

Application Number	Date of Appln	Committee Date	Ward
143678/FO/2025	22nd Aug 2025	12th Feb 2026	Deansgate Ward

Proposal Erection of five storey building to form 9 no. residential apartments (Use Class C3a), with associated cycle parking, refuse storage and plant in the basement.

Location 6 Little Peter Street, Manchester

Applicant Torsion Homes Ltd

Agent Mr Tom Flanagan, Paul Butler Associates

Executive Summary

The proposal is for 9 homes in a five-storey building. 6 objections received.

Key Issues

Principle of proposal and the schemes contribution to regeneration The proposal is in accordance with national and local planning policies and would bring economic, social and environmental benefits. This brownfield site is in a sustainable location.

Economic The homes would support population growth. The proposal would create construction jobs and support jobs in the supply chain. A condition would prioritise the creation of local construction jobs.

Social The proposal would deliver 9 accessible homes on a brownfield car park.

Environmental The area is highly accessible, close to sustainable travel options. The homes contain winter gardens, and those on the fourth-floor have roof terraces. The site is exempt from mandatory Biodiversity Net Gain.

Height, Scale, Massing and Design The height, scale and massing would be of a similar to nearby buildings. The Knot Mill Masterplan suggests that buildings of 5-7 storeys would be acceptable. The design would make a positive contribution to the character and appearance of the Knot Mill area.

Impact on Heritage The proposal is within the setting of the Grade II Listed Deansgate Station. It would not cause any harm to the significance or character of this listed building or other nearby heritage assets.

Impact on Local Residents – The impact on daylight/sunlight and overlooking are considered to be acceptable. Construction impacts would not be significant and can be managed. Any noise outbreak from plant would be required to meet relevant standards and would be subject to verification testing. The operational impacts including waste management and servicing of the accommodation can be managed.

A full report is below for Members consideration

Description of site and surrounding area

The site is car park at the junction of Little Peter Street and Constance Street. The area is characterised by residential and commercial uses.



Figure 1 – Site Location



Figure 2 – Photograph of the site with view from corner of Little Peter Street and Constance Street



Figure 3 – Photograph of the site with view from Little Peter Street

The car park surface is loose gravel with low guardrail. Pedestrian and vehicular access is from Little Peter Street. The site was developed in the mid 1820's with three properties which are likely to have initially been used as warehouses.

Knot Mill is characterised by red brick industrial buildings varying from 2 – 6 storeys. There are higher density developments to the south, including the 11 storey Hill Quays. Deansgate Towers are across the River Medlock.

A four-storey building (081772/FO/2006/C3) for a ground floor retail unit and upper floor offices was previously approved but never implemented.

The site is in the setting of Grade II listed Deansgate Station with other designated assets nearby: Grade II listed Floodgate of Knot Mill Bridge; Grade II listed Boundary Stone on Knot Mill Bridge. There are non-designated heritage assets of former warehouse and industrial buildings to Constance Street, Commercial Street and Little Peter Street.

The site is not in a conservation area. Castlefield Conservation Area is to the west. The site is within flood zone 3 and a critical drainage area and is located 45 m from the River Medlock.

Proposal

The proposal is for a five-storey building with 9 homes with, 4 one-bed; 3 two-bed and 2 three-bed. All would comply with the Nationally Described Space Standards with level access throughout. The homes would be accessed from Constance Street.



*Figure 4 – Proposed Elevation
Constance Street (Entrance)*



*Figure 5 – Proposed Elevation Little
Peter Street*

A communal bin store and plant room would be in the basement and waste would be collected from Constance Street.

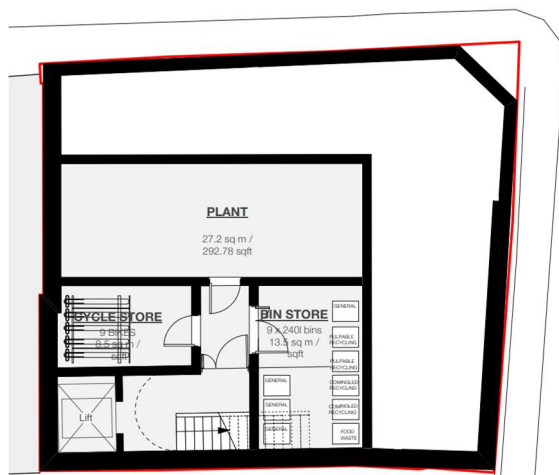


Figure 6 – Proposed Basement Plan



Figure 7 – Proposed Ground Floor Plan



Figure 8 – First/Second Floor Plans

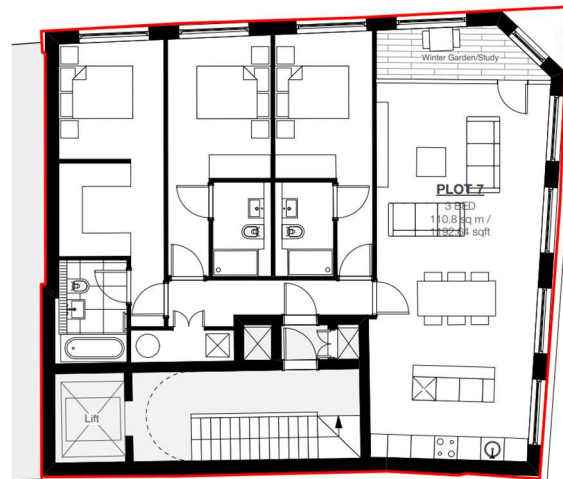


Figure 9 – Third Floor Plan



Figure 10 – Proposed fourth floor plan



Figure 11 – Proposed fourth floor mezzanine plan

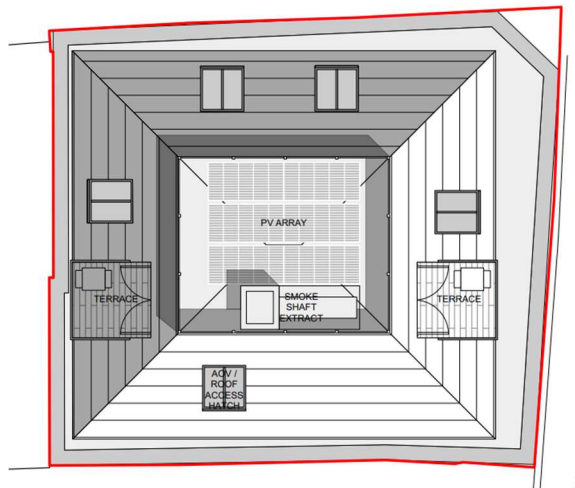


Figure 12– Proposed roof plan



Figure 13 – CGI of building with entrance annotated

The Planning Submission

The application is supported by the following information:

- Noise Impact Assessment
- Archaeology Assessment
- Daylight and Sunlight Analysis
- Design and Access Statement
- Environmental Standards Statement
- Flood Risk Assessment & Outline Drainage Strategy
- Sequential Test and Exceptions Test
- Planning and Heritage Statement:
 - Community Involvement Statement
 - Broadband Connectivity Statement
 - Construction Management Plan
 - Local Labor Agreement
- Waste Management Proforma
- Contaminated Land Desk Top Study
- TV and Radio Reception Impact Survey
- Highways Technical Note
- Crime Impact Statement
- BNG Exemption Letter

Consultations

Publicity – Letters have been sent to local businesses, a site notice was posted, and an advertisement was placed in the Manchester Evening News.

Local residents –Notification in September 2025 - 6 objections are summarised as follows:

- Unacceptable harm to the amenity of the adjacent residential apartments

- Loss of light and overbearing impact on windows and balconies.
- Loss of privacy and direct overlooking with 6m between windows
- Concerns with the daylight, sunlight and sky visibility
- Cumulative impacts of sense of openness and daylight within area
- Overbearing scale and massing
- Waste management cause obstruction to street with no ventilation or odour impacts.
- Impact on heritage and character of adjacent building
- Knot Mill masterplan states must demonstrate contextual sensitivity and respect human scale

Notification in January 2026 – 5 objections, are summarised as follows:

- NSL results may satisfy BRE standards, but the compliance is largely dependant on alternative windows facing north to Little Peter Street.
- Constance Street windows are primarily used for windows for natural light and amenity.
- These daylight losses will leave our commercial and residential spaces requiring permanent artificial lighting and resulting in a much less attractive, less enjoyable space due to the lack of natural light
- Separation distance of 5.5m creates oppressive overshadowing and loss of outlook
- Cumulative impact uses future baseline and assumes the proposed development at 6-10 Little Peter Street will be built.
- Does not address the over scale and massing of both developments
- No impact on the loss of sunlight has been considered to west-facing habitable rooms.
- Balconies have not been appropriately assessed
- Small obscuring of windows does not address the impact on privacy
- Waste management strategy is not clear, and waste could be left on street. Relying on a condition does not give adequate confidence that an acceptable solution can be secured.
- Basement of neighbouring building has direct lower-level access only and the site lies within Flood Zone 3 and is highly vulnerable. The development blocks evacuation route and compounds flood risk.
- Excessive scale and bulk of development that would harm the fine-grained historic character of Knot Mill Conservation Area.
- Inadequate servicing and access with no car parking provision
- Failure to meet mandatory BNG requirements

- Right to light as uninterrupted for more than 20 years
- Visuals demonstrate the development would create a materially oppressive level of enclosure and loss of outlook

Highway Services no objection subject to conditions relating to construction management plan, cycle parking, waste management and highway reinstatement works (S278).

Environmental Health no objection subject to conditions relating to construction management plan, construction hours, waste management strategy, air quality and land contamination. Principle of the noise impact assessment is acceptable and an addendum for the overheating assessment and confirmation of the glazing/MVHR specifications is required. These measures and predicted levels are subject to verification testing prior to the first use. Noise impact assessment required prior to installation of plant, to assess impact on any external plant associated with the MVHR or any heat pumps and any outbreak from the plant room.

MCC Flood Risk Management advise a surface water drainage scheme shall be submitted for approval through condition prior to the commencement of development. Details of surface water attenuation to align with the Manchester, Trafford and Salford Strategic Flood Risk Assessment are required. A minimum of 50% betterment is required for reduction in runoff rate compared to the existing rates with the aim of reducing to the Greenfield runoff rates. Recommend prior to first occupation, details of the implementation, maintenance and management of the approved surface water drainage scheme shall be submitted.

Work & Skills Team advise the local labour proposal is acceptable.

Greater Manchester Police a condition should require the scheme to be carried out in accordance with the Crime Impact Statement. Secured by design accreditation should be sought.

United Utilities Water PLC a condition should require a sustainable surface and foul water drainage scheme to be submitted.

Environment Agency a Flood Risk Assessment considers whether flood risk would increase in the surrounding area, addresses opportunities to reduce flood risk and outlines the principle of the provision of compensatory storage of flood water. A condition should require a detailed scheme of provision of floodplain compensation storage to be submitted.

Greater Manchester Archaeological Advisory Service a historic insurance plan notes the former buildings had no basements. Therefore, the construction depths of former buildings and the disturbance associated with their demolition is unlikely to have impacted on historic remains. Given the site is located within the projected area of the Castlefield Roman Vicus and close to nearby routes of Roman Roads, it could contain remains from Roman or earlier periods. GMAAS recommend a pre commencement condition for a programme of archaeological work within a detailed Project Design.

