUSION & PLANNING BALANCE**

In weighing up the assessment of the application, regard must be given to the Council's lack of a 5-year housing land supply, despite the improvement in the Council's housing delivery in recent years, and the '*tilted balance*' and presumption in favour of sustainable development set out in NPPF paragraph 11 is triggered. Given that NPPF paragraph 11 is triggered, the relevant matters now need to be balanced together to determine whether the adverse impacts of granting planning permission would significantly and demonstrably outweigh the benefits in accordance with NPPF Paragraph 11d (ii).

There are several material planning considerations which must be weighed up in the assessment, and as set out above. The following matters are considered in the planning balance:

The matters in favour of the application include:

- The mill building forms part of a site that is allocated for residential development (in part).
- The retention and conversion of the mill building is considered a significant benefit and weighs heavily in favour of the development.
- The development will provide a strong contribution to housing provision in Oldham.
- Given the scale of the building, its prominence and its very poor condition, the redevelopment and refurbishment of the building, would significantly enhance the immediate setting of the area.

Overall, these benefits together are given 'significant weight' in favour of the application. The retention and conversion of the mill building in itself should be given significant weight. This coupled with the provision for housing, the site's allocation and the enhancements to the immediate setting only weigh further in the application's favour.

The matters not in favour of the application:

- The development is unable to make any provision for affordable housing or open space in accordance with Local Plan Policies 10 and 21.
- The development will cause 'less than substantial harm' to an NDHA.

These matters have been given 'limited weight' in the planning balance. It has been proven through a viability appraisal of the development costs that it is not possible to deliver contributions towards affordable housing and open space provision. If the Council were to enforce these requirements, then the development would not be viable, and the site would remain derelict and vacant.

The development will also cause 'less than substantial harm' to a NDHA, however, as set out in the report, the benefits are significant, which include the retention and redevelopment of the existing mill building, which secures its long-term use, and it is considered that the public benefits would outweigh the harm. Therefore, it is for that reason that the benefits of the scheme outweigh the harm, and on that basis the application is recommended for approval.

## **RECOMMENDED CONDITIONS**

1. The development must be begun not later than the expiry of THREE years beginning with the date of this permission. REASON - To comply with the provisions of Section 51 of the Planning and Compulsory Purchase Act 2004.
2. The development hereby approved shall be fully implemented in accordance with the Approved Details Schedule list on this decision notice. REASON - For the avoidance of doubt and to ensure that the development is carried out in accordance with the approved plans and specifications.
3. No development comprising the erection of any external walls shall take place until samples of the materials to be used in the construction of the external surfaces of the development, including the roof, 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. The materials to be used throughout the development shall be consistent in terms of colour, size and texture with the approved details. REASON - To ensure that the appearance of the development is acceptable in the interests of the visual amenity of the area having regard to Policy 20 of the Oldham Local Plan.
4. Prior to the commencement of any part of the development hereby approved, details of the method of surface water and foul water drainage from the site shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented in full prior to first occupation of the approved development and shall be maintained thereafter. REASON - Prior approval of such details is necessary since they are fundamental to the initial site preparation works and to ensure that the site is satisfactorily drained having regard to Policy 19 of the Oldham Local Plan.
5. Prior to the commencement of development hereby approved, a scheme in the form of a Construction Environment Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details for the methods to be employed to control and monitor noise, dust and vibration impacts, along with adequate wheel wash facilities. The approved scheme shall be implemented to the full written satisfaction of the Local Planning Authority before the demolition or construction works are commenced, which shall be maintained for the duration of the demolition or construction works. REASON - Prior approval of such details is necessary since they are fundamental to the initial site preparation works and to safeguard the amenities of the adjoining premises and the area having regard to Policy 9 of the Oldham Local Plan.
6. No development shall take place until full details of both hard and soft landscape works and boundary treatments with an associated implementation plan, have been submitted to and approved in writing by the Local Planning Authority. The hard landscape details shall include proposed finished levels or contours; means of enclosure; hard surfacing materials and street furniture, where relevant. The soft landscaping works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment);

schedules of plants and trees, noting species, plant/tree sizes and proposed numbers/densities and the implementation programme.

