

Application Number	Date of Appln	Ward
124094/FO/2019	17th Jan 2020	Deansgate Ward

Proposal Erection of a two storey roof-top extension to Block A of the existing apartment building to create 11 additional dwellings and to allow the extension of the existing penthouse apartment.

Location Hill Quays, 1 Jordan Street, Manchester, M15 4QU

Applicant Mr Andrew Broadhurst, Cobe Consulting, C/o Agent,

Agent Ms Emily Roberts, Avison Young, Norfolk House, 7 Norfolk Street, Manchester, M2 1DW

Key Date Further comments on this application must be received no later than 10.00am on 26 May 2020.

Description

This part 8 and part 9 storey building is bounded by Jordan Street, Little Peter Street, the River Medlock and a surface car park. The nearest Conservation Area is Castlefield, which is approximately 190 metres from the site.

The building consists of two blocks (A and B) that are connected by open air bridges at each level. Block A fronts Jordan Street and Block B curves alongside the River Medlock. Both blocks have white render façade and timber effect cladding. It comprises 266 homes, the majority of which are 1 and 2 bedroom flats. There is penthouse with a garden space at level 8.

Block A has seven levels of homes, one of commercial spaces and two of basement car and cycle parking and refuse and other services.

The closest listed building is Knott Mill Bridge, which is 110 metres to the North West, followed by the Boundary Stone and Floodgate of the Knott Mill Bridge, which are 130 metres to the west. There are a further seven Grade II Listed Buildings within 250 metre comprising Deansgate Station, The Former Congregational Chapel, Rochdale Canal Locks 90 and 91, the lock keeper's cottage at Lock 91 of the Rochdale Canal, 13-17 Albion Street and the Briton's Protection Public House.

The building is in Knott Mill and there is a current Masterplan for the area. The site is adjacent to First Street and Great Jackson Street is on the opposite side of the river. First Street includes offices, food and drink uses, car parking, hotel accommodation, conference space, high quality architecture and public realm. It also includes HOME, a cultural hub for film, theatre and exhibitions. Events take place within the area throughout the year.

Great Jackson Street is intended to become a primarily residential neighbourhood, taking the opportunities provided by its close proximity to the City Centre and surrounding developments, such as First Street. There are currently a number of uses within the Great Jackson Street area, including car parking, light industrial units, warehouses and commercial premises.

Surrounding uses include surface car parking, residential accommodation, offices, a train station, an art gallery, shops, restaurants and industrial uses.

Block A would be extended at rooftop level to provide 11 additional apartments and an existing apartment would be extended. The proposals would also provide 11 additional cycle spaces. No additional car parking is proposed.

There would be a 1 bed 1 person apartment, five 2 bed 4 person apartments and five 2 bed 4 person duplex apartments. The penthouse apartment would have four bedrooms. The extension is two storeys with a saw tooth roof and would be clad in bronze coloured anodised aluminium. Windows would also have bronze coloured anodised aluminium frames and there would be areas of curtain wall glazing. Glass would be back painted or opaque and decorative perforated panels would be installed in front of some openable windows. Balconies would have a structural glass balustrade.



All apartments would comply with or exceed the National Described Space Standards and Approved Document Part M and would comply with Design for Access 2 as far as possible. An internal bin store would be provided within Level B2 of the existing building. The extension would be accessed via the existing entrance and the existing vertical circulation and would connect to existing services.

Consultations

Publicity – The application was advertised in the local press as affecting the setting of a listed building and as affecting a conservation area. A notice was displayed on site and letters were sent to surrounding occupiers. 14 objections and 1 representation have been received. These are summarised as follows:

It will have a detrimental effect on anyone sleeping during the day including nurses, which in turn will affect abilities to care for patients in a safe and alert manner.

The Noise Impact Assessment Report has established that the noise levels will be at the lowest of 52 decibels (dB) at 90% of the time and highest at 73 maintaining at a maximum time go 15mins. According to the World Health Organisation, 2009, it has been established that night noise exposure should not exceed 40 db. Persons exposed to higher levels can suffer mild health effects, such as sleep disturbances and insomnia. As clearly stated in the Noise Impact Assessment Report, the Noise Policy Statement for England (NPSE) (2010) is in place to guide principles of sustainable development. The impact of this development will categorically go against the NPSE as it will affect the “health and quality of life” for residents.

Individuals from Block B regularly walk across to Block A to use the lift meaning that the use of the lift is increased. At the peak time of day you must wait for the lift for a minimum of 4 minutes. The lift will also be used when the construction is underway further increasing the waiting time and also the quality, condition and cleanliness of the lift and the risk of it breaking down due to overuse.

How would the lift be extended to allow access to the new apartments? The lift being out of use is not acceptable for those living on the 8th floor. All new apartments and occupants will be effectively travelling the furthest and so taking the longest.

Crime rates may increase due to having more persons in the building. There have already been multiple attempts by members of the general public to try and gain entry into our building and someone has recently been arrested for attempting to open doors in the form of opportunist crime. This is a huge concern particularly for those living alone. Tailgating to use access to the car park is also an issue. Our building is identified as an opportunity for crime and being observed by those willing to commit the crime on a regular basis.

The construction work increases the chances of crime committed to the occupiers of the building as more personnel will have access and there will be no way of identifying that the individual is one of the construction worker and/or new members of the apartments above. What safety measures will be put in place?

Where will all of the extra post will be delivered to and how will this will be managed? There is already an abundance of parcels left in the lobby, with no opportunity to increase the number and size of post boxes. This will become unmanageable for our concierge and will be a security risk.

The use of scaffolding will affect my privacy and dignity, which is entirely unacceptable. How will this be overcome to ensure that anxiety is not caused?

The noise generated by the car park ventilation is greatly above acceptable levels and this has been referred to environmental health by many of the residents already.

The construction would impact upon natural lighting into the apartments. During a previous repainting of the building scaffolding was erected which covered my lounge window blocking all natural light. I fear the works will be delayed due to bad weather as happened previously.

During previous works the management provided no update to residents and showed no concern over the effects of the reduced natural lighting. They severely lack concern for resident’s rights. This application appears to be another gamble by them to make more money at the risk of the welfare of residents.

The extension will look out of place as it does not match the rest of the current building. The existing building is uniform and looks well designed and completed. Adding further stories that do not match in material, colour or design will only run part of the building skyline and spoil the aesthetic of the building and the area. It would not be in keeping with the area and would create a bolt on, late addition look to the building

Little Peter Street, Commercial Street and Jordan Street are unable to handle the traffic that is generated by the existing development. The proposed addition would further add to the problems. This must be considered.

Nothing should be dropped off the building during the works in order to protect the public.

The proposed hoist would cause disturbance to residents in that area due to noise of the lift itself, and personnel being transported in the lift. I also fail to see how this will not prevent some light getting into windows.

Works concerning concrete can generate dangerous silica dust leading to silicosis. Collection should be stipulated, not suppression as suppression is usually very poor. Dust monitoring of all tasks should be carried out. Low maximum decibel levels should be stipulated and measured continuously to prevent disturbance to residents.

The gain of 11 new residences would not be worth the harm caused to the existing residents.

There isn't sufficient information in the proposal regarding fire protection. Details of the potential extent of works required to both new and existing structure to comply with current and incoming Building Regulations should be provided.

What is the proposed route of M&E services from the extension to the riser, and how will these affect current residents' services and every day experience? Is there sufficient capacity in the existing building for the required M&E services in the extension?

There are already issues with pulsating water pressure, heavily leaking pipework into the underground car park which has existed for at least two years or more and faulty and noisy AHUs that have left the worst affected residents totally exasperated. The current services are not even adequate for the existing building, let alone a two-storey extension.

Who really benefits from this proposed extension? The green space shown within the Architect's concept images goes no way to benefitting the current community at Hill Quays.