Greater Manchester Ecology Unit the site is exempt from mandatory BNG and there is very limited potential for protected species to be impacted. Recommend a condition for ecological enhancements such as bat and bird boxes.

Network Rail no comments received

Relevant Planning History

081772/FO/2006/C3 - Erection of a 4 storey building with A1 (shop) unit at ground floor and upper floor offices following demolition of the existing building, Approved April 2023

069457/FO/2003/C3 - Erection of a 4 storey mixed use building with 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 May 2004

Policy

The Development Plan

The Development Plan consists of: - Places for Everyone, - The Manchester Core Strategy (2012); and - Saved policies of the Unitary Development Plan for the City of Manchester (1995).

The Core Strategy is the key document and sets out the long-term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved.

Planning applications in Manchester must be decided in accordance with the Places for Everyone, the Core Strategy and saved UDP Policies as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 unless material considerations indicate otherwise.

Places for Everyone Plan

The Places for Everyone Plan is a Joint Development Plan Document, providing a strategic plan and policies, for nine of the 10 boroughs which make up Greater Manchester. The site falls within the City Centre which is part of the Core Growth Area. The relevant policies in the Plan are:

Objective 1: Meet our housing need – This proposal would provide 9 homes in the Knot Mill Masterplan.

Objective 2: Create neighbourhoods of choice – this proposal would develop a brownfield site close to jobs, amenities and public transport. It would provide 1, 2 and 3-bed homes.

Objective 3: Playing our part in ensuring a thriving and productive economy in all parts of Greater Manchester – Jobs would be created during construction.

Objective 4: Maximise the potential arising from our national and international assets – the proposal would develop 9 homes on a poor quality car park in Knott Mill.

Objective 5: Reduce inequalities and improve prosperity – The site is close to employment, amenities and educational opportunities.

Objective 6: Promote the sustainable movement of people, goods and information – This in a highly sustainable location close to Deansgate Station, the Deansgate-Castlefield tram stop and bus routes on Whitworth Street West and Deansgate. The proposal promotes cycling.

Objective 7: Playing our part in ensuring that Greater Manchester is a more resilient and carbon neutral city-region – There is no on-site parking, ASHP's would be installed and there would be roof mounted PV panels.

Objective 8: Improve the quality of our natural environment and access to green spaces – The site is in a sustainable location, and includes winter gardens, planters, and biodiversity enhancements. Surface water would be managed.

Objective 9: Ensure access to physical and social infrastructure – There are amenities and services nearby.

Objective 10: Promote the health and wellbeing of communities – The proposal would promote public transport and use local amenities in a sustainable location.

Policy JP-Strat1 - Core Growth Area – The proposal is in the city centre and would support housing targets.

Policy JP-Strat2 - City Centre – The proposal would contribute to city centre housing figures and would promote sustainable travel.

Policy JP-S1 - Sustainable Development – This is a highly sustainable location.

Policy JP-S2 - Carbon and Energy – The proposal would have triple glazing, ASHP's and PV panels.

Policy JP-S4 - Flood Risk and the Water Environment – The proposal would be supported by surface water drainage system.

Policy JP-S5 - Clean Air – The proposal is in the Manchester AQMA but would not exacerbate current air conditions. Parking is not proposed. Construction activities would be mitigated to minimise the impact on air quality. When operational, a travel plan would promote public transport, walking and cycling. Cycle storage is proposed.

Policy JP-S6 – Resource Efficiency – Resources would be used during construction, but the proposal would be highly efficient, low carbon and use renewable resources.

Policy JP-H3: Type, Size and Design of New Housing - The proposal would provide a variety of 1-bed, 2-bed and 3-bed homes. All homes would be M4(2) complaint.

Policy JP-H4: Density of New Housing – This would be high-density development in a sustainable area.

Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity - The site is de minimis and exempt from mandatory BNG. Ecological enhancements include the provision of bat and bird boxes.

Policy JP-P1 - Sustainable Places - The proposal would develop an underutilised site and promote walking and cycling. Waste re-cycling would be encouraged.

Policy JP-P2 – Heritage – The proposal would contribute positively to the character of the area and would not harm the setting of nearby listed buildings and non-designated heritage assets.

Policy JP-C1 - An Integrated Network - This is a highly sustainable location and is well connected to public transport, jobs, recreation and green and blue infrastructure.

Policy JP-C3 – Public Transport – The site is close to accessible forms of public transport and promotes walking and cycling.

Policy JP-C5 - Streets for All – The building would be accessible and provide cycle storage. The proposal would reinstate the adopted highway following development.

Policy JP-C6 - Walking and Cycling – The proposal does not include on site parking and would encourage walking and cycling.

Policy JP-C7: Transport Requirements of New Development – The proposal would be connected to infrastructure and nearby public transport. A cycle store is included.

JP-S3: Heat and Energy Networks - There are no planned heat networks in the immediate vicinity.

Manchester Core Strategy Development Plan Document (2012)

The Core Strategy contains Strategic Spatial Objectives that form the basis of the policies contained therein, as follows:

SO1. Spatial Principles - The proposal would deliver high quality homes in a sustainable location in Knot Mill.

SO2. Economy – High quality homes in a sustainable location would support economic growth and would create construction jobs.

SO5. Transport - The proposal would be highly accessible, encourage walking/cycling and promote public transport use.

S06. Environment – The proposal would be low carbon and highly sustainable with energy efficiency measures. There would be a travel plan and cycle space.

Policy SP1 Spatial Principles – The proposal would contribute positively to the visual amenity and character of the area and the regeneration of Knot Mill.

Policy EC3 (The Regional Centre', Primary Economic Development Focus (City Centre and Fringe) – The proposal would provide homes in an appropriate location close to sustainable transport. This is an area identified for housing and would help to meet housing targets.

Policy CC5 Transport – The proposal would be accessible by a variety of sustainable transport modes and would help to improve air quality.

Policy CC6 City Centre High Density Development – The density proposed is acceptable and would use the site efficiently.

Policy CC8 Change and Renewal – Jobs would be created during construction.

Policy CC9 Design and Heritage - The design would contribute positively to the character of the area. It would not have a harmful impact on the settings of nearby heritage assets as discussed below.

Policy CC – 10 A Place for Everyone – The one, two and three bed homes would appeal to a range of households. The building and site would be fully accessible.

Policy H1 Overall Housing Provision - The proposal would provide high density city centre homes, consistent with regeneration objectives.

Policy H5 – Central Manchester – The proposal would provide 9 homes. There would be a mix of 1-bedroom, 2-bedroom and 3-bedrooms.

Policy T1 (Sustainable Transport) – The proposal does not include parking and a travel plan would promote sustainable transport. Cycle storage is proposed.

Policy T2 Accessible Areas of Opportunity and Need – The proposal would be accessible by a variety of sustainable transport modes and would help to connect residents to jobs, local facilities and open space.

Policy EN1 Design Principles and Strategic Character Areas - The proposal would respond positively to the character of the area, enhance the street scene and the support regeneration. The design is discussed in detail below.

Policy EN3 Heritage – The proposal would impact on the setting of the Grade II Deansgate Station but would not result in any harmful impact on the settings of nearby heritage assets as discussed below.

Policy EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development - The design would be energy efficient with ASHP and PV panels. A travel plan and cycle provision are included.

Policy EN6 Target Framework for CO2 reductions from low or zero carbon energy supplies – An environmental standards statement has been provided.

Policy EN 8 Adaptation to Climate Change - The environmental standards statement sets out the ASHP's and roof mounted PV panels.

Policy EN9 Green Infrastructure – Given the size of the site, there is limited opportunity for tree planting and landscaping.

Policy EN14 Flood Risk – Details of the Flood Risk Assessment are discussed below.

EN15 Biodiversity and Geological Conservation – The proposal would secure ecological enhancements through the provision of bat and bird boxes.

Policy EN 16 Air Quality - The proposal would be highly accessible by all forms of public transport and reduce reliance on cars.

Policy EN 17 Water Quality – There would be no adverse impact on water quality.

Policy EN 18 Contaminated Land and Ground Stability – Ground conditions can be addressed. The desktop survey identified further investigations of ground contamination are required and if necessary, there would be a remediation strategy to mitigate those risks. This would be secured by condition.

Policy EN19 Waste – The proposal would be consistent with the principles of waste hierarchy, and a waste management strategy has been provided.

Policy DM1 – Development Management – This policy sets out the requirements for developments and outlines a range of general issues that all development should have regard to. Of these the following issues are or relevance to this proposal:

- appropriate siting, layout, scale, form, massing, materials and detail;
- adequacy of internal accommodation and amenity space.
- impact on the surrounding areas in terms of the design, scale and appearance
- development should have regard to the character of the surrounding area;
- effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;
- accessibility to buildings, neighbourhoods and sustainable transport modes;
- impact on safety, crime prevention and health; adequacy of internal accommodation, external amenity space, refuse storage and collection, vehicular access and car parking; and
- impact on biodiversity, landscape, archaeological or built heritage, green Infrastructure and flood risk and drainage.

These issues are considered in detail in the report and the development is considered to be in accordance with this policy.

The Unitary Development Plan for the City of Manchester (1995)

The Unitary Development Plan for the City of Manchester was adopted in 1995. However, it has now been largely replaced by the Manchester Core Strategy. There are some saved policies which are considered relevant and material and therefore have been given due weight in the consideration of this planning application. The relevant policies are as follows:

Saved Policy DC7 New Housing Development – This would be a high quality and fully accessible development.

Saved Policy DC19 Listed Buildings – The proposal would contribute positively to the character of the area. It would have an impact on the setting of the listed Deansgate Station and nearby non-designated heritage assets. This is discussed in more detail below.

Saved Policy DC20 Archaeology – The site could contain Roman remains or remains from earlier periods and further investigation is required. A condition would require a programme of archaeological work within a detailed Project Design.

Saved Policy DC26 Development and noise - The impact from noise sources would be minimised and further mitigation would be secured by planning condition.

For the reasons given above, it is considered that the proposal is consistent with the policies contained within the UDP.

Manchester Draft Local Plan

The Manchester Draft Local Plan went out to Regulation 18 consultation on 22 September 2025. The Plan will set out a framework for how land in Manchester should be developed and will guide decisions on planning applications. However, due to its formative state, under paragraph 49 of the NPPF it has no weight in the determination of this application.

Other material policy considerations

The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (Adopted 2007)

This Supplementary Planning Document supplements guidance within the Core Strategy with advice on development principles including on design, accessibility, design for health and promotion of a safer environment. The proposal complies with these principles where relevant. The proposal would be a high quality and attractive development that would respond to the character of the surrounding area. The scale and appearance have been informed by a comprehensive design process. It would contribute positively to the regeneration of Knot Mill.

National Planning Policy Framework

The revised NPPF re-issued in December 2024. The document states that the 'purpose of the planning system is to contribute to the achievement of sustainable development. The document clarifies that the 'objective of sustainable development

can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs' (paragraph 7). In order to achieve sustainable development, the planning system has three overarching objectives – economic, social and environmental (paragraph 8).

