
Application Number	Date of Appln	Committee Date	Ward
144334/FO/2025	22nd Oct 2025	9 April 2026	Deansgate Ward

Proposal Erection of eight townhouses (Use Class C3a).

Location Ground Surface Temporary Car Park Bounded by Commercial Street, Constance Street and the Back Line of the Building and Land Fronting Little Peter, Street, Manchester

Applicant Meadway Developments

Agent Mr Jordan Clark, Icen Projects

Executive Summary

The proposal is for 8no. five-storey townhouses.

4no. representations have been received in objection to the application.

Key Issues

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

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

Social The proposal would deliver 8, 3-bed town houses on a brownfield site. The homes would be suitable for families. All would comply with Manchester's Space Standards.

Environmental The area is highly accessible, close to sustainable travel options. The homes contain garden rooms and roof terraces for outdoor recreation. The site is exempt from mandatory Biodiversity Net Gain but biodiversity would be improved through bird and bat boxes.

Siting, scale and appearance The siting, scale and appearance would be of a similar to nearby buildings and would be in line with the scale of development anticipated in the Knot Mill Masterplan (which suggests 5-7 storeys). The design and appearance would make a positive contribution to the character and appearance of Knot Mill.

Impact on Heritage The proposal would not affect the setting of any designated heritage assets.

Impact on Local Residents The impact on daylight/sunlight and overlooking are considered to be acceptable. Construction impacts would not be significant and can be managed. Any noise outbreak from plant would be required to meet relevant

standards and would be subject to verification testing. The operational impacts including waste management and servicing of the accommodation can be managed.

A full report is below for Members consideration

Description of Site

The site is 450 sqm and used as car park. It is at the junction of Commercial Street and Constance Street and surrounded by a low-level timber fence. The site slopes from Constance Street to Commercial Street. It is not in a conservation area.

Nearby listed buildings include the Grade II Listed Deansgate Station and Grade II Listed floodgate and boundary stone on the River Medlock. There are non-designated heritage assets on Constance Street, Commercial Street and Little Peter Street that are red brick with stone features and are former warehouse/industrial buildings. Historically the site was developed in the mid 1820's and three properties existed on site are likely to have been warehouses.

The area is characterised by predominately residential and commercial uses. The River Medlock is nearby, and the site is in Flood Zone 3. Across the River Medlock are Deansgate Towers.

Description of Proposals

Planning permission is sought for the construction of eight, 5 storey townhouses. Each would have three bedrooms, a private roof terrace and a garage.

The homes would be red brick with Crittall style windows. The top floor would be curtainwall glazing. The windows, doors and rainwater goods would be black aluminium.

The properties vary in size, and all would comply with Manchester's space standards.

Relevant Planning History

128433/FO/2020 - Seven townhouses on land bounded by Commercial Street, Constance Street and Little Peter Street. Approved March 2021.

143678/FO/2025 - Erection of five-storey building on land at the Constance Street and Little Peter Street for 9 apartments, with cycle parking, refuse storage and plant in the basement. Approved February 2026.

081772/FO/2006/C3 - Erection of a 4-storey building with ground floor A1 shop with offices above. Approved April 2017

The Planning Submission

The application is supported by the following information:

- A full set of drawings

- Visuals
- Noise survey
- BNG exemption statement
- Daylight and Sunlight Impact Assessment
- Flood Risk Assessment
- Flood Risk Summary
- Drainage details
- Contaminated Land Report
- Archaeological Assessment
- Transport Statement

Consultations

Publicity – First round of notification – Local occupiers have been notified, and the application has been advertised in the local press as affecting the setting of listed buildings.

4 objections have been received as follows:

- This proposal, and other nearby schemes, would significantly reduce daylight, sunlight, and openness, and introduce waste management and servicing issues. It could harm residential amenity.
- Two developments are proposed at the same time increasing the issues.
- Constance Street is less than six metres wide. Even moderate increases in building height or bulk have a disproportionate impact on light levels, particularly for lower-level dwellings. A BRE-compliant cumulative daylight/sunlight assessment - including VSC, NSL and APSH – needs to be provided before determination. The sunlight and daylight report contains errors.
- It will no longer be possible to grow plants on balconies due to lack of sunlight. Introducing new massing on such a narrow street would significantly increase the sense of enclosure and oppression and reduce visible sky affecting wellbeing contrary to policies SP1, EN3 of the Core Strategy and the Manchester Residential Quality Guidance (2016). These separate developments would combine to create a continuous five- to six-storey frontage.
- Constance Street and its pedestrian walkway is extremely narrow, and therefore any new residential units without a robust and workable refuse strategy could lead to bins obstructing the pavement or road, reduced access for pedestrians and service vehicles, noise and foul odours, spillages, increased pest activity and early morning disturbance. There is no dedicated bin store.
- Considering the two developments together, they would substantially alter the character of the area and the settings of neighbouring buildings. 10A Little Peter Street dates back to the 1850s and contributes positively to the area's fine-grained industrial character. It forms part of the historic mill fabric of Knott Mill, and its modest scale and converted industrial form sit comfortably within the established townscape. The proposed five-storey height, bulk and materials would visually dominate these façades, eroding the established rhythm and scale of the street.
- The proposal is wholly inconsistent with the Knott Mill Strategic Regeneration Framework (SRF), which promotes human scale, contextual sensitivity and liveability.

- Without a swept-path analysis for servicing, the proposal cannot demonstrate compliance with policy DM1 of the Core Strategy.
- The Planning Statement describes the area as having an established residential character, yet it fails to identify or properly assess the three dwellings within 10A/1 Constance Street, opposite the site.
- The applicant's own Planning Statement claims the scheme will "enhance the streetscape" and deliver "appropriate daylight and sunlight" for new occupiers. If those standards are essential for future residents, they must equally apply to existing ones.
- The cumulative impact of development will disrupt business and negatively affect property values.

2 neutral comments have also been received and are summarised as follows:

- A minimum of 4 (1 per dwelling) swift nest bricks is required by a planning condition to provide enhancement for biodiversity.
- Swifts are in trouble, having declined by over 60% in the last 25 years and are now a 'Red-listed' species on the list of Birds of Conservation Concern and a Priority species for the Royal Society for the Protection of Birds (RSPB)..
- Designing for and installing Swift bricks into the fabric of the new building during the construction phase is easy, inexpensive, and will last the life-time of the building. This approach is supported by published guidance from the Royal Institute of British Architects and the Chartered Institute of Ecology and Environmental Management and NHBC all of which provide clear and detailed guidance on how and where to install bricks;
- Installing integral Swift nest bricks would contribute to the objectives of national legislation and planning policy set out below and demonstrate the commitment of your authority to protect and enhance biodiversity.

Publicity - Second round of notification – Letters were sent to surrounding occupiers to make them aware of amended information – 2no. objections have been received and are summarised as follows:

- The revised daylight and sunlight report is deficient.
- The predictable consequence of the proposal includes a loss of sky visibility, an increased sense of enclosure, and a marked reduction in daylight and openness in existing homes.
- The re-consultation material does not provide a complete picture of how the proposal would affect day-to-day residential amenity in terms of the impact on balconies and west facing rooms.
- The massing has not altered.
- In a context of tight façade to façade distances and limited existing daylight numerical results alone cannot determine acceptability.
- Siting bins on the pavement for collection will cause vermin, smells and obstruction of the pavement.

Environmental Health advise that conditions relating to plant and equipment, construction management, acoustic insulation, refuse storage and disposal, air quality and a verification report to validate that contaminated land works comply with the remediation proposals received are required.

Highway Services advise that the garages are big enough to accommodate a vehicle, a cycle and bins. A 278 agreement would be required, and a construction management plan should be secured by a condition. EV changing should be provided.

Work & Skills Team advise that a local labour plan is required by condition.

Design for Security at Greater Manchester Police advise security measures should be agreed and included as a condition in order to achieve Secured by Design.

Greater Manchester Ecology Unit (GMEU) advise that informatives to protect protected species are required. The proposal is exempt from mandatory BNG under the de minimis rule. Measures to enhance the site for biodiversity must be secured by planning condition.

