

DESIGN & ACCESS STATEMENT REVISION P02 19/01/26

KNOTT MILL TOWNHOUSES



CONTENTS PAGE

1.0 PLANNING

- 1.1 Design & Planning Considerations
- 1.2 Scale
- 1.3 Planning

5.0 SUMMARY

- 5.1 Summary

2.0 EXISTING SITE

- 2.1 Site History
- 2.2 1-3 Commercial Street
- 2.3 Existing Site Context
- 2.4 Contextual Analysis
- 2.5 Neighbouring Proposal

6.0 APPENDIX

- 6.1-6.2 Waste Management Proforma
- 6.3 Waste Management Strategy

3.0 PROPOSAL

- 3.1 Proposed Development
- 3.2 Proposed Ground Floor Plan
- 3.3 Proposed 1F & 2F Plan
- 3.4 Proposed 3F & 4F Plan
- 3.5 Proposed Roof Plan
- 3.6 Proposed Sections
- 3.7 Proposed Commercial Street Elevation
- 3.8 Proposed Constance Street Elevation
- 3.9 Proposed Construction Section
- 3.10 Proposed Construction Section
- 3.11 Flood Zone Design Mitigation
- 3.12 Lower GF Plan
- 3.13 Flood Zone Design Mitigation
- 3.14 Materiality

4.0 ACCESS

- 4.1 -4.3 Inclusive Access

INTRODUCTION

PREFACE

This document has been prepared by JHA (Architects) as a part of a full planning application for a townhouse development in the Knott Mill Area of Deansgate-Castlefield, Manchester City Centre. Any queries regarding the content should be directed to David George at info@just-h-architects.co.uk

This document should be read in conjunction with the JHA architectural scale drawings that accompany it.

Please note that the drawings which appear in this document may not be to scale, please make reference to the accompanied drawing for taking any measurements.

BACKGROUND

Previous planning consent was granted for the development for 7 townhouses (Application ref 128433/FO/2020, decision date 05/03/21) This application has now expired and this application is to submit a similar proposal for 8 townhouses.

The design approach to this proposal is the same as the previous scheme. The massing, height, appearance and general arrangement reflect the previously consented scheme.

The statement assesses and evaluates the site and its context, to record the local character and circumstances. It provides a description of proposals and explains the principles and concepts that have informed the design development to date. It explains how inclusive design principles are incorporated into the development to allow everyone to be able to conveniently use the places created.

The statement is submitted in accordance with the requirements set out by The UK Government's Planning Portal which sets out the principles for Design Access Statements. This statement will:

- Set out the design principles on which development is based in particular the proposed layout, landscape, scale and mix, details, materials and maintenance, and illustrate the design solution.
- Show how the development will achieve the qualities needed to create a distinctive, safer and pleasant, easy to get to and move around in, welcoming, adaptable and resource efficient.

BRIEF & PROJECT DESCRIPTION

The site occupies an area of land within the boundary of Knott Mill, Manchester and is being redeveloped by Meadway developments as part of ongoing improvements to the area.

The existing site is currently used for private parking and originally housed a warehouse. The aim of the proposed development is to create eight attractive and well designed, contemporary townhouses. The proposed design has been developed to be sympathetic to its proximity to the existing surrounding properties (old and new) and to make a positive contribution to the overall Knott Mill built environment.

The design of the development has been equally driven by the desire to create dwellings that are capable of comfortably housing and encouraging family use.

PROJECT TEAM

JH.A

JH.A is an integrated, collaborative design practice based in Chorlton, Manchester. With deep experience in delivering architecture, urban design, interiors and sustainability projects we constantly strive to deliver design outcomes which create a lasting positive impact on people and planet.

Meadway
Developments

Meadway developments are a Manchester based developer specialising in high quality residential developments



1.0

X130 MEADWAY DEVELOPMENTS
KNOTT MILL TOWNHOUSES
1-3 COMMERCIAL ST, MANCHESTER
M15 4PZ

JH.A

PLANNING

DESIGN & PLANNING CONSIDERATIONS

Inclusive Access

Due to flood mitigation measures each ground floor level is raised above street level. However all townhouses can accommodate a platform lift within the garage to provide access to the raised ground floor level. All of the larger properties have bathrooms which are of a size capable of affording disabled access.

Parking

Each of the Dwellings have been designed with a garage to accommodate one car plus bicycle and bin storage. Each garage has storage space for a grey, blue and brown wheelie bin in accordance with the Manchester City Council refuse requirements. Refer to appendix 1.0 for a full waste management report.

Sustainability

The proposed design for the building envelope is to assist the occupant to minimise the energy usage and carbon dioxide emissions of the building as far as reasonably practical, subject to site constraints and financial viability.

- high performance glazing
- high efficiency of insulation in building fabric
- high efficiency low nox condensing boilers
- High standards of construction and sealing to achieve air permeability 5m3 (h.m2).

The proposed design has maximised all opportunities for daylight penetration as far as practically possible. There is no opportunity to alter landscaping of trees to provide natural shading. The energy efficiency performance of the building will be in accordance with the requirements of the Building Regulations. The location of the development naturally lends itself to the promotion of sustainable forms of travel and is further detailed below.

Flood Risk

According to the Environment Agency's flood mapping, the proposal falls within Flood Zone 3. As such a relevant, flood risk assessment prepared by JBA Consulting as part of this application. The application highlights an error in the environment agency's flood calculation to classify the site as flood zone 3 and provides evidence that the site should be classified as flood zone 2.

Public Transport:

The proposed site is highly accessible, in close proximity to, and accessible by many forms of sustainable transport.

Deansgate Rail Station:

Deansgate Rail Station is a major regional interchange serving destinations to the north and west of Manchester, including direct services to Liverpool and Preston, is within 100 meters of the site.

Metrolink:

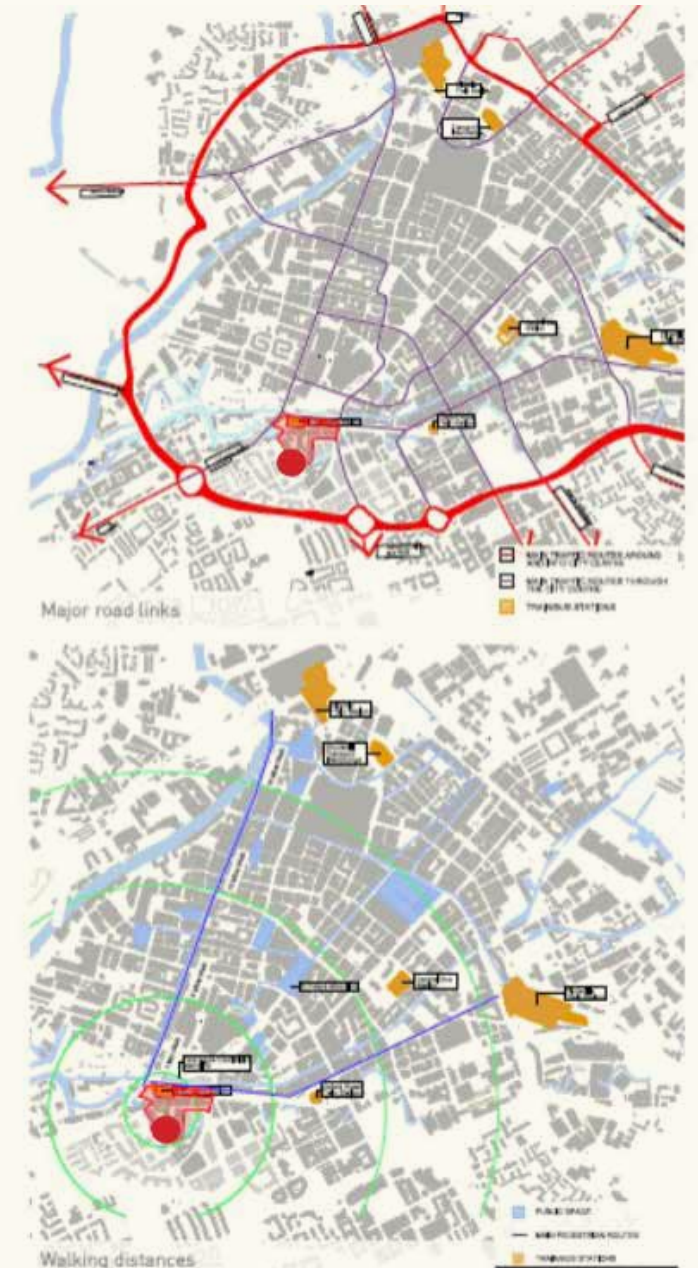
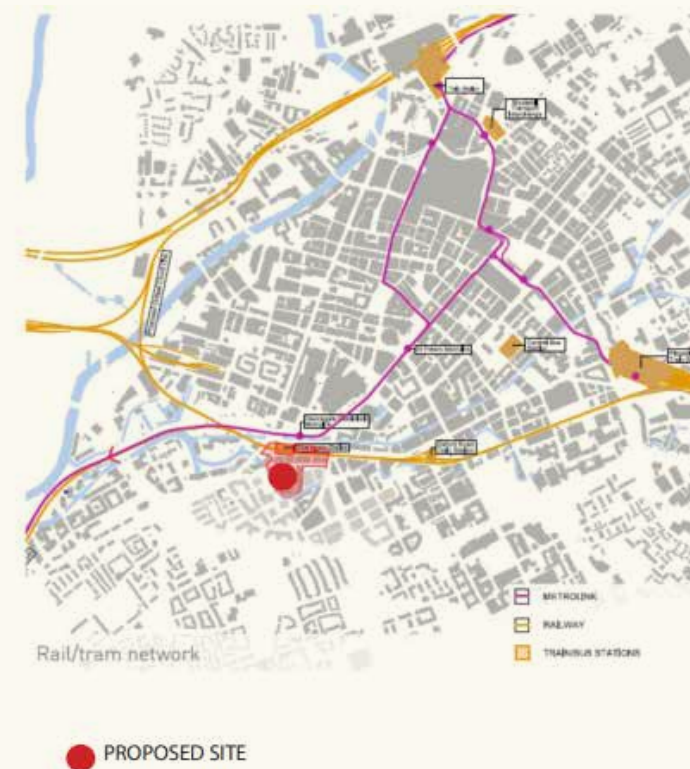
Deansgate-Castlefield Metrolink stop is also within 100 meters of the site. This is an established and popular transport option for commuters, shoppers and tourists. Routes generally operate until midnight during weekdays and until 1am at weekends.