There is already a lack of parking in the building and the local area and a number of residents use on street parking, which is at capacity throughout the day and especially on Friday and Saturday nights. The road is very narrow and blockages due to the development would be unacceptable. The applicant states that the occupiers

of Hill Quays have not taken up the offer of car parking spaces, but this is untrue. We are consistently refused spaces. Application referenced 120113/FO/2018 has been approved by the City Council for a new hotel which also purports to make use of our supposedly unused car parking spaces.

Adding further cars to an area that already has dangerous levels of parking would be a problem.

Engineers have confirmed that the current car park is unable to be adequately ventilated. The management company are still working on a solution, but don't yet have one.

The new development and increased basement traffic would further increase CO2 levels which is not addressed in the application. The existing ventilation in the building would not be able to safely cope with the increased demand.

This appears to be at the severe detriment to the existing leaseholders, especially those who have paid a premium to live at the top of the building.

This proposal would put off a buyer or renter by the thought of the building works over a long period of time and diminish the value of the apartment as it is no longer away from noise (due to the apartment above).

Future service charges may be affected by an additional flats in the building and some services including the gym are already past capacity.

Access to Works - Per The First Schedule Part II point 1, "the right of way in common with the Landlord and all others entitled to the like right over and along the road drives and paths entrance hall passages lift (if any) and stairways giving access to the Property and the parking space (if any) in respect of which rights are granted under this lease"

Nuisance - Per The Third Schedule Regulations point 1, "No act or thing which may cause or causes a nuisance damage annoyance or inconvenience to the Landlord or any occupier of the Estate or Neighbourhood may be done or suffered to be done in the Property or any part"

THIS IS NOT A STRONG BUILDING. In the recent storms the entire place creaked. The windows are not sturdy and there are draughts constantly. Sometimes it feels like our flat could fall apart.

I am concerned that increasing the number in residents will cause disruption to lift access. There are only 2 lifts in Block A.

From review of the proposed drawings, I do not consider they are in keeping with the aesthetics of adjacent buildings.

We have already suffered due to the ongoing developments at Deansgate Square/Owen Street and there are additional traffic improvement works planned. These works will increase noise, disturbance and traffic further,

Residents should be able to live without noise pollution so close and for long in their own homes, particularly those that work night shifts. This proposition and its unavoidable noise pollution and obstruction is unacceptable. This application would make the whole building a building site simply to increase the penthouse owner's profits.

There does not seem to be a need for increased living space given the plethora of new properties having just been built and empty properties within Hill Quays itself. I do not believe that an additional 11 flats is worth the negative impact on current residents. With all the other development surrounding this building there is no need for this unjustified expansion.

Dust and debris will fall onto balconies, which are the only private outdoor areas that residents have.

The concierge service is already stretched without increasing the number of residents.

Access to the ground floor offices must not be obstructed or made unsafe due to machinery, scaffolding or excessive noise during the works. The working environment within must be suitable. It must be free from noise, dust and other pollutants. Many of the visitors to the business are severely disabled and/or vulnerable. We need to ensure safe access and egress for them.

1 representation has been received and is summarised as follows:

In general I am in favour of the aesthetic for the proposed extension and would certainly welcome the arrival of more families to Hill Quays. I am also not opposed in principle to the idea of an extension at Hill Quays. However, there are several parts of the proposal/application which I find concerning and for which I would ask for further details to be issued.

Primarily, about the lack of information submitted regarding fire protection, the potential extent of works required to both new and existing structure, the ability to comply with current and incoming stricter Building Regulations and how this would affect the overall appearance and use of the completed building by its residents.

How will M&E services be incorporated and how will these affect current residents' services and every day experience? Is the developer absolutely certain that there is sufficient capacity in the existing building?

There are long standing issues with pulsating water pressure and heavily leaking pipework into the underground car park which has existed for at least two years or more. There are also incredibly noisy and faulty AHUs. The current services are not even adequate for the existing building, let alone a two-storey extension.

Who really benefits from this proposed extension? The green space shown within the Architect's concept images goes no way to benefitting the current community at Hill Quays. The extent of disruption to current Hill Quays residents and neighbours

during construction works along with the more negative aspects of the completed extension is not really worth it for 11 extra apartments, which bring no practical benefit whatsoever to current building users.

Head of Regulatory and Enforcement Services (Environmental Health) - Have no objections and have recommended conditions: to limit construction hours; agree a revised scheme for air quality management, agree a scheme for the acoustic insulation of the residential accommodation and the associated plant and equipment; agree an amended construction management plan and require the implementation of the waste management strategy.

Travel Change Team, City Policy – No comments received.

Flood Risk Management Team – Based on the provided evidence and the fact that this planning application is a vertical extension, we recommend no drainage condition for this application.

The drainage of the site can be approved and we the applicant should adapt the existing drainage system to suit the proposal whilst preventing the increased risk of flooding and ensuring future maintenance of the drainage system pursuant to policy EN17 of the Core Strategy.

Strategic Development – No comments received.

City Centre Regeneration – Advised that these proposals are in line with the vision, objectives and urban design principles outlined the Knott Mill masterplan approved last year. The proposed increase in residential accommodation in this scheme supports the vision outlined in the plan, for the area to become a more distinctive and successful mixed-use neighbourhood.

Highway Services – Advised that the proposals are acceptable subject to the following condition:

- It is recommended that upon occupation the sites management company provides residents with a Travel Pack. This Travel Pack should include information regarding access to sustainable modes of travel, including walking / cycle routes to nearby transport hubs, access to cycle parking, access to car club schemes etc.

Greater Manchester Ecology Unit – Confirmed that issues relating to bats and nesting birds can be resolved via informatives.

Greater Manchester Police (Design for Security) – Recommend that a condition to reflect the physical security specifications set out in the Crime Impact Statement should be added, if the application is to be approved.

Network Rail – Confirmed that they have no comments

Work and Skills – No comments received.

Issues

Local Policy

Core Strategy

The proposals are considered to be consistent with Core Strategy Policies SP1 (Spatial Principles), EC1 (Land for Employment and Economic Development), CC1 (Primary Economic Development Focus (City Centre and Fringe), CC4 (Visitors – Tourism, Culture and Leisure), CC5 (Transport), CC6 (City Centre High Density Development), CC7 (Mixed Use Development), CC8 (Change and Renewal), CC9 (Design and Heritage), CC10 (A Place for Everyone), T1 (Sustainable Transport), T2 (Accessible Areas of Opportunity and Need), EN1 (Design Principles and Strategic Character Areas), EN3 (Heritage), EN4 (Reducing CO2 Emissions), EN6 (Target Framework for CO2 Reductions), EN8 (Adaptation to Climate Change), EN9 (Green Infrastructure), EN14 (Flood Risk), EN15 (Biodiversity and Geological Conservation), EN16 (Air Quality), EN17 (Water Quality), EN18 (Contaminated Land), EN19 (Waste) and DM1 (Development Management)

The Core Strategy Development Plan Document 2012-2027 was adopted in July 2012 and is the key document in the Local Development Framework. It sets out the long term strategic planning policies for Manchester. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents. The adopted Core Strategy contains a number of Strategic Spatial Objectives that form the basis of the policies contained therein, as follows:

SO1. (Spatial Principles) – The development would be in a highly accessible location and reduce the need to travel by private car and would therefore support sustainable growth and help to halt climate change.

SO2. (Economy) – The scheme would provide construction jobs.

S05. (Transport) – The development would be highly accessible, reducing the need to travel by private car and would make the most effective use of public transport. This would improve physical connectivity and help to enhance the functioning and competitiveness of the City.

SO6. (Environment) – The development would protect and enhance the natural and built environment and ensure the sustainable use of natural resources in order to: mitigate and adapt to climate change; support biodiversity and wildlife; improve air quality and ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

Policy SP1 (Spatial Principles) – The development would be sustainable and would deliver homes in the City Centre. The development would be close to sustainable transport. It would enhance the built and natural environment, create a well-designed place; create character and, reduce the need to travel.

Policy EC1 (Land for Employment and Economic Development) - The site is close to transport infrastructure and the use would promote walking, cycling and public transport use. The City Centre is a key location for employment growth and jobs would be created during construction. The design would use the site efficiently via a rooftop extension and users and employees would have access to a range of transport modes.

