



Paul Butler Associates
Planning, Development & Heritage Consultants

Torsion Homes

6-10 Little Peter Street, Manchester

Planning and Heritage Statement

07 August 2025

Paul Butler Associates, 31 Blackfriars Road, Salford, Manchester M3 7AQ
t. 0161 835 3530 | e. pba@paulbutlerassociates.co.uk | w. www.paulbutlerassociates.co.uk

Professional Planning, Development & Heritage Advisors since 1992.

Our professional staff are Members of the Royal Town Planning Institute (RTPI) or the Chartered Institute for Archaeologists (CIfA)

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	Name and Qualifications	Position	Date
Prepared by:	Poppy Wilkinson BA MA Julian Austin BSc (Hons) MPLAN MRTPI	Assistant Heritage Consultant Director	29.07.2025
Checked by:	Mark Clifford BSc (Hons) MA IHBC Tom Flanagan MTCP MRTPI	Principle Heritage Consultant Director	30.07.2025
Issued by:	Tom Flanagan MTCP MRTPI	Director	30.07.2025

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1. Introduction

- 1.1 This Planning and Heritage Statement has been prepared by Paul Butler Associates on behalf of Torsion Homes. The statement forms part of an application for planning permission at 6-10 Little Peter Street, Manchester, M15 4PZ (the site).
- 1.2 The application seeks full planning permission for the construction of a five-storey building comprising 9 no. apartments, with associated cycle parking, refuse storage and plant in the basement.
- 1.3 This Planning and Heritage Statement provides an overview of the development proposals, assesses the proposals against local and national planning policy and presents the case for granting planning permission.

Structure of Statement

- 1.4 In order to provide a clear understanding of the proposed development and its relationship with the surrounding area, this statement is structured as follows.
 - Section 2 provides a description of the application site and surrounding area.
 - Section 3 provides a review of the application site's planning history.
 - Section 4 presents the proposed development for which planning permission is sought.
 - Section 5 outlines the relevant national and local planning policy guidance.
 - Section 6 provides an appraisal of the proposed scheme against its planning policy context and relevant planning issues.
 - Section 7 provides a heritage statement, assessing the significance of heritage assets potentially affected and the impact on these assets.
 - Section 8 concludes the statement.

Supporting Information

1.5 The planning application is supported by a series of planning drawings prepared by Ollier Smurthwaite Architects and the following documents:

- Completed Application Forms (prepared by Paul Butler Associates).
- Design and Access Statement (prepared by Ollier Smurthwaite Architects).
- Planning and Heritage Statement (prepared by Paul Butler Associates).
- Sequential Test and Exceptions Test (prepared by Paul Butler Associates).
- Flood Risk Assessment and Outline Drainage Strategy (prepared by Brennan Consult).
- BNG Exemption Letter (prepared by Leigh Ecology Ltd).
- Contaminated Land Desk Top Study (prepared by Ridge).
- Noise Impact Assessment (prepared by Environmental Noise Solutions Ltd).
- Environmental Standards Statement (prepared by Ridge).
- Crime Impact Statement (prepared by Greater Manchester Police Design for Security).
- Highways Technical Note (prepared by Axis)
- Archaeology Assessment (prepared by BWB).
- Daylight and Sunlight Analysis (prepared by GIA).
- Air Quality Assessment (prepared by Redmore Environmental).
- TV Reception and Radio Reception Impact Survey (prepared by GTech Surveys Ltd).

2. The Application Site and Surrounding Area

Application Site

- 2.1 The application site is located at 6-10 Little Peter Street, Manchester, M15 4PZ. The site comprises a vacant, square shaped piece of land which is currently in use as a carpark. The site occupies a corner plot, located on the south side of Little Peter Street. It lies adjacent to an office block to the west and another surface carpark to the south. The site is bounded by pedestrian footways to the north and east. The site is a short walk to Deansgate and central Manchester.

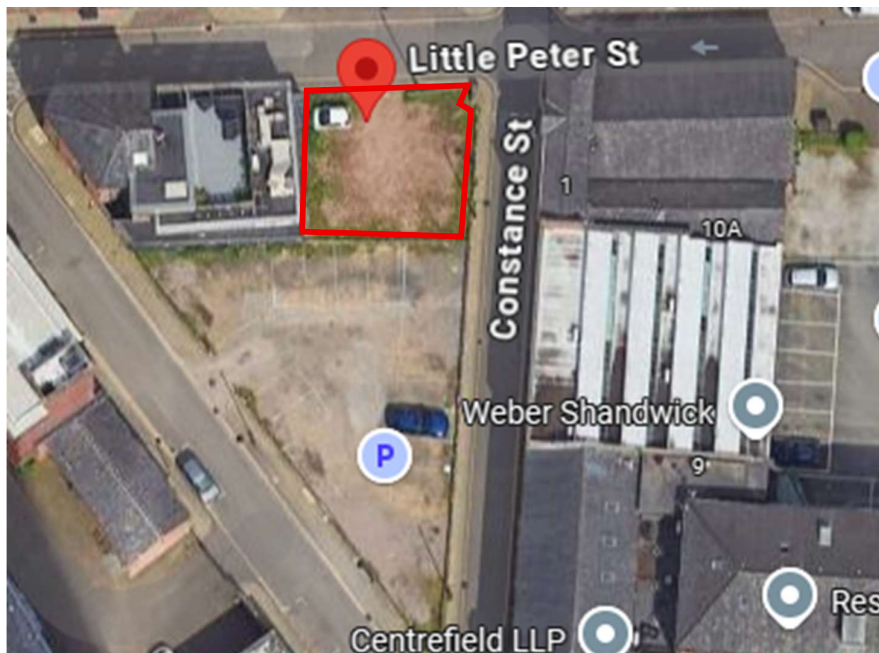


Figure 2.1: Aerial view, site outlined in red.

- 2.2 The site is currently a surface car park and has no buildings. The site appears to have been vacant since c.2008, when there was a building comprising two separate dwellings. Prior to this, the site had been occupied by buildings since at least 1848.
- 2.3 The site is located within the City Centre boundary on the Council's interactive proposals map and also falls within the area of the Knott Mill Masterplan.

- 2.4 The surrounding area is characterised by historic and modern buildings within a tight knit street pattern creating a quiet, mid density and characterful urban area. Surrounding buildings vary in scale. The buildings to the west of the subject site are 2-3 storeys in height. East of the site on Commercial Street properties are 3-4 storeys in height, opposite the site on the corner of Little Peter Street and Gilbert Street the building is 3-5 storeys in height. The northern side of Little Peter Street has a collection of buildings between 2 and 5 storeys in height. The building at the western end of Little Peter Street / Commercial Street, adjacent to Deansgate (2 Commercial Street) is between 5 and 7 storeys in height.
- 2.5 Evidently, this variety means that the character of the area in terms of building scale does rise and fall. However, few buildings in the immediate locality exceed 7 storeys and within the immediate setting of the site, the character is of buildings predominately between 3 and 5 storeys in height.
- 2.6 Beyond the immediate Knott Mill area, building heights drastically increase as a result of recent redevelopment in the Great Jackson Street and Castlefield regeneration areas.
- 2.7 The surrounding building uses are predominantly a mix of office and residential, with small townhouse and apartment schemes evident. On the Little Peter Street frontage, the street environment includes a dropped crossing into the site, with a street lamp within a narrow pedestrian footway. Another street lamp and street signage can be found on the footpath adjacent to the eastern boundary of the site on Constance Street. The site is bounded by knee rail fencing with a small brick pillar on the north east corner, likely to be the only surviving part of previous buildings on the site.
- 2.8 Photos of the development site are included in appendix 2 of this statement.
- 2.9 The site is in a highly accessible location within the City Centre and is within a few minutes' walk of a wide range of local shops, amenities and services, leisure facilities and employment opportunities. In terms of access by public transport, the site is located within close proximity to a high number of bus stops; Deansgate Metrolink stop; and is within walking distance of Deansgate, Oxford Road and Manchester Piccadilly Railway Stations. The site is also a short distance from bus stops on Deansgate which are serviced by the free

Metroshuttle (routes 1 and 3) that provide regular services across the City Centre including to the main railway stations.

Built Heritage Designations

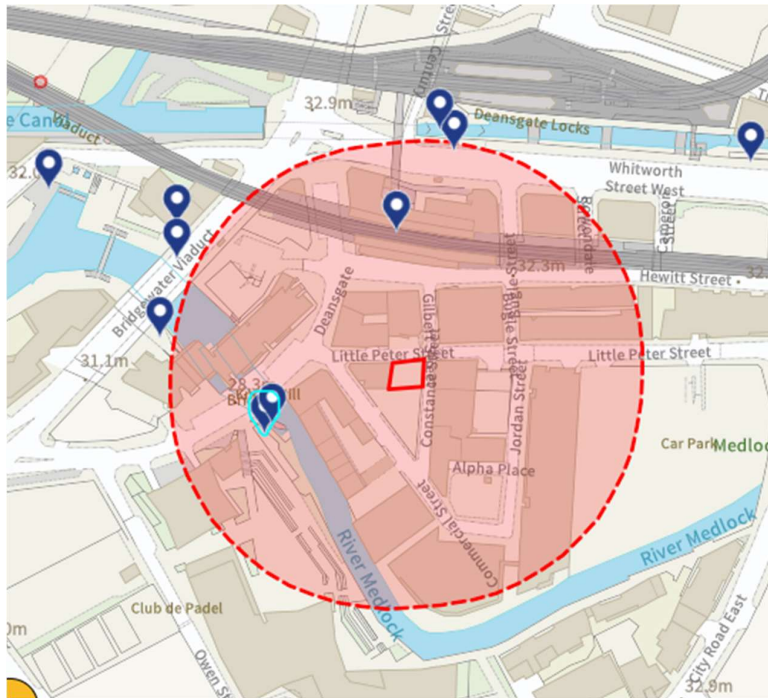


Figure 2.2 Designated heritage assets within 100m of the site (within red circle)

2.10 There are three designated heritage assets within a 100m radius of the site, but none neighbour it. These are listed below:

- a. Floodgate on East Side of Knott Mill Bridge – Grade II
- b. Boundary Stone on Knott Mill Bridge – Grade II
- c. Deansgate Station – Grade II.

2.11 Within 250m of the site there are a further ten designated heritage assets, including Castlefield Conservation Area. Due to the distance between the site and these further

heritage assets, and intervening buildings, there is no relationship with the application proposals to consider. These assets are therefore not considered further within this statement.

2.12 Whilst there is no HER entry for the site itself, there are eight entries within 100m. Three of these are within the triangle of land, in which the site sits. These three are summarised below:

d. Buildings on Commercial Street (site of) (Area of Roman Manchester) HER Number: 13905.1.0

e. Land at Commercial Street (this is on the NMR Excavation Index)

f. Building (former iron foundry) (site of) (Area of Roman Manchester) HER Number: 13904.1.0

Historic Background

2.13 The site was first laid out in the mid-1820s, with three buildings being on the site; nos. 6, 8 and 10. On the 1851 OS map (see fig 2.3), there are cotton mills on the neighbouring blocks of the site, labelled as 'Brazil Mill, formerly Knott Mill' and the other as 'Cotton Mill'.

2.14 Knott Mill was also the name for that area, with Deansgate Station formerly being known as Knott Mill Station (Grade II listed), and the lettering is still visible on the building today. There is also Knott Mill Bridge, which has a boundary stone dating from the 18th century and a floodgate dating from c.1765 to the east side of the bridge¹. Both the boundary stone and floodgate to the east of the bridge are Grade II listed.