Flood Risk Management advise a condition to require a drainage maintenance and management plan.

Greater Manchester Archaeological Advisory Service (GMAAS) advise archaeological works should be secured by a condition.

Environment Agency advise they have reviewed the hydraulic model and have found it is fit for purpose for use for this application. Advised development shall be carried out in accordance with the flood risk assessment which outlines flood resilience measures including finished floor levels.

Contaminated land not previously identified is found to present shall be investigated and remediated if necessary.

United Utilities advise that a condition to require the agreement of a surface water drainage scheme.

Issues

The Development Plan

The Development Plan consists of: Places for Everyone (PfE) Joint Development Plan, The Manchester Core Strategy (2012); and Saved UDP policies. The Core Strategy is the key document and sets out the long-term strategic planning policies for Manchester's future development.

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

Places for Everyone

The Places for Everyone Plan is a Joint Development Plan Document, providing a strategic plan and policies, for nine of the 10 boroughs which make up Greater Manchester. The Plan is now adopted planning policy, and its policies must therefore be given significant weight in the planning balance. The relevant policies in the Plan are as follows:

Objective 1: Meet our housing need – This proposal would provide 8 family homes in a sustainable location. This is an essential component of the City's housing strategy.

Objective 2: Create neighbourhoods of choice – This proposal would develop a brownfield site close to jobs, amenities and public transport. The 3 bed town houses would add to the variety of accommodation in the City Centre.

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

Objective 4: Maximise the potential arising from our national and international assets – The proposal would develop 8 homes on a strategic site and replace a poor-quality surface car park.

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

Objective 6: Promote the sustainable movement of people, goods and information – This in a highly sustainable location close to Deansgate Station, the Deansgate-Castlefield tram stop and bus routes. The proposal promotes cycling with a cycle space in each garage.

Objective 7: Playing our part in ensuring that Greater Manchester is a more resilient and carbon neutral city-region – This proposal includes flood risk mitigation and mechanical and electrical systems with low carbon and renewable energy.

Objective 8: Improve the quality of our natural environment and access to green spaces – Biodiversity would be improved through the provision of private roof terraces and bird boxes. Surface water would be managed.

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

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

Policy JP-Strat1: Core Growth Area- The proposal would support economic growth by providing homes in the City Centre supporting housing targets. It would create jobs during construction.

Policy JP- Strat2: City Centre- The proposal would contribute to the amount and variety of City Centre housing in a highly sustainable location and promote sustainable travel.

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

Policy JP-S2: Carbon and Energy – The proposal would comply with the requirements under Part L 2021 via the use of electric panel heaters, air source heat pumps, thermal insulation and low air permeability, photovoltaics and LED lighting.

Policy JP-S4: Flood Risk and the Water Environment – An integrated drainage scheme that would minimise surface water runoff.

Policy JP-S5: Clean Air – The proposal is in the Manchester AQMA. Each house would have a garage with space to park a car and a cycle storage space. Construction activities can be mitigated to minimise the impact on air quality. The garages would be required to include EV charging points.

Policy JP-S6: Resource Efficiency – Resources would be consumed during construction. The proposal would be highly efficient and low carbon and use renewable resources.

Policy JP-H3: Type, Size and Design of New Housing – The proposal would provide 3 bed homes adding to the variety of accommodation within the City Centre.

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

Policy JP-G9: A Net Enhancement of Biodiversity and Geodiversity – The site is de minimis and exempt from mandatory BNG but would provide bird boxes.

JP-P1 Sustainable Places – The proposal would develop an underutilised site and would promote walking and cycling. Waste recycling facilities would be provided.

Policy JP-P2: Heritage – The proposal would contribute positively to the character of the area and would not harm the setting of designated heritage assets. The architecture and materials would be high quality and would contribute positively to the setting of non-designated heritage assets.

Policy JP-C1: An Integrated Network – This is a highly sustainable location, well connected to public transport, jobs, recreation and green and blue infrastructure. It is in close proximity to the rivers and canals within and surrounding Castlefield.

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

Policy JP-C5: Streets for All – The buildings would have bin and cycle storage. The highway would be reinstated following development. The homes would be space standard compliant and incorporate the principles of M4(2) with future adaptations possible.

Policy JP-C6 - Walking and Cycling – The location would encourage walking and cycling and cycle parking is proposed.

Policy JP-C7: Transport Requirements of New Development – The proposal would be connected to infrastructure and public transport. Secure cycle parking is provided.

Policy JP-S2: Carbon and Energy – The proposal would comply with the requirements under Part L 2021.

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

Manchester Core Strategy Development Plan Document (2012)

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

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

SO1. Spatial Principles - This is a highly accessible location, and the proposal would reduce the need to travel by private car, support sustainable development and help to halt climate change. It would deliver high quality homes in a sustainable location.

SO2. Economy – High quality homes in this sustainable location would support economic growth. Jobs would be created during construction and would support the City's economic performance, reduce economic, environmental and social disparities, and help to create inclusive sustainable communities.

S05. Transport - The proposal would be highly accessible, reduce the need to travel by private car and make effective use of public transport providing access to jobs, education, services, retail, leisure and recreation.

S06. Environment - The proposal would be low carbon and highly sustainable with energy efficiency measures. There would be secure cycle parking space.

Policy SP 1 (Spatial Principles) - The proposal would have a positive impact on visual amenity and the character and regeneration of Knot Mill. It would complement nearby development and improve street level activity and natural surveillance.

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

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

Policy CC6 (City Centre High Density Development) – The density proposed would use the site efficiently.

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

Policy CC9 (Design and Heritage) - The design would be high quality and contribute positively to the character of Knott Mill. It would not harm the settings of nearby heritage assets.

Policy CC10 (A Place for Everyone) – Three-bedroom homes would be provided contributing to the variety of accommodation in Knott Mill and the City Centre.

Policy H1 (Overall Housing Provision) – This brownfield site is in a highly sustainable location. The homes would be attractive to families. Each townhouse would have a rooftop terrace. The waste management arrangements include recycling.

Policy H5 (Central Manchester) – The proposal would provide 8no. 3-bed homes.

Policy H8 (Affordable Housing) – The proposal is exempt from requiring a contribution as it is below the threshold.

Policy T1 (Sustainable Transport) – The proposal would encourage modal shift to more sustainable alternatives. The garages would accommodate cars and bikes. The site is close to different types of sustainable transport including train, Metrolink and buses.

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

Policy EN 1 (Design Principles and Strategic Character Areas) – The design would activate streets, enhance legibility and support regeneration. The proposal would respond positively to the character of the area, enhance the street scene and support regeneration. The design is discussed in detail below.

Policy (EN3 Heritage) – There would be no impact on the settings of designated heritage assets. The impact on the nearby non-designated heritage assets is discussed below.

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 with ASHP and PV panels.

Policy EN6 (Target framework for CO 2 reductions from low or zero carbon energy supplies) - Energy demands in use would be minimised. The building fabric would be high quality and energy costs minimised. Cycle parking is proposed. An environmental standards statement has been provided.

Policy EN8 (Adaptation to Climate Change) - The environmental standards statement sets out the ASHP's and roof mounted PV panels. The proposal would include measures to control overheating of buildings through passive design

Policy EN9 (Green Infrastructure) – The site has low ecological and biodiversity value and is considered de minimis. Given the size of the site, there is limited opportunity for tree planting and landscaping.

Policy EN14 (Flood Risk) – The site is in Flood Risk Zone 3 with a high risk of flooding. Surface water runoff would be minimised. These issues are discussed further below.

Policy EN15 (Biodiversity and Geological Conservation) – The site is not high quality in ecology terms and is de minimis for BNG. The proposal would secure ecological enhancements through the provision of bird and bat boxes.

Policy EN16 (Air Quality) - Construction activities would be controlled to minimise the impact on air quality. The proposal would be highly accessible by all forms of public transport and reduce reliance on cars and minimise traffic emissions. Internal cycle parking is proposed to garages.

Policy EN17 (Water Quality) – There would be no adverse impact on water quality.