Bus:

Whitworth Street West, Albion Street/Medlock Street and Deansgate/Chester Road, all within close proximity of the site, and within major bus corridors, accommodating an extensive range of bus services.

Free Bus Service:

The free city centre bus services provides a regular and efficient service connecting the major transport hubs of Piccadilly, Victoria and Shudehill Interchange, as well as the major shopping, cultural, heritage and business quarters.



1.2

SCALE

X130 MEADWAY DEVELOPMENTS
KNOTT MILL TOWNHOUSES
1-3 COMMERCIAL ST, MANCHESTER
M15 4PZ

JH.A

The scale of the proposed dwellings have been designed in accordance with the Knott Mill Association Masterplan developed in June 2019. This document specifies limitations on the height and scale of development in response to detailed contextual appraisal of the area.

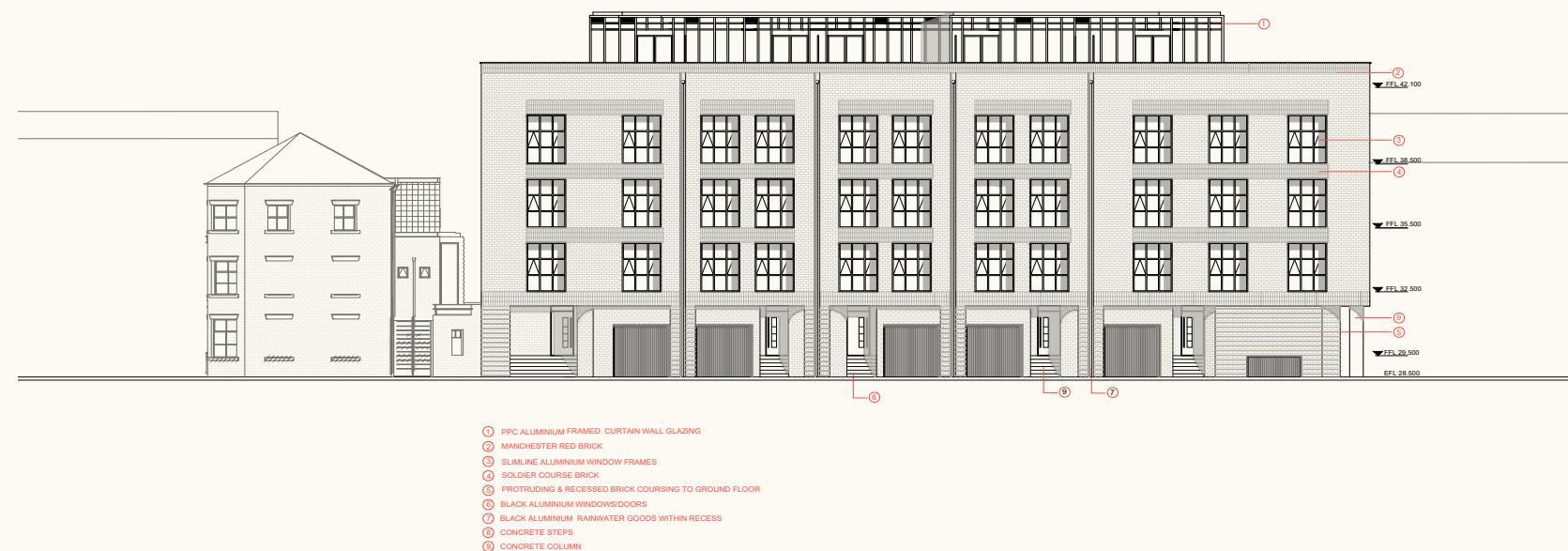
The starting point for the masterplan strategy is the retention and reinforcement of the historic street pattern alongside acknowledgement of buildings which contribute to the character of the area.

This masterplan has specified three distinct zones in which the nominated development scales must be adhered to.

The proposed site falls into 'The Core' (yellow) which is the central lower rise heart of Knott Mill which comprises of the existing building stock of

historic buildings of most character value. This specifies that the development has to be within 5 and 9 stories. The proposed development is 5 stories to ensure that it is not out of scale with surrounding historic properties.

The footprint of the proposed design follows the back of the pavement line and so adheres to the existing street pattern.



PROPOSED COMMERCIAL STREET ELEVATION

- Mid Rise
- Low Rise
- Low - Mid Rise



Knott Mill Association Masterplan pg 64 - recommended development height diagram



Knott Mill Association Masterplan pg 648- recommended indicative sketch view of proposed development scale

PLANNING

RELEVANT PLANNING POLICIES:

The proposed development positively reflects and promotes the following planning policies:

OUR MANCHESTER STRATEGY 2025-2035

The Our Manchester Strategy sets out a vision of a new model for sustainable economic growth based around a more connected and greener city region, where all residents are able to contribute to, and benefit from, sustained prosperity and a good quality of life. It seeks to secure Manchester's position as a world class city:

- With a competitive, dynamic and sustainable economy that draws on distinctive strengths in science, advanced manufacturing, culture, creative and digital business, cultivating and encouraging new ideas
- With highly skilled, enterprising and industrious people
- That is connected internationally and in the UK
- That plays a full part in limiting the impacts of climate change;
- Where residents from all backgrounds feel safe, can aspire, succeed and live well
- That is clean, attractive, culturally-rich, outward-looking and welcoming.

The Strategy is then structured under five key themes, namely a thriving and sustainable city, a highly skilled city, a progressive and equitable city, a liveable and low carbon city, and a connected city. Through setting out a series of actions under the key themes, the document seeks to ensure that Manchester remains competitive internationally, predominately through the use of existing buildings and planned areas for business growth, whilst ensuring that this city is liveable through pursuing growth in new residential accommodation. Knott Mill can help to deliver these strategic objectives.

MANCHESTER CORE STRATEGY 2012

The Core Strategy Development Plan Document 2012-2027 was adopted by the City Council on 11th July 2012. It is the key document in Manchester's

Local Development Framework. The Core Strategy sets out the long term strategic planning policies for Manchester's future development.

Knott Mill has the potential to contribute to a wide range of Manchester's strategic policy objectives set out within the Core Strategy and as summarised below:

Policy SP1 Spatial Principles sets out the key special principles which will guide development. It states that the focus of growth for the city centre will be for economic and commercial development, retail, leisure and cultural activity alongside high quality city living.