Policy H1 (Overall Housing Provision) - The development would provide new homes, of a suitable type and would increase the variety of accommodation available. It would be an addition to an existing high density mixed use development and is consistent with regeneration objectives. It would include a mix of accommodation that would help to create a mixed community.

Policy H8 (Affordable Housing) – £546,896 was paid to the City Council on 25th May 2006 for the original development. This was paid towards improving and maintaining the environment, public realm, highway, public facilities, public infrastructure and the like within the ward. On this basis no further contribution has been sought to the provision of affordable housing.

Policy CC5 (Transport) - The proposal would improve pedestrian safety by providing secure accommodation and increasing natural surveillance. The development would help to improve air quality and reduce carbon emissions by being accessible by a variety of modes of transport.

Policy CC6 (City Centre High Density Development) – The proposal is an extension to an existing large modern building using the site efficiently.

Policy CC8 (Change and Renewal) – The proposal would support the employment role of the City Centre and improve accessibility and legibility. It would create jobs during construction and would use the site more efficiently.

Policy CC9 (Design and Heritage) – The design would be appropriate to its context. The scale, height, massing, alignment, material and use are acceptable.

Policy CC10 (A Place for Everyone) – Level access would be provided into the building and full access would be provided to all facilities on all levels via two existing passenger lifts. The split level apartment would not be fully accessible, but would provide accommodation that is intended to appeal to families. Duplex apartment could however be adapted to be accessible. The site is in a highly accessible, sustainable location. There are 20 disabled parking bays within the car park.

Policy T1 (Sustainable Transport) – The proposal would encourage modal shift to sustainable transport through its location, a travel plan and the provision of cycle parking spaces.

Policy T2 (Accessible Areas of Opportunity and Need) – The proposal would be accessible by a variety of sustainable transport modes.

Policy EN1 (Design Principles and Strategic Character Areas) - The proposal involves a high quality design which would enhance the character of the area and the overall image of Manchester.

Policy EN3 (Heritage) - The high quality design would have a positive impact on the site and Knott Mill area.

Policy EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon Development) - The proposal would follow the principle of the Energy Hierarchy to reduce CO2 emissions.

Policy EN6 (Target Framework for CO2 reductions from low or zero carbon energy supplies) – The development would comply with the CO2 emission reduction targets set out in this policy. An improvement of c.9.8% over Part L1A 2013 requirements would be achieved. The development would accord with the energy efficiency requirements and carbon dioxide emission reduction targets within the Core Strategy and would be designed and specified in accordance with the principles of the energy hierarchy. The building fabric would achieve high levels of insulation and there would be high specification energy efficiency measures.

Policy EN8 (Adaptation to Climate Change) - This is a highly sustainable location and the application is supported by an environmental standards and energy statement and a Blue and Green Infrastructure Statement. The proposals include green infrastructure. There would be no loss of green space or biodiversity as a result of the proposals. An improvement of c.9.8% over Part L1A 2013 requirements would be achieved.

Policy EN9 (Green Infrastructure) – The proposals contain external amenity space for the residents and a roof terrace would incorporate green infrastructure. The proposals would provide external amenity space for residents and retain accessible roof space for existing residents

EN15 (Biodiversity and Geological Conservation) – There would be no loss of biodiversity due to the proposal and additional green space would be created.

Policy EN16 (Air Quality) - The proposal would be highly accessible by all forms of public transport and reduce reliance on cars and therefore minimise emissions from traffic generated. The application is supported by an air quality assessment.

Policy EN19 (Waste) - The development would be consistent with the principles of waste hierarchy and a Waste Management Strategy has been submitted.

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;
- design for health;
- adequacy of internal accommodation and amenity space.

- impact on the surrounding areas in terms of the design, scale and appearance of the proposed development;
- that 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.

The application is considered in detail in relation to the above issues within this report and is considered to be in accordance with this policy.

Saved Unitary Development Plan Policies

DC18.1 (Conservation Areas) – The proposal would not have a detrimental impact on the conservation area.

DC19.1 (Listed Buildings) – The proposal would not have a detrimental impact on the setting of the nearby listed buildings.

DC26.1 and DC26.5 (Development and Noise) – Acoustic assessments have been submitted.

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

This Supplementary Planning Document supplements guidance within the Adopted Core Strategy with advice on development principles including on design, accessibility, design for health and promotion of a safer environment. The proposals would comply with these principles where relevant.

Relevant National Policy

The National Planning Policy Framework sets out Government planning policies for England and how these are expected to apply. The NPPF seeks to achieve sustainable development and states that sustainable development has an economic, social and an environmental role (paragraphs 7 & 8). Paragraphs 10, 11, 12, 13 and 14 of the NPPF outline a "presumption in favour of sustainable development". This means approving development, without delay, where it accords with the development plan. Paragraphs 11 and 12 state that:

“The presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making. Where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take

decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.”

The proposed development is considered to be consistent with sections 6, 7, 8, 9, 11, 12, 14, 15 and 16 of the NPPF for the reasons outlined below:

Section 6 – (Building a strong and competitive economy) – The proposal would support economic growth and create jobs and prosperity through construction.

Section 8 (Promoting healthy and safe communities) – The accommodation would be safe and accessible. It would be fully integrated into the wider area and would relate well to and complement the nearby uses within Knott mill and the Great Jackson Street and First Street areas.

Section 9 (Promoting Sustainable Transport) – This site is close to Deansgate and Oxford Road railway stations, St Peter’s Square and Deansgate Metrolink Stations and bus routes on Medlock Street and Deansgate. Metroshuttle bus routes 2 and 3 is closest to the site. This would be sustainable development and contribute to wider sustainability and health objectives and would give people a choice about how they travel.

Section 11 (Making Effective Use of Land) - The extension would use the site effectively.

Section 12 (Achieving Well-Designed Places) –The design has been reviewed through consultation and evolution. The building would respect the character of the existing building and the surrounding area. The apartments would comply with and exceed Approved Document Part M where relevant and would comply with DFA2 where possible. The split level apartments would not be fully accessible, but would provide accommodation that is intended to appeal to families. They could however be adapted to be fully accessible.

Section 15 (Conserving and enhancing the natural environment) - The potential risks of various forms of pollution, including noise, has been considered. It is considered that the proposals, with appropriate mitigation measures, would not have any significant adverse impacts on the natural environment.

Section 16 (Conserving and Enhancing the Historic Environment) - The site is not within a Conservation Area and would not affect the character of any conservation areas or nearby listed buildings. The applicant has submitted a design and statement that assesses the impact on the surrounding heritage assets.

Other Relevant City Council Policy Documents

Strategic Plan for Manchester City Centre 2015-2018

The Strategic Plan 2015-2018 updates the 2009-2012 plan and seeks to shape the activity that will ensure the City Centre continues to consolidate its role as a major economic and cultural asset for Greater Manchester and the North of England.

It sets out the strategic action required to work towards achieving this over the period of the plan, updates the vision for the City Centre within the current economic and strategic context, outlines the direction of travel and key priorities over the next few years in each of the city centre neighbourhoods and describes the partnerships in place to deliver those priorities.

The application site falls within the area designated as Castlefield, which the Plan recognises as having a unique identity and individualistic landscape. Castlefield offers an attractive residential location, a variety of popular visitor attractions, and a collection of vibrant restaurants and bars. The relevant key priorities for this area are:

- Delivering full integration with the proposed St John's development; and
- Ensuring residential developments are balanced with the needs of the area.

The proposed development would be consistent with achieving these priorities.

Manchester Green and Blue Infrastructure Strategy 2015

The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements within the City within the context of objectives for growth and development.

The proposals include green infrastructure.

Stronger Together: Greater Manchester Strategy 2013 (GM Strategy)

The sustainable community strategy for the Greater Manchester City Region was prepared in 2009 as a response to the Manchester Independent Economic Review (MIER). MIER identified Manchester as the best placed city outside London to increase its long term growth rate based on its size and productive potential. It sets out a vision for Greater Manchester where by 2020, the City Region will have pioneered a new model for sustainable economic growth based around a more connected, talented and greener City Region, where all its residents are able to contribute to and benefit from sustained prosperity and a high quality of life.