2.15 The site itself is labelled as 'No.1 court' with the annotations of 'pump' and 'smithy' suggesting that it was most likely warehouses for the surrounding industrial area or living accommodation for the workers.

2.16 Knott Mill then disappears from the OS maps until it is present on the 1922 map (see fig 2.4). Here it is much bigger in size. The layout of the site on this map also remains unchanged from

¹ <https://historicengland.org.uk/listing/the-list/list-entry/1210156?section=official-list-entry>

the 1851 map, with there still being three buildings on the site. This is still the case on the 1934 OS map.



Fig 2.3: Manchester and Salford, sheet 33. Published:1851

Fig 2.4: Lancashire CIV.10 Published: 1922

2.17 The census documents for the site are very scarce, other than the 1939 register for which there are entries for 6 and 8 Little Peter Street. The 1939 register says that two women lived in No. 8, one a carpet machinist and the other retired. At No. 6 there were three people, a married couple and another man, although his relationship is not given (see fig 2.5). This provides further evidence that these were warehouses as opposed to dwellings, at least until the 1930s.

Address		6, Little Peter Street						
Parish (Inferred)		Manchester						
Borough or District		Manchester (County District)						
Enumeration District		Lancashire						
Piece		4497						
Ledger Code		NKAE						

Residents

Page	Line	Forename	Surname	Birth Date	Age	Gender	Marriage Status	Profession	Schedule
2	15	John	O'Brien	7th May 1906	33	Male	Married	Roller (Cold Rolls Non Ferrous) (Heavy)	5/1
2	16	Annie	O'Brien	31st December 1907	31	Female	Married	Quilt Passer	5/2
2	17	John (H)	Fielden	9th September 1902	37	Male	Single	Pre-Cast Stone and Reinforced Concrete Finisher (Heavy)	5/3

Fig 2.5: 1939 Register extract showing No. 6 Little Peter Street

Address		8, Little Peter Street						
Parish (Inferred)		Manchester						
Borough or District		Manchester (County District)						
Enumeration District		Lancashire						
Piece		4497						
Ledger Code		NKAE						

Residents

Page	Line	Forename	Surname	Birth Date	Age	Gender	Marriage Status	Profession	Schedule
2	13	Mary A	O'Brien (Walsh)	13th January 1880	59	Female	Widowed	Retired	4/1
2	14	Mary	O'Brien (Antrobus)	1st October 1910	29	Female	Single	Carpet Machinist	4/2

Fig 2.6: 1939 Register Extract showing No. 8 Little Peter Street

2.18 By the 1949 OS map (see fig 2.7), there are the respective numbers on each of the buildings on the site, 6, 8 and 10, and there appears to have been some alteration to number 10.

- 2.19 The most major change is on the 1960 OS map, where numbers 6 and 8 appear to have been merged and their yards gone completely. Knott Mill is also not labelled and instead is entitled 'works', as are most buildings surrounding the site.



Fig 2.7: SJ8397SW-A Published c.1949



Fig 2.8: SJ8397SW-C Published 1960

- 2.20 By the 1969 OS map, the latest one available to this project, the layout of the site remains the same as on the 1960 OS map, and remarkably like the 1851 OS map.
- 2.21 The earliest planning application, available on Manchester City Council's planning portal, is from 1978 and mentions a change of use from 'warehouses' for 6-10 Little Peter Street (see application F08275). This suggests that this was the use of the building right up until the end of the 1970s. It was then used for a range of purposes, including a photographic studio, retail and storage, until the buildings were demolished some time in the late 2000s. They were still there in July 2008 but demolished by August 2012, as is evidenced on Google Street view.

3. Planning History

The Application Site

- 3.1 A search of Manchester City Council's online planning register has identified a planning history associated with the application site, which is set out in the table below.

Location	Application Reference	Description of Development	Decision date and
10 Little Peter Street, Manchester, M15 4PS	081772/FO/2006	Erection of a 4 storey development comprising of A1 (shop) unit at ground floor and upper floor offices following demolition of the existing building	Approved 23 April 2007 but never built.
10 Little Peter Street Knott Mill City	069457/FO/2003/C3	Erection of a 4 storey mixed use development comprising one A1 (shop) unit and one A2 (financial and professional services) unit at ground floor and 5 self-contained flats on the upper floors following demolition of the existing building	Approved 3 rd May 2004 but never built.
6,8 and 10 Little Peter Street	F17257	Change of use from wholesale and retail distribution premises to the warehousing of office furniture etc., the servicing and repair of office machines with ancillary offices and showroom.	Approved Mon 8 th March 1982.
6, 8 and 10 Little Peter Street	F17409	Elevational alterations to Little Peter Street frontage.	Approved 29 th April 1982
10 Little Peter Street	F10631	Change of Use of Photographic Studios to wholesale and retail distributors of glass and safety glass for cars and boat windows and motor	Approved 23 March 1979

Location	Application Reference	Description of Development	Decision date and
		and boat components and accessories.	
6-10 Little Peter Street	F08275	Retention of building, (Previously approved to 31.12.77 on 19.1.73 under Ref. T.P. 59114), and change of use from former warehouse to a Photographic Studio Reception, Dark Room and Store.	Approved 29 Mar 1978

Table 3.1: Site Planning History

- 3.2 Planning history dating back to 1978 is provided for completeness and is useful in showing the use of the previous buildings and their evolution from a former warehouse (mentioned in F08275) to proposed plans for four apartments in 2007 (081772/FO/2006), which despite being approved, were never built.

4. The Proposed Scheme

- 4.1 The application seeks full planning permission for the redevelopment of the site with a residential development comprising 9 apartments with associated cycle parking, refuse storage and plant in the basement.
- 4.2 The proposed building will be 5 storeys in height above a basement level. The top floor will include a mezzanine level in the roof space. The proposed building occupies the full extent of the site, access into the building is on the eastern elevation from Constance Street.
- 4.3 The proposed development will include a mix of units with stair and lift access to all floors. The basement accommodates the cycles, bin store and a plant room. This only takes up a small part of the below ground area of the site. The ground floor includes a plant room and two, one-bedroom apartments. The first and second floors have two dwellings, a one bedroom and a two-bedroom apartment, and the third floor has a 3-bedroom apartment. The fourth floor, which includes a mezzanine, contains two apartments, one with two bedrooms and the other with three bedrooms.
- 4.4 The overall mix of units is 4 no. 1 bed apartments, 3 no. 2 bed apartments and 2 no. 3 bed apartments.
- 4.5 The design of the proposed scheme considers both the context of the surrounding area and the history of the site. This can be seen with the proposed development being constructed from red brick and dark grey/black windows, like those which already exist within the area. The height of the buildings within the surrounding area ranges from three to five storeys and so is similar to the proposed development. Notably the Knott Mill Masterplan endorses a development of up to seven on this site.
- 4.6 The development proposes a regular fenestration arrangement to the elevations, with the size and proportions of the windows reflecting the mill typology of the area. Some of the apartments will benefit from winter gardens to provide amenity space for occupants.
- 4.7 A full description of the proposals is provided within the Design and Access Statement and planning drawings prepared by Ollier Smurthwaite Architects.

Statement of Community Involvement

- 4.8 In accordance with best practice, the proposals were discussed with Manchester City Council's planning officers prior to the submission of a planning application. An initial meeting took place on 20th December 2024 to introduce the site and the preliminary proposals, and to discuss the key planning issues requiring consideration. A second meeting took place on 27 June 2025 to present the revised scheme, which had been developed in response to initial design comments raised and in relation to potential flood risk considerations. There was also discussion on the information requirements to accompany an application.
- 4.9 Consultation was also undertaken with the local community. Contact was made with the Deansgate Ward Councillors and a meeting took place with Councillor Anthony McCaul on 2nd July 2025. The proposals were presented and the Design Team responded to queries that were raised. No issues were raised regarding the scheme's design and support for the redevelopment of the site was provided. A letter was also issued to neighbouring residents and commercial premises to explain the proposals being developed and to notify them of a planning application submission. Comments were raised, primarily in relation to the height / scale of the proposals and potential impact on residential amenity. It was confirmed that such issues would be considered in the application submission.

5. Planning Policy Context

- 5.1 This section of the statement sets out the local and national planning policy context of relevance to the determination of this planning application. An appraisal of how the proposal relates to the key planning considerations relevant to the Site is set out in sections 6 and 7 of this statement.

The Development Plan

- 5.2 Section 38(6) of the Town and Country Planning Act 2004 states that applications for development must be made in accordance with the Development Plan, unless other material considerations indicate otherwise. This establishes the Development Plan as the primary decision making document when considering planning applications. In this instance the development plan is the Manchester Development Plan (comprising of the Manchester Core Strategy Development Plan, Saved Policies of the Unitary Development Plan for Manchester and Supplementary Planning Documents) and the Places for Everyone Joint Development Plan (2024). Due consideration in the determination of the application will also need to be afforded to national policies in the National Planning Policy Framework (NPPF) which represents a significant material consideration.

Manchester Core Strategy Development Plan Document (July 2012)

- 5.3 The Core Strategy, adopted in July 2012, sets out the long term strategic policies for Manchester's future development. The Core Strategy recognises some of the key challenges facing the City Centre including: increasing the provision of sites for economic development, improving the area as a residential location, and improving quality and access to open space.
- 5.4 Core Strategy objectives and policies of particular relevance to the proposed scheme are summarised in the following section.
- 5.5 Policy SP 1 'Spatial Principles' – the policy requires that all development should have regards to the character, issues and strategy for each regeneration area. New development should maximise the potential of the transport infrastructure, in particular walking, cycling and use of public transport.

- 5.6 Policy CC3 Housing – the policy identifies key locations for city centre residential development in Castlefield, Piccadilly, the Southern Gateway and the Northern Quarter. Residential development in the city centre will comprise apartments and the council will encourage accommodation which suits a large range of occupants, in terms of both room numbers and size.
- 5.7 Policy CC6 City Centre High Density Development – the policy provides that development in the city centre will usually be high density and of appropriate scale, massing and height to maximise efficiency. This will be different to what is acceptable elsewhere in the city.
- 5.8 Policy CC9 Design and Heritage – the policy sets out that the design of buildings will need to be of the highest standards in terms of appearance and function, with particular attention given to the city centre context and character. Development should preserve or enhance designated heritage assets. The policy goes on to state that developers must recognise the specific challenges that must be overcome to ensure complimentary function and form. New development must support the range of uses that is expected and contribute to the flow of the physical environment.
- 5.9 Policy CC 10 A Place for Everyone – the policy states that development which has appeal for a wide range of residents and visitors will be supported, particularly if they increase the diversity of activity and if it is family orientated.
- 5.10 Policy H1 Overall Housing Provision – Policy H1 sets out that city centre development will be presumed to be high density (75+ units per hectare), within mixed use schemes and so contribute to regeneration initiatives and more niche markets which provide sustainable, well-designed accommodation. The type, size and tenure of the housing mix will be assessed on a site by site basis and influenced by local need and economic viability. The re-use of vacant housing will be prioritised. New development should take advantage of existing buildings where appropriate.
- 5.11 Policy T1 - Sustainable Transport – the policy encourages the use of a high quality, integrated transport system to encourage a shift from car travel to public transport.