Section 5 'To support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward 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 overall aim should be to meet an area's identified housing need, including with an appropriate mix of housing types for the local community (paragraph 61).

The scheme provides an appropriate density of housing for the site. It would create 9 homes in sustainable location. It would provide a range of accommodation sizes and help to create a sustainable, inclusive and mixed community. Housing is required as the city of Manchester grows.

The provision of new homes would support the growing economy of the city centre. The development would not be able to support any affordable housing and is not required by planning policy as it falls below the threshold (Policy H8 of the Core Strategy for all residential developments on sites of 0.3 hectares and above or where 15 or more units are proposed).

Section 6 'Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development (paragraph 85).

This is an area where further regeneration is needed. The high-quality development complies with the principles of the adopted Knot Mill Masterplan. It would create jobs during construction and would complement the existing community.

Section 7 'Planning policies and decisions should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation (paragraph 90).

The proposal would develop a site within the Knot Mill Masterplan. It would provide new homes in a highly accessible location. This would support Greater Manchester's growth objectives, delivering appropriate housing to meet the demands of a growing economy and population.

Section 8 'Promoting Healthy and Safe Communities' states that planning policies and decisions should aim to achieve healthy, inclusive and safe places (paragraph 96).

Section 9 'Promoting Sustainable Transport' states that 'significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health' (paragraph 110).

The residential building would be safe and secure. The new development would encourage sustainable transport, particularly walking and cycling. A travel plan would be secured by planning condition.

Section 11 'Making effective use of land' states that 'planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions' (paragraph 124).

This density of the development is appropriate for the size of the site. It would provide homes to a brownfield site and contribute positively to the character of Knot Mill.

Section 12 'Achieving Well Designed Places' states that 'the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interest throughout the process' (paragraph 131).

Development that is not well designed should be refused, specifically where it fails to reflect local design policies and government guidance on design. Conversely, significant weight should be given to: development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or outstanding or innovative design which promote high levels of sustainability, or help raise the standard of design more generally in an area so long as they fit in with the overall form and layout of their surroundings (paragraph 139).

The design would be highly quality and complement the distinctive industrial architecture of the Knot Mill area. The building would be sustainable and low carbon. The site is exempt from biodiversity net gain and does not contain any space for provision of landscaping or trees.

Section 14 'The planning system should support the transition to net zero by 2050 and take full account of all climate impacts including overheating, water scarcity, storm and flood risks and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure (paragraph 161).

New development should be planned for in ways that: avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure; and can help to reduce greenhouse gas emissions, such as through its location orientation and design. Any local requirements for the sustainability

of buildings should reflect the Government's policy for national technical standards (paragraph 164).

In determining planning applications, Local Planning Authorities should expect new development to: comply with any development plan policies on local requirements of decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption (paragraph 166).

The site is in a highly sustainable location. An Environmental Standards Statement demonstrates that the proposal would accord with principles that promote energy efficient buildings, integrating sustainable technologies from conception, through feasibility, design and build stages and in operation.

The site is in Zone 3 and through planning condition there would be a detailed design of the flood storage compensation. Efficient drainage systems would manage water at the site.

Section 15 'Conserving and Enhancing the natural environment' states that planning decision should contribute and enhance the natural and local environment by protecting valued landscapes, minimising impacts on and providing net gains for biodiversity, preventing new and existing development from contributing to unacceptable levels of soil, air, water or noise pollution or land instability and remediating contaminated land (paragraph 180).

The proposal would not worsen local air quality conditions and suitable mitigation can be put in place during the construction process. There would be a travel plan and access to public transport for occupants of the development.

Paragraph 196 outlines that planning decisions should ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from contamination (a).

Further investigations into the contamination of the site from the former land uses/buildings is required. The ground conditions are not usual or complex for this part of the city and could be appropriately remediated.

Paragraph 198 outlines that decisions should ensure that new development is appropriate for its location taking into account the likely effects of pollution in health, living conditions and the natural environment. There would be some short-term noise impacts associated with the construction process, but these can be managed to avoid any unduly harmful impacts on amenity.

There are not considered to be any noise or lighting implications associated with the operation of the development.

Paragraph 199 states that decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones. Opportunities to

improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement.

The proposal would not worsen local air quality conditions and suitable mitigation measures can be put in place during the construction process. There would be a travel plan, cycle storage and access to public transport for occupants of the development.

Section 16 'Conserving and enhancing the historic environment' states in determining planning applications, local planning authorities should take account of: c) the desirability of new development making a positive contribution to local character and distinctiveness (paragraph 210).

The proposal would have an impact on the setting of the Grade II listed Deansgate Station. The high-quality design of the proposal would contribute positively to the industrial character of the area and would not result in harm to the significance and setting of nearby heritage assets.

Paragraphs 10, 11, 12, 13 and 14 of the NPPF outline a "presumption in favour of sustainable development". This means approving development proposals that accord with an up-to-date development plan without delay.

Planning Policy Guidance (PPG)

The relevant sections of the PPG are as follows:

Air Quality provides guidance on how this should be considered for new developments. Paragraph 8 states that mitigation options where necessary will be locationally specific, will depend on the proposed development and should be proportionate to the likely impact. It is important therefore that local planning authorities work with applicants to consider appropriate mitigation so as to ensure the new development is appropriate for its location and unacceptable risks are prevented. Planning conditions and obligations can be used to secure mitigation where the relevant tests are met.

Examples of mitigation include:

- the design and layout of development to increase separation distances from sources of air pollution;
- using green infrastructure, in particular trees, to absorb dust and other pollutants;
- means of ventilation;
- promoting infrastructure to promote modes of transport with low impact on air quality;
- controlling dust and emissions from construction, operation and demolition; and
- contributing funding to measures, including those identified in air quality action plans and low emission strategies, designed to offset the impact on air quality arising from new development.

A construction management plan would include dust management measures to minimise the impact of the construction process.

This would be a car free development. A travel plan would encourage sustainable travel. Trains, trams and bus serves are nearby.

Noise states that Local planning authorities' should take account of the acoustic environment and in doing so consider:

- whether or not a significant adverse effect is occurring or likely to occur;
- whether or not an adverse effect is occurring or likely to occur; and
- whether or not a good standard of amenity can be achieved.

A construction management plan would include measures to minimise noise impacts of the construction process.

Any noise from plant would be required to meet the Council's criteria to ensure that it does not result in a harmful impact on nearby residential occupants.

Design states that where appropriate the following should be considered:

- layout – the way in which buildings and spaces relate to each other
- form – the shape of buildings
- scale – the size of buildings
- detailing – the important smaller elements of building and spaces
- materials – what a building is made from

The proposal considers all of the above resulting in a well-designed building.

Health and well being states opportunities for healthy lifestyles have been considered (e.g. planning for an environment that supports people of all ages in making healthy choices, helps to promote active travel and physical activity, and promotes access to healthier food, high quality open spaces and opportunities for play, sport and recreation).

This is a highly accessible location. The development would encourage sustainable travel as it would be car free and is nearby pedestrian and cycle routes. The building would provide onsite cycle storage, and a wide range of public transport options are nearby including rail, tram and bus.

Heritage states that public benefits may follow from many developments and could be anything that delivers economic, social or environmental objectives as described in the National Planning Policy Framework (paragraph 8).

The proposal would bring public benefits that are set out in more detail in the issues section of this report.

The alignment of the proposals with the policy objectives set out above is detailed below.

Manchester Residential Quality Guidance (2016)

This document provides specific guidance for Manchester and includes a section on the consideration of space and daylight. The guide states that space standards within dwellings should comply with the National Described Space Standards as a minimum. In assessing space standards for a particular development, consideration needs to be

given to the planning and laying out of the home and the manner in which its design creates distinct and adequate spaces for living, sleeping, kitchens, bathrooms and storage. The size of rooms should be sufficient to allow users adequate space to move around comfortably, anticipating and accommodating changing needs and circumstances. The proposal is broadly in keeping with the aims and objectives set out in the guidance.

Knot Mill Masterplan (2018)

The Knott Mill Masterplan recognises Knot Mill has a distinctive sense of place and unique characteristics due to the presence of key buildings of architectural, historical and cultural importance. It has a very different look and feel to adjacent areas which should be reflected in any redevelopment proposals.

The masterplan sets out urban design principles relating to uses, sense of place, street hierarchy and connectivity, public realm and amenity, height and density.

It identifies the site as being suitable for development. The 5-storeys proposed would be consistent with the masterplan which suggests 5-7 storeys.

Legislative requirements

Section 70 (2) of the TCPA 1990 (as amended) provides that in dealing with an application for planning permission that the Council shall have regard to the provisions of the development plan, so far as material to the application.

Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 provides that in considering whether to grant planning permission for development that affects a listed building or its setting the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

S149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Section 17 of the Crime and Disorder Act 1998 provides that in the exercise of its planning functions the Council shall have regard to the need to do all that it reasonably can to prevent crime and disorder.

Issues

Principle of the proposal and development's contribution to regeneration

Regeneration is an important planning consideration as the City Centre is the primary economic driver in the region and is crucial to its economic success. There is an

important link between economic growth and regeneration, and more homes are required to support economic growth. The proposal would develop a site and contribute positively towards the regeneration of the Knot Mill area.

Manchester is the fastest growing city in the UK, and the population is expected to increase considerably by 2030. This, together with trends and changes in household formation, requires more housing. Around 3,000 homes are required each year, and the proposal would contribute towards this. Providing the right quality and diversity of housing is critical to maintaining growth and success.

This is a brownfield site that is suitable for a high-density scheme and would provide homes in a highly sustainable well-connected location. It would deliver construction jobs and jobs in the supply chains. A local labour agreement would enable the full employment benefits to be captured. It would contribute positively to economic, social and environmental requirements of policies EC3, H1 and H5 of the Core Strategy.

The proposal would complement and build on the City Council's regeneration initiatives and is therefore consistent with sections 5, 6 and 7 of the National Planning Policy Framework, Core Strategy policies SP1, CC1, CC10, EN1 and DM1 and PfE Policies JP-S1 and JP-H4.

Accommodation mix

This proposal is for 9 homes on a relatively small parcel of land and 50% would be suitable for families with either 2-bedrooms or 3-bedrooms. All would comply with the Nationally Described Space Standards with level access and would comply with Part M4(2) of the Building Regulations. The 9 homes proposed falls below the 15 dwelling thresholds for afforded housing in Core Strategy Policy H8.

Climate change, sustainability and energy efficiency

This would be a carbon neutral development in a highly sustainable location, close to Deansgate Station and Castlefield – Deansgate Tram Stop.

Sustainability principles would be incorporated during construction and waste management would prioritise recycling. The travel plan would encourage residents to use public transport. The homes would have secure cycle storage.

The building would be all electric with energy-efficient systems and innovative technologies that would minimise the proposals carbon footprint. Each home would have a mechanical ventilation with heat recovery system.

The proposal includes ASHP's, and roof mounted solar panels that would be energy efficient. In accordance with Core Strategy Policies EN 4 and EN 6 and PfE Policy JP-S1 and SP2-, the energy strategy states the homes would secure between 54%-60% betterment over target emissions in the Building Regulations Part L1 2021.