The provision of additional residential accommodation on the site will clearly support and align with the overarching programmes being promoted by the City Region via the GM Strategy.

There is an urgent need to build more new homes for sale and rent to meet future demands from the growing population and to address undersupply and the Council is adopting measures to enable this. The proposals represent an opportunity to address these requirements adjacent to a major employment centre and in a well-connected location.

Manchester Residential Quality Guidance (July 2016) (MRQG)

The City Council's has endorsed the Manchester Residential Quality Guidance which is now a material planning consideration. The 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.

The Residential Growth Strategy (2016)

This recognises the critical relationship between housing and economic growth. There is an urgent need to build more new homes for sale and rent to meet future demands from the growing population.

Housing is one of the key Spatial Objectives of the Core Strategy and the Council aims to provide for a significant increase in high quality housing at sustainable locations and the creation of high quality neighbourhoods with a strong sense of place.

The proposed development would contribute to achieving the above targets and growth priorities.

The Knott Mill Masterplan 2019

The masterplan aims to provide 124,000 sq. ft. of commercial space and 154 apartments delivered, with vacant and under-used plots earmarked for redevelopment. Both existing buildings and vacant sites are included within an area bordered by the River Medlock, the Owen Street development, and Whitworth Street West.

The existing area primarily consists of lower-rise office buildings and railway arches, it is intersected by Little Peter Street and is home to a number of businesses. As well as office space, there are also several residential developments dotted around the area.

The masterplan includes proposals for a mix of new-build developments and the retention of historic buildings.

Development opportunities are identified between Commercial Street and the River Medlock. Key priorities also include pedestrian links across the river and increasing connectivity within the area.

The masterplan includes the potential for height and density.

Brick-clad development is to be favoured in an effort for any new buildings to fit in with existing assets, although taller buildings could be brick-clad below with alternative cladding above.

The masterplan is proposing to add 124,000 sq. ft. of commercial space to the area; this is to include 77,000 sq. ft. of offices; 26,000 sq. ft. of retail, and 22,000 sq. ft. of hotel space.

The proposals are in line with this document.

Legislative requirements

Section 66 of the Listed Building 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.

Section 72 of the Listed Building Act provides that in the exercise of the power to determine planning applications for land or buildings within a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

S149 (Public Sector Equality Duty) of the Equality Act 2010 provides that in the exercise of all its functions the Council must have regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between person who share a relevant protected characteristic and those who do not.

This includes taking steps to minimise disadvantages suffered by persons sharing a protect characteristic and to encourage that group to participate in public life. Disability is among the protected characteristics.

S17 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.

Regulatory Reform (Fire Safety) Order 2005 requires any person who has some level of control of the premises affected to take reasonable steps to reduce the risk from fire and make sure people can safely escape if there is a fire.

Principle of the Proposed Uses and the Scheme's Contribution to Regeneration

Regeneration is an important planning consideration. The City Centre is the primary economic driver in the City Region and is crucial to its longer term economic success. There is an important link between economic growth, regeneration and the provision of new homes and, as the next phase of economic growth progresses, more homes are required to fuel and complement the growth. The proposal would extend an existing building providing additional homes without using additional land within the City Centre.

The proposal would be consistent with the Masterplan for Knott Mill and would build on the work that is being carried out within First Street. The proposal incorporates 11 new homes of varying sizes and an area of green space at roof level. They would add to activity and attract more people to the area.

Manchester's population is expected to increase by 100,000 by 2030, and this, along with trends and changes in household formation, requires more homes. Sixty thousand new homes are required over the next 20 years (3,000 per annum) and the scheme would contribute to this need within a part of the City Centre that has been identified as a suitable location for further residential development.

Residential development would be consistent with a number of the Greater Manchester Strategy's key growth priorities. It would deliver homes to meet the demands of a growing economy and population, in a well-connected location, adjacent to a major employment centre and would promote sustained economic growth. The proposal would deliver good quality homes and would complement an existing residential community.

In view of the above, the development would be in keeping with the objectives of the City Centre Strategic Plan, the Greater Manchester Strategy, and would complement and build upon Manchester City Council's current and planned regeneration initiatives. As such, it would be consistent with sections 5, 6 and 7 of the National Planning Policy Framework, and Core Strategy policies SP1, EC1, CC1, CC4, CC7, CC8, CC10, EN1 and DM1.

Design Issues, Relationship to Context and Impact on Historic Context

The effect of the proposal on key views, listed buildings, conservation areas, scheduled Ancient Monuments, archaeology and open spaces has been addressed. Section 16 of the NPPF establishes the criteria by which planning applications involving heritage assets should be assessed and determined. Paragraph 192 identifies that in determining applications Local Planning Authorities should take into account the following considerations:

- The desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation.
- The positive contribution that conservation of heritage assets can make to sustainable communities, including their economic viability.
- The desirability of new development making a positive contribution to local character and distinctiveness.

Paragraph 194 states that 'any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

Paragraph 197 states that 'The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.'

The site is not within a conservation area and would not affect the setting of listed buildings. There are however a number of historic buildings nearby that would be considered to be non-designated heritage assets. These are characterful Victorian red brick structures, some of which have been renovated in recent years. Including

the former St Peters Sunday School 1876, 10A Little Peter Street, which is an early Victorian brick warehouse, 5 Constance Street, a small Victorian brick built warehouse, 4 Jordan Street, which is a four-storey Victorian structure formerly used as a print works and 2 Little Peter Street that is a three storey Victorian brick building, with a triangular footprint which defines the corner of Little Peter Street and Commercial Street.

The proposal has been carefully considered in respect of the scale of the existing and emerging context surrounding the site in order to provide an appropriate response in respect of scale.

The proposed extension would increase the building from eight to ten storeys. The extension has been positioned to the south east area of the building to minimise the visual impact on the nineteenth century buildings of Knott Mill. The form steps away from these buildings and steps up to the tall buildings of Deansgate Square. The saw tooth roof is intended to reference back to historic mill rooflines.

There would be no harm to the affected heritage assets, and that the proposals are consistent with paragraph 196 and 197 of the NPPF and address sections 66 and 72 of the Planning Act in relation to preservation and enhancement.

In view of the above, it is considered that the proposals would enhance the setting of the conservation area and the nearby listed buildings and would be in accordance with Sections 12 and 16 of the National Planning Policy Framework, policies SO6, CC9, EN1, EN3, SP1 and DM1 of the Core Strategy for the City of Manchester and saved policies DC14.1 and 14.2, DC18.1 and DC19.1 of the Unitary Development Plan for the City of Manchester.

Urban Design, Visual Impact and Architectural Quality

The key factors to evaluate are the scale, form, massing, proportion and silhouette, facing materials and the relationship to other structures.

The two storey extension would increase the height of the building from eight to ten storeys and increase the number of apartments from 266 to 277.

The positioning and form of the extension would respect the nineteenth century buildings of Knott Mill and would step up in height to acknowledge the tall buildings within nearby Deansgate Square. The elevation would express the two storey apartments and respond to the appearance of the existing building through the articulation of the façade. The elevational treatment responds to the historic Victorian form of Knott Mill, the elevation of the existing building and the emerging context.

The saw tooth roof has been designed to allow south light to penetrate into the upper level and reference the historic mill rooflines.

The bronze coloured anodised aluminium cladding, would have a long lasting high quality finish and complement the existing building without repeating or replicating the materials.



It is considered that the proposal would result in a high quality development that would be appropriate to its surroundings and would have a neutral impact on the appearance of the non-designated heritage asset. As such, the proposal would be in accordance with Sections 12 and 16 of the National Planning Policy Framework, policies SO6, CC9, EN1, EN3, SP1 and DM1 of the Core Strategy for the City of Manchester and saved policies DC14.1 and 14.3, DC18.1 and DC19.1 of the Unitary Development Plan for the City of Manchester.