- 5.12 Policy T2 Accessible areas of Opportunity and Need – the policy sets out that the Council will actively manage development to ensure that it is easily accessible by all forms of transport.
- 5.13 Policy EN 1 Design Principles and Strategic Character Areas – the policy provides that all development in Manchester will have to follow the seven principles of urban design and have regard to the character of the area within which it is proposed. Design and Access statements must clearly detail how these are addressed. Developers will be expected to consider the City's heritage and continue the rich pattern of activity in the core area, including the positive experience at street level.
- 5.14 Policy EN 3 Heritage – the policy explains that developments will be expected to take advantage of distinct historic and heritage features. New developments must preserve or enhance the historic environment, character, setting and accessibility of areas with acknowledged importance and designated heritage assets.
- 5.15 Policy EN 4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development – the policy states that new development wherever possible must be located and designed in a manner that allows advantage to be taken of opportunities for low and zero carbon energy supplies. Where possible new development will be used as a mechanism to help improve energy efficiency and provide low and zero carbon energy supplies to existing buildings. Where appropriate new development and retrofit projects will be required to connect to and/or make contributions to low or zero carbon energy schemes and/or to incorporate provision to enable future connection to any existing / potential decentralised energy schemes.
- 5.16 Policy EN 6 Target Framework for CO2 Reductions from Low or Zero Carbon Energy Supplies - requires applications for residential development of 10 or more units and all other development over 1,000 sqm to meet a minimum target.
- 5.17 Policy EN 8 Adaption to Climate Change - requires that developments are adaptable to climate change in terms of design, layout, siting and function of buildings and external spaces.

- 5.18 Policy EN 15 Biodiversity and Geological Conservation – states that developers will be expected to identify and implement opportunities to enhance and create new biodiversity, either on site or adjacent to the site, contributing to linkages between habitat areas. Any adverse impacts on biodiversity will need to be justified against the wider benefits of the proposal, assessed against other LDF policies. Where adverse impacts are unavoidable, there should be appropriate mitigation and/or compensation.
- 5.19 Policy EN 16 Air Quality - Developers expected to take measures to minimise impact of emissions. Council will consider the impact on air quality when assessing new development.
- 5.20 EN 18 - Contaminated Land and Ground Stability – states that the Council will give priority for the remediation of contaminated land to strategic locations.
- 5.21 Policy EN 19 Waste - states that developers will be required to submit a waste management plan to demonstrate how the waste management needs of the end user will be met.
- 5.22 Policy DM 1 Development Management - sets out various issues that development should have regard to, including: appropriate siting, layout, scale, form, massing, materials and detail; impact on the surrounding areas; effects on amenity; accessibility; community safety and crime prevention; adequacy of internal accommodation and external amenity space; refuse storage and collection; vehicular access and car parking; effects relating to biodiversity, landscape, archaeological or built heritage; green infrastructure including open space.
- 5.23 The detailed assessment of the scheme within the following planning appraisal section confirms that the proposal accords within the above Core Strategy policies.

Saved Policies of the Unitary Development Plan (UDP) for the City of Manchester (adopted 1995)

- 5.24 The UDP was superseded by the Core Strategy. However, a number of UDP policies have been 'saved'. Extant policies contained within the UDP which are relevant to the proposed scheme include:

- 5.25 Policy DC7.1 New Housing Development - which states the Council will negotiate with developers to ensure that new housing is accessible at ground floor level to disabled people, including those who use wheelchairs, where this is practicable.
- 5.26 Policy DC26.1 Development and Noise states that the Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both: a. the effect of new development proposals which are likely to be generators of noise; and b. the implications of new development being exposed to existing noise sources which are effectively outside planning control.
- 5.27 DC18.1 Conservation Areas states that the Council will seek to preserve and enhance the character of designated conservation areas.
- 5.28 DC19 Listed Buildings states that in determining planning applications for development involving or having an impact on listed buildings, the Council will have regard to the desirability of securing the retention, restoration, maintenance and continued use of such buildings and to protecting their general setting.
- 5.29 As with the Core Strategy policies, the detailed assessment of the scheme within the following planning appraisal section confirms that the proposal accords with the saved UDP policies listed above.

Knott Mill Masterplan

- 5.30 The masterplan has been prepared by the Knott Mill Association, which represents the major landowners within the area. It seeks to establish a strategy to guide future development within the area that both acknowledges its unique character and improves legibility and connections both within Knott Mill and with neighbouring areas.

Urban Design Principles

- 5.31 Land uses: new development to create a critical mass of accommodation for work and residents which will then support a range of amenity provision.

- 5.32 Sustainable and Safe development: All development in Knott Mill should be considered to help energy efficiency, energy generation and usage.
- 5.33 Height and Density: Aims to mediate the scale of development between the city centre and emerging development areas at the southern edge of the city centre. Development in Knott Mill should reinforce the area's own distinctive character, rather than seeking to emulate other developments which are close by.

Illustrative Masterplan

- 5.34 An illustrative masterplan has been developed which is intended to identify opportunities. This provides an overall strategy against which individual future planning applications will be tested. Within the study area, three distinct zones have been identified. The site is within the 'Core'.

- The Band: Strip of midrise development along the northern edge of the study area. Mix of recent developments and character assets.
- The Core: Central lower rise heart of Knott Mill which comprises remnants of historic buildings of most character value.
- The fringe: Larger plots and developments along the river edge, more similar to those in Great Jackson Street.

Economic and Market Context

- 5.35 New development will be commercially led, with at least 60% of the new space created being devoted to employment generating uses.
- 5.36 New residential development of around 150 homes could be created, with a mix of dwellings provided, including provision for families.

Core Development Principles

- 5.37 Land Uses: Developments which are predominantly apartment led.

- 5.38 Knott Mill is one of the city centre's relatively quieter residential neighbourhoods and any new uses need to respect this.
- 5.39 Public realm and Amenity: New residential development should incorporate cycle parking facilities and public cycle parking should also be provided.
- 5.40 Car Parking: All development to provide appropriate levels of parking with each proposal considered on a case by case basis. New developments should be accompanied by a car parking strategy which considers alternative and sustainable forms of transport. Any onsite parking should not detract from the character of the street.
- 5.41 Sustainable and safe development: New development should be considered on how it facilitates changes in energy efficiency, generation and usage. Development proposals should:
- a) Promote sustainable forms of travel
 - b) Adopt high standards of building design
 - c) Include heating and cooling systems which have been designed with low/zero carbon in mind.
 - d) Have sustainable draining opportunities
 - e) Have water efficiency measures
 - f) Principles of 'secured by design' should be followed.

Urban Design Principles:

- 5.42 Development Typologies: New developments will be appropriate for the form and size of their plot, street pattern, character and density and be in line with their surrounding developments. Typologies considered suitable are mixed use buildings, containing both residential and commercial units.
- 5.43 Residential amenity: new developments should create an environment with regard to privacy, climate, noise, refuse management, and safety and vehicular management.

- 5.44 Active Frontages: New development should support active frontages to promote street life. Where the ground floor is intended for residential use there should be transparent glazing.
- 5.45 The Masterplan Strategy Plan identifies the site as a future development opportunity site that is currently an underutilised / vacant site.
- 5.46 Height and Density Overview: New development should draw upon and clearly reference the positive characteristics of adjoining neighbourhoods. This section identifies the site as being suitable for a development of 5-7 storeys in height.

Character and materiality

- 5.47 The section sets out that the design of the elevations on new developments needs to be considered carefully to ensure the proposals are robust and deliverable.
- 5.48 Material strategy should be developed to respond to local heritage and so that the overall form enhances the setting and character of Knott Mill.
- 5.49 Facades should be clad in brick or similar masonry products, preferably darker or lighter toned than the red brick. New taller buildings in particular should use darker masonry.
- 5.50 Glazing should be accommodated within simple, minimal framing contained within the overall modular masonry frame and should promote natural day lighting and enhance views.
- 5.51 Facades should consist of a series of equal brick piers or a module of recesses inset from the fenestration grid to create a sense of depth, increase mass and set back windows.

Other Relevant Guidance

- 5.52 Manchester City Council has also published a number of other guidance documents, which although not forming part of The Development Plan for Manchester are material considerations in the determination of planning applications. Those of relevance to the development proposals are likely to include:
- The Guide to Development in Manchester Supplementary Planning Document and Guidance (2007).

- Providing for Housing Choice Supplementary Planning Document and Planning Guidance (2008).
- The Greater Manchester Strategy (2017) ('Our People, Our Place').
- Stronger Together: Greater Manchester Strategy 2013 (GM Strategy).
- Manchester Residential Quality Guidance (2016).
- The Manchester Green and Blue Infrastructure Strategy (G&BIS) (2015).
- Design for Access 2 (2003).

Places for Everyone Joint Development Plan (2024)

- 5.53 The Places for Everyone Joint Development Plan was adopted by Manchester City Council in March 2024. The relevant policies are outlined below.
- 5.54 JP-Strat1: Core growth Area (includes city centre) – The economic role of the area will be protected and enhanced by sustainable development which supports the major growth in the number of jobs provided across the area.
- 5.55 Policy JP-Strat2: City Centre – Development in the city centre will generally be high density and enable people to access education/training/public transport.
- 5.56 Policy JP-S1: Sustainable Development – In order to address climate change, the PfE plan has an ambition to be carbon neutral by 2028. To meet this target new development will have a critical role to play and all new homes and commercial/industrial buildings will need to achieve net zero carbon by 2028. It is expected that development in the Plan area will apply a net zero carbon approach to operational emissions up until 2028, thereafter emissions in construction should be considered. Minimum carbon reduction targets will be set in line with the Future Homes Standard of 80% or until such a time this is superseded. Development will need to follow the energy hierarchy to maximise on site energy measures first.

- 5.57 The policy also sets out that brownfield sites should be made as much use of as possible, with particular attention paid to tackling land contamination and stability issues, in order to enable sites to be brought back into use.
- 5.58 Policy JP-S2: Carbon and Energy – In order to deliver carbon neutrality by 2038, the policy supports a range of measures to reduce greenhouse gas emissions.
- 5.59 Policy JP-S4: Flood Risk and Water Environment – The policy expects developments to manage surface water run off through sustainable drainage systems and as close to the source as possible. As a minimum residential development should meet the mandatory water efficiency standard of 125 litres per person per day.
- 5.60 Policy JP-H1: Scale, Distribution and Phasing of New Housing Development – The policy sets out a requirement for 175,185 net additional dwellings to be delivered over the plan period. The new homes are to be of a good quality and design, adaptable, supported by the necessary infrastructure and amenities and their distribution will support the PfE strategy of reducing the need to travel.
- 5.61 Policy JP-H3: Type, Size and Design of New Housing – Development should promote a range of dwelling types and sizes to meet local needs and deliver more inclusive neighbourhoods. Where appropriate this can include incorporating specialist housing for older persons and vulnerable people.
- 5.62 All development should meet the Nationally Described Space Standards and be built to the 'accessible and adaptable' standard in Part M4(2) of the Building Regulations unless specific site conditions make this impracticable.
- 5.63 Policy JP-H4: Density of New Housing – The policy sets out that new housing developments should be delivered at density appropriate to the location, reflect the accessibility of the site by walking, cycling and public transport and the need to achieve efficient use of land and high-quality design.
- 5.64 Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity. The policy aligns with the requirement at national level to plan for a biodiversity net gain in new development.

