



OCTOBER
2025

Planning Statement

1 Commercial Street, Knott Mill,
Manchester, M15 4PS

Iceni Projects Limited on behalf of
Meadway Developments

October 2025

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ON BEHALF OF MEADWAY
DEVELOPMENTS

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Planning Statement
1 COMMERCIAL STREET, KNOTT MILL,

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1. INTRODUCTION

- 1.1 This Planning Statement has been prepared by Icení Projects Limited ('Icení') on behalf of Meadway Developments ("the Applicant") in support of a planning application for the development of 8no. townhouses at 1 Commercial Street, Knott Mill, Manchester ('the Site').
- 1.2 This application is submitted in full, and the proposed description of development is as follows:

Erection of five-storey residential building comprising 8no. townhouses (Use Class C3), with associated basement car and cycle parking and refuse storage, alongside rooftop terraces.

- 1.3 The purpose of this Planning Statement is to set out the context of the proposed development and to assess its compliance with the development plan and any other material considerations in accordance with Section 38(6) of the Planning and Compulsory Purchase Act (2004).
- 1.4 More specifically, this Planning Statement provides Manchester City Council ('the Council') with a summary of the Site and surroundings, the relevant planning history for the Site, and provides justification for the proposed development in the context of the Council's Development Plan and relevant national planning policies.

Submission Documents

- 1.5 The following documents and drawings have been prepared and submitted in support of this planning application:

Drawing Name	Drawing No.	Revision
Location plan	AP1.01	JH Architects
Existing Site Plan	AS1.01	JH Architects
Proposed Site Plan	AK1.01	JH Architects
Proposed (Lower) Ground Floor Plan	AL1.02	JH Architects
Proposed Ground Floor Plan	AL1.01	JH Architects
Proposed First and Second Floor Plan	AL2.01	JH Architects
Proposed Third and Fourth Floor Plan	AL3.01	JH Architects
Proposed Roof Plan	AL4.01	JH Architects

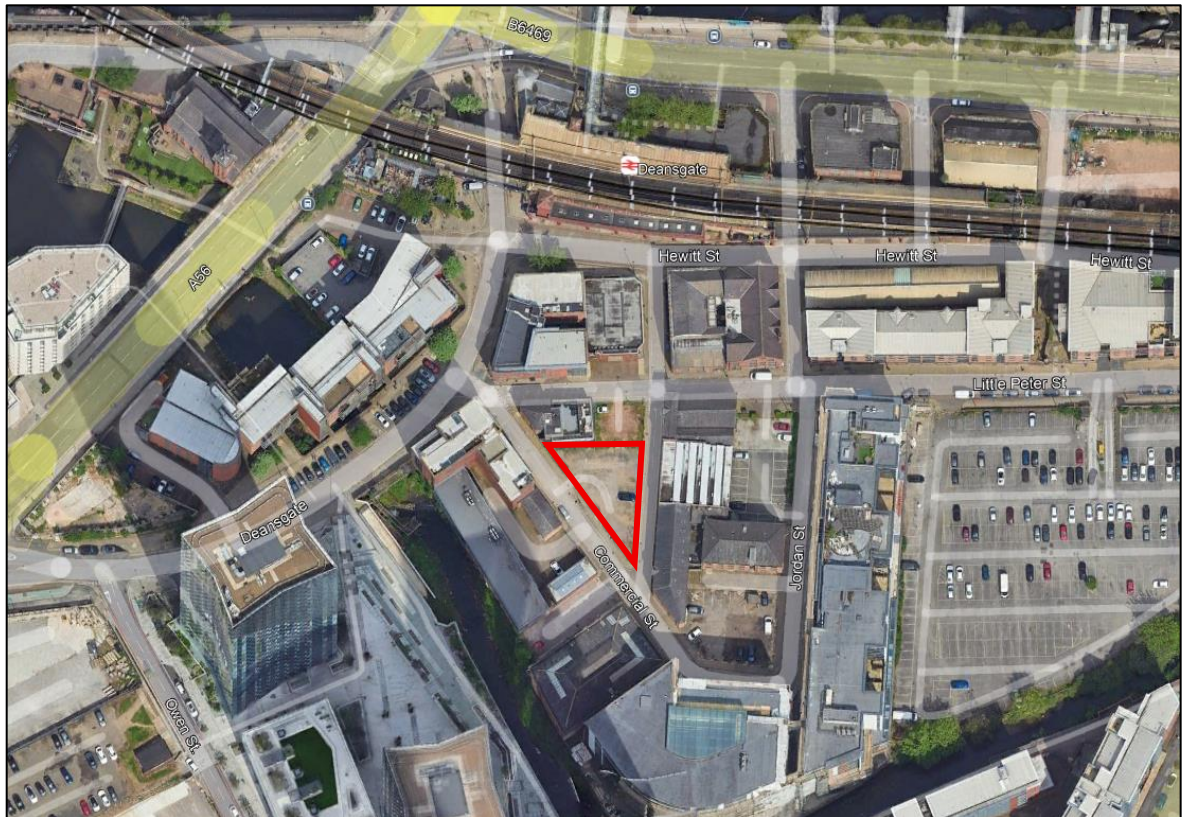
Drawing Name			Drawing No.	Revision
Proposed Commercial Street Elevation			AV2.01	JH Architects
Proposed Commercial Street elevation (shows application ref. 143678/FO/2025 for reference)			AV2.01 Rev P01	
Proposed Constance Street Elevation			AV1.01	
Proposed Constance Street Elevation (shows application ref. 143678/FO/2025 for reference)			AV1.01 Rev P01	
Proposed Little Peter Street Elevation (shows application ref. 143678/FO/2025 for reference)			AV4.01	
Proposed Ground and First Construction Floor Construction Detail			AD1.01	
Proposed Typical Construction Detail			AD2.01	
Proposed Sections			AX1.01	
Proposed Ground Floor Flood Risk Treatment			AV3.01	
Proposed Drainage GA			15606 BKP XX XX DR C 0500	Booth King Partnership Ltd.
Drainage Details Sheet 1			15606 BKP XX XX DR C 0510	
Drainage Details Sheet 2			15606 BKP XX XX DR C 0511	
Planning Documents				
Planning Statement (this document)			Iceni Projects	
Application Forms				
Land ownership Notice and Cover letter				
Report Title			Author	
Air Quality Assessment			Redmore Environmental	
Design and Access Statement			JH Architects	
Environmental Standards Statement			Element Sustainability	
Daylight and Sunlight Assessment Amenity Impact Assessment Report			Proximity	
BNG Exemption Statement			E3P	
Flood Risk Assessment			Booth King Partnership Ltd.	
Flood Risk Summary			JBA Consulting	
Archaeological Desk-Based Assessment			Paul Butler Associates	
Noise Impact Assessment			Hann Tucker Associates	
Contamination Risk Assessment and Remediation Strategy			LK Consult Ltd	
Transport Statement			Eddisons	
Planning Statement			Iceni Projects	