The policies that are supported by the proposed development include the following:

Policy CC3 Housing sets out that the city centre will see the most intense development of housing; setting a minimum target of 16,500 new units to be provided in the city centre up to 2027. One of the key areas identified for the residential development is Castlefield, adjacent to Knott Mill.

Policy CC6 City Centre High Density Development confirms that city centre development will generally be high-density and that land should be used to maximise its efficiency.

Policy CC8 Change and Renewal:

The City Council has identified the types of development and approach to development which is considered most likely to deliver the vision for the city centre and development which reflects elements of this will generally be supported. The policy states that the city centre will welcome large scale schemes and those that make significant contributions to the city centres role in terms of employment and retail growth, and more generally improve the social, economic or environmental well-being of Manchester.

Policy CC9 Design and Heritage

expects the design of new buildings to be of the highest standard in terms of appearance and function. The policy states "development in Manchester city centre should preserve and enhance the heritage assets that have been

identified, including listed buildings, conservation areas and scheduled ancient monuments".

Policy CC10 A Place for Everyone aims to make Manchester a place that appeals to everyone.

Policy H1 Overall Housing Provision

states that approximately 60,000 new homes will be provided for Manchester between March 2009 and March 2027, equating to an average of 3,333 units per year. There is a presumption towards high density housing development (over 75 units per hectare) within mixed use schemes which help contribute towards regeneration initiatives. The policy also states that 90% of residential development will be on previously developed land.

PLACES FOR EVERYONE

Places for Everyone establishes a strategic framework for sustainable growth across the city, ensuring development supports economic, social, and environmental objectives. Policy JP-Strat 1 promotes a sustainable urban structure that focuses growth in accessible locations, maximising brownfield regeneration and reducing car dependency. JP-Strat 2 builds on this by reinforcing Manchester's role as a core economic hub within the city region, supporting inclusive growth and high-quality place-making. JP-H1 and JP-H3 set out the housing strategy, prioritising the delivery of a balanced and affordable housing mix to meet diverse needs, including family and affordable homes. JP-H4 further supports this by ensuring new residential development contributes to mixed, cohesive, and sustainable communities. Finally, JP-P1 emphasises the importance of high-quality, well-designed places that respect local character, enhance liveability, and promote health and wellbeing, forming the foundation for sustainable and inclusive urban development, all of which are formative of the proposed development.

UNITARY DEVELOPMENT PLAN

The Unitary Development Plan, incorporates Policy DC7, which promotes accessible, adaptable housing to meet varying needs, and Policy DC26,

which safeguards residential amenity by controlling noise and disturbance. Together, these ensure high-quality, inclusive, and liveable environments across Manchester's diverse neighbourhoods, such as that proposed at Knott Mill/

CITY CENTRE STRATEGIC PLAN

On 2 March 2016, the City Centre Strategic Plan 2015 - 2018 was presented to the Executive Committee for endorsement.

The Strategic Plan includes a new city centre boundary that responds to the rapidly evolving economic geography of Manchester city centre. As both the economy and population of Manchester have grown, large scale mixed-use developments incorporating commercial, residential and leisure uses are driving change at its boundaries - including Great Jackson Street, First Street, and Castlefield to the south-west. The city centre boundary has therefore been extended to recognise the contribution of former 'fringe' areas and their relationship with the city centre.

The extension of the city centre means that Knott Mill sits well within the city centre and represents an important transition point between the existing and extended city centre. Knott Mill can also contribute to a number of the future objectives for the city centre as set out in the Plan, including the following key aspirations:

Residential – Demand for city centre living that embraces different models and tenure types is rapidly increasing, and is a key attractor for a younger population who seek different lifestyle choices. The residential trajectory is expected to continue as a result of the continued increase in employment predicted in the city centre, as well as other factors such as higher levels of graduate retention. The city centre has benefited from long-established residential neighbourhoods such as Castlefield, the Northern Quarter and the Village. However, the need to identify and develop new city centre neighbourhoods is essential to satisfy existing and anticipated demand.

2.0

X130 MEADWAY DEVELOPMENTS
KNOTT MILL TOWNHOUSES
1-3 COMMERCIAL ST, MANCHESTER
M15 4PZ

JH.A

EXISTING SITE

SITE HISTORY



Historic Site Map 1851

KNOTT MILL

Early History: The name “Knott Mill” originates from a medieval corn mill that was located near the confluence of the River Medlock and the River Irwell. This area was relatively rural and agricultural in nature until the Industrial Revolution.

Industrial Revolution: During the late 18th and early 19th centuries, Knott Mill became a significant industrial hub, part of Manchester’s extensive growth into one of the world’s first industrial cities. The area saw the establishment of numerous cotton mills and other factories, leveraging the power of the nearby rivers.

Railway Development: The arrival of the railways further boosted Knott Mill’s industrial significance. The Manchester and Birmingham Railway opened Knott Mill station in 1849, enhancing transport links and facilitating the movement of goods and people. This station was later renamed Deansgate.

20th Century: As the textile industry declined in the early 20th century, many of the mills and factories in Knott Mill either closed or repurposed. The area faced economic downturns but also began to diversify its industrial base.

Regeneration: In recent decades, Knott Mill has undergone significant regeneration, transforming from an industrial zone into a mixed-use area with residential, commercial, and cultural developments. Modern infrastructure and new buildings have been integrated with historical industrial architecture, reflecting Manchester’s broader urban renewal trends.

HERITAGE SIGNIFICANCE

Whilst the site itself is not within a conservation area, it does sit within close proximity to the Castlefield Conservation area which holds the title of the largest conservation area in Manchester.

Aside this, the site is also within close proximity to the two Grade II listed buildings, note that these assets do not directly abut with the site:

DEANSGATE STATION
Heritage Category: Listed Building
Grade: II
List Entry Number: 1376146

FLOODGATE ON EAST SIDE OF KNOTT MILL BRIDGE
Heritage Category: Listed Building
Grade: II
List Entry Number: 1210156



1-3 COMMERCIAL STREET

KNOTT MILL AREA

The area known as Knott Mill is located in the south west of Manchester city centre close to the location of the historic Roman fort of Mamuciam. Historically, a ford across the River Medlock also sat alongside Knott Mill and this enabled a connection between Ribchester in the north and Chester in the south. The route was an extension of the original Roman Road through Manchester which is likely to have also been the first principal route south out of the City Centre.

The area developed rapidly in response to its strategic location at the junction of the river and the Bridgewater Canal throughout the 19th Century but fell into decline in the mid 20th Century.

Since the mid 1990's this part of the city centre has undergone partial regeneration and the last two decades have witnessed a strengthening of the areas business community, particularly in the creative sector and the return of residential uses. Today, the area has become surrounded by significant development activity.