- 5.65 Policy JP-P1: Sustainable Places. Policy JP-P1 sets 17 key attributes that all development should be consistent with. In respect of distinctiveness, development should have a clear identity that: A. Responds to conserving and enhancing the natural environment, landscape features, historic environment and local history and culture; B. Enables a clear understanding of how the place has developed; and C. Respects and acknowledges the character and identity of the locality in terms of design, siting, size, scale and materials used.
- 5.66 Policy JP-P2: Heritage – Development proposals affecting designated and NDHA's and/or their settings will be considered having regard to national planning policy. Development proposals will help to protect the significance of the assets in a sustainable manner. Proposals should be informed by appropriate heritage assessments.
- 5.67 Policy JP-C8: Transport Requirements of New Development. The policy requires new development to be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency and help deliver high quality, attractive, liveable and sustainable environments.

National Planning Policy Framework (NPPF)

- 5.68 The updated National Planning Policy Framework (NPPF) was most recently updated in February 2025 and sets out the government's objectives for achieving sustainable development. At the heart of the NPPF is a presumption in favour of sustainable development which ensures that sustainable development is pursued in a positive way.
- 5.69 Development proposals that accord with an up-to-date Development Plan should be approved without delay. Where there are no relevant development plan policies, or the policies which are most important for determining the application are out of date, permission should be granted unless:
- The application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the proposed development; or
 - Any adverse impact of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations,

making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.

- 5.70 Paragraph 8 confirms that there are three dimensions to sustainable development; economic, social and environmental. To achieve sustainable development, economic, social and environmental gains should be pursued in mutually supportive ways through the planning system.

Delivering Sustainable Development

- 5.71 The NPPF explains that the purpose of the planning system is to contribute to the achievement of sustainable development. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area. These sustainable objectives should be delivered through the preparation and implementation of plans and the application of the policies in the framework. The NPPF is split into 17 chapters, the chapters of relevance to this development are discussed below.

- 5.72 Delivering a sufficient supply of homes (Chapter 5) - paragraph 61 explains that in order to support the government's commitment to significantly boosting the supply of homes, it is important that a sufficient amount and variety of land comes forward for development where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.

Maintaining Supply and Delivery

- 5.73 Paragraph 78 of the NPPF requires local planning authorities to identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of five years' worth of housing against their housing requirement set out in adopted strategic policies, or against their local housing need where the strategic policies are more than five years old. The supply of specific deliverable sites should include a buffer of 5% or 20% depending the authorities record of:

- a) 5% to ensure choice and competition in the market for land; or

b) 20% where there has been significant under delivery of housing over the previous three years, to improve the prospect of achieving the planned supply; or

c) From 1 July 2026, for the purposes of decision-making only, 20% where a local planning authority has a housing requirement adopted in the last five years examined against a previous version of this Framework, and whose annual average housing requirement is 80% or less of the most up to date local housing need figure calculated using the standard method set out in national planning practice guidance.

5.74 To maintain the supply of housing, local planning authorities should monitor progress in building out sites which have permission. In the event that there has been under delivery when measured against the Housing Delivery Test then the policy consequences at paragraph 79 of the NPPF should be applied.

5.75 Building a strong and competitive economy (Chapter 6) - emphasises that the government is committed to ensuring that the planning system should help to support economic growth. It recognises that a poor environment and a lack of housing can act as a potential barrier to investment.

5.76 Promoting healthy and safe communities (Chapter 8) - the planning system can play an important role in facilitating social interaction and creating healthy, inclusive and safe communities. Planning decisions should aim to achieve places which promote, amongst other things, safe and accessible developments, where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion. Planning policies and decisions should plan positively for the provision and use of shared spaces, community facilities and other local services to enhance the sustainability of communities and residential environments.

5.77 Promoting sustainable transport (Chapter 9) - to protect and exploit opportunities for the use of sustainable transport modes, development should be located and designed to give priority to pedestrian and cycle movements and have access to high quality public transport facilities; address the needs of people with disabilities by all modes of transport; create safe and secure places minimising conflicts between traffic and pedestrians; allow for the efficient delivery of goods and access by service and emergency vehicles; and be designed

to enable the charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

5.78 Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.

5.79 Making effective use of land (Chapter 11) - the NPPF recognises the need for the planning system to promote an effective use of land in meeting the need for homes and other uses. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land. Paragraph 125 (c) explains that the planning system should specifically give substantial weight to the value of using suitable brownfield land within settlements for new homes and other identified needs. Further, sub-section (d) of this paragraph explains that planning should also promote and support the development of under-utilised land and buildings especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively.

5.80 Paragraph 128 states that local planning authorities should take a positive approach to applications 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.

5.81 The chapter goes on to discuss how appropriate densities can be achieved. Paragraph 129 sets out that the planning system should support development that makes efficient use of land, taking into account the following:

- a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
- b) local market conditions and viability;
- c) the availability and capacity of infrastructure and services - both existing and proposed - as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;

- d) the desirability of maintaining an area's prevailing character and setting or of promoting regeneration and change; and
- e) the importance of securing well-designed, attractive and healthy places.

5.82 Achieving well-designed places (Chapter 12) - this chapter sets out at paragraph 135 that planning policies and decisions should aim to ensure that developments:

- a) Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) Are visually attractive as a result of good architecture and appropriate landscaping;
- c) Are sympathetic to local character and history including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation;
- d) Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;
- e) Optimise the potential of the Site to accommodate and sustain an appropriate amount and mix of development and support local facilities and transport networks; and
- f) Create places that are safe, inclusive and accessible and which promote health and well-being.

5.83 Meeting the challenge of climate change, flooding and coastal change (Chapter 14) - this chapter emphasises the importance of securing reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change; and, in terms of flooding, development should be made safe without increasing flood risk elsewhere.

5.84 Conserving and enhancing the historic environment (Chapter 16) - this section deals with conserving and enhancing the historic environment. Paragraph 207 advises that 'In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their

setting'. This statement demonstrates that the information and significance requirements of national policy have been complied with.

- 5.85 Paragraph 208 of the NPPF advises that 'Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this assessment into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal'.
- 5.86 Paragraph 210 of the NPPF advises that 'In determining applications, local planning authorities should take account of: a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and c) the desirability of new development making a positive contribution to local character and distinctiveness'.
- 5.87 Paragraph 212 of the NPPF advises that 'When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance'.
- 5.88 Paragraph 213 advises 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. Substantial harm to or loss of a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional; b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional'.
- 5.89 Paragraph 214 advises that 'Where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities

should refuse consent unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- a) the nature of the heritage asset prevents all reasonable uses of the site; and
- b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and
- d) the harm or loss is outweighed by the benefit of bringing the site back into use'.

5.90 Paragraph 215 advises 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'.

5.91 Paragraph 216 advises that 'The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset'.

Planning Practice Guidance

5.92 The Planning Practice Guidance (PPG) was published in March 2014 and collates guidance previously published in a number of separate documents. The guidance in the PPG has been taken into consideration in formulating development proposals for the redevelopment of the Application Site.

6. Planning Appraisal

Introduction

6.1 Having regard to the above relevant planning policy guidance, the main material considerations against which the proposed scheme should be considered, and which are discussed in this section, include:

- The Principle of Development
- Design
- Residential Amenity
- Noise
- Air Quality
- Ground Conditions
- Highways and Servicing
- TV Reception
- Crime and Security Issues
- Broadband Connectivity

6.2 Further details regarding the design of the scheme are provided in the Design and Access Statement prepared by Ollier Smurthwaite Architects. Section 7 provides a supporting Heritage Assessment to justify the proposals in terms of their impact on the surrounding built heritage.

The Principle of Development

Flood Risk

6.3 Where development is proposed in the flood zone it will be subject to the Sequential Test. NPPG explains that the Sequential Test is in place to ensure that a sequential, risk-based approach is followed to steer new development to areas with the lowest risk of flooding, taking all sources of flood risk and climate change into account. Where it is not possible to locate development in low- risk areas, the Sequential Test should go on to compare

reasonably available sites within medium risk areas and then only where there are no reasonably available sites in low and medium risk areas, within high-risk areas.

- 6.4 A Sequential Test is submitted in support of the application, the assessment is able to demonstrate that with the current zoning, there are no sequentially preferable sites with a lower risk of flooding that are reasonably available for the development proposed. The submitted Flood Risk Assessment (Brennan Consult) also demonstrates that the development will be free from flooding for its lifetime and will not increase the risk of flooding elsewhere.

Residential Use

- 6.5 Planning policy guidance at a national and local level supports development that makes the best use of previously developed land and vacant buildings within an urban setting, which are well located in terms of existing activities and infrastructure. The population of Manchester continues to grow which is placing increasing pressure on the existing housing stock. The need for additional housing in Manchester is recognised by CS policies S03, CC 3, H1 and PfE Policy.
- 6.6 PfE Policy JP-H1: Scale, Distribution and Phasing of New Housing Development sets a target for the building of new dwellings which is very much focussed on boosting housing growth across the PfE plan area. A minimum of 175,185 net additional dwellings is to be delivered over the period 2022-2039. In Manchester this equates to a total of 60,061 new dwellings over the same period. Policy JP-Strat 2: City Centre sets out that the increasingly important residential role of the City Centre will therefore be expanded. Development in the city centre will generally be high density and it will enable people to take advantage of the access to education and training and the extensive public transport offer, reducing the need to travel to work whilst supporting economic growth and reducing levels of poverty
- 6.7 The NPPF further supports the provision of new housing in sustainable and accessible locations. Paragraph 61 explains that in order to support the government's commitment to significantly boosting the supply of homes, it is important that a sufficient amount and variety of land comes forward for development where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed

without unnecessary delay. The NPPF also emphasises the need for local planning authorities to identify and maintain a supply of deliverable housing sites.

- 6.8 It is within this context that the contribution that the construction of nine dwellings at the application site can make towards the Council's housing delivery requirements should be considered: the provision of nine dwellings will make a small but valuable contribution to meeting this need and at the same time assist in the regeneration of this part of the City Centre.
- 6.9 Paragraph 90(f) of the NPPF further advises that planning policies should recognise that residential development often plays an important role in the vitality of centres and encourage residential development on appropriate sites. In accordance with CS policies SP 1, EC 3 and CC 3 the proposed development will offer high quality residential accommodation within a sustainable City Centre location. The proposals are wholly appropriate due to the site's City Centre location, adjacency to neighbouring residential uses, good positioning in terms of activities/infrastructure and accessibility by various modes of public transport.
- 6.10 The proposals will involve the construction of a residential building that is commensurate with its surroundings. The proposals will provide high quality residential accommodation including a mix of apartment types. The proposals therefore provide a mix of dwellings and will be suitable to a range of occupiers including small families, couples and single people. Future residents are likely to be economically active people who will contribute to the long term economic growth of the City Centre.
- 6.11 The proposed development would be in a highly accessible location close to existing services, employment opportunities and high quality public transport facilities, significantly reducing the need to travel by private car and thereby contributing to Core Strategy spatial objective SO1 (Spatial Principles) which seeks sustainable development that can assist in halting climate change.
- 6.12 The Knott Mill Masterplan is also a material consideration in the determination of the application. The document seeks to establish a strategy to guide future development and identifies the development plot as suitable for new development.

- 6.13 In terms of an appropriate land use and alignment with the Masterplan, it is to be acknowledged that the Knott Mill Masterplan is not prescriptive and is based on a strategy for development dated 2019. Whilst it serves to provide a strong framework for realising how development could come forward and the form that development could take, land use priorities can change over time and are often dictated by policy direction at a national and city regional level. In this case, the more recent adoption of the Places for Everyone Joint Development Plan Document and the updated NPPF set a clear policy framework for approving new homes within the city centre and it is considered that these should carry considerable weight in supporting the provision of new homes on the site.