2. APPLICATION SITE AND BACKGROUND

Site Location and Description

- 2.1 The Site is located in Manchester City Centre, approximately 50m to the south of Deansgate Train Station.
- 2.2 As shown in Figure 1 below, the Site is bound by Constance Street to the east Commercial Street to the west, and by a three-storey office building and car park to the north. There is currently a planning application (ref. 143678/FO/2025) which is pending determination for the adjacent car park (6-10 Little Peter Street) for the erection of 9no. residential apartments. This is considered further in Section 5 of this Planning Statement.

Figure 1: Site Aerial



- 2.3 The Site comprises a small triangular area of hardstanding which extends to circa. 0.43 hectares. It is an underutilised brownfield site currently used as an occasional temporary car park. Prior to this, the Site historically had a light industrial building which was demolished in 2009.
- 2.4 There are no trees on the Site, and a timber knee rail demarcates most of its boundary.

Statutory Designations

- 2.5 The Site is within the jurisdiction of Manchester City Council. According to the Manchester City Council Interactive Proposals Map, the Site is located within the City Centre and within the Regional Centre. The Site also falls within the area of the Knott Mill Masterplan.
- 2.6 The Site is not located within a Conservation Area and there are no designated heritage assets located on, or adjacent to the Site. The nearest designated heritage assets are the Grade II listed 'Boundary Stone on Knott Mill Bridge' and 'Floodgate on East Side of Knott Mill Bridge' located circa. 40m to the west of the Site. Deansgate Station which is also Grade II listed is located circa 50m to the north.
- 2.7 The Environment Agency's Flood Zone Map shows the Site as being located within Flood Zone 3. However, as discussed further in Section 5 of this Statement, the Site is shown to be entirely within Flood Zone 2 on the revised JBA Flood Map and is identified to be largely at a "Low" to "Very Low" risk of flooding from surface water.
- 2.8 The Site is located within an Air Quality Management Area (AQMA) which covers all of Manchester City Centre.

Surrounding Area

- 2.9 The surrounding area in the immediate vicinity is characterised by a mix of both modern and historic brick office and residential buildings ranging from 2-6 storeys in height. However, the Site is in a location with varying buildings heights, exceeding 60 stories at Deansgate Square circa. 60m to the south and southeast.
- 2.10 The Site is located in the heart of Manchester City Centre's commercial core and is in close proximity to many amenities including transport links, shops, offices, libraries, theatres and restaurants.
- 2.11 The Site benefits from its prominent location in proximity to Deansgate, First Street, Spinningfields and St Peter's Square which include a mix of residential, commercial and community uses.

Sustainable Location

- 2.12 Deansgate Train Station is located 50m to the north of the Site which provides frequent rail services to Manchester Airport, Manchester Piccadilly, Southport, Blackpool North, Barrow-in-Furness, Liverpool Lime Street, Windermere and other surrounding destinations.
- 2.13 The nearest bus stops which are within 50m from the Site provide regular services to Manchester City Centre, The Trafford Centre, Partington and other surrounding areas.

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- 2.14 The Site is also located approximately 60m to the south of Deansgate-Castlefield Metrolink Tram stop which provides regular trams to Ashton-under-Lyne, MediaCityUK, Piccadilly, East Didsbury, The Trafford Centre, Altrincham and Etihad Campus.
- 2.15 The recently completed Deansgate and Whitworth Street West segregated cycleway also provides excellent connectivity to and from the Site for cyclists. National cycle route 6 is located 300m north of the site which links London to the Lake District.
- 2.16 The Site is, therefore, located in a highly sustainable and accessible location. The accompanying Transport Statement provides greater detail on the sustainable methods of transport that can be found near to the Site.

Planning History

- 2.17 The Site has been subject to historic planning applications which are summarised in Table 2.1 below.

Table 2.1 Planning History of the Site

Application Reference	Description of Development	Decision	Decision Date
086164/FO/2008/C1	Erection of a five storey office (B1) building following demolition of the existing building	Approved	26th August 2009
128433/FO/2020	Proposed development of seven townhouses on current brownfield site	Approved	5th March 2021

- 2.18 As shown above, planning permission was previously granted for the development of 7no. townhouses on the Site. However, the planning permission has now expired. Notwithstanding this, the planning history demonstrates that the principle of development for residential use on the Site has recently been accepted by the Council.
- 2.19 Whilst 1no. additional townhouse is now proposed as part of this planning application, the massing, height, appearance and general arrangement is broadly the same as the expired permission. This is discussed further in Section 4 of this Statement.