Policy EN 18 Contaminated Land and Ground Stability – Ground conditions can be addressed. There is a remediation strategy so that the contamination identified on site no longer presents a risk. Should any unexpected contamination that was not previously identified be found, further investigation and remedial measures shall be submitted for approval.

Policy EN19 (Waste) - The proposal would be consistent with the principles of waste hierarchy. A Waste Management Strategy sets out how waste production would be minimised during construction and operation.

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

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

How the proposal complies with these issues is considered in detail in the report.

For the reasons given above, and within the main body of this report, it is considered that the proposal is consistent with the policies contained within the Core Strategy.

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

Saved UDP Policies

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

Saved Policy DC7 (New Housing Developments) – This would be a high-quality development.

Saved Policy DC18 (Conservation Areas) – The closest conservation area is Castlefield, but due to other surrounding buildings it is not considered to affect views.

Saved Policy DC19.1 (Listed Buildings) – The proposals would not impact on the setting of any listed buildings. The closest listed building is the Grade II Listed Deansgate Station, views of which are obstructed by other buildings.

Saved Policy DC20 (Archaeology) – There could be archaeological remains on the site which may be of local significance which will be required to be properly recorded by condition.

DC22 (Footpath Protection) - The proposal would be at back to pavement. It would include garages that would require amendments to the pavement.

Saved Policy DC26.1 and DC26.5 (Development and Noise) – The proposal is supported by acoustic assessments and would not have a detrimental impact on the amenity of surrounding occupiers through noise. The impact from noise sources would be minimised and further mitigation would be secured by condition.

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

Other material policy considerations

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

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

National Planning Policy Framework

The revised NPPF re-issued in December 2024. The document states that the 'purpose of the planning system is to contribute to the achievement of sustainable development. The document clarifies that the 'objective of sustainable development can be summarised as meeting the needs of the present without compromising the

ability of future generations to meet their own needs' (paragraph 7). In order to achieve sustainable development, the planning system has three overarching objectives – economic, social and environmental (paragraph 8).

Section 5 'To support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay. The overall aim should be to meet an area's identified housing need, including with an appropriate mix of housing types for the local community (paragraph 61).

The scheme provides an appropriate density of housing for the site. It would create 8 no. 3 bed townhouses in sustainable location and help to create a sustainable, inclusive and mixed community. Housing is required as the City of Manchester grows.

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

This is an area where further regeneration is needed. The proposals would replace a surface car park. The high-quality development. The scale and density is commensurate with the location. It would create jobs during construction and would complement the existing community.

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

The homes would be space standard compliant and accessible. There would also be space for recreation in the form of roof terraces to each home.

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

The residential building would be safe and secure. The new development would encourage sustainable transport, particularly walking and cycling.

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

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

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

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

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

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

New development should be planned for in ways that: avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure; and can help to reduce greenhouse gas emissions, such as through its location orientation and design. Any local requirements for the sustainability of buildings should reflect the Government's policy for national technical standards (paragraph 164).

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

The site is in a highly sustainable location. An Environmental Standards Statement demonstrates that the proposal would accord with principles that promote energy

efficient buildings, integrating sustainable technologies from conception, through feasibility, design and build stages and in operation.

The site is in Zone 3, and a baseline hydraulic model has been submitted to establish assess flood risk on the site. Flood resilience measures would be incorporated into the scheme and efficient drainage systems would manage water at the site.

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

The proposal would not worsen local air quality conditions and suitable mitigation can be put in place during the construction process. EV charging points would be installed within each garage.

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

There is a remediation strategy so that the contamination identified on site no longer presents a risk. The ground conditions are not usual or complex for this part of the city and can be appropriately remediated with the proposed measures.

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

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

Paragraph 199 states that decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement.

The proposal would not worsen local air quality conditions and suitable mitigation measures can be put in place during the construction process. There would be sufficient space within the lower ground floors of each of the townhouses to accommodate cycle parking. There are safe nearby walking routes and access to public transport for occupiers of the townhouses. Each garage would be fitted with an EV charging point.

Section 16 'Conserving and enhancing the historic environment' states in determining planning applications, local planning authorities should take account of: c) the

desirability of new development making a positive contribution to local character and distinctiveness (paragraph 210).

The proposal would not result in harm to the significance and setting of nearby designated and non designated heritage assets.

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

Draft National Planning Policy Framework - 16th December 2025

The government has published a consultation National Planning Policy Framework which is intended to improve housebuilding rates through a clearer, more predictable and faster policy basis for decision and plan making.

Whilst this is a draft NPPF for consultation it is considered that the development proposals are in accordance with the general thrust of policy contained within it. As set out in the printed report no adverse impacts have been identified through consideration of the application proposals that would outweigh a positive decision in this instance.

Planning Policy Guidance (PPG)

The relevant sections of the PPG are as follows:

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

Examples of mitigation include:

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

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

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

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

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

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

Design states that where appropriate the following should be considered:

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

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

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

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

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

Manchester Residential Quality Guidance (2016)

The City Council's Executive has recently endorsed the Manchester Residential Quality Guidance. As such, the document is now a material planning consideration in the determination of planning applications and weight should be given to this document in decision making.

The purpose of the document is to outline the consideration, qualities and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. Above all the guidance seeks to ensure that Manchester can become a City of high-quality residential neighbourhood and a place for everyone to live.

The document outlines nine components that combine to deliver high quality residential development, and through safe, inviting neighbourhoods where people want to live. These nine components are as follows: - Make it Manchester; - Make it bring people together; - Make it animate street and spaces; - Make it easy to get around; - Make it work with the landscape; - Make it practical; - Make it future proof; - Make it a home; and - Make it happen.

The proposal is in line with the aims and objectives set out in the guidance.

Knott Mill Masterplan (2019)

The Knott Mill Masterplan provides a regeneration framework for the area and identifies the site as being suitable for new development. It identifies the site as being suitable for development. The 5-storeys proposed would be consistent with the masterplan which suggests 5-7 storeys.

The masterplan seeks to establish a strategy to guide future development in the area that acknowledges its unique character and improves connections with neighbouring areas. It sets out urban design principles in relation to development uses, sense of place, street hierarchy and connectivity, public realm and amenity, height and density. The proposals comply with the masterplan in terms of use, height and massing.

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 in relation to key objectives for growth and development. Building on the investment to date in the city's green infrastructure and the understanding of its importance in helping to create a successful city, the vision for green and blue infrastructure in Manchester over the next 10 years is: By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

Four objectives have been established to enable the vision to be achieved:

- Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers.
- Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth.
- Improve connectivity and accessibility to green and blue infrastructure within the city and beyond; and

- Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.

The inclusion of bat and bird boxes to be secured by a condition and greenery within the private external terraces would enhance biodiversity at the site.

GMCA 'Design Guidance for Net Zero' - focuses on how to design buildings to achieve the net zero ambitions and outcomes set in PfE policies JP-S2 -Carbon and Energy and JP-S3 – Low Carbon Heat focusing on the following:

- Promoting the use of life cycle cost and carbon assessment tools to ensure the long-term impacts from development can be captured.
- An expectation that new development will, unless it can be demonstrated that it is not practicable or financially viable will be net zero carbon and residual carbon emissions that cannot be fully mitigated on-site should be offset.

The alignment of the proposals with the above guidance is discussed later in this Report.

Legislative requirements

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

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

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

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

Issues

Principle of Development and contribution towards regeneration

Regeneration is an important planning consideration as the City Centre is the primary economic driver in the region and is crucial to its economic success. There is an important link between economic growth and regeneration, and more homes are required to support economic growth. The proposal would develop a site and contribute positively towards the regeneration of Knott Mill.

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

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

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

Accommodation size and mix

This proposal is for 8 homes with 3 bedrooms. All would be suitable for families and would comply with the Manchester Space Standards.

Affordable Housing

The proposal falls below the 15 dwelling thresholds for afforded housing in Core Strategy Policy H8.

Climate change, sustainability and energy efficiency

This proposal is in a highly sustainable location, close to Deansgate Station and Castlefield – Deansgate Tram Stop.

Sustainability principles would be incorporated during construction and waste management would prioritise recycling. The homes would have secure cycle storage, and the site is in the City Centre close to attractions, facilities and amenities.