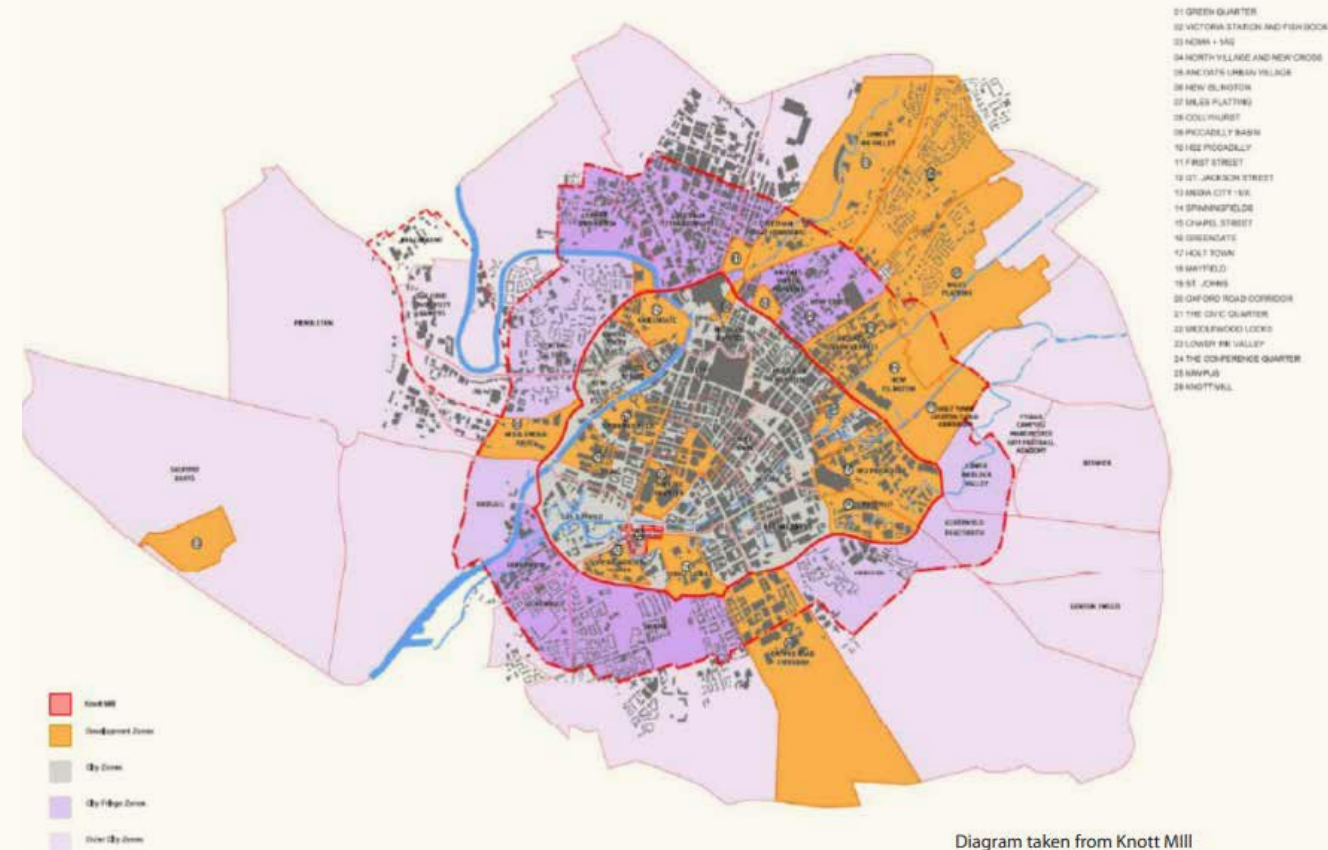
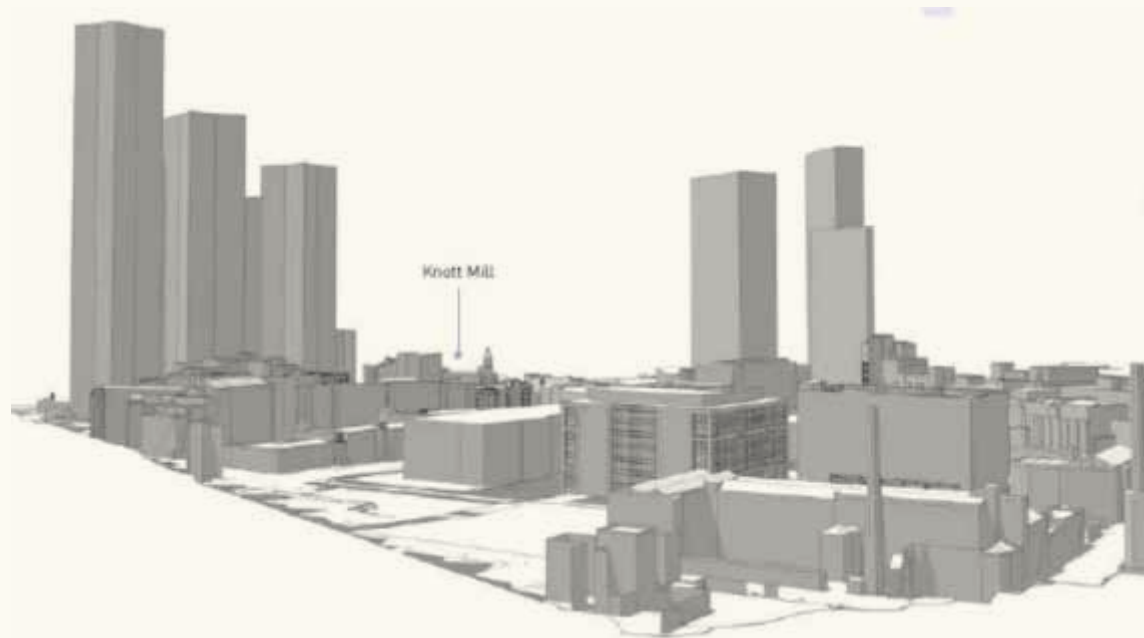
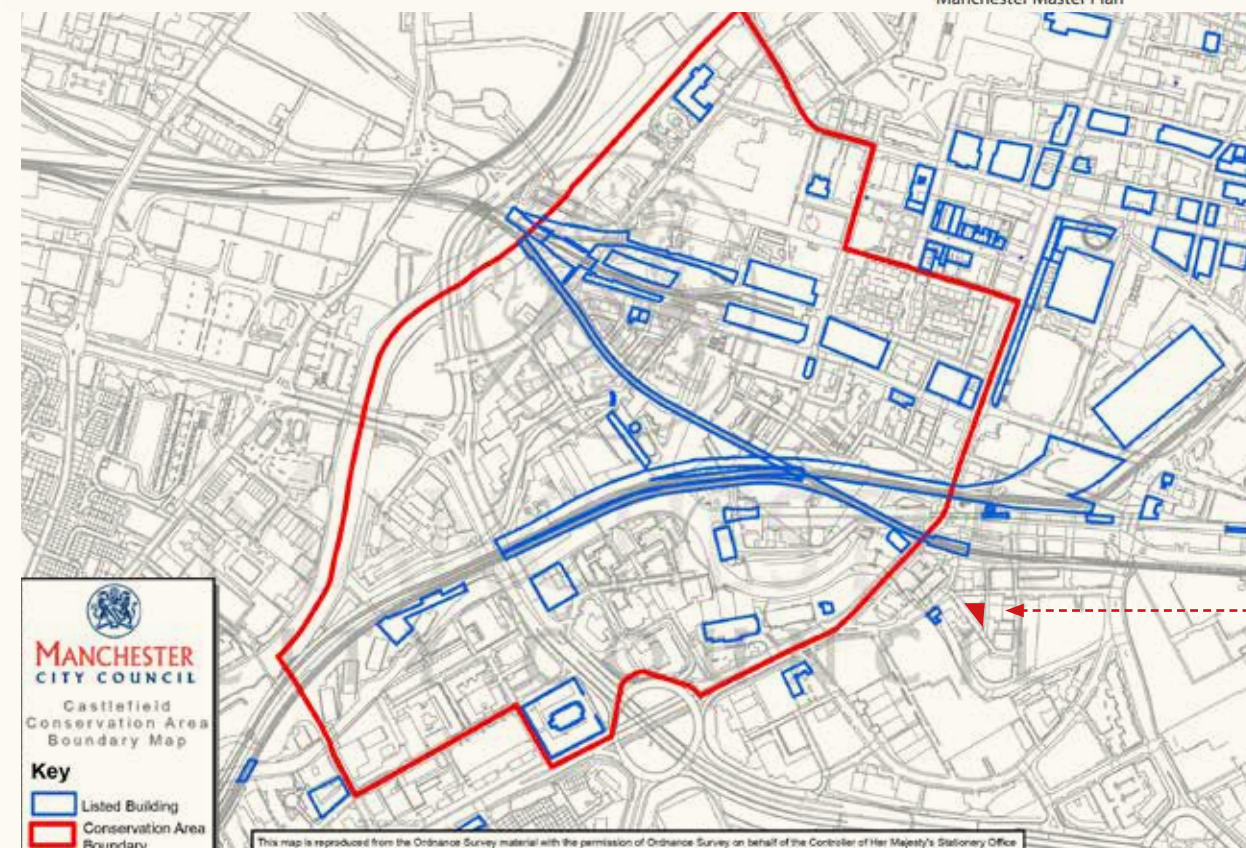


Diagram taken from Knott Mill
Manchester Master Plan



EXISTING SITE CONTEXT

The site is located at one end of Deansgate, close to the southern boundary of Manchester City Centre. It is a short walk from the main city centre shopping area and is within close proximity of the landmark Hilton Hotel and Castlefield.

The site is approximately 0.045Ha (450m²) and contains a vacant patch of land, currently used for parking. Its central positioning as well as its triangular form, unique to the adjacent sites, makes No 1-3 Commercial Street a prominent position for this development as a beacon and part of the wider re-establishment of the Knott Mill area.