3. PROPOSED DEVELOPMENT

- 3.1 This planning application seeks detailed planning permission for the following:

Erection of five-storey residential building comprising 8no. townhouses (Use Class C3), with associated basement car and cycle parking and refuse storage, alongside rooftop terraces.

- 3.2 Full details of the proposed development are contained in the Design and Access Statement (DAS) and accompanying drawing pack. However, an overview of the proposals is set out below.
- 3.3 The proposed development will see the redevelopment of this underutilised brownfield Site to deliver 8no. three-bed townhouses with associated rooftop terraces and ground floor basement.
- 3.4 The proposals include one car parking space per dwelling within the lower ground floor basement which will also include space for cycle parking and refuse storage.
- 3.5 The building will occupy the full extent of the Site and the townhouses will be accessed directly from Commercial Street and Constance Street.
- 3.6 The proposed building will be five storeys in height and each townhouse will also have an internal garden room and external roof terrace for future residents to enjoy.
- 3.7 In terms of appearance, the townhouses will be constructed from red brick, with aluminium framed curtain wall glazing, protruding and recessed brick coursing at ground floor level and garage doors with vertical louvred panels.
- 3.8 As the scheme is below the policy threshold, no affordable housing is proposed.

4. PLANNING POLICY CONTEXT

4.1 Section 38(6) of the Planning and Compulsory Purchase Act requires planning applications to be determined in accordance with the Development Plan unless material considerations indicate otherwise.

4.2 This section identifies the principal planning policy considerations which have informed the development proposals, and which provide the context for the consideration of this planning application, as well as other material considerations.

Development Plan

4.3 The statutory development plan for Manchester consists of the:

- Manchester City Council's Core Strategy (2012).
- Addendum to the Core Strategy following the adoption of Places for Everyone ('PfE') (2024).
- 'Saved policies' of the Unitary Development Plan (1995).
- Places for Everyone Joint Development Plan Document (2024).
- Greater Manchester Joint Minerals Development Plan (2013).
- Greater Manchester Joint Waste Development Plan (2012).

4.4 The Greater Manchester Joint Minerals and Waste Development Plans are not considered to be relevant to the proposed development and so are not referenced any further within this Planning Statement.

4.5 A summary of the relevant policies contained in the development plan are addressed in turn below.

Manchester's Core Strategy

4.6 The Manchester Core Strategy ('the Core Strategy') was adopted by the Council in July 2012 and replaced significant elements of the Unitary Development Plan (UDP). It sets out the long term strategic policies for Manchester's future development and forms a key framework that planning applications will be assessed against.

4.7 Manchester's Core Strategy was updated following the adoption of Places for Everyone (PfE) Joint Development Plan in March 2024. The Addendum to Manchester Core Strategy 2024 lists sections of Core Strategy policies replaced by PfE policies and must be read alongside the Core Strategy.

4.8 Policies contained in the Core Strategy (as amended) which are relevant to the determination of this planning application are as follows:

- Policy SP1 – Spatial Principles
- Policy CC3 – Housing
- Policy CC5 – Transport
- Policy CC9 – Design and Heritage
- Policy CC10 - A Place for Everyone
- Policy EC3 – Regional Centre
- Policy H1 – Overall Housing Provision
- Policy H5 – Central Manchester
- Policy T1 – Sustainable Transport
- Policy T2 – Accessible areas of Opportunity and Need
- Policy EN1 – Design Principles and Strategic Character Areas
- Policy EN3 – Heritage
- Policy EN4 – Reducing CO2 Emissions by Enabling Low and Zero Carbon Development
- Policy EN6 – Target Framework for CO2 reductions from low or zero carbon energy supplies
- Policy EN8 – Adaptation to Climate Change
- Policy EN14 – Flood Risk
- Policy EN15 – Biodiversity and Geological Conservation
- Policy EN16 – Air Quality
- Policy EN18 – Contaminated Land and Ground Stability
- Policy EN19 – Waste
- Policy DM1 – Development Management

‘Saved’ Policies of the Unitary Development Plan

4.9 Manchester’s Unitary Development Plan (‘UDP’) was adopted in 1995. Significant elements of the UDP were replaced following the adoption of the Core Strategy in 2012. However, a number of its policies have been ‘saved for development management purposes.

4.10 The ‘saved’ UDP policies which are relevant to the proposed development are listed below.

- Policy DC7.1 – Accessibility
- Policy DC26.1 and DC26.2 – Development and Noise

Places for Everyone

4.11 Places for Everyone (PfE) is a joint development plan which covers nine of the ten local authority areas in Greater Manchester, including Manchester. The nine local authorities worked jointly with the

Greater Manchester Combined Authority and the Mayor of Greater Manchester to prepare the plan. Manchester City Council adopted the Plan in March 2024.

4.12 The relevant policies from PfE are listed below:

- Policy JP-Strat1 – Core Growth Area
- Policy JP-Strat2 – City Centre
- Policy JP-S1 – Sustainable Development
- Policy JP-S2 – Carbon and Energy
- Policy JP-S4 – Flood Risk and the Water Environment
- Policy JP-S5 – Clean Air
- Policy JP-H1 – Scale, Distribution and Phasing of New Housing Development
- Policy JP-H3 – Type, Size and Design of New Housing
- Policy JP-H4 – Density of New Housing
- Policy JP-G8 – A Net Enhancement of Biodiversity and Geodiversity
- Policy JP-P2 – Heritage
- Policy JP-C6 – Walking and Cycling
- Policy JP-C8 – Transport Requirements of New Development

Other Material Considerations

4.13 In accordance with Section 38(6) of the Planning and Compulsory Purchase Act, it is necessary to consider any other material considerations which are relevant to the application. In this instance the following documents are considered material:

- National Planning Policy Framework (2024)
- National Planning Practice Guidance (2023)
- Manchester Residential Quality Guidance (2016)
- Knott Mill Masterplan (2019)
- City Centre Strategic Plan 2015-2018 (2016)
- Our Manchester Strategy 2025-2035
- Manchester Green and Blue Infrastructure Strategy (2015)
- Guide to Development in Manchester SPD (2007)

- 4.14 The above have informed the proposed development and are referenced where relevant within the following section of the Planning Statement. However, key sections of the NPPF are outlined below.