Mix and Type of Units

- 6.14 PFE Policy Strat 2 and CS policy CC6 generally advocate high density development in the city centre. Policy CC3 Housing sets out that residential development within the city centre will comprise apartment schemes. PFE Policy JP-H4 advocates a minimum density of 200 dwellings per hectare for sites within the city centre which the development is in compliance with.
- 6.15 The Knott Mill Masterplan seeks a broader range of house types by seeking accommodation that is suitable for families. The balance of apartment types has been carefully considered and is considered to positively respond to the masterplan vision.
- 6.16 In addition to the above, PFE policy JP-H3 requires all new dwellings to:
1. Comply with the nationally described space standards; and
 2. Be built to the 'accessible and adaptable' standard in Part M4(2) of the Building Regulations unless specific site conditions make this impracticable.
- 6.17 The apartments meet the National Described Space Standards and are compliant with Part M4(2) of the Building Regulations. The scheme does not require the provision of on site or off site affordable housing to be made as it falls below the 15 dwelling threshold contained in Core Strategy Policy H8.

Design

- 6.18 The application proposes a five storey residential building with a mix of dwellings. The overall scale is considered to be appropriate in terms of compatibility with the surrounding street scene which comprises buildings ranging from 3-5 storeys in height. The Knott Mill Masterplan sets out appropriate building heights for an area, page 65-66 identifies the site as a future development opportunity for **5-7 storeys**.
- 6.19 To ensure compliance with the masterplan the development has therefore been proposed at the lower end of this scale at 5 storeys, with this scale considered to be an appropriate response to the scale of surrounding buildings. The height of the proposed building will be a continuation of the scale of the existing buildings on the street, particularly those on the other side of Little Peter Street.

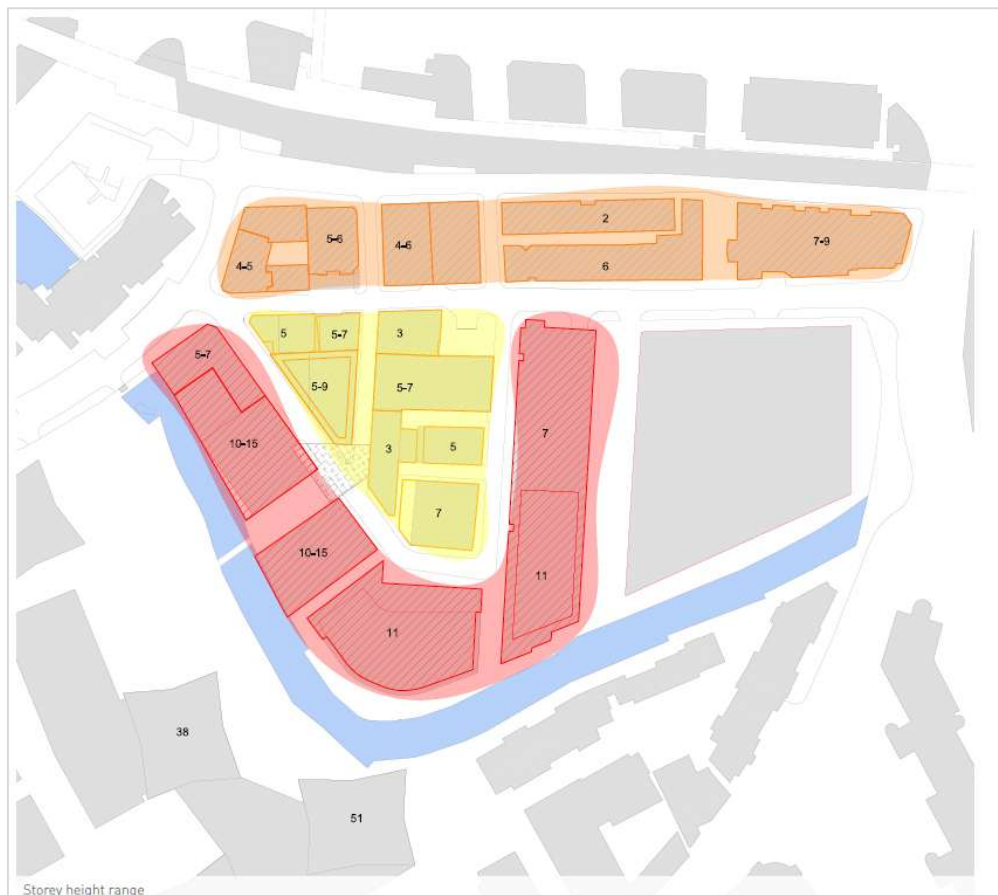


Figure 6.1: Knott Mill Masterplan (building heights)

- 6.20 In terms of elevational treatment / materiality, the fenestration is of a traditional design, in a regular pattern with square proportions. A hipped roof constructed from grey roof tiles is proposed to reflect the historical context and surroundings of the site. A brick façade has been selected to complement the materiality of surrounding historic buildings.
- 6.21 Ollier Smurthwaite Architects have prepared detailed plans and a supporting Design and Access Statement which justify the design of the proposals in greater detail.
- 6.22 The proposals are consistent with Chapter 12 of the NPPF, Saved policy DC18.1, and CS Policies CC 9, CC10, H1, EN1, JP-H1, JP-H3, JP-H4, JP-P2, DM 1, EN 3 and the Knott Mill Masterplan.

Residential Amenity

- 6.23 The prevailing urban form is characterised by mid density buildings within a close knit street pattern, therefore buildings within close proximity of one another is a characteristic of the area. The vacancy of the site is an anomaly within the context of the surrounding area and it's vacancy and current condition detracts visually from the character of the area. The need for new development on the site to contribute to recognised regeneration aims and objectives is recognised within the Knott Mill Masterplan where it identifies the potential for a development of between 5 – 7 storeys.
- 6.24 The development merely proposes to infill this plot with an appropriate form of development with windows on its street facing elevations, similar to the majority of other buildings in the locality. In this regard the development should therefore be considered acceptable. To further reinforce this viewpoint the applicant instructed GIA to prepare a Daylight and Sunlight Report to support the application.
- 6.25 The Daylight and Sunlight Report assesses the impact of the proposed scheme on 3 nearby properties: 1 Constance Street, Riverside Mews and 357-361 Deansgate. Riverside Mews meets the numerical recommendations set out in the BRE Guidelines and is not considered further. Whilst the scheme will have an impact on the Vertical Sky Component and Annual Probable Daylight Hours to some of the windows in 1 Constance Street and 357-361 Deansgate (to a greater extent on 1 Constance Street), it is stated that this needs to be considered in relation to the character of the site (i.e. tight knit area, back of pavement

development, City Centre context) and the fact that it has previously been developed, whilst the differences in impact between a 'mirror image' building to 1 Constance Street and the proposed scheme would constitute a minor adverse reduction in daylight. The report confirms that the proposed development is considered to be in keeping with the expectations of development in the area

Noise

- 6.26 A key issue associated with the amenity of future residents of the scheme is the potential impact from external sources. Accordingly, a Noise Impact Assessment prepared by Environmental Noise Solutions (ENS) considers this potential impact. The report establishes that the main contributors to the acoustic climate are local road traffic on surrounding roads and a roof mounted air handling unit on 8-9 Little Peter Street. The report recommends windows to the northern, eastern and southern facades only, with all habitable rooms being provided with standard thermal double glazing.
- 6.27 The proposed dwellings will not include any private external amenity space. There is no existing external area within the application site, however Hulme Park is a 15-minute walk away (0.6 miles). Future residents will benefit from access to this space, as well other nearby green and public spaces.
- 6.28 In summary, the proposed development will not have an adverse impact on the amenity of existing neighbouring uses, nor will the amenity of future residents be adversely affected by surrounding uses and noise sources. As such, the development complies with relevant policies contained within the NPPF, JP-S1, JP-H3, JP-H4, CC6, H1, EN1, DM1 and the Knott Mill Masterplan.

Air Quality

- 6.29 The proposals have the potential to expose future residents to any existing air quality issues, as well as air quality impacts during operation. An Air Quality Assessment has been undertaken to determine baseline conditions, consider location suitability for the proposed end-use and assess potential effects as a result of the scheme. The report concludes that the site is considered suitable for the proposed end-use from an air quality perspective without inclusion of mitigation, and that air quality is not considered to be a constraint to the

development. This is in line with the NPPF, policy EN16 from the Manchester Local Plan and the Knott Mill Masterplan.

Ground Conditions

- 6.30 A key issue associated with the development of the site is the possibility of contaminated land. A report has therefore been prepared by Ridge to support the application. The report considers that there is an overall moderate/low risk from ACM's, Heavy Metals, PAH's, Hydrocarbons and Ground Gas. For ACM's, Heavy Metals and PAH's it is recommended that a limited ground investigation is undertaken. For hydrocarbons, it is recommended that if no evidence of them is found then the risk level can be reduced to low. For ground gas, no protective measures are required for the new proposals.
- 6.31 The report also looks at certain geo-technical aspects. In terms of site clearance, it was identified that there could be pre-existing foundations from earlier buildings and that these should be removed before the installation of any new foundations. It also comments that as it is a multi storey building, it may be possible to found directly into the bedrock, if basements are discovered. If this is not the case then it is likely that a piled solution will be required.
- 6.32 Despite the depth of groundwater being unknown, the site's proximity to the River Medlock means that it will probably be of a similar level to this.
- 6.33 The report also states that the site may require a working platform, depending on the type of plant that is used.
- 6.34 In terms of material re-use and waste disposal, any found on site should be in recourse to appropriate exemptions. If volumes of re-used material exceed the exemption limits, a materials management plan will need to be demonstrated, which needs to be registered with a Qualified Person.
- 6.35 In summary, despite there being a moderate risk in some areas, with some further limited investigation, this could be moved to low and such investigation can be secured by standard planning conditions. This is in accordance with policies of the NPPF and subsequently EN15, EN18 and DM1 of the Manchester Local Plan.

Highways and Servicing

- 6.36 An assessment of the impact that the proposal would have on the highways surrounding the site was produced by AXIS. The Technical Note explains that pedestrian access will be from Constance Street, and the development will include 1 secure cycle parking space per apartment. The 'car free' nature of the development aligns with local and national policies promoting sustainable travel and reducing car dependency.
- 6.37 The likely car ownership at the proposed development is estimated to be low, with a maximum of 3 cars. This would result in a negligible impact on the local road network, with minimal additional traffic generated by the development.
- 6.38 Refuse collection will be undertaken directly from Constance Street in accordance with the servicing arrangements of the existing properties.
- 6.39 The Technical Note concludes accordingly that the proposed development is considered to pass the test set out in Paragraph 116 of the NPPF which states that developments should only be prevented or refused if the traffic impacts on the road network would be 'severe'.
- 6.40 On this basis it is considered that there should be no reason to withhold planning permission from a transport perspective and the development is in line with policies of the NPPF, JP-S1, DM1 of the Manchester Local Plan and the Knott Mill masterplan.

TV Reception

- 6.41 A Television and Radio Reception Impact Assessment has been prepared by GTech Survey Limited and is submitted in support of the application. The development is not anticipated to cause any adverse effect or cause any interference with TV / Radio reception and the implementation of this is usually secured via a condition proposed by Manchester City Council.