The homes would be all electric and energy-efficient systems that minimise their carbon footprint. Each would have a mechanical ventilation and heat recovery system. The proposal includes ASHP's, and roof mounted photovoltaic panels that would be energy efficient.

In accordance with Core Strategy Policies EN 4 and EN 6 and PfE Policy JP-S1 and SP2-, the energy strategy states the homes would comply with the target emissions in the Building Regulations Part L1 2022.

Siting, Scale and appearance

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



The proposed townhouses would front Constance Street and Commercial Street with entrances/exits and garages on both frontages. The townhouses would be sited at the back of pavements which would contribute positively to the character of the Knot Mill area as the development would be consistent with adjacent buildings.

The townhouses would be five storeys, with the top floor set back to provide private roof terraces. They would be consistent with building heights nearby and

commensurate with the proposed building at 6 Little Peter Street which was recently approved.



Street view of Constance Street with recently approved building at 6 Little Peter Street (right hand side)



Street view of Commercial Street and existing adjacent buildings

All homes would have a roof top terrace garden with a parapet wall.



Aerial visual of the roof form

The lower ground to third floor design is traditional and reflects the red brick industrial character of Knott Mill. The fourth floor would be occupied by the terraces and a aluminium framed curtain wall glazed top floor.

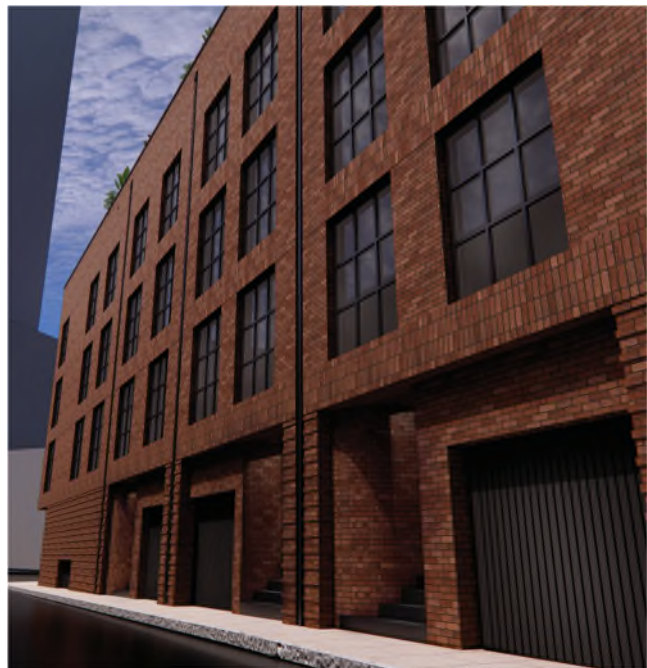


Visual image of the proposed development fronting Commercial Street.

The corner of Constance Street and Commercial Street would overhang and would be supported by a concrete column. It would be chamfered responding to design principles of nearby buildings such as 6 Commercial Street 2-4 Little Peter Street and 361 Deansgate.

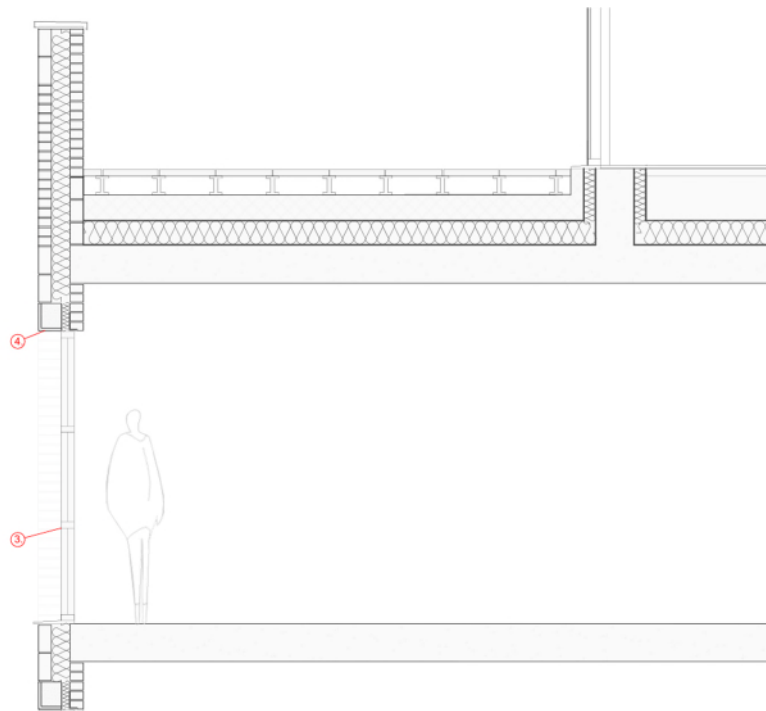


Corner of Commercial Street and Constance Street



Close up of Constance Street elevational detailing

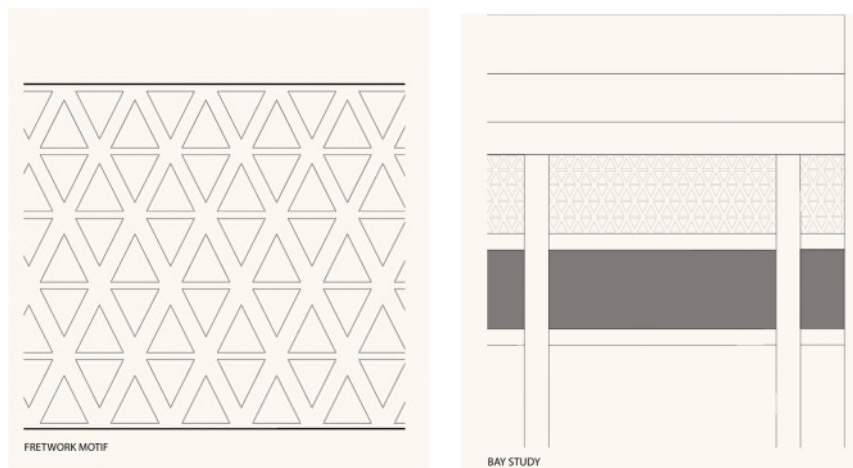
The large slim profile black aluminium Crittall windows would follow a grid pattern and respond to the adjacent former mill buildings. The protruding and recessed brick ground floor would provide depth, articulation and interest.



Bay study through window with recess of 200mm

The siting, scale and appearance would contribute positively to the character and appearance of Knot Mill. The materials would be a Manchester red brick with soldier course brick banding above and below windows. The slim profile black aluminium crittal windows would be recessed by approximately 200mm.

There would be a continuous decorative screen around the top pane of glazing to disguise louvres. Garage doors would be louvred with a bespoke design.



Design of bespoke louvre screen

A condition to ensure the proposal would be delivered to a high quality. A separate condition would require full size samples to be submitted for approval.

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

Impact on Heritage

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

The proposal is not considered to be within the setting of the Grade II listed Deansgate Station, which is the closest listed building as it is screened by other buildings and due to its relationship and separation distance and so would not harm any heritage asset. The design would contribute positively to the character and setting of the site.

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

Impact on Archaeology

Greater Manchester Archaeology Advisory Service (GMAAS) note the site is within an industrial area that is post-medieval and is within the projected area of the Castlefield Roman Vicus so is therefore close to nearby routes of Roman Roads.

GMAAS advise the site may contain Roman remains or remains from an earlier period and further investigations are required prior to the commencement of any groundwork. Subject to a condition that would require the submission of a programme of archaeological works, this would satisfy the requirements of policy EN3 of the Core Strategy and saved UDP policy DC20.

Impact on Ecology and Biodiversity

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

Effects on the Local Environment/Amenity

Sunlight and daylight

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

A Daylight and Sunlight Report refers to the Building Research Establishment (BRE) 'Site Layout Planning for Daylight and Sunlight: a Guide to Good Practice', Third Edition (2022). The Guide is generally accepted as industry standard and is used by local planning authorities to consider these impacts. The guide is not policy and aims

to help rather than constrain designers. The guidance is advisory, and locational circumstances need to be considered, such as a site being in a city centre where higher density development is expected and obstruction of natural light can be inevitable.