National Planning Policy

- 4.15 The NPPF provides the planning policies for England and how these should be applied. This section provides an overview of the Government's national planning policy and guidance that is relevant to the proposed development.

Table 4.1 Relevant National Planning Policy

Achieving Sustainable Development	Chapter 2 outlines that the planning system aims to achieve sustainable development by balancing economic, social, and environmental objectives. This involves providing homes, commercial development, and infrastructure sustainably, ensuring present needs are met without compromising future generations. At the heart of the NPPF lies the presumption in favour of sustainable development
Decision Taking	Chapter 4 of the NPPF suggests local planning authorities should make decisions on proposed developments positively and creatively, using all available planning tools and working proactively with applicants to improve economic, social, and environmental conditions.
Delivering a sufficient supply of homes	Chapter 5 emphasizes the importance of ensuring a variety of land is available to meet housing needs, including for specific groups. The chapter outlines the need to develop land with permission promptly and highlights the government's objective to significantly boost housing supply. It also stresses the importance of addressing housing needs through strategic policies and local plans, ensuring that housing development is sustainable and meets the needs of present and future generations.
Promoting healthy and safe communities	Chapter 8 expresses the importance of planning policies and decisions that foster social interaction, create safe and accessible environments, and supports healthy lifestyles. This includes providing open spaces, sports facilities, and community facilities, as well as ensuring that new developments are designed to reduce crime and the fear of crime.
Promoting sustainable transport	Chapter 9 indicates the need to consider transport issues early in the planning process to support sustainable development. This includes focusing significant developments in locations that are or can be made sustainable, reducing the need to travel, and offering a genuine choice of transport modes. The chapter also highlights the importance of integrated transport planning and land use, improving public transport, walking and cycling infrastructure, and to ensure that transport policies aim to reduce greenhouse gas emissions and congestion.
Making effective use of land	Chapter 11 emphasises the importance of planning policies and decisions that promote the efficient use of land. It encourages the use of previously developed or underutilised land, supports the development of brownfield sites and promotes higher density housing in accessible locations.

Achieving well-designed places	Chapter 12 is dedicated to achieving well designed and beautiful places. It emphasises the importance of high-quality design in creating sustainable, attractive, and functional environments. The chapter outlines the need for local design guides and codes to ensure consistency and quality, while also allowing for local distinctiveness and variety. It stresses the role of beauty in planning and development aiming to create places that are not only functional but also visually appealing and beneficial to the community.
Meeting the challenge of climate change, flooding and coastal change	Chapter 14 emphasises the role of the planning system in supporting the transition to a low-carbon future, taking full account of flood risk and coastal change. The chapter also outlines the need to shape places in ways that contribute to reductions in greenhouse gas emissions, enhance resilience to climate impacts, and encourage the reuse of existing resources. It also supports the development of renewable and low carbon energy infrastructure.
Conserving and enhancing the historic environment	Chapter 16 clarifies what a historic asset is and how they should be dealt with during the planning process, including what weight should be attributed to their loss or preservation through planning applications.

5. PLANNING ANALYSIS

5.1 This section reviews the key planning considerations arising from the proposed development. It provides a reasoned justification for the proposed development in the context of relevant policy.

5.2 Having regard to the site context and the relevant planning policy guidance and material considerations, the following key considerations are relevant to the determination of this planning application:

- Principle of Development.
- Design.
- Sustainability and Energy.
- Ecology.
- Heritage and Archaeology.
- Flood Risk and Drainage.
- Highways.
- Pollution.

5.3 Each of the above considerations is dealt with in turn below.

Principle of Development

A Brownfield Development Site

5.4 Policy H1 of the Core Strategy supports residential development on previously developed land and notes that it will be predominantly steered toward the north, east, city centre and central Manchester areas.

5.5 Policy JP-S1 of the PfE Plan concerns sustainable developments and how they should aim to maximise their economic, social, and environmental benefits, utilise sustainable construction techniques and actively seek opportunities to secure net gains across each of the different objectives. It further states how development should also aim to make full use of existing brownfield land and/or vacant buildings where suitable.

5.6 The NPPF is equally clear that planning policies and decisions should give substantial weight to the value of using suitable brownfield land within settlements for the delivery of homes.

5.7 The proposed development will see the redevelopment of a cleared brownfield site to provide 8no. new dwellings in a sustainable urban location. This accords with Policy SP1 of the Core Strategy which seeks to reuse previously developed land wherever possible and Policy H1 which supports the development of new housing which utilises previously developed land in sustainable locations. This is also consistent with paragraphs 124 and 125 of the NPPF.

Planning History of the Site

5.8 As explained in Section 2 of this Statement, the Council granted planning permission for the development of 7no. townhouses on the Site in March 2021 (ref. 128433/FO/2020). As such, the principle of development has already been established and accepted by officers.

5.9 As discussed later in this section, whilst 1no. additional townhouse is proposed from what the Council previously accepted, the massing, height, appearance and general arrangement is broadly the same as the expired permission.

Provision of Homes

5.10 The Site is located in the City Centre and the Regional Centre as shown on the adopted Policies Map.

5.11 As set out in Core Strategy Policy SP1, high quality city living is supported in the Regional Centre, and Policy EC3 states housing will be an appropriate use within the Regional Centre.

5.12 Furthermore, the delivery of new housing in the city centre is supported by Policies CC3 and H1 of the Core Strategy.