7. All planting shall be implemented in accordance with the approved details in the first available planting season following the completion of the development, or such longer period which has previously been approved in writing by the Local Planning Authority, and shall be maintained for a period of 5 years from the agreed date of planting. Any trees or plants which die, become diseased, or are removed during the maintenance period shall be replaced with specimens of an equivalent species and size.
8. REASON - Prior approval of such details is necessary as the site may contain features which require incorporation into the approved development, and to ensure that the development site is landscaped to an acceptable standard having regard to Policies 9, 20 and 21 of the Oldham Local Plan, and saved Policy D1.5 of the Unitary Development Plan.
9. If development has not commenced on the conversion of the building by March 2023, then an updated report concerning the use of the site by bats, prepared by a suitably qualified person, shall be submitted to and approved in writing by the local planning authority. If such a use is established, any protection or mitigation measures or other recommendations of the report shall be implemented in accordance with a timetable to be agreed in writing by the local planning authority. Reason - To ensure the protection and enhancement of features and species of ecological interest having regard to Policy 21 of the Oldham Local Plan, and to the Wildlife and Countryside Act 1981. Reason - Prior approval of such details is necessary to ensure the protection and enhancement of features and species of ecological interest having regard to Policy 21 of the Oldham Local Plan, and to the Wildlife and Countryside Act 1981.
10. No development shall take place until a scheme to soundproof the wall/floor/ceiling between the flats has been submitted to and approved in writing by the Local Planning Authority and all such works that form the approved scheme shall be implemented before the flats are brought into use and shall be retained at all times thereafter. Reason - To protect the amenity of future residents in accordance with Oldham Local Plan Policy 9.
11. If ground contamination, groundwater contamination and/or ground gas are encountered on the site at any time before the development is occupied during the watching brief, then development shall cease and shall not be occupied until a report detailing what measures, if any, are required to remediate the land (the Remediation Strategy), is submitted to and approved in writing by the Council as local planning authority and the development shall be carried out in accordance with the agreed Remediation Strategy. If no contamination is found, then a post-completion report shall be submitted to evidence this. Reason – To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected, and appropriate remedial action is taken in the interests of public safety
12. Unless alternative satisfactory protection can be demonstrated, the development shall include the installation of a proprietary gas protection membrane, the details of which shall be submitted to and approved in writing by the local planning authority prior to the commencement of any above ground works. The development shall be implemented in accordance with the approved measures. Reason – To alleviate any possibility of landfill gas ingress as the development site lies within 250 metres of a registered landfill site or in close proximity to a potential historical source of landfill gas having regard to Policy 9 of the Oldham Local Plan.

13. No dwelling shall be occupied until the access to the site and car parking space for that dwelling has been provided in accordance with the approved plans Ref: 20013 (PL) 090 F and 20013 (PL) 110 A and with the details of construction, levels and drainage, which shall have been submitted to and approved in writing by the Local Planning Authority prior to the commencement of the construction of the access and parking spaces. Thereafter the parking spaces and turning area shall not be used for any purpose other than the parking and manoeuvring of vehicles. REASON - To ensure adequate off-street parking facilities are provided and remain available for the development so that parking does not take place on the highway to the detriment of highway safety having regard to Policies 5 and 9 of the Oldham Local Plan.
14. The use of the building hereby approved shall not commence until a scheme for the provision of secure cycle parking has been implemented in accordance with details which shall have previously been submitted to and approved in writing by the local planning authority. The approved facility shall remain available for users of the development thereafter. REASON - In order to promote sustainable means of travel having regard to Policies 5 and 9 of the Oldham Local Plan.
15. The development hereby approved shall be carried out in accordance with the glazing specification set out section 3 of the Acoustic Survey undertaken by Martin Environmental Solutions dated July 2021 Report no 2133-1 Reason: To protect the amenity of future residents in accordance with Oldham Local Plan Policy 9

**SITE LOCATION PLAN (NOT TO SCALE):**



SITE LOCATION PLAN  
1:1250 SCALE  
KNOLL MILL WELLINGTON ROAD  
GREENFIELD  
OL3 7AF  
BRUCE + BRUCE Chartered  
Architects