Crime and Security Issues

- 6.42 A Crime Impact statement was undertaken by Greater Manchester Police in order to assess the crime issues that would be associated with the proposed plans. The recommendations provided are listed below:

6.43 'External access doors must be compliant with and certified to BS PAS 24, STS202 or LPS 1175 SR2, including a lock capable of being operated via an electronic access control system. The communal entrance doors should be self-closing and secured with multi-point electronic lock operating with an electronic access control system.

- i. Video phone entry access system so that residents can see visitors before allowing them into the building.
- ii. Secondary access controlled door into the circulation cores of the building to reduce tailgating potential.
- iii. Secure mail delivery system, to allow delivery without access to the whole building.
- iv. Bicycle store should be operated with a resident's key card and allow for both wheels and frames to be secured.

6.44 The above recommendations can be secured by planning condition in order to achieve Secure by Design accreditation.

6.45 The proposed development is considered to be compliant with policies from the NPPF, SP1 and DM1 from the Manchester Local Plan and also the policies of the Knott Hill Masterplan.

Broadband Connectivity

6.46 External and internal fibre-to-the-property cabling will be provided in line with the Government Guidelines for Data Ducting Infrastructure for New Homes and the Greater Manchester Spatial Framework's aspirations for digital infrastructure.

7. Heritage Statement – Significance and Impact

- 7.1 This section of the statement examines the significance of both designated and non-designated heritage assets and how they are impacted by the proposed works.
- 7.2 The site does not have any designations, and it is not within a conservation area. It also does not have an entry on the Greater Manchester HER.
- 7.3 However, the site is in proximity to heritage assets, with 12 listed buildings within a 250m radius of the site. Only three of these are close enough that their significance and impact of the proposals requires further examination. Castlefield Conservation Area is also close by, however it is not close enough to be impacted by the proposals due to them not being visible from within it.
- 7.4 There are also a number of non-designated heritage assets, some of which are described and presented below.

Significance

- 7.5 Significance can be defined as the value of a heritage asset to this and future generations because of its heritage interest. The interest may be a combination of archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting. The understanding of the significance of a place is vital to inform sensitively managed change. In accordance with *Historic England Advice Note 12 – Statements of Heritage Significance: Analysing Significance in Heritage Assets* the following criteria are employed within this report to assess significance:

- ii. **Archaeological interest** – Where the heritage asset holds, or potentially holds, evidence of past human activity worthy of expert investigation at some point.
- i. **Architectural and artistic interest** – These are interests in the design and general aesthetics of a place. They can arise from conscious design or fortuitously from the way the heritage asset has evolved. More specifically, architectural interest is an interest in the art or science of the design,

construction, craftsmanship and decoration of buildings and structures of all types. Artistic interest is an interest in other human creative skills, like sculpture.

- i. **Historic interest** – An interest in past lives and events (including pre-historic) which heritage assets can illustrate or be associated with. Heritage assets with historic interest not only provide a material record of our nation's history, but can also provide meaning for communities derived from their collective experience of a place and can symbolise wider values such as faith and cultural identity.

7.6 The criteria for relative levels of significance of each asset is outlined below:

Significance	Criteria
Very High	Sites, buildings, landscapes and remains of 'exceptional', 'more than special interest' or sometimes considered nationally or internationally important. These include World Heritage Sites; Grade I Listed and Grade II* Listed assets; Scheduled Ancient Monuments or archaeological remains of equivalent significance.
High	Sites, buildings, landscapes and remains of acknowledged 'special interest' and sometimes considered nationally important. These include Conservation Areas; Grade II Listed Assets; and archaeological remains of national importance.
Medium	Sites, buildings, landscapes and remains of 'some interest' and generally considered of local or regional importance. These include Non-Designated Heritage Assets; Locally Listed Assets and archaeological remains of regional interest.
Low	Sites, buildings, landscapes and remains of 'limited interest' sometimes considered of local interest. These include historic sites that through level of alteration or typology are of insufficient significance to be considered Non-Designated Heritage Assets or Locally Listed.
Neutral	Sites, buildings, landscapes and remains of 'no or negligible interest'. These include sites or landscapes of no (or very minor) interest.
Intrusive / Detrimental	Sites, buildings, landscapes and remains of 'no or negligible interest' that harm the setting or significance of wider assets.

Deansgate Station (Grade II listed)

- 7.7 Deansgate Station, or Knott Mill Station as it was then known, was built in 1849 and is described by Historic England as being ‘one of the first truly suburban railway stations.’ This makes it of national importance, particularly in terms of historical significance as it is a good and early example of a suburban railway. It also has an association with the Knott Mill area, which was one of the oldest in Manchester, with parts of Deansgate forming the Roman Road south towards Chester. Since the industrial revolution, the Knott Mill area has been known for its role in the textile trade and was once full of mills and warehouses. This is characteristic of the Northwest as a whole and so important not only to Manchester but to England.
- 7.8 The architecture of Deansgate Station is late Victorian, as opposed to underground it being from earlier in the period. This is because the outside was rebuilt in 1896. It is two storeys in height and was built in a baronial style from red brick. Crucially it has a carved stone scroll which reads ‘Knott Mill Station,’ which appears to be of some age, most likely from the 1896 refurbishment. The baronial style is something of a feature in Manchester, with Cheetham’s Library and buildings on Whitworth Street also being in this style, which adds to the significance of the building in terms of group value at the turn of the 20th century.
- 7.9 Prior to this station being constructed, there were terraces on the site, which can be seen on the 1848 OS map. These would most likely have been for the mill workers to live in. Due to the area being inhabited since at least the Roman period, there most likely was some form of settlement on the site of the train station before the terraces and further archaeological investigations would help to determine this in a more precise format.
- 7.10 Deansgate Station mainly derives its significance from its association with the Knott Mill area of Manchester. This is evidenced by the station being given the name ‘Knott Mill Station’ and known as this locally (as opposed to Deansgate), until the 1970s. The architecture of the station, which represents the wider character of the area during the Victorian period, and the existence of Romans, means that the significance of Deansgate Station is high.

Boundary Stone on Knott Mill Bridge

- 7.11 This listed boundary stone is dated to the 18th century and is made from sandstone. It derives most of its significance from marking the historic boundary line between Manchester and Hulme and being associated with the Knott Mill area. The Knott Mill area was known for its textile industry but also for dating back to the Roman period.
- 7.12 The stone formerly had inscriptions on it, which were visible when it was listed in 1994, but are no longer readable. This lessens its significance somewhat, as an important layer of historical fabric has deteriorated over time. If this could be restored or further investigated, it could reveal further details about both the stone and the Knott Mill area during this period.
- 7.13 Despite being Grade II listed, some of the historic fabric has now been lost, which has arguably affected its significance. Therefore, it is of medium to high significance.

Floodgate, East of Knott Mill bridge

- 7.14 This floodgate, built in c.1765 by James Brindley, is part of a hydraulic system by which the Bridgewater Canal terminus basin exploited the course of the River Medlock. It is part of the Bridgewater Canal, having been constructed in the 1760s by the 3rd Duke of Bridgewater. The canal has been described as ‘the first true canal in Britain,’ following the contours of the land to avoid the use of locks.² It is described by Historic England as being a ‘simple structure of national importance.’³
- 7.15 The floodgate itself has been replaced with both 19th and 20th century stone, so there is probably limited historic fabric remaining within the structure. Although not decorative, the floodgate represents the change that the canal brought to this part of the city and the beginning of the industrial revolution.
- 7.16 Therefore, the significance of the Floodgate is high.

² https://www.chilterns.org.uk/map_marker/duke-of-bridgewater/

³ <https://historicengland.org.uk/listing/the-list/list-entry/1210156?section=official-list-entry>

Non-Designated Heritage Assets

- 7.17 Surrounding the site, and within the wider area, there are multiple non-designated heritage assets. The two closest to the site, are 10A Little Peter Street and 6 Hewitt Street. Both are Victorian, red brick buildings which have been renovated for modern use. They would have been warehouses or parts of mills, something which was characteristic of the area during the late Georgian and Victorian period. They provide an insight into what the street scene of the industrial era would have looked like and are representative of the textile industry in Manchester. There are other, similar to those mentioned above, old warehouses throughout the surrounding area of the site. Lots of these can be seen on the historic map regression, particularly that of the OS map of 1851 (see fig 7.1).



Fig 7.1 Manchester and Salford Sheet 33 Published 1851

- 7.18 The other non-designated heritage asset that is relevant to the site is Knott Mill Bridge, which is to the west of the site. Although much modernised today, the original bridge remains underneath (see fig 7.2) and dates from the 18th century, although there were most likely

earlier versions. It would have been a significant crossing point, particularly once the canal was built in 1761.

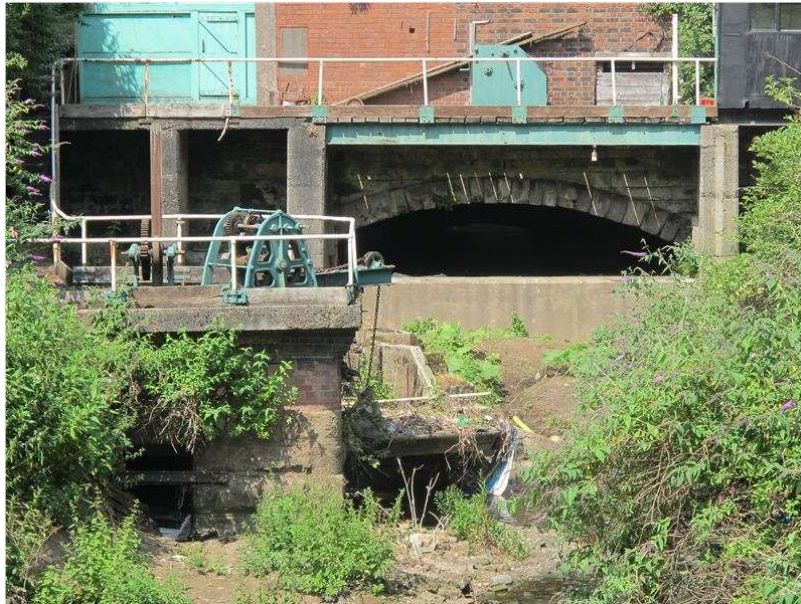


Fig 7.2 Knott Mill Bridge

Impact

- 7.19 Heritage impact is defined as the potential level of harm or benefit to the special architectural or historic interest caused by a proposed development. The NPPF stresses that impacts on heritage assets should be avoided and if it cannot be avoided, it should be minimised or mitigated. The NPPF does not prescribe a format for analysis of heritage significance and/or impact.
- 7.20 Scale or severity of impacts or changes can be judged taking into account their direct and indirect effects and whether they are temporary or permanent, reversible or irreversible. The cumulative effect of separate impacts should also be considered. Change can be either harmful or beneficial to heritage significance.
- 7.21 The following methodology is based on the guidance set out by ICOMOS (2011) Guidance on Heritage Impact Assessments for Cultural World Heritage Properties, although intended

for World Heritage Sites it provides a sliding scale of impacts that can be applied to assets on all significance levels.

Impact Grading	Criteria
High Beneficial	Comprehensive changes to an asset or its setting resulting in a major enhancement of significance.
Medium Beneficial	Significant changes to an asset or its setting resulting in a notable enhancement of significance.
Low Beneficial	Modest changes to an asset or its setting resulting in a slight enhancement of significance.
Neutral	No or negligible change to an asset or its setting resulting in no or negligible change to significance.
Low Adverse	Modest changes to an asset or its setting resulting in slight harm to significance.
Medium Adverse	Significant changes to an asset or its setting resulting in notable harm to significance.
High Adverse	Comprehensive changes to an asset or its setting resulting in major harm to significance.