Provision of a Well-Designed Environment

The building would be fully accessible and provide inclusive homes. The materials would complement the existing fabric. The duplex apartments would have outdoor spaces and a roof terrace and green infrastructure would be provided.

The proposals would exceed the standards set out in Approved Document Part M. The duplex apartments would not be fully accessible, but have been designed to provide accommodation for families and could be adapted to be made fully accessible. The development would be sustainable.

The proposal would provide a quality development and would also be consistent with sections 6, 7, 8, 9, 11, 12, and 16 of the NPPF, policies SP1, DM1, EN1, EN2, EN3, EN14, CC6 and CC9 of the Core Strategy and saved UDP policies DC18, DC19, DC20 and DC26.

Relationship to Transport Infrastructure

A Transport Assessment concludes that the proposal would not have a material impact upon traffic and network capacity. The Deansgate and St Peter's Square Metrolink stops and Deansgate and Oxford Road Train Stations are nearby. There are bus stops on Medlock Street, Deansgate and Oxford Street and Metroshuttle bus routes 2 and 3 is closest to the site. There are also good pedestrian and cycle links to the rest of the City Centre.

A Framework Travel Plan (TP) sets out measures to reduce the transport and traffic impact of the development, including information about public transport, walking and cycling. The Plan would encourage people to choose sustainable modes,

The development is car free, but the Transport Assessment demonstrates that there are sufficient public car parks within close proximity of the site and 23 cycle parking spaces would be provided within the basement of the building. A condition would require a construction management plan and servicing strategy.

The proposal would not, subject to compliance with conditions, have a detrimental impact on transport infrastructure. It will be necessary to keep construction impacts to a minimum. In view of the above, it is considered that the proposals are considered to be in accordance with Section 9 of the National Planning Policy Framework, policies SO1, SO5, SP1, DM1, CC5, CC10, T1, T2 and EN16 of the Core Strategy for the City of Manchester.

Sustainable Design and Construction

An Environmental Standards Statement sets out the sustainability measures proposed. It proposes a fabric led energy strategy, in accordance with the principles of the energy hierarchy. The energy efficiency of the apartments would be improved through material specification, supplemented with efficient mechanical and electrical servicing. The heating strategy would be a high efficiency, full electric system delivering space and water heating. Photovoltaic panels would be used to further reduce the CO2 emission rate, in accordance with the City Council's policy targets.

The measures proposed would include the following:

- Provision of A and A+ rated white goods (where applicable);
- Provision of EU energy efficiency labelling scheme details to assist in the purchasing of energy efficient white goods;
- Space and equipment provided for drying of clothes;
- 100% low energy and/or LED internal lighting;
- External space lighting to have dedicated energy efficient fittings and controls;
- The provision of cycle storage spaces;
- Specification of efficient water fixtures such as low flow taps and showers, dual flush WCs and low volume baths;
- The sanitary fixtures would achieve a calculated daily consumption of <125litres/person/day in line with the regulatory standard.
- The use of insulating materials that have a GWP of less than 5 throughout the development to reduce the construction phase impact of this scheme upon climate change;
- Pollution Prevention Guidance would be adhered to in respects of air (dust) and water pollution during the construction phase;
- External light fittings would be controlled through a time switch, or daylight sensor, to prevent operation during daylight hours;
- The impact of sound would be mitigated by the design and specification of the dwellings. Sound insulation would be specified to achieve Building Regulation Part E compliance standard (this will be verified by pre-completion testing). This will reduce the impact of sound pollution for the occupants within adjoining dwellings and the surrounding area.
- Materials with low environmental impact throughout their lifecycle and responsibly sourced from suppliers operating an Environmental Management System or procuring timber from FSC and PEFC sources, for example would be prioritised;
- Consideration given to local sourcing of construction materials where feasible; to minimise the impact of CO2 emissions from transportation;
- 1 EV charge point.

The building fabric would achieve high levels of insulation and there would be high specification energy efficiency measures. The applicant has been asked to confirm the % increase on Building Regulations Part L.

Given the above, it is considered that the design and construction would be sustainable, in accordance with Core Strategy Policies EN4, EN6 and EN8 the principles of the energy hierarchy have been applied to the development and it is considered therefore that the development would have sustainable design and construction.

Effect on the Local Environment

This examines, amongst other things, the impact the scheme would have on nearby and adjoining residents. It includes the consideration of issues such as impact on daylight, sunlight and overshadowing, wind, noise and vibration, night-time

appearance, vehicle movements and the environment and amenity of those in the vicinity of the building.

(a) Daylight, Sunlight and Overlooking

The proposed extension of the building takes it to 10 storeys, but it would still be smaller than surrounding buildings and would not be sited in a direction that could cause overshadowing, therefore an assessment was not required as part of this application. None of the proposed apartments would overlook the existing apartments.

The applicant has also advised that the construction hoist would be sited so that no apartments would be overlooked.

Overall, considering the city centre location and the characteristics of the surrounding architecture, the effect on daylight to this property is considered to be negligible in significance.

b) Air Quality

An Air Quality Assessment notes that the development could cause air quality impacts during the construction phase. As the site is within an air quality management area existing and future occupiers could be exposed to elevated pollution levels. The construction process would produce dust creating a 'medium risk' and increased emissions but any adverse impacts would be temporary and would be controlled using the mitigation measures included in the air quality report.

The emissions of the operational stage would include vehicles travelling to and from the site and are unlikely to have a significant effect on air quality. However further information is required in relation to confirmation of the location of the air intake points. This information would be required by condition.

With regard to silica dust, the only works concerning concrete would be the installation of holding down studs to the steel columns. The holes to the concrete would be drilled with the concrete being doused in water therefore a slurry would be produced and not dust. These works would be confined to roof level and the studs would penetrate a maximum of 100mm into the reinforced concrete. Therefore no risk would be created by this activity.

In view of the above, it is considered that the proposals are considered to be in accordance with Section 8 of the National Planning Policy Framework, policies SP1 and DM1 of the Core Strategy for the City of Manchester.

(c) Noise and Vibration

An acoustic report outlines how the premises can be acoustically insulated to ensure adequate levels of acoustic insulation of the accommodation and to prevent disturbance to the residents living below the extension, however full details haven't been finalised. These details could be required and controlled through a condition.

The minimum outline glazing specifications provided are to achieve the above limits in line with MCC guidance.

Subject to compliance with conditions in relation to the acoustic insulation of the building and any associated plant and equipment, it is considered that the proposal would not have an adverse impact through noise and vibration.

In view of the above, the proposals are considered to be in accordance with Section 8 of the National Planning Policy Framework, policies SP1 and DM1 of the Core Strategy for the City of Manchester and saved policy DC26 of the Unitary Development Plan.

(d) TV reception

A baseline Television Reception Survey anticipates that the development is likely to have an impact on television broadcast services for local residents. The report concludes that interference is possible to television reception Satellite Dishes or Freeview antennas located in the theoretical signal shadow areas. The survey identifies mitigation measures.

A condition requiring a pre commencement survey and a post-construction survey and any mitigation measures should be attached to ensure that any mitigation measures are appropriately targeted. It is considered, therefore, that the proposal would not have an adverse impact on TV reception.

In view of the above the proposal is considered to be in accordance with Section 8 of the National Planning Policy Framework, policies SP1 and DM1 of the Core Strategy for the City of Manchester.

(e) Vehicle Movements

The impact on the highway network have been considered and the City Council's Highway Services have confirmed that the proposed use would not have a significant impact on vehicle movements.

As discussed above, the site is well located close to alternative transport means.

23 Cycle parking spaces would be provided.

There is currently an excess of car parking spaces available in the building and therefore there are car parking spaces currently available to rent for existing residents.

The existing development provides 279 car parking spaces for 266 apartments, and it has been confirmed that there are currently spaces available to rent. The number of existing spaces is sufficient to cover the existing and proposed apartments, in this City Centre location. The applicant has confirmed that the existing car park is fully ventilated.

One car parking space would be fitted with an EV charging point.