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

The following properties were assessed:

- 357-361 Deansgate, Manchester, M3 4LG
- 10A Little Peter Street, Manchester M15 4PS
- Hill Quays, 1 Jordan Street, Manchester, M15 4QX
- 1 Riverside Mews, Commercial Street, Manchester M15 4RQ
- 2 Riverside Mews, Commercial Street, Manchester M15 4RQ

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

Daylight

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

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

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

Where a VSC result show that a room would be adversely impacted, an NSL analysis should be prepared to enable a more informed view to be taken as to the overall impact

on daylight levels. A summary of the daylight and sunlight impacts on the windows and rooms affected are detailed below:

357 -361 Deansgate

60 windows serving 31 rooms have been assessed.

None of these windows achieve the VSC target of 27% currently due to the massing of several other buildings including the Deansgate Square Towers.

16 out of 60 (27%) windows would receive no further VSC reduction as a result of the proposed development.

44 out of 60 (73%) windows would receive reductions between 1%-14%. A VSC reduction between 0-20% is considered to be negligible and unlikely to be noticed by occupants.

All rooms except one (30/31 rooms; 97%) would experience either no reduction or negligible reductions in NSL. The one remaining room, at first floor level, would experience a reduction of 27%. This is considered to be minor and non-significant magnitude of change in NSL.

The daylight impact on the 357-361 Deansgate is not significant and is acceptable in an urban context such as this given the relationship of developments to each other.

10A Little Peter Street

The building is diagonally opposite the site with commercial premises in the basement and homes above.

29 windows to 15 rooms, have been assessed to the residential accommodation. Commercial spaces do not require assessment under the BRE guidelines.

Of the 29 windows there are three Juliet balconies which been modelled as individual panes so equating to 4 windows each.

4 of the 29 windows currently meet BRE guidelines for VSC. 25 windows (86%) do not achieve the target because of the surrounding density and the deeply recessed windows, and the balcony located above some of them.

As a result of the development, 4 windows would continue to achieve the VSC target. 22 would retain VSC values of at least 0.8x their current value meaning it would not be noticeable to the occupants of the room.

Three windows would not achieve these VSC targets. Two of these windows serve the same ground floor room and would retain VSC values of 16% and 17%. This room would pass the NSL test.

The remaining window is to a second-floor room. It is set within a recess and is directly below a projecting balcony of the floor above. It currently achieves a VSC of 7%. This

would be reduced to 5.4% as a result of the development. Despite the low daylight levels, the room has other windows and would pass the NSL test. The impact on this room is minor, given the low magnitude of change in VSC and the presence of other windows.

Where a VSC result show that a room would be adversely impacted, an NSL analysis enables a more informed view to be taken of the overall impact on daylight to each room. For the NSL 14 of the 15 rooms assessed (90%) would pass the NSL test with negligible reductions of between 0-16% reductions.

The remaining room which is located at the ground floor serves an office space and the NSL reduction would be 21% which is considered to be minor. It is acknowledged these windows are already obscurely glazed and under BRE guidance, an office spaces does not require a daylight impact assessment.

Overall, the impact on daylight amenity of this building constitutes as a negligible impact and non-significant magnitude of change in NSL.

Hill Quays, 1 Jordan Street

357 windows to 222 rooms, have been assessed for daylight. Currently 275 (77%) achieve the VSC target of 27% and 82 (23%) do not.

All windows would retain VSC values of at least 0.8x their current values. The VSC reduction is therefore negligible and unlikely to be noticed by occupants.

All 222 rooms appraised would pass the NSL test.

The daylight impact on Hill Quays is not significant and is acceptable in an urban context such as this given the relationship of developments to each other.

1 Riverside Mews, Commercial Street, Manchester (opposite the development site)

12 windows were assessed to 4 rooms.

Currently, 9 (75%) windows achieve the baseline VSC target and 3 (25%), which face away from the site towards Deansgate Square, do not.

4 would experience moderate daylight reductions of 35-36%. 5 windows would receive daylight reductions of between 45-47% resulting in a significant impact.

The remaining 3, that do currently achieve the baseline VSC target, would not receive any daylight reductions given their position at the rear elevation away from the site.

None of the 4 rooms assessed (0%) would pass the NSL test. This includes the 1 ground floor Living / Kitchen / Dining room that would receive a daylight reduction of 38%. At first floor there are 3 bedrooms that would receive daylight reductions of 22%, 51% and 39%.

In line with guidance a bedroom is considered to have a lesser requirement for natural light.

The Proposed Development will have an adverse impact on the daylight amenity of this building.

However, the homes experience unusually high level of daylight amenity as a result of the cleared.

The relationship between the 1 Riverside Mews and the proposed development is not unusual in a city centre context. The scale proposed accords with the Knott Mill Masterplan. The redevelopment of the site, creating new family housing within an area characterised by a tight urban grain, would not be unusual and therefore not considered to be unduly harmful, on balance, to warrant refusal of this planning application.

2 Riverside Mews on Commercial Street, Manchester (*opposite the development site*)

5 windows were assessed to 4 first floor rooms. At present, one window achieves the VSC target of 27% and the other four do not because of their outlook towards 2 Commercial Street.

3 windows would achieve the VSC target or retain VSC values of at least 0.8x their current value.

Two windows to the same room, would not achieve the target with daylight reductions of 51% and 21%.

The room would, however, pass the NSL test, with negligible reductions in daylight distribution.

On the basis that this room is dual aspect, served by two wide floor to ceiling windows, and that it passes the NSL test, the impact on daylight amenity would be acceptable in a city centre context and not considered to be unduly harmful to warrant refusal.

Cumulative Impact

The Knot Mill SRF suggests that the adjacent car park at 6 Little Peter Street could be developed to a similar height. Planning permission has recently been granted for a 5-storey building at this site (planning reference 1143678).

Further technical information has been provided which assumes the development at 6 Little Peter has been constructed in order to understand the daylight and sunlight implications as a result of both developments on 10a Little Peter Street.

27 windows were assessed to 3 rooms have been assessed at 10a Little Peter Street.

The scale of the development at 6 Little Peter Street has the ability to significantly limit the daylight availability at 10a Little Peter Street to the windows and rooms assessed. This was set out in detail in the report associated with this planning application.

As a result of this development, alongside that at 6 Little Peter Street, it would not worsen the impacts on those windows with 26 windows retaining 0.8x their future VSC values with any reductions within an acceptable range between 0% and 1.9% (with the majority being less than 1%). This would not be noticeable to the occupants.

The remaining windows is on the first to the right of the recess and would not achieve the BRE target. It should be noted that the VSC for this window, as a result of the development at 6 Little Peter Street, is already low (at 10.1%). This development would reduce this further to 7.8%. Whilst it is noted that this development would further diminish the available daylight to this window, this is a dual aspect room and is served by other windows that would not have a reduction in VSC. This room as a whole would also pass the NSL test.

All 3 rooms appraised would pass the NSL test. These rooms would continue to benefit from daylight received through their north facing windows.

This development, alongside that of 6 Little Peter Street, would not unduly worsen the daylight impacts on 10A Little Peter Street to the point it would warrant refusal of this planning application.

Sunlight

The BRE Guide sets the following criteria: (a) Whether sunlight is enjoyed for at least 25% of the annual probable sunlight hours (APSH) throughout the year; and (b) Whether 5% of the annual probable sunlight hours would be received during the winter months (21st September – 21st March) (Winter PSH). For sunlight, only windows that are orientated to within 90 degrees need to be assessed.

357 -361 Deansgate

31 rooms served by 60 windows have been considered.

30 rooms currently achieve both the annual and winter sunlight targets. One room at first floor level does not achieve the winter target.

25 rooms would continue to achieve both sunlight targets and retain APSH values of at least 0.8x their current values ensuring that sunlight impact would not be significant.

The remaining six rooms, which are at the first and second floor levels, would achieve the annual sunlight target of 25% but not the winter target of 5%.

2 of the 6 rooms would experience winter APSH levels of 4% against the BRE recommended 5%.