Impact Appraisal on Designated and Non-Designated Heritage Assets

Heritage Asset	Appraisal of Impact on Significance	Heritage Impact
Deansgate Station (Grade II)	The proposed scheme does not directly impact Deansgate Station as it is not physically affected. Despite its proximity to the site, the proposed building will not be visible and so not impact the views from the station. Therefore, the proposed works will have a neutral impact on the heritage asset.	Neutral
Boundary Stone on Knott Mill Bridge (Grade II)	Historically, the boundary stone will have been created within a built-up environment, and its traditional setting will have been amongst a busy, industrial area. As well as this, this monument is already surrounded by tall buildings which block the view towards the proposed scheme. Therefore, the impact will be neutral.	Neutral
Floodgate, East of Knott Mill Bridge (Grade II)	The floodgate's immediate setting will not be impacted by the proposed scheme. There are already several modern buildings to the north of the gate, which are not only more than 5 storeys	Neutral

Heritage Asset	Appraisal of Impact on Significance	Heritage Impact
	high, but which will block any view of the proposed scheme.	
10A Little Peter Street (Non-designated)	Situated directly east of the site, the setting of the building is directly affected by the proposed scheme because of its proximity. This is because the proposed building will be taller than 10A Little Peter Street. However, any negative impacts are outweighed by the positive reinstatement of the street frontage. The previous building on 6-10 Little Peter Street (the site), was demolished in the late 2000s. The returning of a completed street scape will benefit the historical significance of 10A, as it will return the setting to a more similar environment to its historic surroundings.	Neutral
6 Hewitt Street (Non-designated)	To the north of the site is 6 Hewitt Street, which is most likely a former warehouse. Its setting is directly impacted by the proposed scheme because of its proximity to the site. Although the proposed is taller, a building did previously occupy the site. There is also a taller building than that proposed at 2-4 Little Peter Street (Sun House). Therefore, not only does the area already have taller developments, but it will also benefit from the site being built on as it will restore the street scape.	Neutral
Other Victorian Warehouses within vicinity	The entire Knott Mill area is characterised by the historic remains of its past. This is largely visible in the remains of old warehouses and mills, which go beyond 10A Little Peter Street and 6 Hewitt Street. This is particularly relevant towards the end of Deansgate and near to Knott Mill Bridge and its boundary stone and eastern floodgate. This is what defines the street scape and where the character of the area primarily lies. Therefore, the construction of a building which benefits the street scape and benefits its historic character, does not have a negative impact on these other buildings.	Neutral
Knott Mill Bridge (Non-designated)	Knott Mill Bridge, whilst not listed itself, contains two listed assets in the form of the boundary stone and the eastern floodgate. The bridge and immediate area surrounding the bridge are not impacted negatively by the proposed scheme as it does not impact the setting.	Neutral

8. Conclusion

- 8.1 This Planning and Heritage Statement has been prepared on behalf of Torsion Homes Ltd in support of a full application for a new residential development at 6-10 Little Peter Street comprising nine apartments.
- 8.2 The principle of development is considered acceptable with the development supporting the strategic aims of Manchester City Council's planning policies and the ongoing regeneration of the area recognised via the Knott Mill Masterplan. The development site is located in a highly accessible and sustainable location close to jobs, transport links, services and local amenities. The proposed development will also result in a sensitive addition to the street scene.
- 8.3 The application has been accompanied by a range of technical reports which successfully demonstrate that there are no technical reasons for the development not to be permitted.
- 8.4 The application submission therefore successfully demonstrates that the site is in a suitable and sustainable location for residential development in accordance with local and national planning policy.

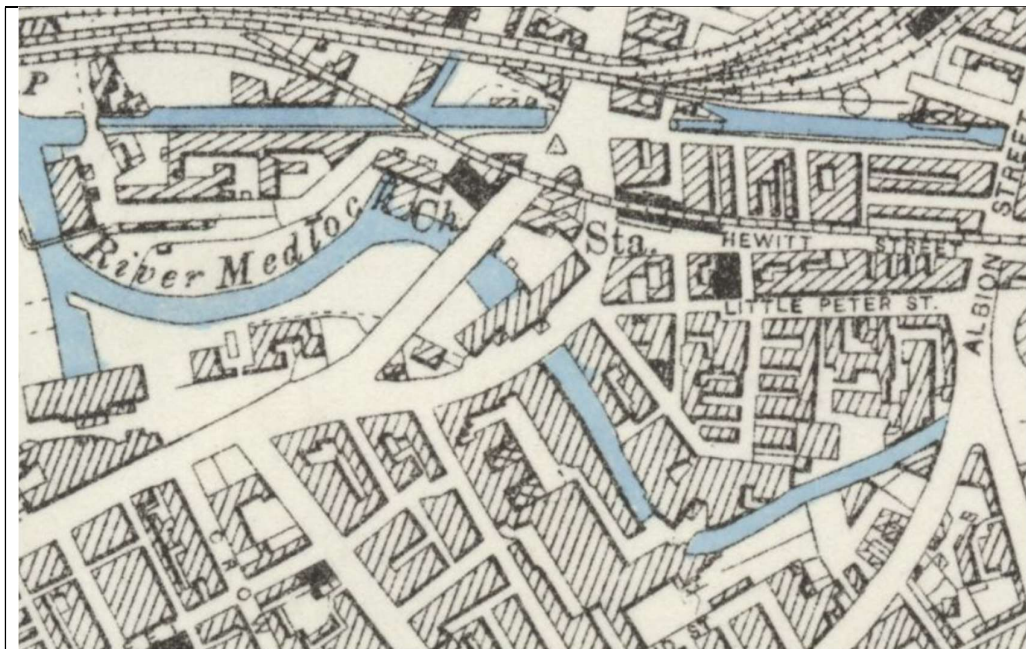
Appendix 1: Historic Map Regression



Lancashire Sheet CIV Published: 1848



Manchester and Salford Sheet 33 Published 1851



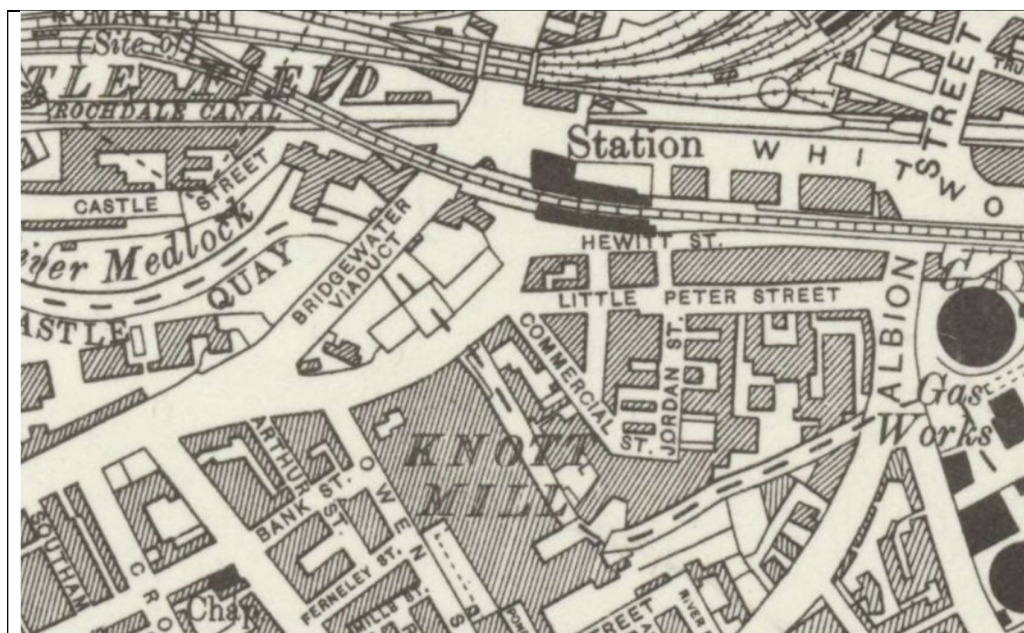
Lancashire Sheet CIV.SW Published 1896



Lancashire Sheet CIV.SW Published 1909



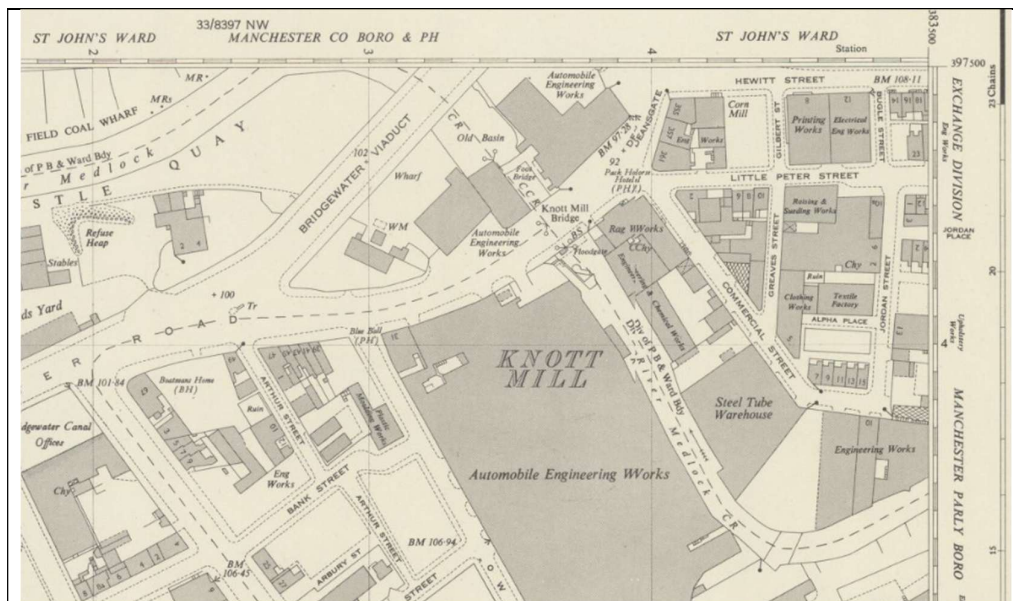
Lancashire CIV.10 Published 1922.