Access for the works to Jordan Street would be managed alongside the City Council's Highways Services and would be designed to be safe and prevent nuisance. All the existing access points would remain safely open at all times and there are no plans to erect scaffolding from ground level which would cause an obstruction.

Conditions are proposed to require the submission and agreement of a travel plan and an amended construction management plan.

In view of the above the proposal is considered to be in accordance with Sections 9 and 15 of the National Planning Policy Framework, policies SO1, SO5, SP1, DM1, CC5, CC10, T1, T2 and EN16 of the Core Strategy for the City of Manchester.

Waste and Recycling

All existing and proposed waste would be stored internally within an internal bin store provided within level B2 of the existing building and collection would be managed by the building management team. Three additional Eurobins would be provided to accommodate the additional refuse.

The refuse stores are accessed only by building management and refuse rooms for use by residents are located on each floor.

There are existing refuse chutes and these would be extended to the new levels. Existing and new waste would be recycled as existing. Building management would transport and collect bins from the external collection area on Little Peter Street.

Given the above, the proposal is in accordance with policies DM1 and EN19 of the Core Strategy.

Full access and Inclusive Design

Level access is provided into the building and lift access would be extended to provide access to all floors. The existing access through the building complies with Approved Document Part M and the approaches to apartments within the new extension exceed the requirements of Approved Document Part M.

Additionally all materials and waste would be transported via the external hoist. This hoist would also be used by any construction personnel. The applicant has been asked to confirm if the existing lifts will be affected by the works.

It is proposed that the lift would be out of order for one week during part of the works. All works to create the shaft extension would be carried out without disrupting lift use. The lift would only be turned off to fit the new lift car and extend the internal framework.

The lift to Block B would remain accessible ensuring lift access is always available.

The existing building is fully accessible and the extension is designed to meet the accessible standards as set out in Approved Document Part M and to meet the standards with Design for Access 2 (DFA2) where possible.

However, the duplex apartments which would provide larger apartments, which aim to appeal to families, would not be made fully accessible due to the split level nature of the accommodation. They do, however exceed the requirements of Part M4(1). These duplex apartments could also be adapted to be made fully accessible.

The proposals would therefore be consistent with sections 8 and 12 of the National Planning Policy Framework and Policies SO1, SO5, SP1, CC4, CC5, CC10, T1, T2 and DM1 of the Core Strategy for the City of Manchester and saved UDP policy DC14.2.

Crime and Disorder

The development would overlook four frontages and help to provide natural surveillance. A Crime Impact Statement carried out by Greater Manchester Police, which confirms support for the design approach and detailed design measures would be incorporated. A condition requires the implementation of these measures and require the development to achieve 'Secured by Design' accreditation.

In view of the above the proposal is consistent with section 8 of the National Planning Policy Framework, and policies SP1 and DM1 of the Core Strategy.

Green and Blue Infrastructure

Each of the duplex apartments would have private external space. The proposals also contain a roof terrace with incorporated green infrastructure.

In view of the above the proposals are considered to be consistent with section 15 of the National Planning Policy Framework, and policies SO6, SP1, DM1, EN9 and EN15 of the Core Strategy.

Ecology and Biodiversity

The proposal would have no adverse effect on statutory or non-statutory designated sites. An Ecological Survey and Assessment discounts the potential for any adverse effects on protected species, such as badgers, bats, water voles, great crested newts and reptiles. In view of the above the proposal is considered to be consistent with section 15 of the National Planning Policy Framework, and policies SO6, SP1, DM1, EN9 and EN15 of the Core Strategy.

Climate Change Mitigation / Biodiversity enhancement

The site is highly accessible by modes of transport which are low impact in terms of CO2 emissions. 23 cycle parking spaces would be provided on site.

Mitigation for climate change has been considered for both the construction and operational stages of the development as set out above. An improvement of c.9.8%

over Part L1A 2013 requirements would be achieved. The development would accord with the energy efficiency requirements and carbon dioxide emission reduction targets within the Core Strategy and would be designed and specified in accordance with the principles of the energy hierarchy. The building fabric would achieve high levels of insulation and there would be high specification energy efficiency measures.

The energy efficiency of the new apartments would be improved through a significantly enhanced material specification, to be supplemented with efficient mechanical and electrical servicing. The proposed heating strategy would be a high efficiency, full electric system delivering both space and water heating. Photovoltaic panels would be used to further reduce the carbon dioxide emission rate, in accordance with the City Council's planning policy targets. Further measures to be implemented are described above.

A roof terrace with green infrastructure would be provided and duplex apartments would have generous private outdoor space.

There would be 23 Cycle spaces and one of the car parking spaces would have an EV charging points.

Overall subject to compliance with the above conditions it is considered that the proposals would aspire to a high level of compliance in terms of measures which can be feasibly incorporated to mitigate climate change for a development of this scale.

In view of the above the proposal is considered to be consistent with section 15 of the National Planning Policy Framework, and policies SO6, SP1, DM1, EN4, EN6 and EN9 of the Core Strategy.

Safety

An informative will be applied to the application to advise the applicant of the need for a fire management strategy to be in place during the construction works. This is required to ensure that the safety of current and future residents is ensured.

Subject to compliance with conditions it is considered that the proposals would be consistent with Section 149 of the Equality Act 2010 and the Core Strategy for the City of Manchester, in particular Polices CC10 (A Place for Everyone), SP1 (Spatial Principles) and DM1 (Development Management) and Section 8 (Promoting Healthy and Safe Communities) of the National Planning Policy Framework and the Regulatory Reform (Fire Safety) Order 2005 in relation to safety.

Other Issues

The construction works would be managed to prevent disruption to the existing residents of the building and of surrounding buildings. The works would be self-contained in the main and are understood to not require intrusion into the existing building until the project is nearing completion. The applicant has confirmed that there would be no internal access for construction workers as they would access the work areas via an external goods and personnel hoist.

The construction would have no detrimental effect on the structure of the building. The extension would be a lightweight structure whereas the existing main building is constructed from concrete.

All of the building materials would be taken up to the roof externally either by crane or hoist and all debris would also be transported down via the hoist. The area adjacent to Alpha Place would be used for the storage of some material at ground level.

The applicant has advised that the existing M&E services are adequate to supply the new residential units without any affect to the existing services.

Conclusion

It is considered that the 11 additional homes would expand the variety of accommodation available and would be consistent with national and local planning policy, and would promote a quality neighbourhood, economic development and sustainable travel patterns. The development would be well designed and would provide homes consistent with a number of the GM Strategy's key growth priorities,

It is considered that the Environmental Standards Statement has given sufficient information to assess the environmental impacts of the development and that, with the mitigation measures proposed and those already designed into the development, those impacts would not be significant or would be balanced out by the public benefits that the scheme would bring.

Given the above, it is considered that the proposal is in accordance with the City of Manchester's planning policies and regeneration priorities including the Adopted Core Strategy, the relevant Strategic Regeneration Frameworks and the Community Strategy, as well as the national planning policies contained within the National Planning Policy Framework and should be approved.

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 Chief Executive 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 polices 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 pro-active manner to seek solutions to problems arising in relation to dealing with the planning application. This has included ongoing discussions about the form and design of the developments and pre application advice about the information required to be submitted to support the application.