5.13 PfE Policy JP-H1 provides further policy support for the delivery of additional homes which will contribute towards Manchester's housing requirement over the plan period. PfE Policy JP-Strat1 supports the increase in the number and range of homes within the Core Growth Area and Policy JP-Strat2 states that the city centre will play an increasingly important residential role where higher density will be supported.

5.14 Core Strategy Policy H5 also confirms that Central Manchester will accommodate around 14% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained.

5.15 The Knott Mill Masterplan is also a material consideration in the determination of this planning application, which identifies the Site as a development plot to accommodate new development.

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- 5.16 Set within this context, the provision of new family homes in this location is supported by the development plan, and will assist in making a small but valuable contribution towards achieving the Government's commitment to significantly boost the supply of new homes (NPPF paragraph 61).

Design

- 5.17 As mentioned above, the Council has already accepted a similar scheme of 7no townhouses on the Site and the massing, height, appearance and general arrangement of the proposed development is broadly consistent with the expired permission. Notwithstanding this, we assess the proposed design against the relevant development plan policies and material considerations below.
- 5.18 Policy EN1 of the Core strategy states that development in Manchester will be expected to follow the seven principles of urban design (character, continuity and enclosure, public realm, ease of movement, legibility, adaptability and diversity) and have regard to the strategic character area in which the development is located.
- 5.19 Core Strategy Policy DM1 states that new development should have regard to appropriate siting, layout, scale, form, massing, materials and detailing as well as the impact on the surrounding areas in terms of the design, scale and appearance.
- 5.20 PfE Policy JP-H1 states new homes will be of good quality and design, adaptable, supported by the necessary infrastructure and amenities and their distribution.
- 5.21 PfE Policy JP-H4 states that new housing developments should be delivered at density appropriate to the location, reflecting the relative accessibility of the site by walking, cycling and public transport and the need to achieve efficient use of land and high-quality design.
- 5.22 The proposed development has been designed to be sympathetic to the surrounding buildings and to make a positive contribution to the overall Knott Mill built environment. The proposed townhouses are five storeys in height which is in keeping with the scale of the immediate surroundings and is in accordance with the density aspirations set out within the Knott Mill Masterplan document (2019). The Masterplan for Knott Mill specifies limitations to the height and scale of development in response to a detailed contextual appraisal of the locality. The Site falls within 'The Core' zone identified in the Masterplan document which is the lower rise heart of the Knott Mill area, whereby developments are to be within 5 and 9 storeys in height. As such, the proposed number of storeys is acceptable in this location.
- 5.23 The design and appearance of the townhouses seeks to complement the character of the surrounding area and, as set out in the accompanying DAS, has been influenced by the industrial buildings in the locality and throughout the city centre. The proposed brick and brick detail respects

the industrial character of the area, and the large windows provide an attractive and more contemporary frontage which will maximise natural daylight.

- 5.24 Regarding residential amenity, this planning application is supported by a Daylight and Sunlight Assessment which assesses the impact of the proposals on the amenity of neighbouring buildings. It concludes that the impacts on daylight and sunlight amenity on nearby receptors is 'Non Significant' and that the proposals align with the Knott Mill Masterplan. The assessment has also had regard to the adjacent proposals directly to the north of the Site (ref. 143678/FO/2025) and concludes that as the adjacent proposal does not have any windows overlooking the Site, and the proposed development will not be seen through the windows of this proposed building once constructed, it is not a potential future sensitive receptor.
- 5.25 Security and privacy have also been key design considerations of the proposed development. Each townhouse will overlook the street and offer natural surveillance. The internal arrangement of the houses adds to the security of the townhouses with the living accommodation located on the upper floors. Only the entrance halls and garages are at ground level, and private terraces are situated at rooftop level.
- 5.26 As discussed in further detail in the DAS, each townhouse has been designed to comply with M4(2) Accessible and Adaptable requirements of the Building Regulations. However, as discussed further below with regards to drainage, the raised ground floor level conflicts with M4 requirements for level access. Notwithstanding this, a platform lift is proposed to be installed within the garage of each unit to ensure accessibility.
- 5.27 Due to the Site constraints, it is not possible to include living accommodation on entry level which is contrary to M4(2) requirements. However the majority of other associated M4(2) requirements are met, such as a domestic accessible WC is provided on the entry level and all the living accommodation is situated on the same floor with level access throughout. A domestic accessible WC is also provided on the third floors alongside the living accommodation to reflect the M4(2) requirements for entry level. The M4(2) strategy for unit 4 has one difference from the other townhouses as a WC is not provided on the third floor but a WC can be accessed on the second, first and entry level.
- 5.28 Based on the above, the proposed development is considered to be acceptable with regard to Policies H1, EN1, DM1, CC9 and CC10 of the Core Strategy, Policies JP-H1, JP-H3 and JP-H4 of PfE, paragraph 131 of the NPPF, alongside further guidance contained in the Knott Mill Masterplan and Manchester Residential Quality Guidance.