Scale and appearance

Knot Mill is characterised by red brick mill buildings of typically three to five storeys. The facades are relatively simple with brick detailing and soldier course brick lintels and stone sills. The window arrangements are uniform and grid style patterns with varying sizes and styles. Predominately these are larger and black framed.

The building would front Constance Street and Little Peter Street with the entrance on Constance Street. It would be five storeys, with a mezzanine level in a hipped roof. A flat roof section would accommodate PV panels. It would be consistent with building heights nearby.



Figure 14 – Proposed development within street scene context (Constance Street Elevation)



Figure 15 – Proposed development within street scene context (Little Peter Street Elevation)

The design is traditional and reflects the red brick industrial character of Knot Mill. There would be two types of red brick, one to the ground floor elevations fronting Constance Street and Little Peter Street. This would contribute towards activating the frontages and provide a visual break to the facades.



Figure 16 – CGI of the proposal.

All homes would have a winter garden that would not be visible from street level. Aluminium planters at street level would soften the buildings appearance.

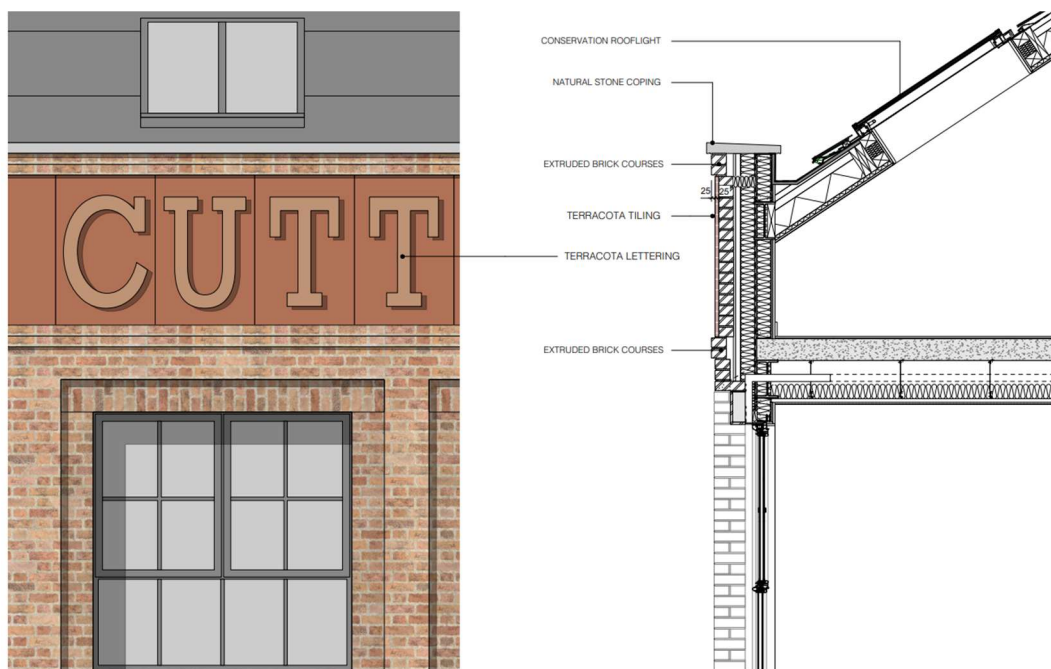


Figure 17 – Proposed bay study of recessed windows, building signage and roof

The large slim profile black aluminium crittall windows would follow a grid pattern and respond to the adjacent former mill buildings. The extruded brick courses at the upper section would provide depth and articulation. The proposal would be at the back of the pavement to Little Peter Street. The chamfered corner would respond to the design principles of nearby buildings such as 2-4 Little Peter Street and 361 Deansgate.

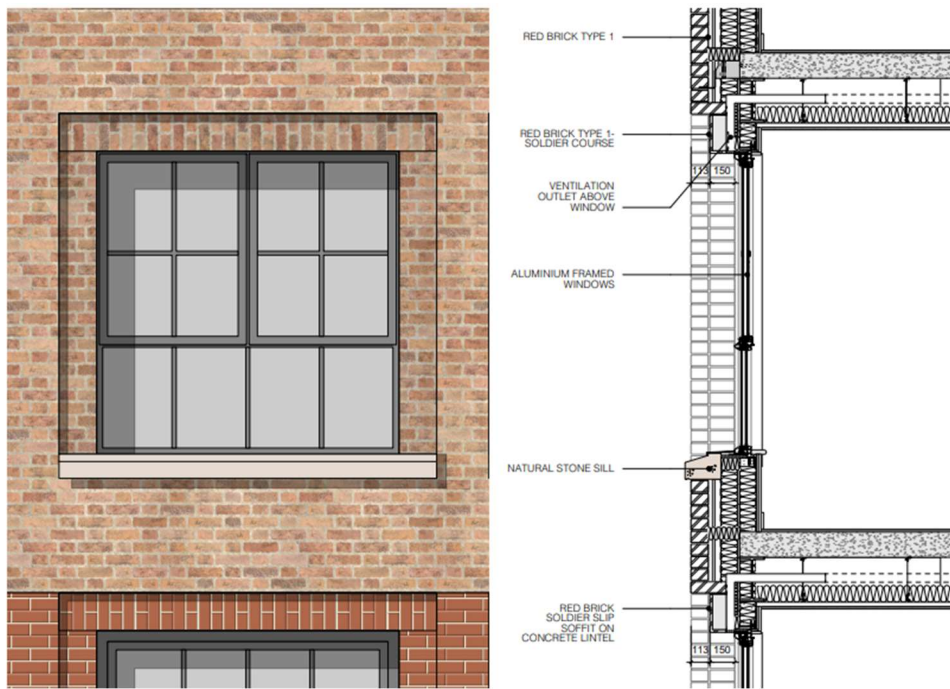


Figure 18 – Proposed bay study of window and two types of brick detailing

The siting, scale and appearance would contribute positively to the character and appearance of Knot Mill. The materials demonstrate a high quality proposal with glazed red brick, a mixed blend red brick, slate roof tiles, conservation style rooflights and natural stone to window cills and coping. The windows would be recessed by approximately 260mm with soldier course detailing, and the window specification would be slim profile black aluminium crittal windows.

These materials are annotated on the drawings and a schedule of materials has been provided. These documents would be a condition to ensure the proposal would be delivered to a high quality. A separate condition would require full size samples to be submitted for approval.

The design would deliver the objectives of the Knot Mill Masterplan in terms of its siting, scale and appearance and comply with policies SP1, EN1 and DM1 of the Core Strategy.

Impact on Heritage

Section 66 of the LBCA Act requires the local planning authority to have special regard to the desirability of preserving the setting of listed buildings. This requires more than a simple balancing exercise and considerable importance and weight should be given to the desirability of preserving the setting. Section 72 of the LBCA Act requires the local planning authority to have pay special attention to the desirability of preserving or enhancing the character or appearance of that area.

The proposal is within the setting of the Grade II listed Deansgate Station but would have limited impact on its significance because its relationship and separation distance would not harm the heritage asset. The design would contribute positively to the character of the area and would complement the setting of nearby NDHA's.

Given no harm has been identified, the proposal does not need to be considered against any public benefits in line with paragraph 215 of the NPPF.

The proposal would contribute positively to local character and distinctiveness and be consistent with paragraph 210 of the NPPF, policies CC9, EN1 and EN3 of the Manchester Core Strategy and saved UDP policy DC19.

Impact on Archaeology

Greater Manchester Archaeology Advisory Service (GMAAS) note the former buildings on site did not have basements and their construction and demolition is unlikely to have impacted on historic remains. The site is in the projected area of the Castlefield Roman Vicus and close to nearby routes of Roman Roads. GMAAS advise the site may contain Roman remains or remains from an earlier period and further investigations are required prior to the commencement of any groundwork. Subject to a condition that would require the submission of a programme of archaeological works, this would satisfy the requirements of policy EN3 of the Core Strategy and saved UDP policy DC20.

Impact on Ecology and Biodiversity

An ecological appraisal concludes the site has limited areas of vegetation growth and no natural habitats were identified. The proposal is exempt from Mandatory Biodiversity Net Gain as the vegetation is less than 25m². Manchester Ecology Unit (GMEU) agree with the findings of the ecological appraisal and biodiversity enhancements would be secured by the provision of bird and bat boxes.

Effects on the Local Environment/Amenity

Sunlight and daylight

An assessment of the impact on the daylight and sunlight received by surrounding properties has been undertaken. Consideration has also been given to any instances of overlooking which would result in a loss of privacy.

A Daylight and Sunlight Report refers to the Building Research Establishment (BRE) 'Site Layout Planning for Daylight and Sunlight: a Guide to Good Practice', Third Edition (2022). The Guide is generally accepted as industry standard and is used by local planning authorities to consider these impacts. The guide is not policy and aims to help rather than constrain designers. The guidance is advisory, and locational circumstances need to be considered, such as a site being in a city centre where higher density development is expected and obstruction of natural light can be inevitable.

To assess the impact on surrounding properties, the BRE guidelines have been used to assess daylight – Vertical Sky Component (VSC) and No Sky Line (NSL) and to assess sunlight Annual Probable Sunlight Hours (APSH).

The following properties were assessed:

- Riverside Mews

- 357-361 Deansgate
- 10A Little Peter Street
- 1 Constance Street

In determining the impact of the proposal on daylight and sunlight, consideration should be given to paragraph 130 (c) of section 11 of the NPPF which states that when considering applications for housing, a flexible approach should be taken in terms of applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site, as long as the resulting scheme would provide acceptable living standards.

Riverside Mews - All windows assessed would meet BRE guidelines in respect to daylight and sunlight.

Daylight

The BRE guidelines provide the requirements governing daylight to existing residential buildings around development sites. The light available to a window depends on the amount of unobstructed sky that can be seen from the centre of the window. The amount of visible sky and amount of available skylight is assessed by calculating the vertical sky component (VSC) at the centre of the window. The guidelines advise that bathrooms, toilets, storerooms, circulation areas and garages need not be analysed. They also suggest that distribution of daylight within rooms is reviewed although bedrooms are considered to be less important.

In order to achieve the daylight recommendations in the BRE guidance, a window should retain a vertical sky component (VSC) of at least 27%, or where it is lower, a ratio of after/before of 0.8 or more. If the skylight to a room is reduced to less than 0.8 times its former value, this would be noticeable. The BRE Guide recognises that different targets may be appropriate, depending on factors such as location. The achievement of at least 27% can be wholly unrealistic in the context of the city centre as this measure is based upon a suburban type environment, equivalent to the light available over two storey houses across a suburban street.

The BRE guidelines also sets out a more detailed test that assesses the daylight conditions in rooms. These include the calculation of the No Sky (NSL) which determines the level of illumination.

Where a VSC result show that a room would be adversely impacted, an NSL analysis should be prepared to enable a more informed view to be taken as to the overall impact on daylight levels. A summary of the daylight and sunlight impacts are detailed below:

357 -361 Deansgate – 30 out of 36 windows (83%) would meet BRE guidelines in respect of VSC. 3 would experience a reduction of less than 25%, 2 a reduction between 31-32% and 1 a reduction of more than 40%.