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:

The site location plan referenced 10132-BA-A-B5D8-G100-XP-XX-002 Rev 00 received by the City Council as Local Planning authority on 13 November 2019

The following drawings referenced:

10132-BA-A-B5D8-G251-DE-TY-001 Rev 00
10132-BA-A-B5D8-G251-DE-TY-002 Rev 00
10132-BA-A-B5D8-G100-XP-XX-004 Rev 00
10132-BA-A-B5D8-G200-EL-EE-001 Rev 00
10132-BA-A-B5D8-G200-EL-EN-001 Rev 00
10132-BA-A-B5D8-G200-EL-ES-001 Rev 00
10132-BA-A-B5D8-G200-EL-EW-001 Rev 00
10132-BA-A-B5D8-G200-PL-00-001 Rev 00
10132-BA-A-B5D8-G200-PL-00-002 Rev 00
10132-BA-A-B5D8-G200-PL-01-001 Rev 00
10132-BA-A-B5D8-G200-PL-01-002 Rev 00
10132-BA-A-B5D8-G200-PL-02-002 Rev 00
10132-BA-A-B5D8-G200-PL-03-002 Rev 00
10132-BA-A-B5D8-G200-PL-04-002 Rev 00
10132-BA-A-B5D8-G200-PL-05-002 Rev 00
10132-BA-A-B5D8-G200-PL-06-002 Rev 00
10132-BA-A-B5D8-G200-PL-07-002 Rev 00
10132-BA-A-B5D8-G200-PL-08-001 Rev 00
10132-BA-A-B5D8-G200-PLRF-001 Rev 00
10132-BA-A-B5D8-Z100-SC-XX-001 Rev 00

All received by the City Council as Local Planning authority on 13 November 2019

10132-BA-A-B5D8-G200-PL-B2-001 Rev 01 received by the City Council as Local Planning authority on 16 December 2019

10132-BA-A-B5D8-F200-PL-001 Rev 00
10132-BA-A-B5D8-F200-PL-002 Rev 00
10132-BA-A-B5D8-F200-PL-003 Rev 00
10132-BA-A-B5D8-F200-PL-004 Rev 00
10132-BA-A-B5D8-F200-PL-005 Rev 00
10132-BA-A-B5D8-F200-PL-006 Rev 00
10132-BA-A-B5D8-F200-PL-007 Rev 00
10132-BA-A-B5D8-F200-PL-008 Rev 00
10132-BA-A-B5D8-F200-PL-009 Rev 00
10132-BA-A-B5D8-F200-PL-010 Rev 00
10132-BA-A-B5D8-G200-PL-09-001 Rev 01
10132-BA-A-B5D8-G200-PL-10-001 Rev 01

All received by the City Council as Local Planning authority on 17 January 2020

10132-BA-A-B5D8-G200-PL-09-002 Rev 01
10132-BA-A-B5D8-G200-PL-10-002 Rev 01

All received by the City Council as Local Planning authority on 13 February 2020

10132-BA-A-B5D8-G200-PL-B1-001 Rev 03

Received by the City Council as Local Planning authority on 15 May 2020

The sketch showing Block massing, External Terraces, Dual Aspect and Sawtooth Roof received by the City Council as Local Planning authority on 13 November 2019

The following documents:

The Air Quality Assessment dated June 2019 prepared by NJD Environmental Consultants and referenced NJD19-0067-001R
The Construction Management Plan prepared by Cobe Consulting Ltd. dated 2019
The Crime Impact Statement Version A dated 13 June 2019 prepared by GMP and referenced 2019/0451/CIS/01
The Television and Radio Reception Impact Assessment prepared by GTech Surveys Limited
The Noise Impact Assessment Report dated 14 June 2019 prepared by Hann Tucker Associates ref: 26875/NIA1 issue 0

All received by the City Council as Local Planning authority on 3 July 2019

The Design & Access Statement and prepared by Simpson Haugh referenced 10132-A-RP-DAS Rev 00
The Heritage Statement and prepared by Simpson Haugh referenced 10132-A-RP-HS-Rev 01
The Supporting Planning Statement dated prepared by Avison Young dated November 2019

The Completed Waste Management Proforma

All received by the City Council as Local Planning authority on 13 November 2019

The Environmental Standards and Energy Statement prepared by Element Sustainability referenced 2018.146 and dated December 2019

All received by the City Council as Local Planning authority on 10 December 2019

The Blue and Green Infrastructure Statement dated February 2020 prepared by Avison Young

All received by the City Council as Local Planning authority on 13 February 2020

The Daytime Bat Survey and Nesting Bird Survey prepared by Rachel Hacking Ecology

All received by the City Council as Local Planning authority on 3 April 2020

The emails from Emily Roberts of Avison Young dated 23 July 2019, 16 December 2019, 17 January 2020, 12 May 2020, 13 May 2020, 15 May 2020 and 19 May 2020.

The emails from Neil Lucas of Avison Young dated 19 May 2020

The letter from Emily Roberts of Avison Young dated 4 May 2020.

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to Core Strategy SP1, CC5, CC6, CC7, CC9, CC10, T1, T2, EN1, EN2, EN3, EN6, EN8, EN9, EN11, EN14, EN15, EN16, EN17, EN18, EN19 and DM1 saved Unitary Development Plan polices DC18.1 DC19.1, DC20 and DC26.1.

3) Prior to the commencement of the development, including demolition works a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include;

- Information of the phasing and quantification / classification of vehicular activity associated with planned construction.
- Types and frequency of vehicular demands together with evidence (including appropriate swept-path assessment) of satisfactory routing both within the site and on the adjacent highway.
- Consideration of ongoing construction works and contractor parking in the locality.

- A Community Consultation Strategy;
- Display of an emergency contact number;
- Details of Wheel Washing;
- Dust emission suppression measures that shall base the assessment on British Standard 5228 and any other relevant standards;
- Compound locations where relevant;

- Location, removal and recycling of waste;
- Parking of construction vehicles and staff;
- Sheeting over of construction vehicles;
- A dilapidation survey, including photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site.

The construction and demolition works shall be carried out in accordance with the approved construction management plan.

Reason: To ensure that the development is acceptable in the interests of the highway safety and the amenity of the locality, pursuant to policies SP1, DM1, CC5, CC10, T1, EN15, EN16, EN17 and EN18 of the Core Strategy and Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (April 2007).

4) A. Prior to the commencement of the development hereby approved, a Local Labour Proposal shall be submitted and approved in writing by the City Council to demonstrate your general commitment to recruit local labour and deliver other local benefits.

B. One month prior to the construction works ceasing, details of the results of the Local Labour Proposal shall be submitted to Manchester City Council.

Reason - To safeguard local employment opportunities, pursuant to policies EC1 of the Core Strategy for Manchester.

5) Prior to commencement of the development detailed mitigation measures to safeguard local air quality shall be submitted to and approved in writing by the City Council as local planning authority. Any agreed mitigation measures shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

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 Core Strategy Policies EN16 and DM1.

6) (a) Notwithstanding the details submitted with the application, prior to the commencement of above ground works the following shall be submitted for approval in writing by the City Council, as Local Planning Authority:

A programme for the issue of samples and specifications of all material to be used on all external elevations of the development, drawings to illustrate details of full sized sample panels that will be produced (The panel to be produced shall include jointing and fixing details between all component materials and any component panels), details of the drips to be used to prevent staining and details of the glazing and frames, a programme for the production of the full sized sample panels and a strategy for quality control management; and

(b) The sample panels and quality control management strategy shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme and drawings as agreed above.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area- A dilapidation survey, including photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site.

7) Before the development hereby approved commences a scheme for acoustically insulating the proposed residential accommodation against noise from Medlock Street and Little Peter Street shall be submitted to and approved in writing by the City Council as local planning authority. There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises. The scheme must take into account any affected retained building fabric in addition to the new building fabric. The approved noise insulation scheme shall be completed before any of the dwelling units are occupied.

Noise survey data must include measurements taken during a rush-hour period and night time and to determine the appropriate sound insulation measures necessary. The following noise criteria will be required to be achieved:

Bedrooms (night time - 23.00 - 07.00)	30 dB LAeq (individual noise events shall not exceed 45 dB LAmax,F by more than 15 times)
Living Rooms (daytime - 07.00 - 23.00)	35 dB LAeq
Gardens and terraces (daytime)	55 dB LAeq

Due to the proximity of the development to the railway line it will be necessary for vibration criteria to apply which can be found in BS 6472: 2008 "Guide to evaluation of human exposure to vibration in buildings". Groundborne noise/re-radiated noise should also be factored into the assessment and design.

Additionally, where entertainment noise is a factor in the noise climate the sound insulation scheme shall be designed to achieve internal noise levels in the 63Hz and 125Hz octave centre frequency bands so as not to exceed (in habitable rooms) 47dB and 41dB, respectively.