The other 4 rooms out of the 6 would experience winter ASPH levels of between 2-3% which would result in harm.

Considering the medium density environment and tight urban grain of the site's surroundings, these localised impacts are reasonably anticipated if the site is to be redeveloped at a scale that accords with the Knott Mill Masterplan.

On balance then, the sunlight amenity impact of the proposed development is considered, appropriate and balanced and (context applied) not unduly harmful in this City Centre location.

10A Little Peter Street

There are no windows which are located 90 degrees from due south. As such, there are no sunlight implications on this property.

Hill Quays, 1 Jordan Street

There will be no reduction in annual or winter APSH values for all rooms considered.

1 Riverside Mews, Commercial Street, Manchester M15 4RQ

There are no windows which are located 90 degrees from due south. As such, there are no sunlight implications on this property.

2 Riverside Mews, Commercial Street, Manchester M15 4RQ

There are no windows which are located 90 degrees from due south. As such, there are no sunlight implications on this property.

Roof Terrace of 2-4 Little Peter Street, Manchester, M15 4PS

There is an existing the roof terrace of this commercial building which is well sunlit. This achieves the BRE target of at least 2 hours' time in sun to 100% of its area.

This is high, for a relatively low-level roof terrace, in the city centre and this is attributed to it being located adjacent to vacant land.

With the development in place, the roof terrace area will no longer be well sunlit and would not achieve the BRE target of 2 hours of sun to 100% of its area.

The current context is unusual in a city centre context. The impact is considered to be significant but unavoidable if contextual development is to be achieved on the city in line with the masterplan.

Overlooking

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



Facing north along Constance Street in 2008



Corner of Commerical Street and Constance Street in 2008

The proposal seeks to develop 8 homes. There would be habitable windows on Constance Street with a separate distance of approximately 5.6m to the windows to these properties at ground floor, first floor and second floor.

There are no prescribed separation distances and all premises overlooked on Constance Street are understood to be in commercial use.

Nevertheless, this would be a close relationship albeit the same relationship as other existing buildings in the street scene.

Whilst there would be some loss of privacy this would be minor and not unusual in a city centre context, particularly where the character of the area are building back of footpath.

Other areas across the city such as the Northern Quarter and Ancoats experience similar, or reduced separation distances. For example, there are directly facing habitable rooms windows along Loom Street in Ancoats with separation distances of approximately 5.5-6m. Simpson Street near Angel Meadow contains separation distances between 6.5-7m.

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

TV reception

A TV reception survey shall be submitted prior to the commencement of development to evidence there is unlikely to be any interference with digital terrestrial and satellite television. This would be monitored during the works, and a condition would require a post completion survey to be undertaken to verify any impacts and secure mitigation if required.

Air Quality

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

There would be no emissions from the proposal as the building would be all-electric. The provision of vehicle electrical charging points to all townhouses should be a condition.

The mechanical ventilation and heat recovery would ensure that heating and cooling can take place without the need for windows to be open. Given the above, it is considered that the proposal would have an acceptable impact on air quality and conditions should ensure this.

Noise and Vibration

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

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

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

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

Waste Management

There would be sufficient space within the lower ground floor areas of the townhouses to store bins. Waste collection would take place on Constance Street and Commercial Street.

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

Accessibility

There would be no level access into the properties as each main entrance has steps from street level to the upper ground floor entrances. The townhouses have been designed to incorporate flood resilience measures at lower ground level.

Each townhouse could be altered with the installation of a platform lift within the lower ground floor garage/upper ground floor entrance. This would allow level access into the townhouses.

7 out of the 8 townhouses could be altered including the installation of a lift prior to occupation if required or over time to meet the changing needs of its occupants including older and disabled occupants to comply with Part M4(2) requirements of the Building Regulations.

It is considered that on balance due to the constraints of the site and that almost most of the townhouses could be altered to accommodate accessibility requirements, it would not warrant refusal of the application.

Flood Risk

The site is in Flood Zone 3 which is identified as having high probability of flooding. The Environment Agency have reviewed a detailed hydraulic model demonstrating any predicted flooding of the site and the assessment includes flood resilience measures.

The Environment Agency are satisfied with the Flood Risk Assessment subject to compliance with the recommendations in section 6.2 of the report.

The final design of the sustainable surface water drainage would also be submitted for approval through condition.

Highways

The site is in highly accessible location. There would be sufficient space within the ground floor of the townhouses to provide cycle parking. The development would have an acceptable impact on the local highway network.

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

Construction management

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

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

- The duration/phasing of construction works and associated vehicle trips.

- Confirmation of display of an emergency contact number.
- Wheel Washing, dust suppression measures and schedule for maintenance of drains and gulleys.
- Requirements for any tower crane, including arrangements for delivery, assembly and removal
- Routing of construction traffic and associated swept path assessment.
- Details of the location and arrangements for contractor parking.
- The identification of the vehicular access points into the site.
- Site set up plan highlighting location of welfare facilities, material and plant storage, waste storage and loading/unloading areas.
- Impact on adjacent TROs including loading bays, bus stops/shelters (to be agreed with TfGM), taxi bays etc.
- Traffic Management measures for vehicles, pedestrians and cyclists.
- Details/mitigation of any impacts on street furniture, crossing points, highway layout, lines etc.
- Details/mitigation of any proposed utility connections and how these will be coordinated and managed to reduce impacts on the highway.
- The management and coordination of construction activities with reference to ongoing/imminent construction works in the locality; and
- Highway dilapidation survey including photographs and commentary on the condition of carriageway/footways on construction vehicle routes surrounding the site.
- Sheeting over of construction vehicles.
- Measures to control noise and vibration.
- Community consultation strategy,

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

Crime and Disorder

GMP recommend a condition requiring the development to achieve Secured by Design Accreditation. This should include the entrance doors, garage doors and the provision of adequate external lighting.

Contaminated Land and Impact on Water Resources

There are no unusual or complex ground contamination issues based on the history of the site. A detailed remediation strategy has been submitted in support of the application which details measures to ensure contaminated land does not present a risk to occupiers. External amenity space would be located at roof level.

Environmental Health recommend subject to compliance with the remediation strategy, there are no concerns with contamination.

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

Conclusion

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

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

The proposal would provide 8 town houses within the city centre that would complement and build on the Council's regeneration initiatives.

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

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

Other Legislative Requirements

Equality Act 2010

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

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

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

Recommendation

Approve

Article 35 Declaration

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

Conditions to be attached to the decision

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

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

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

- PROPOSED SITE PLAN: AK1.01
- PROPOSED GROUND FLOOR PLAN: AL1.01
- PROPOSED (LOWER) GROUND FLOOR PLAN: AL2.01

All received by the Local Planning Authority on 15 September 2025

- PROPOSED THIRD & FOURTH PLAN: AL3.01 REV P01
- PROPOSED ROOF PLAN: AL4.01 REV P01
- PROPOSED LITTLE PETER STREET ELEVATION: AV4.01 REV P02

All received by the Local Planning Authority on 11 November 2025

- PROPOSED CONSTANCE STREET: AV1.01 REV P05
- PROPOSED COMMERCIAL STREET: AV2.01 REV P05
- PROPOSED SECTION AA & SECTION BB: AX1.01 REV P02