Lancashire Sheet CIV.SW Published 1923



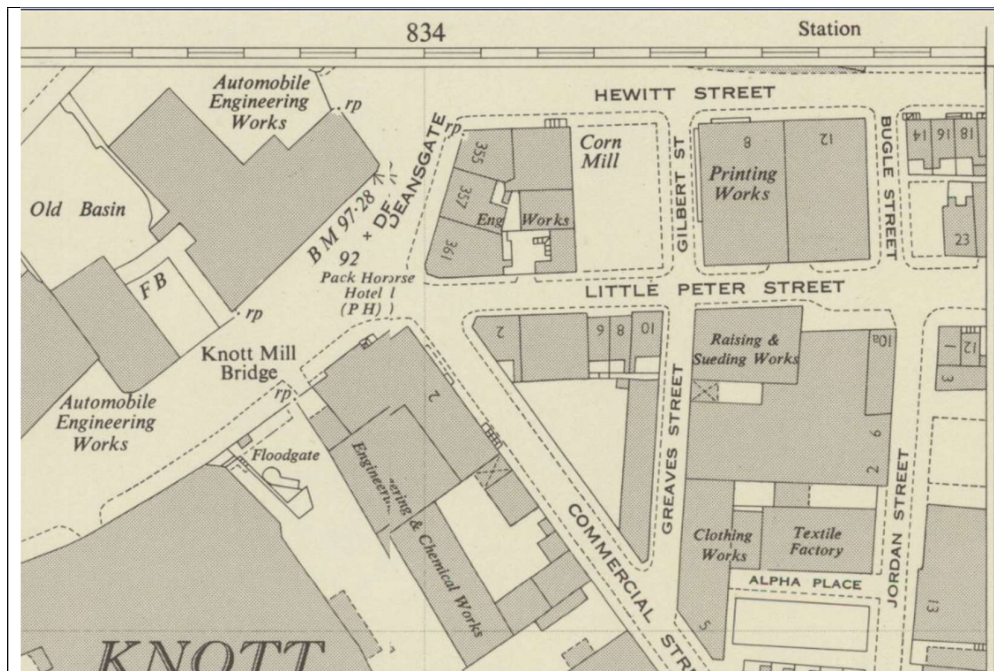
Lancashire CIV.10 Published 1934



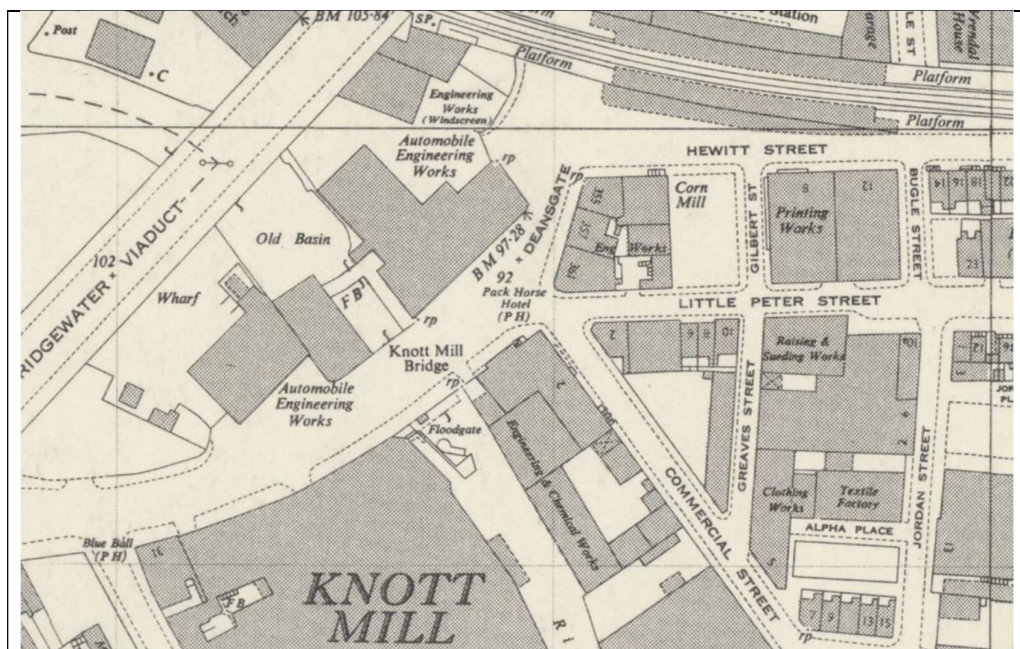
SJ8397-SW Published c.1949



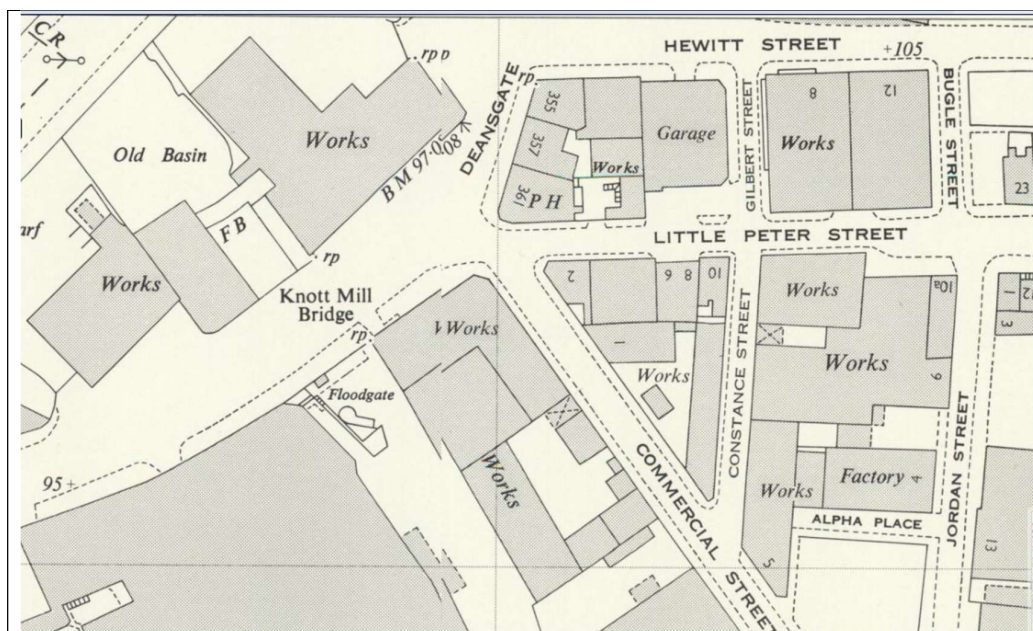
SJ8397-A Published 1950



SJ8397SW-B Published 1954



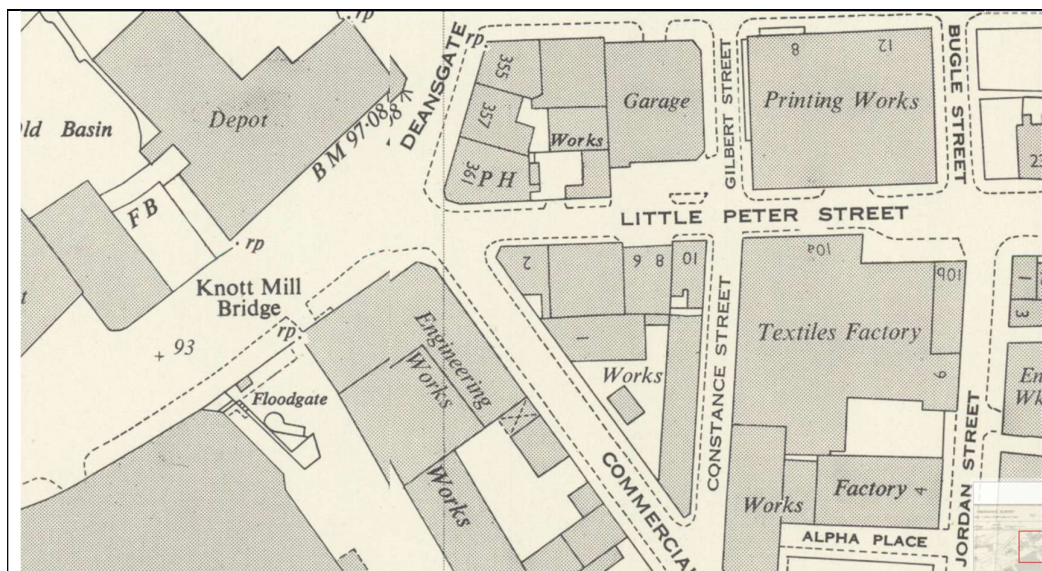
SJ8397 -B Published 1956



SJ8397-SW-C Published 1960



SJ8297-SJ8397 – BC Published 1965



SJ8397SW-D Published 1969

Appendix 2: Site Photos



Fig A2.1: View of site from Little Peter Street.



Fig A2.2: View of site from Gilbert Street looking south.



Fig A2.3: Medium range view of site from Deansgate looking east up Little Peter Street.



Fig A2.4: View of site from Little Peter Street looking west.



Fig A2.5: Medium range view of site from Little Peter Street looking west.



Fig A2.6: View of site from southern end of Commercial Street / Jordan Street looking north.

Appendix 3: Framework Construction Management Plan

This section provides initial details in respect of how the construction phase will be managed. At the planning submission stage of the process, in advance of a contractor being appointed it is not feasible to provide a construction management plan. A construction management plan is usually produced by the main contractor as they will have their own 'in house' procedures and regulations in place to manage the construction phase. The appointment of a contractor typically takes place once planning permission has been approved, and therefore this matter is usually the subject of a pre commencement planning condition in the Manchester City Council administrative area.

In accordance with Manchester's Local List of Requirements this framework construction management plan sets out the information to be provided as part of any full plan required by a planning condition. The document will include information with respect to the items listed below:

- Details for consulting the local community prior to construction works commencing on site.
- Defined access and egress routes for demolition and construction traffic, including staff, delivery and construction vehicles, including HGVs.
- Details of dust suppression measures and measures to control dust and mud on the surrounding public highway network.
- Methodology for the undertaking of site processes.
- Details of treatment of existing foundations including excavation and backfilling.
- Specified working hours for the site including hours for the delivery of materials.
- Identified vehicular access points into the site for all construction traffic, staff vehicles and heavy goods vehicles.
- Identified measures for the management of on-site construction vehicles and plant machinery in order to reduce emissions.
- Measures for securing the site, including on site security and lighting.

Appendix 4: Outline Local Labour Strategy

To deliver Torsion Homes Ltd's commitment to corporate social responsibility and support the GMCA Social Value Policy, the applicant and the appointed contractor will ensure that the project adds value to the local economy by maximising employment and training opportunities for established residents of the city centre of Manchester and the surrounding neighbourhood. The potential methods for achieving this are outlined below. It is recommended that a Local Labour Agreement is the subject of a planning condition as most contractors have their own 'in-house' staff such as Learning & Development Officers and Engagement Officers who support apprentices, work placements and trainees and engage with local stakeholders to identify opportunities for collaborative working.

This will allow Torsion Homes Ltd and the appointed contractor to devise a bespoke Local Labour Agreement in co-ordination with Manchester City Council's Work and Skills Team.

Potential Initiatives

- a) Introducing/adopting local initiatives on the project, offering work experience and practical help.
- b) Notifying Local Manchester Employment agencies of any vacancies generated by the project, at the same time or in advance of recruitment from other sources.
- c) Working with Local Manchester Employment agencies, to identify specific positive action programmes, in support of equal opportunities, where these are applicable.
- d) Ensuring that local companies (where suitable companies exist) are represented on subcontract and supply tender lists through working with Manchester in Work to ensure local companies are represented on subcontractor lists (companies being those located in an area having an "M" postcode prefix).
- e) Ensuring that the provisions of the agreement are transmitted to sub-contractors and suppliers involved in the project, where appropriate.
- f) Ensuring that all our employees are suitably trained and wherever possible/viable, employing trainees on appropriately approved courses.
- g) Provide reasonable access for representatives of Manchester City Council who may from time to time visit our contract works to check the labour register and:

- i. promote their services to sub-contractors
 - ii. offer advice on training grants and employment subsidies, where available
 - iii. provide information on local companies
 - iv. seek feedback on recruits/trainees.
- h) To provide information on labour and sub-contractor utilisation, as specified in the Labour and Sub-contractor Monitoring Procedures, Guidelines for Site Management.
- i) Adopt and agree a Community Needs Plan for use throughout the project – Monthly updates to be carried out to ensure community need targets are on track to be complete in line with the agreed original intent.