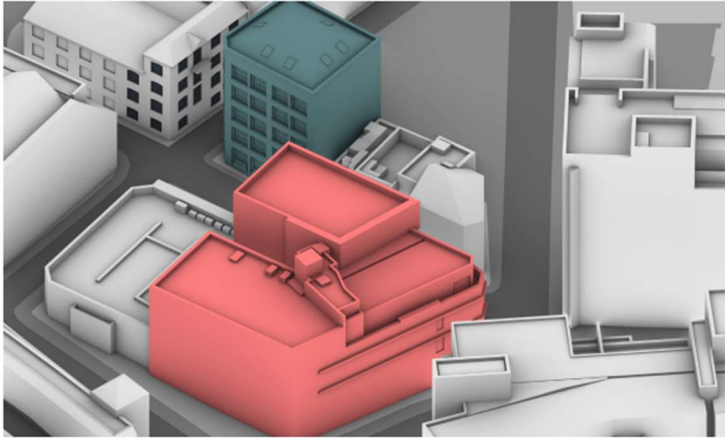


Figure 19 – 357-361 Deansgate (red) and proposed development (green)

The window experiencing a reduction of more than 40% is a first floor Juliet balcony with single vertical windows either side serving a living/kitchen/dining room.

The daylight impact on the 357-361 Deansgate are acceptable in an urban context such as this given the relationship of developments to each other. The site previously had a three-storey building that would have had an impact on these homes.

1 Constance Street / 10A Little Peter Street directly opposite the site with commercial premises in the basement, with homes above.

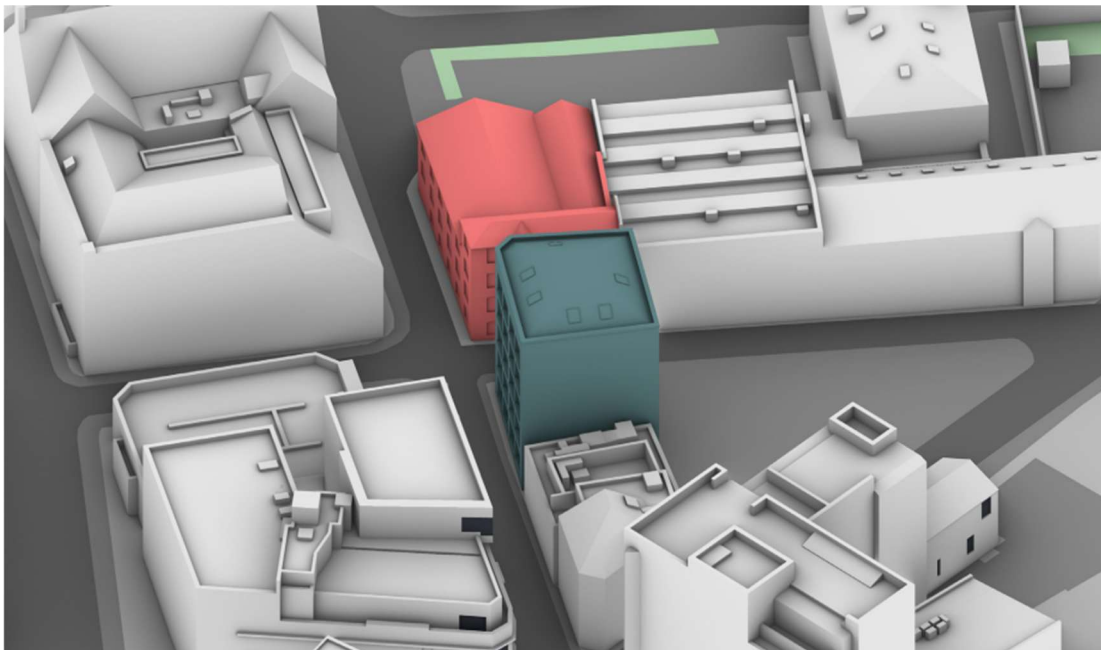


Figure 20 – 1 Constance Street/10A Little Peter Street (red) and proposed development (green)

Commercial spaces do not require assessment under the BRE guidelines, but at the request of the neighbours this was included in the applicant's daylight and sunlight assessment.

For the VSC assessment against a cleared site, 13 of 25 windows would meet BRE guidelines. This includes windows to Little Peter Street and Constance Street as the

homes are dual aspect. 2 would experience a reduction of 30-40% and 10 windows would experience a reduction of more than 40%.

Figure 21 shows the 10 windows that would experience a reduction of more than 40%. 2 of these are the basement floor obscurely glazed commercial windows.



Figure – 21 Photograph of windows of 1 Constance Street / 10 A Little Peter Street fronting the applicant site

Where a VSC result show that a room would be adversely impacted, an NSL analysis enables a more informed view to be taken of the overall impact on daylight to each room.

For the NSL assessment all 4 rooms would pass the test and would experience low levels of impact on daylight distribution.

All affected rooms are dual aspect, and obtain daylight from Little Peter Street as shown below in Figure 22. These 3 rooms would experience low reductions of 8.8%, 2.2% and 6.6% daylight distribution. The bedroom to the second floor would not experience any reduction in daylight distribution.



Figure 22 – Floor plans of No.1 Constance Street & 10A Little Peter Street

B01 -Basement = Office

F00 -Ground Floor = Living / Kitchen / Dining Room

F01 - First Floor = Living / Kitchen / Dining Room

F02 - Second Floor = Bedroom

Where an existing building has windows that are unusually close to the site boundary, and 'taking more than their fair share of light', as in this case, The BRE Guidelines state that the VSC, daylight distribution, and APSH targets could be set to those for a 'mirror-image' building of the same height and size, an equal distance away on the other side of the boundary, to ensure that new development matches the height and proportions of existing buildings,

This situation applies here and the proposal compared to a Mirror Massing Baseline is set out below.



For the NSL assessment all four rooms would pass the test. The results of the reductions of daylight distribution would be the same as stated above, experiencing low reductions of 0%, 2.2%, 6.6% and 8.8%.

The Knot Mill SRF suggests that the surface level car park to the south could be developed to a similar height and there is a live application (144334) for 5 storey townhouses.

For VSC, of 25 windows assessed, 13 would meet the BRE guidelines. 3 would experience a reduction of 30-40% and 9 windows a reduction of more than 40%.

The cumulative assessment does not materially alter the daylight effects on 10A Little Peter Street or 357-361 Deansgate.

The BRE Guide sets the following criteria: (a) Whether sunlight is enjoyed for at least 25% of the annual probable sunlight hours (APSH) throughout the year; and (b) Whether 5% of the annual probable sunlight hours would be received during the winter

months (21st September – 21st March) (Winter PSH). For sunlight, only windows that are orientated to within 90o need to be assessed. .

357 -361 Deansgate 30 out of 31 windows would meet the BRE guidelines. A first floor window with a juliet balcony serving a living/kitchen/dining room would not.

For the winter APSH 22 out of 31 (71%) windows would meet the BRE guidelines for sunlight. 9 windows do not meet the criteria. The impact on this property in terms of sunlight is considered to be minor and acceptable in this City Centre location.

1 Constance Street / 10A Little Peter Street - Residents have raised concerns that the sunlight impact on windows to the west elevation have not been included. The BRE guidelines are clear and state that only windows that are more than 90 degrees from due south of the proposal should be assessed.

Conclusion - The daylight results should be considered in the context of this being a cleared site and adjacent buildings have benefitted from conditions that are relatively unusual in this location and a city centre context. The baseline situation is unusual, and it is inevitable that there would be an impact on surrounding occupiers.

There would be some adverse impact on daylight and sunlight to one room at 357-361 Deansgate. There would also be an impact on winter sunlight hours to nine windows to No.357-361 Deansgate.

There would be an impact on daylight to windows fronting Constance Street to occupiers of 1 Constance Street and 10A Little Peter Street. However, these rooms are dual aspect so the overall magnitude of harm is considered to be minor and would not warrant refusal of the application.

Considering the City Centre location and the site context, the impacts are not considered to be significant and do not require further mitigation. The impact of the proposal would be acceptable and in line with national (including para 130c of the NPPF) and local policy and relevant guidance

Overlooking

The site is a surface car park. The building that occupied the site was demolished in preparation for a five-storey office building that was never implemented.

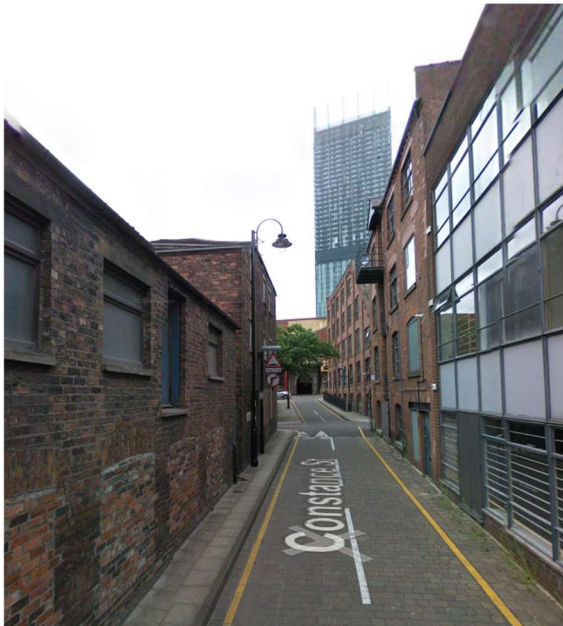


Figure 24 – View of facing north to Constance Street

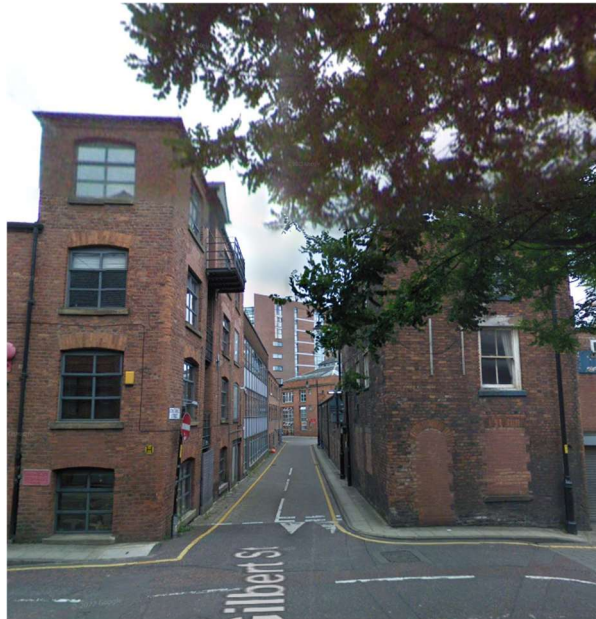


Figure 25 – View of facing south to Constance Street

The proposal seeks to develop the vacant site with a high-quality residential proposal. This would introduce habitable windows along Constance Street with a separate distance of approximately 5.6m to the windows to the homes at ground floor, first floor and second floor of No.10A Little Peter Street.

There are no prescribed separation distances in the city centre, but this relationship would result in some loss of privacy to the adjacent open plan living/kitchen/dining spaces (ground and first floor) and a bedroom (second floor).