All received by the Local Planning Authority on 19 January 2026

- PROPOSED GROUND FLOOR CONSTRUCTION DETAIL: AD1.01 REV P03

Received by the Local Planning Authority on 22 January 2026

- PROPOSED TYPICAL FLOOR CONSTRUCTION DETAIL: AD2.01 REV P03

Received by the Local Planning Authority on 19 February 2026

- KNOTT MILL TOWNHOUSES DESIGN & ACCESS STATEMENT: REV P05

Received by the Local Planning Authority on 18 March 2026

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

- 3) Prior to the commencement of the development hereby approved, a detailed construction/fit-out management plan outlining working practices during the construction phase of the development shall be submitted to and approved in writing by the City Council as Local Planning Authority. For the avoidance of doubt the plan shall include detail on the following matters;
- o The duration/phasing of construction works and associated vehicle trips;
 - o Confirmation of display of an emergency contact number;
 - o Wheel Washing, dust suppression measures and schedule for maintenance of drains and gulleys;
 - o Requirements for any tower crane, including arrangements for delivery, assembly and removal
 - o Routing of construction traffic and associated swept-path assessment;
 - o Details of the location and arrangements for contractor parking;
 - o The identification of the vehicular access points into the site;
 - o Site set up plan highlighting location of welfare facilities, material and plant storage, waste storage and loading/unloading areas;
 - o Impact on adjacent TROs including loading bays, bus stops/shelters (to be agreed with TfGM), taxi bays etc.
 - o Traffic Management measures for vehicles, pedestrians and cyclists;
 - o Details/mitigation of any impacts on street furniture, crossing points, highway layout, lines etc.
 - o Details/mitigation of any proposed utility connections and how these will be coordinated and managed to reduce impacts on the highway.
 - o The management and coordination of construction activities with reference to ongoing/imminent construction works in the locality; and
 - o Highway dilapidation survey including photographs and commentary on the condition of carriageway/footways on construction vehicle routes surrounding the site.
 - o Sheeting over of construction vehicles;
 - o Measures to control noise and vibration;
 - o Community consultation strategy,

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

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

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

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

b) When all construction/fit-out works are complete, the same carriageways/footways shall be re-surveyed, and the results shall be submitted to the Local Planning Authority for assessment.

Should any damage have occurred to the carriageways/footways, they shall be repaired and reinstated in accordance with a scheme that shall first be submitted to and approved in writing by the Local Planning Authority. The necessary costs for this repair and/or reinstatement shall be met by the applicant.

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

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

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

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

6) The window specification, reveals, and soffits on all elevations shall be carried out in accordance with the details on drawing AD2.01 Rev P03 (Construction Detail):

- The window specification shall be Aluprof Aluminium MB Slimline as specified on drawing AD2.01 Rev P03 (Construction Detail).
- The extent of the window reveals, and detailing will be as follows: window reveal of 200mm and full brick soffit.
- The protruding brick detail to ground level shall be minimum 15mm
- Recessed rainwater goods

The ground floor and upper floor corners to Commercial Street and Constance Street as shown on drawing AX1.01 shall use brick specials.

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

7) Prior to the installation of the garage doors and first occupation of the townhouses hereby approved, all materials including a sample panel of the fins shall be submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with the approved details/samples.

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

8) Prior to the installation of the concrete column as shown on drawing AL1.01 (Proposed Ground Floor Plan), details of the design and finish shall be submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with the approved details.

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

9) Prior to the installation of the bespoke decorative louvre screen as shown on the drawing non Page 32 of the Design and Access Statement Rev P05, a full-size sample shall be submitted to and approved in writing by the Local Planning Authority. For the avoidance of doubt, the full-size sample should not be in situ. The approved details shall then be implemented in full as part of the development.

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.

10) a) Notwithstanding the Environmental Noise Survey and Noise Impact Assessment Report: 28295/NIA2 Rev 0 received by the Local Planning Authority on 22 October 2025, prior to any above ground works, a noise insulation and ventilation scheme for acoustically insulating the residential accommodation against and external and internal noise sources, together with details of the performance of any glazing, shall be submitted to and approved in writing by the Local Planning Authority.

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

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

- Living Rooms (daytime - 07.00 - 23.00) 35 dB LAeq

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

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

c) In the event of any non-conformity with the approved noise insulation and ventilation scheme, then any further measures that are required to achieve the required noise criteria shall be carried out. Any required measures and validation shall continue until conformity has been achieved and agreed in writing by the Local Planning Authority, prior to first use/occupation of the development.

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

11) a) Prior to any above ground works, either a scheme that demonstrates that any building plant equipment will achieve a rating level of 5dB (LAeq) below the typical background (LA90) level in each octave band at the nearest noise sensitive location or a scheme showing a method to acoustically treat/insulate any plant equipment so as to achieve a rating level of 5dB

(LAeq) below the typical background (LA90) level in each octave band at the nearest noise sensitive location, shall be submitted to and approved in writing by the Local Planning Authority.

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

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

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

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

12) Development shall be carried out in accordance with the approved Site Investigation Report and Remediation Strategy (Contamination on Risk Assessment & Remediation on Strategy: LKC 25 1247, received 22 October 2025). The following measures are proposed so that the contamination identified on site no longer presents a risk:

- No soft landscaping, so no further assessment for future residents
- Vapours from TCE/naphthalene contamination to be remediated via source removal due to a level reduction between 0.45mbgl and 1.00mbgl for below ground level parking. No habitable space on the ground floor.
- Validation sampling to be undertaken to confirm the source removal.
- Ground gas classification CS1, no gas protection measures required.
- Low risk to controlled waters, no remediation required.
- Pipeline locations to be confirmed but they will likely be located in clean material.
- Validation of imported soil for the rooftop gardens to confirm this is suitable for use.
- Retention of waste transfer notes.
- Watching brief to be maintained for unexpected contamination.

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

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

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

13) In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time after development commences, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land is submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with these details, together with any previously approved Remediation Strategy.

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

14) Development shall be implemented in accordance details and flood resilience measures outlined with the following:

- Flood Risk Assessment: 15606-BKP-ZZ-XX-RP-C-0001 Rev P01 (Dated 11 August 2025)
- Flood Risk Summary: PWW-JBA-XX-XX-RP-HM-0001-S0-P01.03 (Dated 17th October 2025)
- Flood Risk Summary Addendum: PWW-JBA-XX-XX-RP-HM-0002-S0-P01.01 (Dated 10th February 2026)
- Ground Floor Drainage Plan: 15606 BKP XX XX DR C 0500
- Drainage Details Sheet 1: 15606 BKP XX XX DR C 0510
- Drainage Details Sheet 2: 15606 BKP XX XX DR C 0511
- Proposed Ground Floor Risk Treatment: AV3.01

For the avoidance of doubt this includes:

- Finished floor levels for all habitable floors shall be set no lower than 29.16 metres above Ordnance Datum (AOD) in accordance with the recommendations in section 6.2 of the FRA, based on a design flood level of 28.86mAOD + 300mm freeboard

The measures shall be implemented prior to the first occupation of the townhouses and thereafter retained and maintained for the lifetime of the development.

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

15) Notwithstanding the submitted documents and condition 14, prior to the commencement of the development hereby approved, a surface water drainage scheme in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards, shall be submitted to and approved in writing by the City Council, as Local Planning Authority. This shall include:

- Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice.
- Progression through the drainage hierarchy must be evidence based and supported by site investigation including assessments of ground conditions and infiltration testing in accordance with BRE365

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

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

- Verification report providing photographic evidence of constructed flow control and SuDS components as per design drawings approved as part of Condition 15.
- Provide As Built construction drawings OR confirm that they align with the original design construction drawings.
- Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

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

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

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

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

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

The Project Design shall cover the following:

- a). A phased programme and methodology of investigation and recording to include:
 - archaeological evaluation trenching;
 - pending the results of the above, an open-area excavation (subject to a revised Project Design).
- b). A programme for post-investigation assessment to include:
 - production of a final report on the results of the investigations and their significance.
- c). Deposition of the final report with the Greater Manchester Historic Environment Record.
- d). Dissemination of the results of the archaeological investigations commensurate with their significance.
- e). Provision for archive deposition of the report and records of the site investigation.
- f). Nomination of a competent person or persons/organisation to undertake the works set out within the approved Project Design.

The development shall then proceed in accordance with the approved details.

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

19) (a) Prior to the commencement of development a Construction Local Labour Proposal, shall be submitted to and approved in writing by the Local Planning Authority.

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

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

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

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

20) a) Prior to the occupation of the residential townhouses hereby approved, a scheme of highway works shall be submitted to and approved in writing by the Local Planning Authority including:

- Installation of dropped kerbs for garages

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

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

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

21) The details of the approved Waste Management Strategy (Section 6.1 of the Design and Access Statement, prepared by JH.A as received by the Local Planning Authority on 20 January 2026) shall be implemented as part of the development and be in place prior to the first use 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.