The somewhat island site is bounded by Commercial Street (to the North West) and Constance Street (to the east), with the Little Peter Street buildings adjoining to the northern boundary. It is also within close proximity to the River Medlock (to the south) and Chester Road (to the east). The site is not level across its extent. Along the Constance Street frontage, the ground level rises gradually, with the levels increasing from approximately 28.500 at the southern end to 29.100m at the northern end, this equates to a total rise of 600mm. In contrast, the Commercial Street frontage remains broadly level at 28.500.



1.



2.



3.



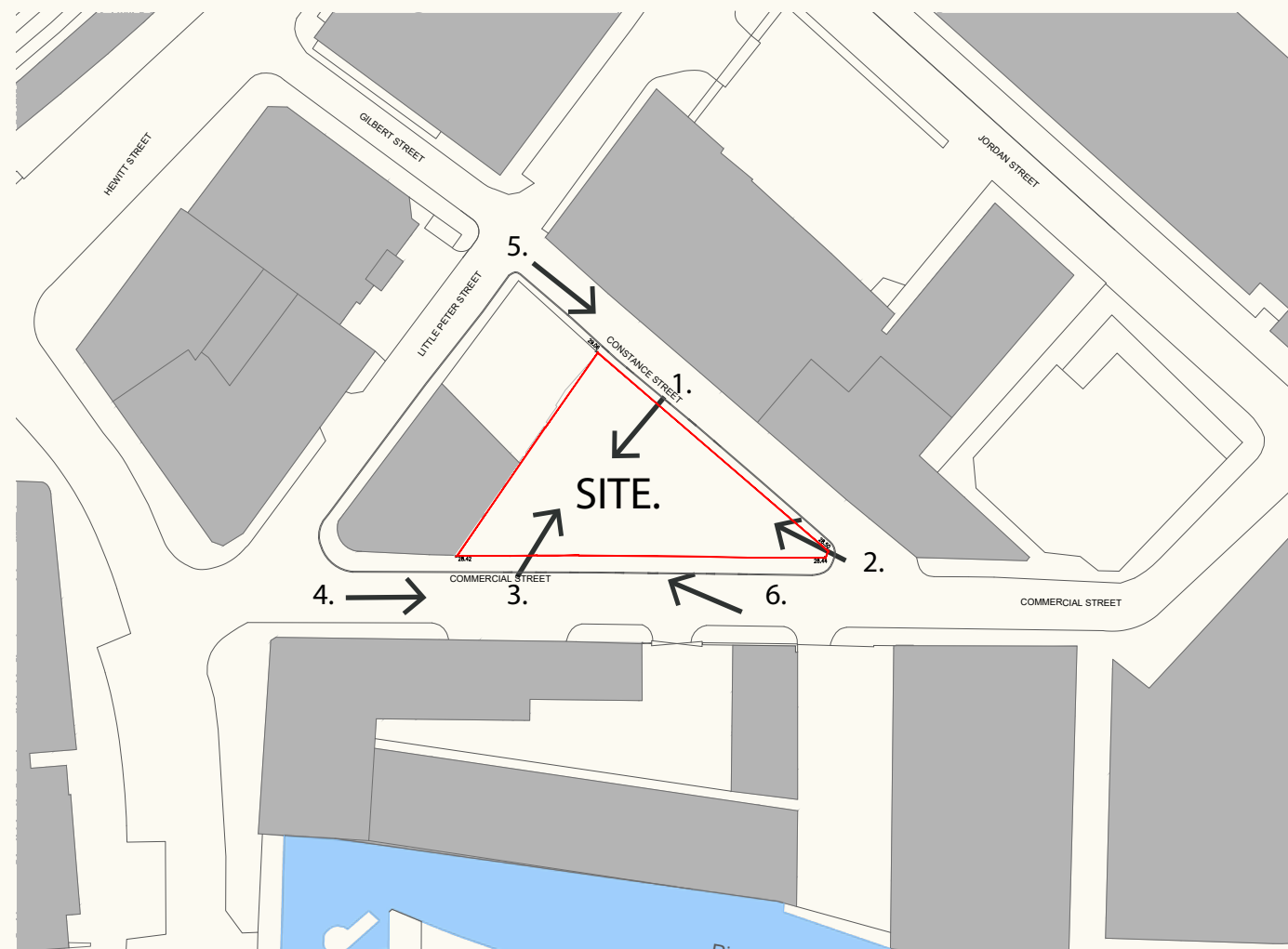
4.



5.



6.

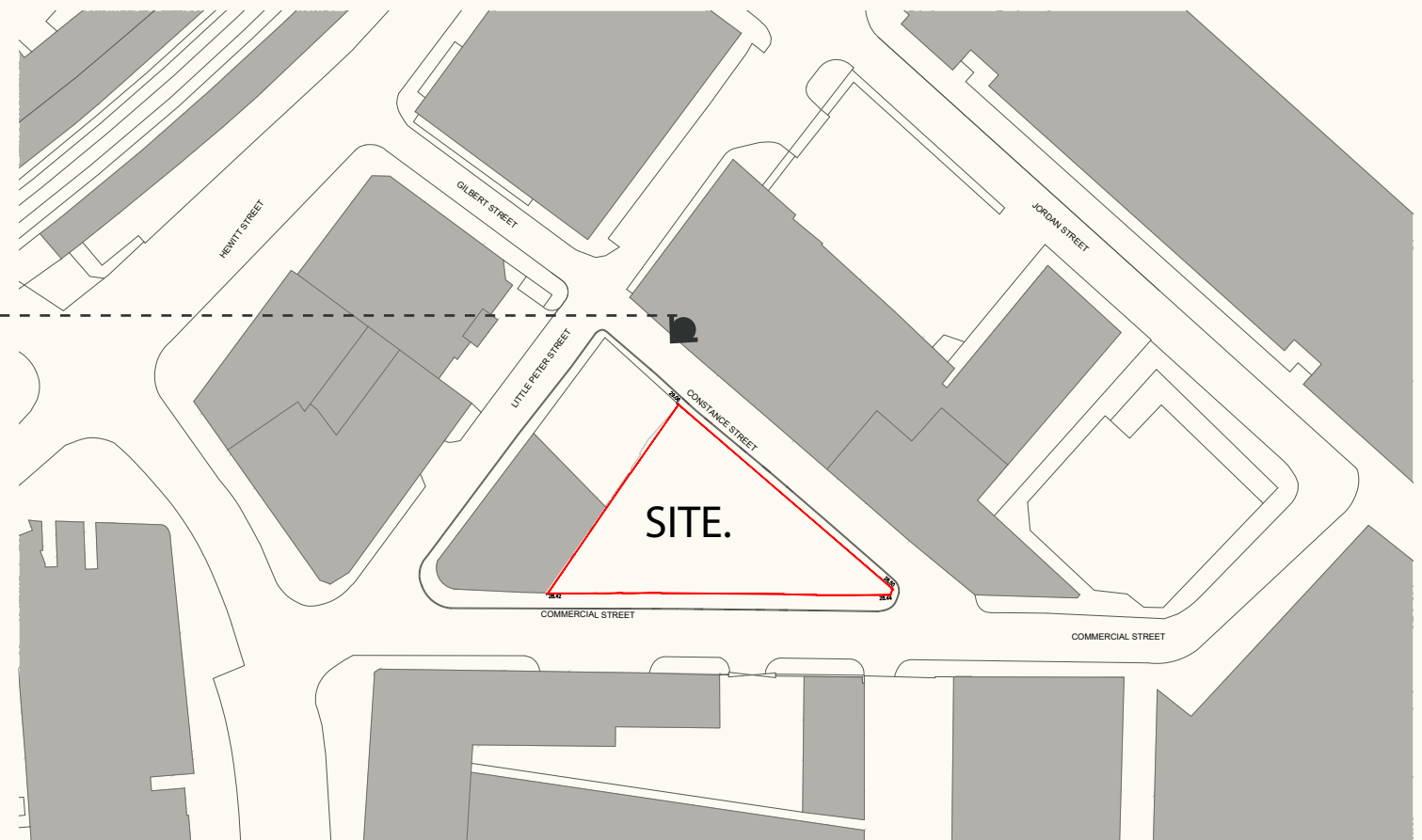
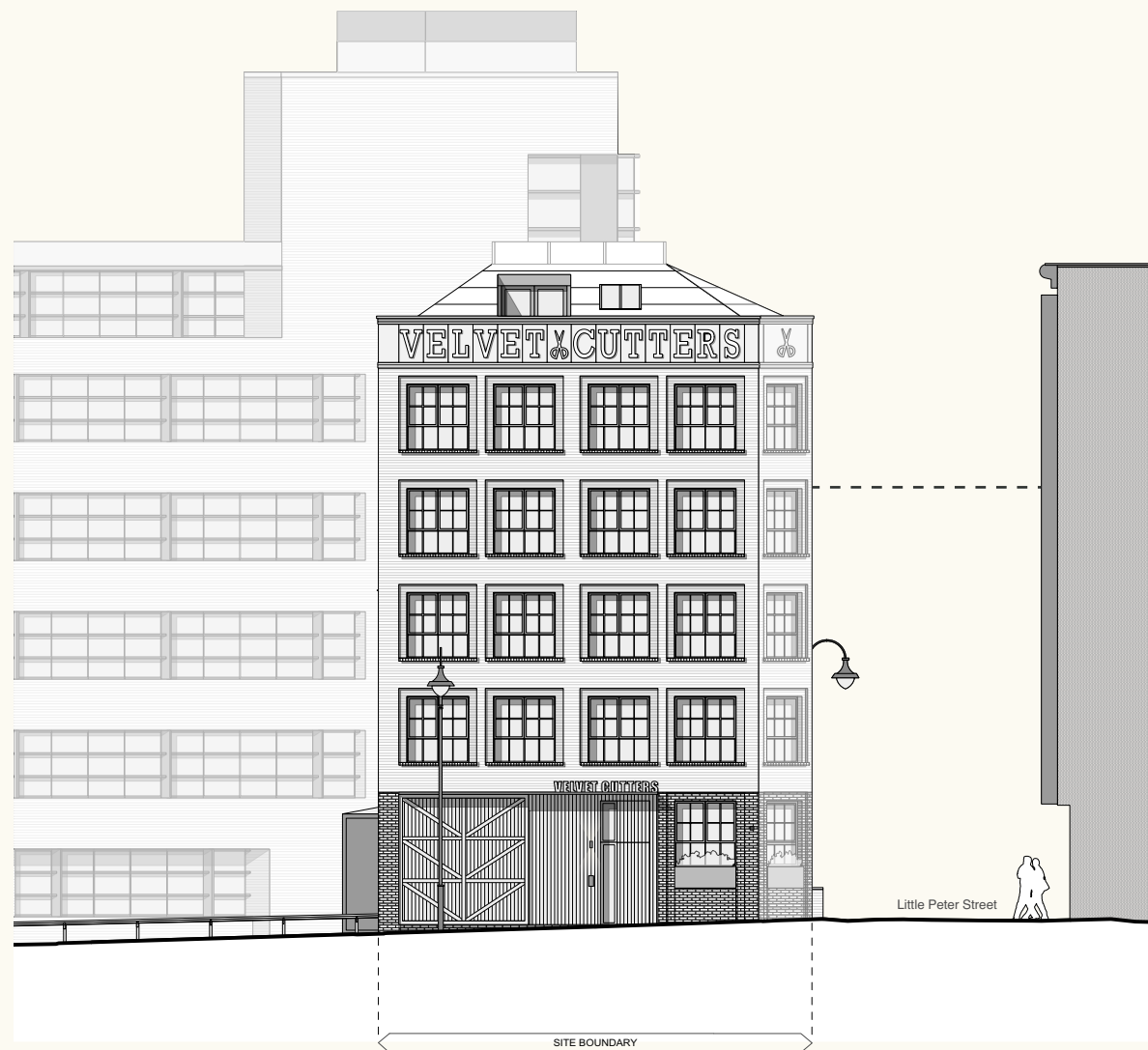