Sustainability and Energy

- 5.29 Built environment sustainability is incorporated within policy and regulation at a national and local level. The Climate Change Act 2008 and the NPPF set out national frameworks by which to mitigate climate change, achieve reductions in carbon dioxide emissions, and deliver development that is aligned with the presumption in favour of sustainable development.
- 5.30 Specific policies in the Local Plan seek to minimise the impact of new development with respect to carbon dioxide emissions and environmental impacts, whilst also ensuring new development is resilient to the impacts of projected climate change. Policy EN4 of the Local Plan states that all new development should include proportionate measures to reduce carbon and greenhouse gas emissions, as well as passive design measures to minimise energy consumption. Policy EN6 requires all new development to integrate sustainable design and construction measures, including those that contribute to the minimisation of water, energy and resource consumption. This policy also requires Sustainability and Energy Statements to be submitted in support of major planning applications. PFE Policy JP-S2 notes that there is an expectation that new development will, unless it can be demonstrated that it is not practicable or financially viable, be net zero carbon which applies:
- from adoption– to regulated operational carbon emissions.
 - from 2028 - to all emissions 'in construction'.
- 5.31 As an interim measure, development should be consistent with the 2022 Part L Building Regulations unless superseded by changes to building regulations and/or national or local planning policies.
- 5.32 In line with these requirements, and in order to demonstrate the proposed scheme's commitments to delivering sustainable development, an Environmental Standards Statement is submitted as part of this application. This Statement sets out the measures to be employed within the design of the proposed development to minimise resource and water consumption and mitigate the impacts of air and noise pollution. In addition, the Sustainability and Energy Statement demonstrates how the proposed design will ensure the scheme will be resilient to future climate change, ensuring the proposals will be safe from flooding and resilient to potential drought.
- 5.33 The proposed building fabric and mechanical specifications will minimise energy usage and carbon emissions as far as reasonably practical through the use of high performance glazing, high efficiency insulation, high efficiency boilers, low energy LED lighting and high standards of construction.
- 5.34 Overall, the energy efficiency performance of the building will be in accordance with the requirements of the Building Regulations and considered acceptable in line with local and national policy.

Ecology

- 5.35 E3P have prepared a Biodiversity Net Gain Exemption Statement in support of this planning application which is based on a site walker undertaken in May 2025.
- 5.36 It confirms that the Site has an ecological value of 0 units within the Statutory Biodiversity Metric Calculation Tool. Furthermore, no linear habitats or watercourses are impacted by the proposed development. Therefore, the proposal meets the De-minis threshold, as less than 25 m² of non-priority onsite habitats with a biodiversity value greater than zero will be affected by the development.
- 5.37 While the development does not need to comply with the 10% biodiversity net gain target, Policy EN15 of the Core Strategy and PfE Policy JP-G8 both seek to enhance biodiversity through new developments. The proposals will provide rooftop gardens which will provide opportunities for future ecological benefits in compliance with Policy EN15 of the Core Strategy and PfE Policy JP-G8.

Heritage and Archaeology

- 5.38 Core Strategy Policy EN3 highlights that throughout the City, the Council will encourage development that complements and takes advantage of the distinct heritage and heritage features of its districts and neighbourhoods. New development must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance.
- 5.39 Policy JP-P2 of the PfE Plan states that decision makers will give particular consideration to ensure that the significance of key elements of the historic environment which contribute to Greater Manchester's distinctive identity and sense of place are protected from harm. These include historic town centres, places of worship, historic transport routes including the canal network, industrial buildings and structures including textile mills, farmsteads and other sites, buildings, and areas of identified archaeological, architectural, artistic and/or historic value.
- 5.40 Given the small-scale nature of the proposed development and distance and intervening features between the Site and listed buildings, it is considered that the proposed development will not harm any designated heritage assets or their setting.
- 5.41 However, an Archaeological Desk-Based Assessment (ADBA) has been prepared in support of this planning application which considers the significance of the Site and its potential for archaeology. It confirms that archaeological trial trenching was undertaken in 2021 in relation to planning application reference 128433/FO/2020. This revealed late 19th century evidence, in terms of building foundations, found at a depth of 0.2 – 0.5m below the ground surface. They sat on a thick (c. 0.6m) layer of redeposited clay which covered a relic plough soil containing artefacts from the late 17th

century. This lay at a depth of c. 1.2m below the ground surface. Therefore, there is a high potential for post-medieval finds to be encountered at a depth of 1.2m and lower.

- 5.42 The ADBA recommends a watching brief to be undertaken to record any groundworks/foundation works which might potentially impact on 19th century archaeology and any stray finds from other periods which may arise. This can be secured by a suitable worded condition.
- 5.43 It can therefore be concluded that the assessment has demonstrated the proposals will not give rise to any instances of harm and so, it is considered the proposals comply with local and national planning policy with regard to the historic environment.

Flood Risk and Drainage

- 5.44 Core Strategy Policies SP1, H1 and DM1 states that new development proposals must have regard to flood risk and drainage. Policy JP-S4 of the PfE document states that an integrated catchment-based approach will be taken to protect the quantity and quality of water bodies with reference to the Northwest River Basin Management Plan and managing flood risk.
- 5.45 As stated in Section 2 of this Statement, the Environment Agency Flood Map shows the Site as being located within Flood Zone 3. However, the accompanying Flood Risk Assessment which supports this planning application confirms that the flood risk for the Site has been significantly over estimated, and the site-specific hydraulic modelling (undertaken by JBA consulting) which supports this planning application suggests that the Site is at lower risk of flooding. This reduction is primarily a result of the floodplain being formally represented in the current study as opposed to no floodplain in the model used to produce the existing Flood Zones.
- 5.46 This application, therefore, highlights an error in the Environment Agency's flood calculation to classify the site as Flood Zone 3, and provides evidence that the Site should be classified as Flood Zone 2. As such, it is considered that the Site is acceptable for residential development, providing suitable flood risk mitigation measures are incorporated into the proposals.
- 5.47 As explained in detail in the supporting DAS and Flood Risk Assessment (FRA), each front door is proposed to be raised up from the street level and set back from the pavement to mitigate the risk from flooding. All proposed habitable residential uses will be located at first floor level and above, with only non-habitable uses such as garages, utility rooms, bathrooms and storage at ground floor level. This will ensure that there is safe refuge above the 1:100 year flood levels. Internal access will be maintained from the lower ground floor level.
- 5.48 Furthermore, the proposed garage doors have a vertical louvred design to allow the ingress of potential flood water into the garage area whilst also providing security and obscuring views into the

garage. The garage also extends into a void below the raised ground floor to provide minimum displacement across the site of flood water.