This relationship would not be unusual in the city centre, particularly within the industrial character of Knot Mill where buildings were constructed at the back of the pavement. Other areas across the city such as the Northern Quarter and Ancoats experience smaller separation distances. For example, there are directly facing habitable rooms windows along Loom Street in Ancoats with separation distances of approximately 5.5-6m. Simpson Street near Angel Meadow contains separation distances between 6.5-7m.



CONSTANCE STREET (EAST) ELEVATION

Figure 26 – Obscure glazing proposal

To lessen the impact on the neighbouring properties, the applicant has introduced obscure glazing to windows. Where windows would directly face neighbours habitable room windows, the lower section of the window would be obscurely glazed.

The vertical sections of obscure glazing refer to rooms in the proposal where there would be a built form such as a wardrobe against the window.

There could be an increase in perceived level of overlooking as this site has been vacant for some time. However, the former building was demolished to bring forward a building of a similar scale. It is therefore not unusual within this context and should not warrant refusal of this planning application.

TV reception

A TV reception survey has concluded that there is unlikely to be any interference with digital terrestrial and satellite television. This would be monitored during the works, and a condition would require a post completion survey to be undertaken to verify any impacts and secure mitigation if required.

Air Quality

The site is in an AQMA and the impact of construction and operational stages on air quality has been assessed. The construction process would produce dust and increased emissions. Any adverse impacts would be temporary and could be controlled using mitigation measures included within best practice guidance and set out in the Air Quality Assessment.

There would be no emissions from the proposal as the building would be all-electric. The mechanical ventilation and heat recovery would ensure that heating and cooling can take place without the need for windows to be open.

Given the above, it is considered that the proposal would have an acceptable impact on air quality and conditions should ensure this.

Noise and Vibration

A detailed construction management plan would ensure noise associated with construction activities are carefully controlled through conditions.

The main sources of noise to the homes would be from traffic on nearby roads and plant. The mechanical ventilation system and glazing specifications are to be agreed prior to above ground works through condition and would be subject to verification prior to occupation.

The installation of plant, servicing and equipment, would be subject to a noise impact assessment prior to installation, followed by verification before occupation.

Provided that construction activities are carefully controlled, and the plant equipment and acoustics is appropriately insulated, the proposal would be in accordance with policy DM1 of the Core Strategy, extant policy DC26 of the UDP and the NPPF.

Waste Management

Sufficient space would be provided in the building for the storage and recycling of waste. The building would have a 13.5m² refuse store which exceeds Council guidelines and would cater for all waste and recycling streams. Waste collection would take place to Constance Street.

Given there is no permanent staff present at the site such as a concierge etc, neighbouring residents have raised concerns with how waste management collections would be managed.

To address this, a detailed waste management strategy shall be submitted for approval prior to the first occupation of the proposal. This would ensure that bins are not stored permanently on the street and to avoid any obstruction of the highway.

Subject to the recommended condition for a detailed waste management strategy, the development would satisfy policies EN19 and DM1.

Accessibility

The building entrance would be level. All homes to the ground floor to the third floor would retain level access throughout.

All the homes would comply with M4(2) and could be adapted over time to meet the changing needs of its occupants including older and disabled occupants.

Flood Risk

The site is in Flood Zone 3 which is identified as having high probability of flooding. The Environment Agency have recommended a detailed scheme for the flood storage compensation is submitted for approval through a condition. The final design of the sustainable surface water drainage would also be submitted for approval through condition.

Highways

The site is in highly accessible location. There would be 100% secure cycle parking and a travel plan would support residents. A condition should ensure the travel plan is monitored. Redundant vehicle access points would be reinstated and lighting columns reinstated.

Servicing would be from Constance Street. The waste management strategy would be conditioned, and collections would take place outside of the AM and PM peak.

Construction management

The work would take place close to existing homes and comings and goings from the site are likely to be noticeable. However, these impacts are predictable and can be mitigated. A condition would require the approval of a construction management plan to minimise impact on the amenity of surrounding occupiers which would include amongst other things, details of dust suppression measures, and details of machinery use.

Highway Services have recommended comprehensive measures to be submitted for approval as part of the construction management plan to manage construction traffic, site operations, access, parking, servicing, pedestrian and cyclist safety, highway protection and a coordination with surrounding works to minimise impact on the local highway. These measures include:

- The duration/phasing of construction works and associated vehicle trips;
- Confirmation of display of an emergency contact number;
- Wheel Washing, dust suppression measures and schedule for maintenance of drains and gulleys;
- Requirements for any tower crane, including arrangements for delivery, assembly and removal
- Routing of construction traffic and associated swept-path assessment;
- Details of the location and arrangements for contractor parking;
- The identification of the vehicular access points into the site;
- Site set up plan highlighting location of welfare facilities, material and plant storage, waste storage and loading/unloading areas;
- Impact on adjacent TROs including loading bays, bus stops/shelters (to be agreed with TfGM), taxi bays etc.
- Traffic Management measures for vehicles, pedestrians and cyclists;
- Details/mitigation of any impacts on street furniture, crossing points, highway layout, lines etc.

- Details/mitigation of any proposed utility connections and how these will be coordinated and managed to reduce impacts on the highway.
- The management and coordination of construction activities with reference to ongoing/imminent construction works in the locality; and
- Highway dilapidation survey including photographs and commentary on the condition of carriageway/footways on construction vehicle routes surrounding the site.
- Sheeting over of construction vehicles;
- Measures to control noise and vibration;
- Community consultation strategy,

Subject to the approval of a construction management plan, it is considered that the construction activities are in accordance with policies SP1 and DM1 of the Core Strategy and extant policy DC26 of the Unitary Development Plan.

Crime and Disorder

A Crime Impact Statement (CIS), prepared by Design for Security at Greater Manchester Police, recognises that the proposal would bring vitality to this area and recommends design principles to prevent opportunities for crime and the fear of crime. A condition is recommended requiring the CIS to be implemented in full to achieve Secured by Design Accreditation.

Contaminated Land and Impact on Water Resources

There are no unusual or complex ground contamination issues based on the history of the site. Detailed on site investigations would be carried out with a remediation strategy if required to ensure that there are no unacceptable impacts. Environmental Health recommend the investigations include ground gas monitoring.

A verification report would confirm that any remediation has been carried out in full if required and through condition the development would comply with policy EN18.

Conclusion

The proposal conforms to the development plan taken as a whole as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 and there are no material considerations which would indicate otherwise

The design would contribute positively to the character of Knot Mill and enhance the street scenes. The scale and massing would be consistent with building heights in the locality and would develop a surface car park.

The proposal would provide 9 homes with a mixture of 1-bedroom, 2-bedroom and 3-bedrooms. It would complement and build on the Council's regeneration initiatives.

The building would be highly sustainable, and consideration has been given to its impact on the local area including adjacent residents. There would be no unduly harmful impacts on noise, air quality, contamination, water management, overlooking or loss of daylight and sunlight.

The building would be fully accessible. The waste can be managed and recycled in line with the waste hierarchy. Construction impacts can also be appropriately mitigated to minimise the effect on residents and businesses.

Other Legislative Requirements Equality Act 2010

Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Human Rights Act 1998 considerations – This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have the right to a fair hearing and to this end the Committee must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the of the application is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation Approve

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice has been sought in respect of this matter where early discussions took place regarding the siting/layout, scale, design and appearance of the development along with noise, traffic and air quality impacts. Further work and discussions have taken place with the applicant through the course of the application. The proposal is considered to be acceptable and therefore determined within a timely manner.

Conditions to be attached to the decision

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

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

- 2) The development hereby approved shall be carried out in accordance with the following drawings and documents:

Drawings

- Proposed Bay Elevation A: A886_P_3000B

Received by the Local Planning Authority on 3 February 2026

- Proposed Bay Elevation B: A886_P_3001A
- Proposed North Elevation: A886_P_310G
- Proposed South Elevation: A886_P_312G
- Proposed West Elevation: A886 P 313G

All received by the Local Planning Authority on 30 January 2026

- Proposed Site Plan: A886_P_100A
- Proposed Basement Floor Plan: A886 P 110A
- Proposed Ground Floor Plan: A886 P 111B
- Proposed First Floor Plan: A886_P_112B
- Proposed Second Floor Plan: A886 P 113B
- Proposed Third Floor Plan: A886_P_114B
- Proposed Fourth Floor Plan: A886 P 115C
- Proposed Roof Plan: A886 P 116B
- Proposed East Elevation: A886 P 311E
- Proposed South Elevation: A886_P_312E
- Proposed West Elevation: A886 P 313E
- Proposed Context Elevation – Constance Street: A886 P 320E
- Proposed Context Elevation – Little Peter Street: A886_P_321E
- Proposed Section AA: A886 P 410A
- Proposed Section BB: A886 P 411A

All received by the Local Planning Authority on 8 August 2025

Supporting Documents

- Materials schedule
- Daylight and Sunlight Analysis: Dated 03/02/2026, prepared by GIA

Received by the Local Planning Authority on 3 February 2026

- Environmental Standards Statement: Version 1.0, prepared by Ridge

Received by the Local Planning Authority on 14 January 2026

- Flood Risk Assessment: 3034-BCL-00-XX-RP-D-0001 Rev P02, prepared by Brennan Consult

Received by the Local Planning Authority on 7 November 2025

- Crime Impact Statement: 2025/0219/CIS/01,

Received by the Local Planning Authority on 22 August 2025

- Daylight and Sunlight Analysis: Dated 29 July 2025, 22777, prepared by GIA
- Air Quality Assessment: 9674r1 prepared by, Redmore Environmental
- Design and Access Statement, prepared by Ollier Smurthwaite Architects
- Sequential Test and Exceptions Test, prepared by Paul Butlers Associates
- Planning and Heritage Statement, prepared Paul Butlers Associates
- Waste Management Proforma, prepared by Paul Butlers Associates
- Contaminated Land Desk Top Study: 5029677-RDG-XX-ST-DOC-C-00DTS01 Version 1.0, prepared by Ridge
- TV and Radio Reception Impact Survey: Version 1.0, prepared by GTech Surveys Limited
- Highways Technical Note: 5239, prepared by axis
- BNG Exemption Letter: LPS/01-2025, prepared by Leigh Ecology Ltd

All received by the Local Planning Authority on 8 August 2025

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SP1 and DM1 of the Core Strategy.

- 3) Prior to the commencement of the development hereby approved, a detailed construction/fit-out management plan outlining working practices during the construction phase of the development shall be submitted to and approved in writing by the City Council as Local Planning Authority. For the avoidance of doubt the plan shall include detail on the following matters;

- The duration/phasing of construction works and associated vehicle trips;
- Confirmation of display of an emergency contact number;
- Wheel Washing, dust suppression measures and schedule for maintenance of drains and gulleys;
- Requirements for any tower crane, including arrangements for delivery, assembly and removal
- Routing of construction traffic and associated swept-path assessment;
- Details of the location and arrangements for contractor parking;
- The identification of the vehicular access points into the site;
- Site set up plan highlighting location of welfare facilities, material and plant storage, waste storage and loading/unloading areas;
- Impact on adjacent TROs including loading bays, bus stops/shelters (to be agreed with TfGM), taxi bays etc.
- Traffic Management measures for vehicles, pedestrians and cyclists;

- Details/mitigation of any impacts on street furniture, crossing points, highway layout, lines etc.
- Details/mitigation of any proposed utility connections and how these will be coordinated and managed to reduce impacts on the highway.
- The management and coordination of construction activities with reference to ongoing/imminent construction works in the locality; and
- Highway dilapidation survey including photographs and commentary on the condition of carriageway/footways on construction vehicle routes surrounding the site.
- Sheeting over of construction vehicles;
- Measures to control noise and vibration;
- Community consultation strategy,

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

The construction of the development shall then be carried out in accordance with the approved plan.