CONTEXTUAL ANALYSIS

The surrounding buildings are predominately historic brick warehouse typology



NEIGHBOURING PROPOSAL



The scheme responds to the neighbouring plots and the proposed scheme currently awaiting planning determination. (REF: 143678/FO/2025)

3.0

X130 MEADWAY DEVELOPMENTS
KNOTT MILL TOWNHOUSES
1-3 COMMERCIAL ST, MANCHESTER
M15 4PZ

JH.A

PROPOSAL

PROPOSED DEVELOPMENT

PROPOSAL

The proposal is to redevelop the site into eight townhouse style dwellings over a five storey development. Each dwelling has three bedrooms, along with open plan living and a private roof terrace.

DESIGN & MASS

The massing of the overall building reflects that of all the buildings in the Knott Mill area, with their frontages extending to the back of the pavement line. The architectural language of the scheme has been influenced by industrial buildings throughout the city centre and wider area. Manchester has recently undergone a revival which has seen most of its industrial and warehouse style buildings converted to alternative uses. A popular conversion has been influenced by the New York style loft and the proposal is to create a new build interpretation resulting in a 'Manchester style loft'.

MATERIALS

Three predominant materials that are proposed for the elevations include Manchester red brick, and crittall style windows.

Given the deep nature of the floor plan, large windows are proposed in the frontage to maximise natural daylight. This is further enhanced by the slim frame of the windows.

The use of Manchester red brick is practical and directly reflects the cities built heritage as well as the character of the Knott Mill area.

FAMILY LIVING

From the outset of the design process, the scheme was strongly driven by the desire to create dwellings that are capable of comfortably housing families.

All dwellings have three bedrooms. Each property also benefits from a substantial, secure, private, external roof terrace which would further enhance family living.

Subsequently, the design of the dwellings are thought

to be almost unique within Manchester city centre and have the ability to attract families.

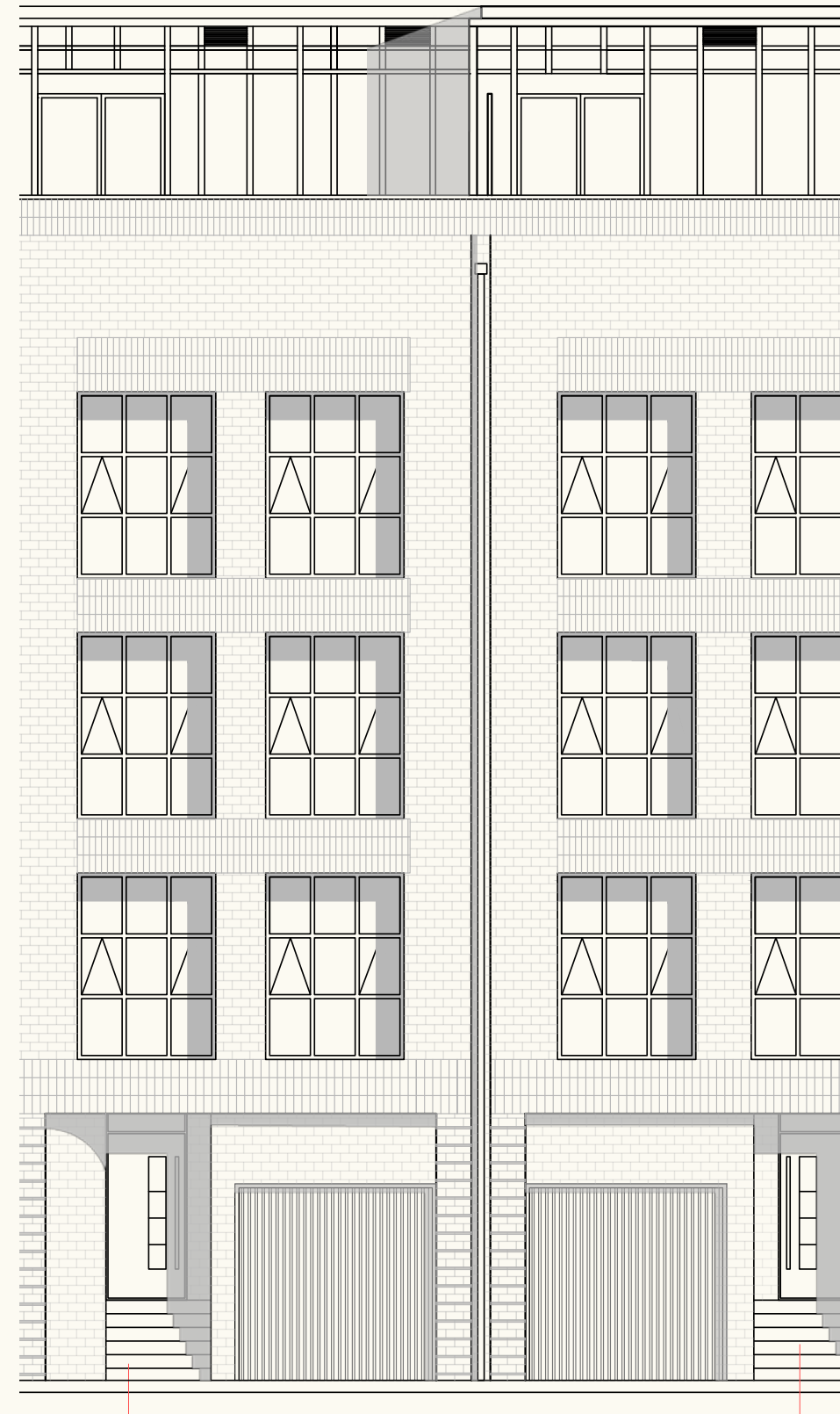
SECURITY

Security has been a key consideration when designing these 8 townhouses. The footprint of the building takes up the entire site and all the houses face the street therefore avoiding any concealed or unmonitored spaces at street level. The internal arrangement of the houses adds to the security of the town houses with the living accommodation located on the upper floors, only the entrance halls and garages are at ground level, this is further enhanced by the roof top private terraces at 4th floor level.