5.49 Full details of the proposed mitigation measures in relation to design and construction are set out in Section 3.9 of the FRA.

5.50 Further to the above, development which is proposed in Flood Zone 2 or 3 will be subject to the Sequential Test. NPPF paragraph 174 confirms that the aim of the sequential test is to steer new development to areas with the lowest risk of flooding from any source.

5.51 Paragraph 180 of the NPPF states:

“Where planning applications come forward on sites allocated in the development plan through the sequential test, applicants need not apply the sequential test again. However, the exception test may need to be reapplied if relevant aspects of the proposal had not been considered when the test was applied at the plan-making stage, or if more recent information about existing or potential flood risk should be taken into account”

5.52 The supporting FRA has had regard to the Council’s Strategic Flood Risk Assessment (SRFA) and the Knott Mill Masterplan document (June 2019). The Knott Mill Masterplan provides a regeneration framework for the area and identifies the site as being suitable for new development. It is considered appropriate for the Sequential Test to consider the Knott Mill Masterplan Area (study area) for comparable sites.

5.53 The Site is identified as a potential development site (site reference LA27964) in the Knott Mill Masterplan, and the planning history search undertaken reveals that the Council has granted several planning permissions on the Site and on sites and buildings within the wider study area. The FRA considers that these permissions indicate that the Council has accepted the principle of medium-rise development and a general increase in density within the Knott Mill area.

5.54 There are no other reasonable or available alternative sites within the Knott Mill Masterplan Area that have a lower risk of flooding compared to the Site that could accommodate the proposed development.

5.55 For these reasons, the FRA concludes that the Sequential Test is satisfied.

5.56 Regarding the Exception Test, paragraph 178 of the NPPF states:

“...To pass the exception test it should be demonstrated that:

a) the development would provide wider sustainability benefits to the community that outweigh the flood risk; and

b) the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.”

- 5.57 On the basis of the JBA report concluding the Site is within Flood Zone 2, the Exception Test is not considered to be relevant. The FRA clearly identifies that the Site is not in a highly vulnerable flood risk classification and so the Exception Test is satisfied.
- 5.58 Notwithstanding this, if the Site was to be deemed as Flood Zone 3 (which the JBA hydraulic modelling confirms it is not), the FRA confirms that the proposed mitigation measures will ensure that the development will be made safe from flood risk. Furthermore, the provision of new family homes within a highly sustainable location which utilises brownfield land is considered to outweigh the flood risk in the context of NPPF paragraph 178.
- 5.59 For the reasons set out above, the Sequential Test and Exception Test are satisfied.
- 5.60 Regarding the proposed surface water drainage strategy, infiltration is not considered suitable due to below ground soils. As such, the proposals intend to connect to the public combined sewer. It is understood that the Site has historically been connected to this system, prior to the demolition of the former buildings which previously occupied the Site.
- 5.61 In terms of the proposed foul drainage strategy, the proposed development seeks to install a new local gravity foul drainage network which will also connect to the public sewer.
- 5.62 Overall, the proposed development, with mitigation measures implemented, will be safe for its lifetime, will not increase flood risk elsewhere, and will provide sustainable surface water management in compliance with the NPPF and local policy. Subject to a condition that requires the submission of further design details, the proposals will minimise surface water run-off through the implementation of appropriate drainage techniques which will reduce the risk of flooding and adapt to the impacts of climate change in accordance with Core Strategy Policies EN8, EN14, EN17 and DM1.

Highway Matters

- 5.63 Core Strategy T1 states that the Council will support proposals that improve choice by alternative means than cars; reduce the negative impacts of road traffic (congestion, air pollution and road accident casualties) and take account of road users' needs according to a broad hierarchy consisting

of, in order of priority: pedestrians and disabled people; cyclists; public transport; commercial access; general off peak traffic; and lastly, general peak time traffic.

- 5.64 Core Strategy Policy T2 sets out that the Council will actively manage development to ensure that it is easily accessible by walking, cycling and public transport. It states that within the City Centre, proposals should provide a level of car parking which reflects the highly accessible nature of the location.
- 5.65 PfE Policy JP-C6 promotes opportunities to encourage walking and cycling and JP-C8 also supports sustainable travel and states planning application should be supported by a Transport Statement to assess the impacts of a proposals on the highway network.
- 5.66 NPPF Chapter 9 (Promoting Sustainable Transport) requires proposals to promote walking, cycling and public transport, and states that patterns of movement, streets, parking and other considerations should be integral to the design of schemes. Crucially, NPPF Paragraph 116 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe, taking into account all reasonable future scenarios.

Access and Parking

- 5.67 Vehicular access to each townhouse will be obtained from the street frontages along Commercial Street and Constance Street with direct access to each front door and lower ground floor garage.
- 5.68 Therefore, the proposed development does not require the provision of new or altered access.
- 5.69 Regarding parking, each dwelling has been designed to accommodate 1no. car parking space and 1no cycle space. Given the Site's highly sustainable location close to several forms of sustainable travel, this is considered appropriate.

Accessibility

- 5.70 The Transport Statement which is submitted in support of this planning confirms that the Site is in a highly sustainable location, accessible by a range of sustainable modes of transport. The nearest bus stops to the Site are less than a two-minute walk and provide frequent services to Manchester City Centre, Trafford, Flixton, Carrington and Picadilly Gardens. The proximity of the Site to Deansgate train station, Deansgate / Castlefield tram stop and high-quality pedestrian and cycle infrastructure also means the Site is easily accessible via a range of sustainable modes of transport.
- 5.71 Overall, due to the site's proximity to local amenities and the presence of public transport services within easy walking distance, the Site is considered to be well located to encourage trips to be made on foot, cycle or via public transport.