Upon completion of the development and before the residential use becomes operational, a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that above criteria is 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 noise criteria. This shall include monitoring in the completed flats to confirm the internal levels are being achieved (including the 63 and 125 Hz octave bands). This report shall be submitted to and approved in writing by the City Council as local planning authority before the use becomes operational along with a timescale that confirms when any necessary changes will be implemented.

Reason - To ensure an acceptable development in the interests of residential amenity, pursuant to policies DM1 and SP1 of the Core Strategy and saved policy DC26 of the Unitary Development Plan.

8) Prior to the commencement of any works to construct the roof of the extension, final details, including where relevant samples and jointing details of all roof terrace works shall be submitted to and approved in writing by the City Council as Local Planning Authority. The programme shall include submission and implementation timeframes for the following details:

- a) Details of the size and location of the feature;
- b) Details of any proposed hard landscape materials;
- c) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include green infrastructure;
- d) Details of any external steps, ramps and handrails;
- e) Details of the timing of implementation.

The above details shall then be submitted to and approved in writing by the City Council as local planning authority and fully implemented in accordance with the approved timeframes.

If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place,

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies R1.1, I3.1, T3.1, S1.1, E2.5, E3.7 and RC4 of the Unitary Development Plan for the City of Manchester and policies SP1, DM1, EN1, EN9 EN14 and EN15 of the emerging Core Strategy.

9) No part of the development shall be occupied until the proposed 23 space and facilities for bicycle parking have been provided in accordance with the approved details. The approved spaces and facilities shall then be retained and permanently reserved for bicycle parking.

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.

10) 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 City Council as local planning authority in response to identified television signal reception problems within the potential impact area: an assessment of the impact of the development on television signal reception within the potential impact area identified in the Television and Radio Reception Impact Assessment dated prepared by GTech Surveys Limited shall be submitted to and approved in writing by the City Council as local planning

authority. The study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey dated 7 July 2019. The measures identified must be carried out either before the building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier. 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.

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 5 of the National Planning Policy Framework.

11) Before the development hereby approved is first occupied full details of a Travel Pack, which shall be provided by the sites management company to all residents of the building shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Pack means a document which includes information regarding access to sustainable modes of travel, including walking/cycling routes to nearby transport hubs, access to cycle parking, access to car club schemes and all other sustainable modes of transport that are available and measures to be put in place for the updating of the information. Any Travel Pack which has been approved by the City Council as local planning authority shall be provided to all new residents upon occupation of the apartments for as long as the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel, pursuant to policies SP1, T2 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD (2007).

12) The development hereby approved shall comply with the physical security specifications contained within the submitted Crime Impact Statement prepared by Greater Manchester Police and Crime Impact Statement Version A dated 13 June 2019 and referenced 2019/0451/CIS/01. These measures shall be fully implemented within three months of the date of this decision and shall be maintained for the duration of the uses hereby approved. The development hereby approved shall not be occupied or used until the Council as 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.

13) No externally mounted telecommunications equipment shall be mounted on any part of the buildings hereby approved, including the roof.

Reason - In the interests of visual amenity to enable careful attention to the level of visual clutter is required to protect the character and appearance of this building in accordance with policies SP1 and DM1 of the Core Strategy.

14) No part of the development shall be occupied unless and until one car parking space has been equipped with an EV charging point that is rated at 7-22kW per each space in accordance with the approved drawings and documents along with a load management system. This charging point and the load management system shall be retained for the duration of the use of the building.

Reason - To ensure that adequate provision is made for parking for sustainable travel, pursuant to policies CC10 and DM1 of the City of Manchester Core Strategy.

15) Before first occupation of the development the building, together with any externally mounted ancillary equipment, shall be acoustically insulated in accordance with a scheme submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment.

Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location.

Upon completion of the development and within 6 months of the equipment becoming operational, a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that above criteria is 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 noise criteria. This report shall be submitted to and approved in writing by the City Council as local planning authority within 6 months of the equipment becoming operational along with a timescale that confirms when any necessary changes will be implemented.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

16) No externally mounted plant or equipment shall be installed unless and until full details of this plant or equipment has been submitted to and approved in writing by the City Council. Full details shall include:

- a. Scaled existing and proposed roof plans. The proposed plans should clearly show the location of the units. The roof plans should also include surrounding street names (if located externally).
- b. Scaled existing and proposed elevations of the building from all 4 directions, with the relevant street names clearly marked (if located externally).
- c. Scaled cross-sections through the equipment showing its relationship to the building fabric (if located externally).

- d. Plans, elevations and cross sections to demonstrate any associated external alterations.
- e. A technical specification of the equipment. This should include details such as the appearance, dimensions, materials, colour, noise output etc.
- f. Photographs of the location of the equipment.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Core Strategy.

17) The access measures to provide inclusive access into and throughout the building as shown on the drawings referenced 10132-BA-A-B5D8-F200-PL-001 Rev 00, 10132-BA-A-B5D8-F200-PL-002 Rev 00, 10132-BA-A-B5D8-F200-PL-003 Rev 00, 10132-BA-A-B5D8-F200-PL-004 Rev 00, 10132-BA-A-B5D8-F200-PL-005 Rev 00, 10132-BA-A-B5D8-F200-PL-006 Rev 00, 10132-BA-A-B5D8-F200-PL-007 Rev 00, 10132-BA-A-B5D8-F200-PL-008 Rev 00, 10132-BA-A-B5D8-F200-PL-009 Rev 00, 10132-BA-A-B5D8-F200-PL-010 Rev 00, 10132-BA-A-B5D8-G200-PL-00-001 Rev 00, 10132-BA-A-B5D8-G200-PL-00-002 Rev 00, 10132-BA-A-B5D8-G200-PL-B1-001 Rev 00, 10132-BA-A-B5D8-G200-PL-01-001 Rev 00, 10132-BA-A-B5D8-G200-PL-01-002 Rev 00, 10132-BA-A-B5D8-G200-PL-02-002 Rev 00, 10132-BA-A-B5D8-G200-PL-03-002 Rev 00, 10132-BA-A-B5D8-G200-PL-04-002 Rev 00, 10132-BA-A-B5D8-G200-PL-05-002 Rev 00, 10132-BA-A-B5D8-G200-PL-06-002 Rev 00, 10132-BA-A-B5D8-G200-PL-07-002 Rev 00, 10132-BA-A-B5D8-G200-PL-08-001 Rev 00, 10132-BA-A-B5D8-G200-PL-09-001 Rev 01 and 10132-BA-A-B5D8-G200-PL-10-001 Rev 01 shall be fully implemented before the use hereby approved commences and shall be maintained for the duration of the use hereby approved.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions of policies CC10, T2, SP1 and DM1 of the Adopted Core Strategy for the City of Manchester.

18) The approved scheme for the storage and disposal of refuse from the residential use as detailed within the Completed Waste Management Proforma received by the City Council as Local Planning authority on 13 November 2019 and as shown on the drawing referenced 10132-BA-A-B5D8-G200-PL-B2-001 Rev 01 shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In order to ensure that adequate provision is made within the development for the storage and recycling of waste in accordance with policies DM1 and EN19 of the Core Strategy for the City of Manchester.

19) The apartments (C3) hereby approved shall be used only as private dwellings (which description shall not include serviced apartments/apart hotels 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

1995, 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 such as serviced apartments/apart hotels do not commence without prior approval pursuant to Core Strategy policies SP1 and DM1 and to ensure the permanent retention of the accommodation for normal residential purposes.

20) The applicant shall adapt the existing drainage system to suit the proposal whilst preventing the increased risk of flooding and ensuring future maintenance of the drainage system.

Reason - To secure proper drainage and to manage the risk of flooding and pollution pursuant to policy EN17 of the Core Strategy.

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: 124094/FO/2019 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
Oliver West (Sustainable Travel)
Strategic Development Team
City Centre Regeneration
Work & Skills Team
Greater Manchester Police
Canal & River Trust
Greater Manchester Ecology Unit
Network Rail**

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

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