FLOOD ZONE RISK

Due to the requirements of the flood zoning, each front door is raised up and set back from the pavement. These recessed entrances will be well illuminated and obscured for security reasons.

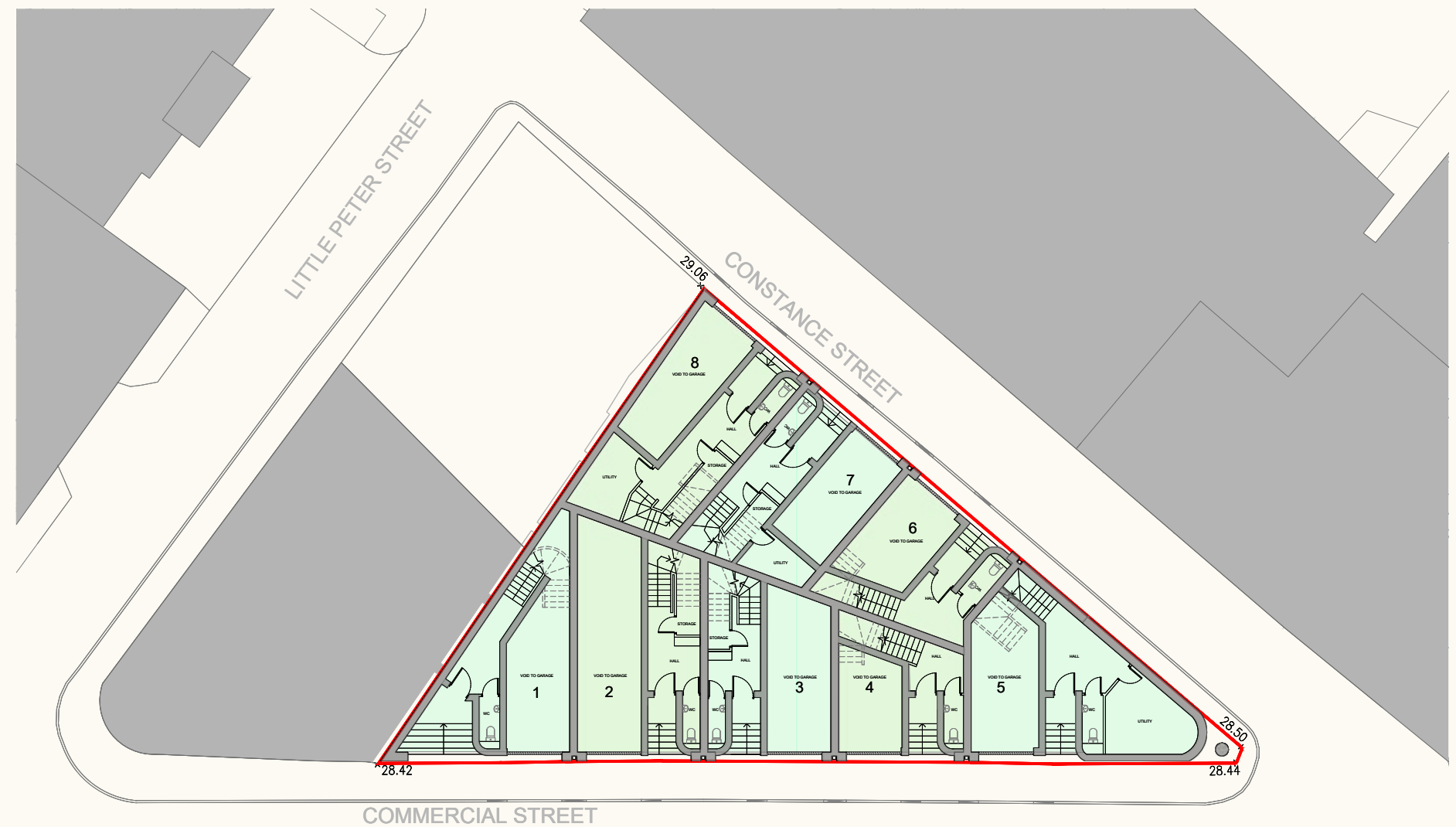
All windows, doors, fixtures and fittings will be installed in accordance with building control AD Part Q Security in Dwellings.



PROPOSED GF PLAN

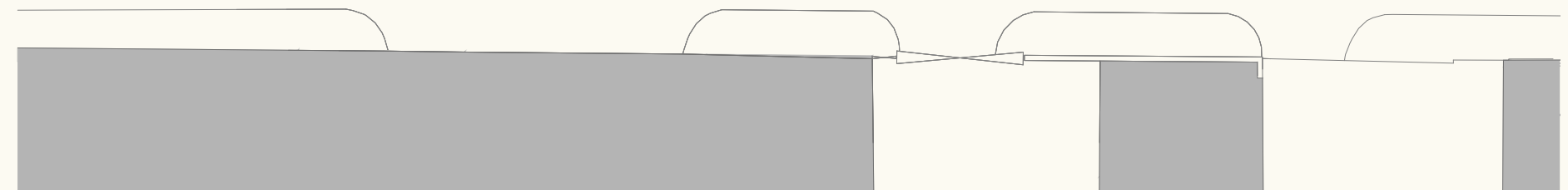
The scheme provides 8 no. 5 storey (ground + 4) townhouses with roof gardens and integrated garages at ground level.

Each townhouse has 3 bedrooms and varies in size from 144.5m² to 242.8m²



UNIT	GF GIA (INCLUDING GARAGE) (SQM)	FIRST FLOOR GIA (SQM)	SECOND FLOOR GIA (SQM)	THIRD FLOOR GIA (SQM)	FOURTH FLOOR GIA (SQM)	ROOF TERRACE GIA (SQM)	TOTAL (EXCLUDING ROOF TERRACE)
1	38	44.9	44.9	44.9	44.9	44.9	217.6
2	50	53.5	53.5	53.5	53.5	53.5	264
3	37.7	43.5	43.5	43.5	43.5	43.5	211.7
4	25.8	31.3	31.3	31.3	31.3	31.3	151
5	49.9	56.9	56.9	56.9	56.9	56.9	277.5
6	31.5	36.9	36.9	36.9	36.9	36.9	179.1
7	41.4	46.4	46.4	46.4	46.4	46.4	227
8	49.6	51.2	51.2	51.2	51.2	51.2	254.4