Impact on the Local Highway Network

- 5.72 In terms of trip generation, the Transport Statement confirms that the proposed development will result in approximately 3no. two-way trips in the weekday AM and PM peak hours. On this basis, the proposals will not have a material impact or give rise to any highways issues and the impact on the local highway network will be minimal.
- 5.73 As such, the development will not have a 'severe' impact, on the local highway network as stated in paragraph 116 of the NPPF under which development should not be refused on highways grounds.
- 5.74 Overall, the proposals are considered acceptable on highways grounds due to the highly sustainable location of the Site and minimal impact of the proposals on the highway network and on highway safety. As such the proposals comply with Policies T1, T2 and CC5 of the Core Strategy and Policies JP-C6 and JP-C8 of the PfE Plan.

Pollution

Air Quality Impact

- 5.75 An Air Quality Assessment (AQA) has been prepared by Redmore Environmental in support of this planning application. The report concludes that during the construction phase of the development, there is the potential for air quality impacts as a result of fugitive dust emissions from the Site. However, given the scale and nature of the proposed development and assuming good practice dust control measures are implemented, the residual significance of potential air quality impacts from dust generated by construction and trackout activities is predicted to be not significant.
- 5.76 The report further considers potential impacts during the operational phase of the proposed development, which may occur due to road traffic exhaust emissions associated with vehicles travelling to and from the Site. However, when assessed against the screening criteria, due to the scale and nature of the proposals, road traffic impacts were predicted to be not significant.
- 5.77 In addition, the report has considered the potential for future occupants to be exposed to exceedances of the locally set Air Quality Objectives. This was assessed through consideration of Air Quality Management Areas designations, local monitoring results and background concentrations. This assessment indicated that concentrations of NO₂ are predicted to be below the relevant AQO at the development location. As such, the Site is considered suitable for the proposed end use from an air quality perspective.
- 5.78 In summary, based on the assessment results, air quality factors are not considered to be a constraint toward planning consent for this development and as such, accord with the appropriate national and local planning policy.

Noise Impact

- 5.79 A Noise Impact Assessment (NIA) has been submitted in support of this planning application which assesses the suitability of the Site for residential use.
- 5.80 The NIA confirms that background noise levels are dominated by road traffic noise, interpreted to be coming from Mancunian Way and Bridgewater Viaduct. Based on the noise climate at the Site, open windows as a means of ventilation would not be suitable on any façade across the development. As such, alternative ventilation measures are required.
- 5.81 The NIA sets out acoustic performance specifications for the external building fabric to ensure appropriate internal noise levels can be achieved.
- 5.82 Regarding the rooftop external amenity areas, the NIA confirms that the external level on the rooftop areas would have a noise level of approximately 55dB which is within the upper recommended limit for external amenity areas. Furthermore, it is likely that the levels on the rooftop terraces will be lower than the upper recommended limit due to the distance from the road below and the screening that should be provided by a minimum 1.1-metre-high building edge.
- 5.83 Overall, the NIA concludes that the Site, subject to appropriate mitigation measures, is suitable for residential development in terms of noise.

Ground Conditions

- 5.84 This planning application is supported by a Contamination Risk Assessment and Remediation Strategy.
- 5.85 Based on the conclusions of the report, the following remediation measures are set out:
- Undertake a watching brief for unexpected contamination during earthworks.
 - Source removal of upper made ground during the site enabling works, with validation samples obtained following completion of level reduction by a suitably qualified environmental consultant.
 - Nominal 150mm thickness of imported topsoil required for rooftop garden areas.
 - Appropriate disposal of waste soil material to a licensed recycling facility (if required for build phase).
- 5.86 With these measures in place, the Site is considered suitable to accommodate the proposed development.

Pollution Summary

- 5.87 Overall, the proposals will not give rise to any adverse impacts in relation to air quality, noise or ground conditions. Therefore, the proposals accord with Policies DM1, JP-S5 and EN16 with regard to air quality, 'saved' UDP Policies DC26.1 and DC26.2 with regard to noise, and JP-S2 and EN18 regarding contaminated land.
- 5.88 The proposed development also accords with paragraph 198 of the NPPF notes that planning policies and decisions should ensure that new development is appropriate for its location, taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment.

6. PLANNING BALANCE AND CONCLUSION

- 6.1 This Planning Statement has been Prepared by Icení on behalf of Meadway Developments in support of a full planning application for the erection of 8no. townhouses (Use Class C3), with associated car and cycle parking, refuse storage, alongside rooftop terraces.
- 6.2 The planning history demonstrates that the principle of development has already been accepted by the Council under the granting of permission reference 128433/FO/2020. However, as the policy context has changed since the adoption of PfE, and the proposals have made slight amendments to the previously consented scheme, this planning application has undertaken a comprehensive assessment against local and national policy and material considerations to determine the acceptability of the proposals.
- 6.3 Our assessment in Section 5 of this Statement demonstrates that the proposed development conforms with the development plan taken as a whole as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 and, where relevant, other material considerations including the NPPF.
- 6.4 The proposals will utilise a brownfield site in a highly accessible and sustainable city centre location. The townhouses have been designed to a high quality to provide homes for families, and the density and design has been informed by the Knott Mill Masterplan.
- 6.5 The supporting suite of technical reports confirms that there are no constraints which would prevent planning permission from being granted. Careful consideration has been given to mitigating the risks of flood risk and climate change, and the proposals pass the Sequential and Exception Tests.
- 6.6 In summary, the proposed development will deliver clear benefits for the Site and the City as a whole. The assessment set out in this Statement demonstrates that the proposals comprise sustainable development that accords with the development plan. Applying the presumption in favour of sustainable development, planning permission should, therefore, be granted without delay.