Reason - To safeguard the amenities of nearby residents, pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy.

- 4) a) Prior to commencement of development, a full condition survey of the carriageways/footways on construction vehicle routes immediately surrounding the site shall be undertaken and submitted to the City Council as Local Planning Authority.

b) When all construction/fit-out works are complete, the same carriageways/footways shall be re-surveyed, and the results shall be submitted to the Local Planning Authority for assessment. Should any damage have occurred to the carriageways/footways, they shall be repaired and reinstated in accordance with a scheme that shall first be submitted to and approved in writing by the Local Planning Authority. The necessary costs for this repair and/or reinstatement shall be met by the applicant.

Reason - To ensure an acceptable development, pursuant to policy DM1 of the Core Strategy.

- 5) Prior to the commencement of development (other than enabling works including site clearance), all material to be used on all external elevations of the development shall be submitted for approval in writing by the Local Planning Authority. This shall include the submission of samples (including a panel) and specifications of all materials to be used on all external elevations of the development along with jointing and fixing details, details of the drips to be used to prevent staining, ventilation/air brick details and a strategy for quality control management.

The approved materials shall then be implemented as part of the development.

Reason - In order to ensure a satisfactory appearance in the interests of visual amenity in accordance with policies SP1 and DM1 of the Core Strategy and the requirements of the National Planning Policy Framework.

- 6) The window specification, reveals and soffits on all elevations shall be carried out in accordance with drawing A886_P_3001 REV A (Received on 30 January 2026) and A886_P_3000 B (Received 3 February 2026). The window specification shall be Aluprof Aluminium windows as shown on drawing A886_P_310G and A886_P_311G.

The extent of the window reveals, and detailing will be as follows: window reveal of 263mm and full brick soffit.

The chamfered corner as shown on drawing A886_P_310G shall use brick specials.

Reason - In the interest of preserving the architectural detailing on the scheme pursuant to policies EN1 and DM1 of the Manchester Core Strategy (2012).

- 7) a) Notwithstanding the Noise Impact Assessment: NIA-12149-25-12149-v1 Little Peter Street, received by the Local Planning Authority on 8 August 2025, prior to any above ground works, a noise insulation and ventilation scheme for acoustically insulating the residential accommodation against and external and internal noise sources, together with details of the performance of any glazing, shall be submitted to and approved in writing by the Local Planning Authority.

The noise insulation and ventilation scheme shall take the potential for overheating into account. Noise survey data shall include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria shall be achieved when providing adequate ventilation as defined by Approved Document F of the Building Regulations (whole dwelling ventilation):

- Bedrooms (night time - 23.00 - 07.00) 30 dB LAeq (individual noise events shall not exceed 45 dB L_{Amax,F} by more than 15 times)
- Living Rooms (daytime - 07.00 - 23.00) 35 dB LAeq

The development shall then be carried out in accordance with the approved noise insulation and ventilation scheme.

b) Prior to the first use/occupation of the development, a Completion/Verification Report shall be submitted to and approved in writing by the Local Planning Authority to validate that the work undertaken conforms to the recommendations and requirements of the approved noise insulation and ventilation scheme.

c) In the event of any non-conformity with the approved noise insulation and ventilation scheme, then any further measures that are required to achieve the required noise criteria shall be carried out. Any required measures and validation

shall continue until conformity has been achieved and agreed in writing by the Local Planning Authority, prior to first use/occupation of the development.

Reason - To secure a reduction in noise from external sources and in order to protect future residents from noise disturbance pursuant to policies SP1, H1 and DM1 of the Core Strategy (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

- 8) a) Prior to any above ground works, either a scheme that demonstrates that any plant equipment will achieve a rating level of 5dB (LAeq) below the typical background (LA90) level in each octave band at the nearest noise sensitive location, shall be submitted to and approved in writing by the Local Planning Authority.

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

b) Prior to the first occupation of the residential apartments, a verification report, which will include post-completion testing, shall be submitted to and approved in writing by the Local Planning Authority to validate that the plant equipment achieves a rating level of 5dB (LAeq) below the typical background (LA90) level in each octave band at the nearest noise sensitive location.

c) In the event of non-conformity with a rating level of 5dB (LAeq) below the typical background (LA90) level in each octave band, then any measures/changes required to achieve conformity shall be carried out. Any required measures/changes and verification shall continue until conformity has been achieved and agreed in writing by the Local Planning Authority, before the use can commence.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site. Pursuant to policies SP1 and DM1 of the Core Strategy and saved policy DC26 of the UDP.

- 9) Notwithstanding the submitted Desktop Study: 5029677-RDG-XX-ST-DOC-C-00DTS01 Version 1.0, prepared by Ridge, as received by the Local Planning Authority, on 8 August 2025, prior to the commencement of development, the following information shall be submitted to and approved in writing by the Local Planning Authority:

- Submission of site investigation proposals including ground gas monitoring;
- Submission of a site investigation and risk assessment report;
- Submission of a remediation strategy.

This is to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site. The Preliminary Risk Assessment shall conform to the City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the Local Planning Authority.

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out before development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with the approved Site Investigation Report and/or Remediation Strategy.

b) Prior to the first use/occupation of the development, a Completion/Verification Report shall be submitted to and approved in writing by the Local Planning Authority, to validate that the development conforms with the approved Site Investigation Report and/or Remediation Strategy.

c) In the event of any non-conformity with the approved Site Investigation Report and/or Remediation Strategy, then any further measures that are required to remediate the land shall be carried out. Any required measures/remediation and validation shall continue until conformity has been achieved and agreed in writing by the Local Planning Authority, prior to first use/occupation of the development.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Core Strategy.

10) Prior to the commencement of development, a detailed scheme for the provision of floodplain compensation storage shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall:

- Demonstrate level-for-level / volume-for-volume compensation for the loss of floodplain storage, based on the 1 in 100 year flood level plus climate change allowance (35% central allowance).
- Include full design details of the below-ground crate system, including inlet/outlet arrangements, inspection and maintenance provisions, and coordination with other below-ground infrastructure.

The approved scheme shall then be implemented prior to the first occupation and thereafter retained and maintained for the lifetime of the development.

Reason: To ensure that there are no detrimental impacts to flood storage or flood flow routes offsite and to reduce the risk of flooding of the proposed building, in accordance with the NPPF and Core Strategy Policies EN08 and EN14.

11) Prior to the commencement of the development hereby approved, a surface water drainage scheme in accordance with Non-Statutory Technical Standards for

Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards, shall be submitted to and approved in writing by the City Council, as Local Planning Authority. This shall include:

- A finalised drainage layout showing all components, outfalls, levels and connectivity.
- Progression through the drainage hierarchy must be evidence based and supported by site investigation including assessments of ground conditions and infiltration testing in accordance with BRE365. Proposals of attenuation should achieve half drain time within 24 hours.
- Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice.
- Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable.
- Details of surface water attenuation to align with the Manchester, Trafford and Salford Strategic Flood Risk Assessment. For brownfield sites a minimum of 50% betterment is required for reduction in runoff rate compared to the existing rates with the aim of reducing to the Greenfield runoff rates.
- An existing and proposed impermeable areas drawing to accompany all discharge rate calculations.
- Hydraulic calculations of the proposed drainage system, including all design parameters. Calculations must include Critical Storm Events for the 1 in 2, 1 in 30 and 1 in 100 + 45% Climate Change. Results must demonstrate no surcharge for the 1 in 2, no flooding in the 1 in 30 and no flooding of buildings for the 1 in 100 + 45% Climate Change.
- A plan indicating surface water overland flow routes for extreme events to ensure flows are diverted away from existing and proposed buildings (including basements).
- Construction details of flow control and SuDS elements.
- A plan indicating easements. SuDS features (including attenuation tanks) should be appropriately positioned, including a 2.5m easement from the existing highway and a 5m easement from any dwellings, guaranteeing accessibility for future maintenance and contingency for asset failure. This practice is in accordance with SuDS Manual (C753). Where minimum easements cannot be met, evidence is required from the structural engineer that the building foundations are appropriately designed to protect the building and tank.

The approved scheme shall then be implemented in full prior to the first occupation of the development and thereafter retained and maintained for the lifetime of the development.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution pursuant to the NPPF and Core Strategy Policies EN08 and EN14.

12) Prior to the first occupation of the development hereby approved, details of the implementation, maintenance and management of the approved surface water drainage scheme, shall be submitted to and approved in writing by the City Council, as Local Planning Authority. Those details shall include:

- Verification report providing photographic evidence of constructed flow control and SuDS components as per design drawings approved as part of Condition 8.
- Provide As Built construction drawings OR confirm that they align with the original design construction drawings.
- Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details for the lifetime of the development.

Reason - To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development pursuant to national policies within the NPPF and NPPG and Core Strategy policies EN08 and EN14.

13) Foul and surface water shall be drained on separate systems.

Reason - To secure proper drainage and to manage the risk of flooding and pollution, pursuant to Section 10 of the National Planning Policy Framework and Policy EN14 of the Core Strategy.

14) No development works shall take place until the applicant or their agents or their successors in title has secured the implementation of a programme of archaeological works in accordance with a Project Design which has been submitted to and approved in writing by the local planning authority.

The Project Design shall cover the following:

a). A phased programme and methodology of investigation and recording to include:

- archaeological evaluation trenching;
- pending the results of the above, an open-area excavation (subject to a revised Project Design).

b). A programme for post-investigation assessment to include:

- production of a final report on the results of the investigations and their significance.

c). Deposition of the final report with the Greater Manchester Historic Environment Record.

d). Dissemination of the results of the archaeological investigations commensurate with their significance.

e). Provision for archive deposition of the report and records of the site investigation.

f). Nomination of a competent person or persons/organisation to undertake the works set out within the approved Project Design.

The development shall then proceed in accordance with the approved details.
Reason - To record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in accordance with Core Strategy Policies EN3 and DM1, Saved Unitary Development Plan Policy DC20 and the National Planning Policy Framework.

15)(a) The development shall be carried out in accordance with the Construction Local Labour Proposal, stamped as received by the City Council, as Local Planning Authority, on 2 December 2025.

The approved document shall be implemented as part of the construction of the development. In this condition a Local Benefit Proposal means a document which includes:

- i) the measures proposed to recruit local people including apprenticeships
- ii) mechanisms for the implementation and delivery of the Local Benefit Proposal
- iii) measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives

(b) Within one month prior to construction work being completed, a detailed report which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority.

Reason – The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy (2012).