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

b) Prior to the first use of the lighting, a verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved light consultant's report. The report shall be submitted to and approved in writing by the City Council as Local Planning Authority. The report shall also undertake post completion testing to confirm that acceptable criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the criteria.

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

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

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

24) a) Prior to commencement of the development, a scheme for electric vehicle charging emissions, shall be submitted to and approved in writing by the Local Planning Authority.

b) Prior to occupation of the development any agreed mitigation measures shall be implemented and verified as such in writing by the City Council as local planning authority 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 policies EN16, SP1 and DM1 of the Core Strategy.

25) The development hereby approved shall be carried out in accordance with the submitted Environmental Standards Statement: 2025.170, prepared by Element Sustainability as received by the Local Planning Authority on 22 October 2025.

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

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Core Strategy and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

27) a) Prior to the commencement of the development, details of how secured by design measures shall be incorporated into the development hereby approved, shall be submitted to

and approved in writing by the Local Planning Authority. The development shall then proceed in accordance with the approved details.

b) The development hereby approved shall not be occupied or used until the Local Planning Authority has acknowledged in writing that it has received written confirmation that the development has achieved 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.

28) In the event that townhouses 1-3 and 5-8 are required to altered to M (4) 2 standard, this shall be carried out prior to the first occupation of the development hereby approved, in accordance with the Accessibility Strategy outlined in Sections 4.1-4.3 of the Design and Access Statement Rev P05.

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

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

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

30) The residential use hereby approved shall be used only as private dwellings (which description shall not include serviced properties or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights) and for no other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

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

31) Notwithstanding the provisions of Schedule 2, Part 1 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification), for all the townhouses hereby approved, no extensions, windows doors or other openings (Class A), roof additions (Class B), roof alterations (Class C), porches (Class D), outbuildings (Class E), hard surfaces (Class F), chimneys, flues, etc. (Class G), microwave antennae (Class H)] shall be erected without planning permission being granted by the Local Planning Authority.

Reason - In the interests of residential amenity, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

32) Notwithstanding the provisions of Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any Order revoking and re-enacting that Order with or without modification), the approved garages at lower ground level hereby approved shall not be used for any purpose that would preclude its use for the parking of a motor vehicle in association with the authorised residential use or development be undertaken that would preclude vehicular access to the garage.

Reason - The loss of garage parking space could result in an unacceptable increase in on-street parking and would thereby be detrimental to highway and pedestrian safety and to comply with policies SP1, T1 and DM1 of the Core Strategy for the City of Manchester and policies JP-S1 and JP-P6 of the Sustainable Development Joint Development Plan Document - Places for Everyone.

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

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

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

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

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

35) a) Prior to the commencement of above ground works (excluding site clearance), a Television and Radio Reception Impact shall be submitted to and approved in writing by the City Council as local planning authority. This shall include the measurements of the existing television signal reception before development commences. The work shall be undertaken either by an aerial installer registered with the Confederation of Aerial Industries or by a body approved by the Office of Communications and shall include an assessment of the survey results obtained.

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

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

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

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

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

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

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

Informative

Application for off-site highways works condition discharge may only be submitted following securement of cash bond or surety provision of the total costs of the associated highways works as provided by the statutory approvals team. Evidence of this should be provided with the condition discharge documents. The process for permission to work on the highway can be found using the following link: [Licensing - Permission to work on the highways - Section 278 agreements | Manchester City Council](#)

Regarding S278 agreements a deposit is required to begin an application, additional costs will be payable and are to be agreed with S278 team. A S278 is required for works to the adopted highway, minimum standard S278 technical approval timescale is between 4-6 months, TRO's can take 10-12 months. An independent 'Stage 2' Road Safety Audit will be required and the design may require changes if any issues are raised with all costs attributable to the Developer. A 'Stage 1' Road Safety Audit should be completed during the planning stage and a copy of the report (with Designer's Response) is to be made available to the Statutory Approvals Team upon request.

Any secured by design requirements for accreditation should be discussed with Greater Manchester Police.

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: 144334/FO/2025 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

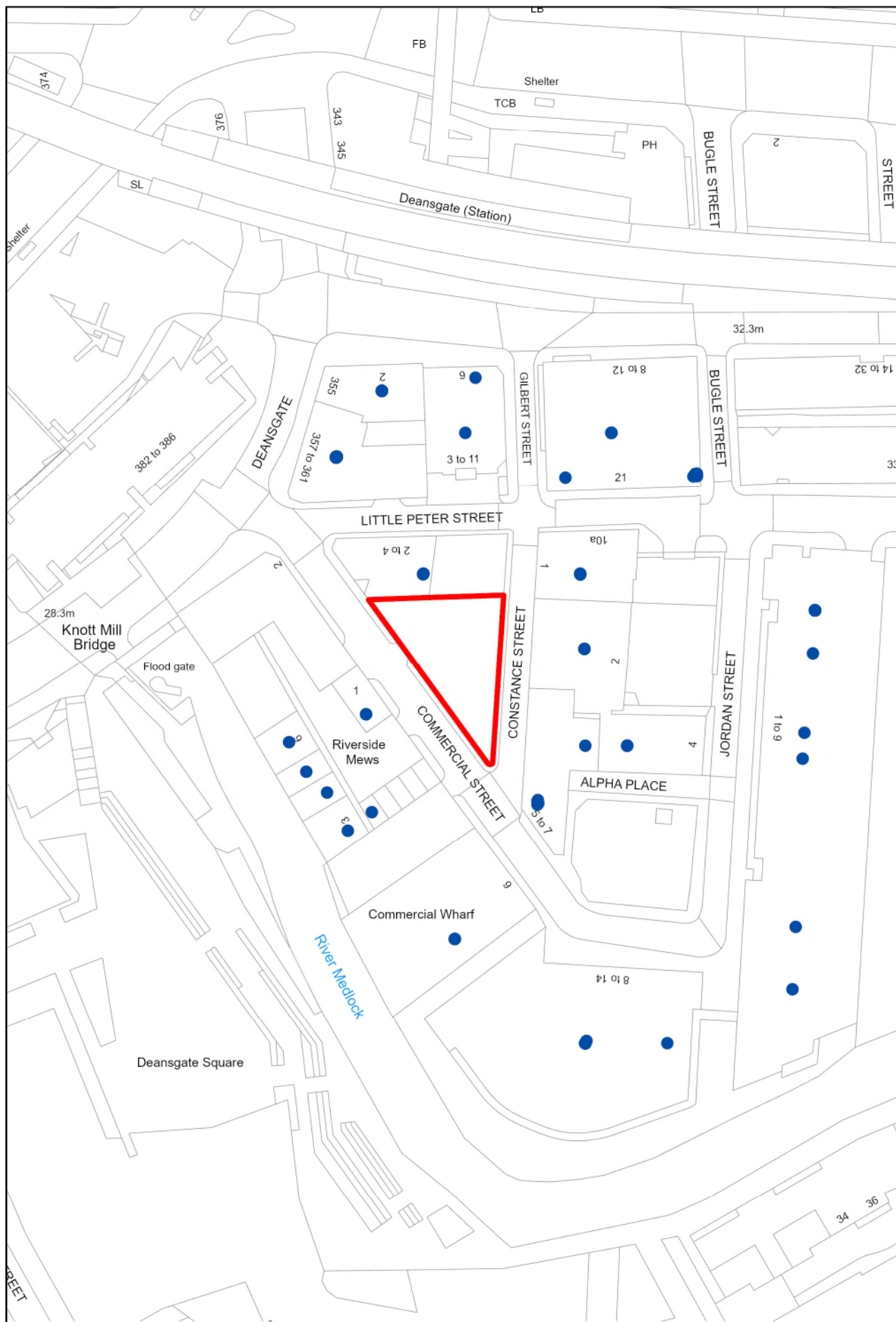
The following residents, businesses and other third parties in the area were consulted/notified on the application:

**Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police
United Utilities Water PLC
Environment Agency
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit**

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

Representations were received from the following third parties:

Relevant Contact Officer :	Emily Booth
Telephone number :	0161 234 4193
Email :	emily.booth@manchester.gov.uk



Legend

-  Site Location  Neighbours notified