16)a) Prior to the occupation of the residential building hereby approved, a scheme of highway works and details of footpaths reinstatement/public realm shall be submitted to and approved in writing by the Local Planning Authority including:

- Reinstatement of redundant dropped kerbs
- Footway improvement and reinstatement work around the perimeter of the application site
- Relocation of street lighting columns and reinstatement of highway (where required)

b) Prior to the first occupation of the development hereby approved, a verification report, which will include phototrophic evidence and relevant highway approval notices (where relevant) shall be implemented as part of the development and be

in place prior to the first occupation of the development and thereafter retained and maintained.

c) In the event of non-conformity, where the highway works have not been carried out and/or to relevant standards, then any measures/changes required to achieve conformity shall be carried out. Any required measures/changes and verification shall continue until conformity has been achieved and agreed in writing by the Local Planning Authority, before first occupation of the development.

Reason - To ensure safe access to the development site in the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

- 17) Notwithstanding the Waste Proforma and page 34 of the Design and Access Statement, received by the Local Planning Authority on 8 August 2025, prior to the commencement of development, a detailed waste management strategy shall be submitted to and approved in writing by the Local Planning Authority. This shall include details of the management of waste collections and the arrangement for bins to be transported back to the internal bin store.

The approved waste management strategy shall be implemented prior to the first occupation of the development and thereafter retained and maintained for the lifetime of the development.

Reason - In the interests of amenity and public health, pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

- 18) No part of the development shall be occupied until the secure cycle storage for each plot as shown on drawing no. A886_P_110A (Basement Floor Plan), as received by the Local Planning Authority, on 8 August 2025 has been implemented and made available for use.

The approved spaces and facilities shall then be retained and permanently reserved for bicycle parking for the duration of the use.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to transport mode, pursuant to policy T1 of the City of Manchester Core Strategy.

- 19)a) Prior to the installation of external lighting, a scheme for the lighting design shall be submitted to and approved in writing by the City Council as Local Planning Authority to control glare and overspill onto nearby residential properties. The lighting shall be installed in accordance with the approved scheme.

b) Prior to the first use of the lighting, a verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved light consultant's report. The report shall be submitted to and approved in writing by the City Council as Local Planning Authority. The report shall also undertake post completion testing to

confirm that acceptable criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the criteria.

Reason - In the interests of amenity and design in order to comply with the requirements of policies SP1 and DM1 of the Core Strategy.

- 20) If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy.

- 21) Prior to first occupation of the development hereby approved and prior to the installation, details of the siting, scale and appearance of the PV panels to the roof as shown on drawing A886_P_116B, shall be submitted to and approved in writing by the Local Planning Authority. This shall include cross sections and product specifications.

The approved details shall then be implemented prior to the first use of the development and thereafter be retained and maintained in situ.

Reason - In the interest of ensuring the solar panels are installed and to ensure that they are appropriate in terms of visual amenity pursuant to policies SP1, EN1, EN6 and DM1 of the Manchester Core Strategy (2012).

- 22)a) The development hereby approved shall proceed in accordance with the submitted: Air Quality Assessment: 9674r1 prepared by, Redmore Environmental and received by the Local Planning Authority on 8 August 2025.

Reason: To secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution, pursuant to policies EN16, SP1 and DM1 of the Core Strategy.

- 23) The development hereby approved shall be carried out in accordance with the submitted Environmental Standards Statement: Version 2.0, prepared by Ridge as received by the Local Planning Authority on 14 January 2026.

A post construction review certificate/statement shall be submitted for approval in writing by the City Council, as Local Planning Authority, within 3 months of first use of a building at the development hereby approved.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Core Strategy and the

principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

- 24) The development hereby approved shall be carried out in accordance with the safety and security details within the Crime Impact Statement: 2025/0219/CIS/01, as received by the Local Planning Authority on 22 August 2025.

The development hereby approved shall not be occupied or used until the Local Planning Authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Core Strategy and to reflect the guidance contained in the National Planning Policy Framework.

- 25) All residential apartments shall be constructed to M (4) 2 standard prior to the first occupation of the development hereby approved.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions Core Strategy policy DM1 and Places for Everyone Plan Policy JP-H3.

- 26) Prior to the first occupation of the development, the window panels as shown highlighted on the 'Obscure Glazing Proposal', received by the Local Planning Authority on 14 January 2026, in the east facing elevation (Constance Street) of the development hereby approved shall be obscure glazed to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent and shall be retained as such thereafter.

Reason - In order to protect the amenity of neighbouring residents and in accordance with policies SP1 and DM1 of the Core Strategy.

- 27) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) no part of the development shall be used for any purpose other than the purpose(s) of Class C3(a) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification). For the avoidance of doubt, this does not preclude two unrelated people sharing a property.

Reason - In the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

- 28) The residential use hereby approved shall be used only as private dwellings (which description shall not include serviced properties or similar uses where

sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights) and for no other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity do not commence without prior approval; to safeguard the character of the area, and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

- 29) Prior to the first occupation of the development hereby approved, details of the provision of bat and bird boxes on site shall be submitted to and approved in writing by the Local Planning Authority.

The approved details shall then be installed on site prior to the first use of the development and thereafter retained in situ for the lifetime of the development.

Reason - In order to secure a biodiversity net gain on site in accordance with Manchester Core Strategy Policy EN15, Places for Everyone Plan Policy JP-G9 and the National Planning Policy Framework.

- 30) No works to trees or shrubs shall occur between the 1st March and 31st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation provided that no active bird nests are present which has been agreed in writing by the local planning authority.

Reason - In order to protect wildlife from works that may impact on their habitats, pursuant to policy EN9 of the Core Strategy.

- 31) Notwithstanding the Highways Technical Note, prepared by axis as received by the City Council, as Local Planning Authority, on the 8 August 2026, prior to first occupation, a travel plan shall be submitted to and approved in writing by the Local Planning Authority.

In this condition a Travel Plan means a document which includes:

- i) the measures proposed to be taken to reduce dependency on the private car by those working and staying at the development;
- ii) a commitment to surveying the travel patterns of staff and guests during the first three months of the first use of the development and thereafter from time to time
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car

- iv) measures for the delivery of specified travel plan services
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

Within six months of the first use of the development, a Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority. Any Travel Plan which has been approved by the City Council as Local Planning Authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel for staff and guests, pursuant to policies T1, T2 and DM1 of the Manchester Core Strategy (2012).

- 32) Prior to above ground works, a bay study of the recessed brickwork to the west elevation as shown on drawing A886_P_313G and the south elevation as shown on drawing A886_P_312G, shall be submitted to and approved in writing by the Local Planning Authority.

The approved details shall then be implemented as part of the development.

Reason - In order to ensure a satisfactory appearance in the interests of visual amenity in accordance with policies SP1 and DM1 of the Core Strategy and the requirements of the National Planning Policy Framework.

- 33)a) Prior to the commencement of above ground works (excluding site clearance), measurements of the existing television signal reception within the potential impact areas identified in the Television and Radio Reception Impact Assessment dated 9 July 2025 shall be submitted to and approved in writing by the City Council as local planning authority. The work shall be undertaken either by an aerial installer registered with the Confederation of Aerial Industries or by a body approved by the Office of Communications and shall include an assessment of the survey results obtained.

b) A study that assesses the impact of the development on television signal reception within the potential impact area identified in part (a) of this condition shall be submitted to the Local Planning Authority for approval in writing within one month of the practical completion of the development or before the development is first occupied, whichever is the sooner, and at any other time during the construction of the development if requested in writing by the Local Planning Authority in response to identified television signal reception problems within the potential impact area. The study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out in part (a) of this condition above. The approved measures must be carried out either before the building in that phase is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

Reason - To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception, pursuant to Policy DM1 of the Core Strategy for the City of Manchester and Section 10 of the National Planning Policy Framework.

34) No doors (other than those designated as fire exits) shall open outwards onto adjacent pedestrian routes.

Reason - In the interest of pedestrian safety pursuant to policy DM1 of the Manchester Core Strategy (2012).

Informative

1) The applicant is reminded that, under the Wildlife and Countryside Act 1981 as amended it is an offence to remove, damage, or destroy the nest of a wild bird, while the nest is in use or being built. Planning consent does not provide a defence against prosecution under this act. If a bird's nest is suspected work should cease immediately and a suitably experienced ecologist employed to assess how best to safeguard the nest(s).

2) Demolition/Construction Hours

Construction/demolition works shall be confined to the following hours unless otherwise agreed in writing by the City Council:

Monday - Friday: 7.30am - 6pm

Saturday: 8.30am - 2pm

Sunday / Bank holidays: No work.

3) Considerate Constructors' Scheme

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the City by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors' Scheme is highly recommended.

4) Any materials approved for planning purposes should be discussed in full with Building Control. This is to ensure they meet the guidance contained in the Building Regulations for fire safety. Should it be necessary to change the external facade treatment due to conflicts with the Building Regulations you should discuss these with the Planning Service as soon as possible as this could materially affect your permission

5) a. The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with Manchester City Council's (MCC)

Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004) Email - highwaylicences@manchester.gov.uk.

b. A S278 agreement is required for works to the adopted highway. A deposit is required to begin the S278 application. Additional costs will be payable and are to be agreed with S278 Statutory Approvals team. Following an assessment of the scope of works, all additional estimated costs are required to be paid in full prior to the expenditure of the initial deposit, or work on the technical approval process will cease and can delay the programme for the start of works on site. The minimum standard S278 technical approval timescale is between 4-6 months and, if TRO's are included, can take 12 months, so please programme this into your timetable. Please note: you will not be able to start works on the highway until technical approval has been given by the S278 Engineer and the relevant highways permits granted.

d. Any modifications / improvements to the public highway or footpath will require agreement with MCC's Highways Applications and Network Resilience teams. This will be funded at the applicant's expense.

e. Application for off-site highways works condition discharge may only be submitted following securing of cash bond or surety provision of the total costs of the associated highways works as provided by the statutory approvals team. Evidence of this should be provided with the condition discharge documents. The process for permission to work on the highway can be found using the following link:

https://www.manchester.gov.uk/directory_record/451887/permission_to_work_on_the_highways_-_section_278_agreements/category/355/highways_and_pavements

f. It is expected that all modifications / improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being discharged. The developer is to agree the above with MCC's Statutory Approvals and Network Resilience Teams post planning approval and prior to construction taking place.

g. It is recommended that the applicant liaises with MCC's Street Lighting Team (streetlighting@manchester.gov.uk) to discuss the potential requirement for relocating the street lighting column. Please note that any relocation will be at the applicant's expense.

h. The applicant should be advised that all gated accesses (except fire exits) will need to provide inward opening gates to ensure they do not impact on the adopted footway or highway

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 143678/FO/2025 held by planning or are City Council

planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

The following residents, businesses and other third parties in the area were consulted/notified on the application:

**Highway Services
Environmental Health
MCC Flood Risk Management
Work & Skills Team
Greater Manchester Police
United Utilities Water PLC
Environment Agency
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit
Network Rail**

A map showing the neighbours notified of the application is attached at the end of the report.

Representations were received from the following third parties:

Relevant Contact Officer :	James Bridgman
Telephone number :	0161 219 6202
Email :	james.bridgman@manchester.gov.uk