AREA SCHEDULE



PROPOSED GROUND FLOOR PLAN

PROPOSED 1F & 2F PLAN

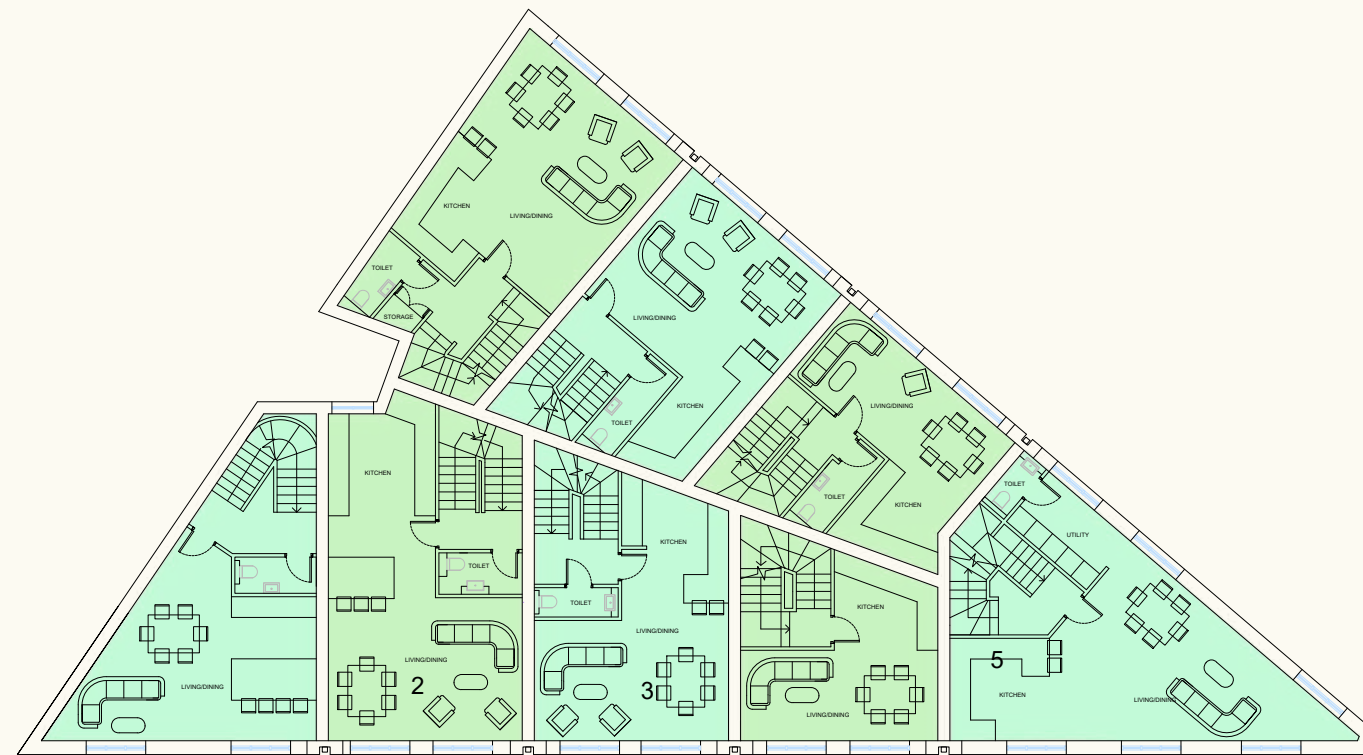


 PROPOSED FIRST FLOOR



 PROPOSED SECOND FLOOR

PROPOSED 3F & 4F PLAN

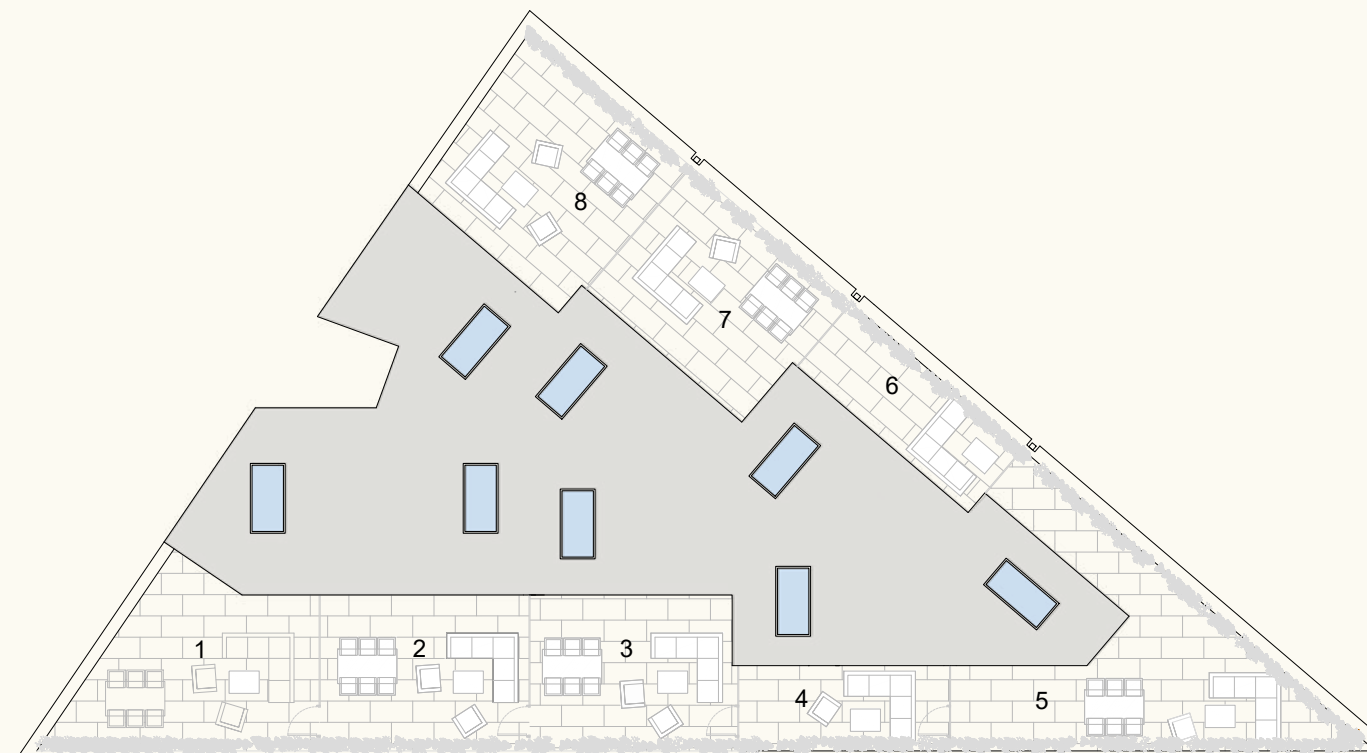


 PROPOSED THIRD FLOOR



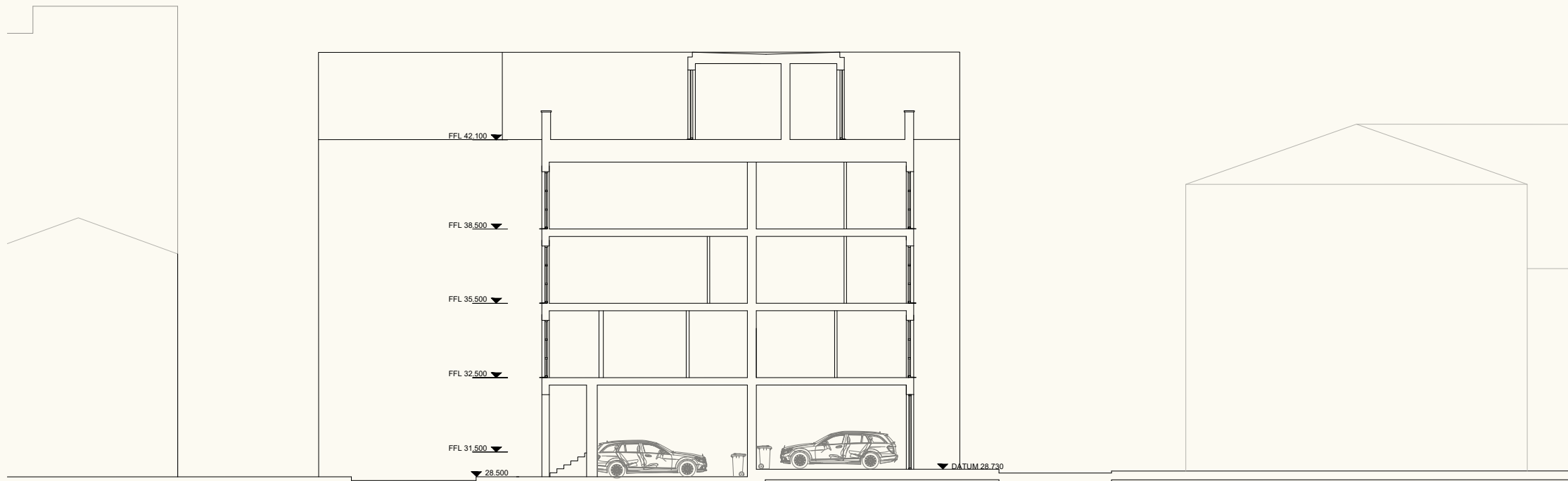
 PROPOSED FOURTH FLOOR / ROOF TERRACE

PROPOSED ROOF PLAN

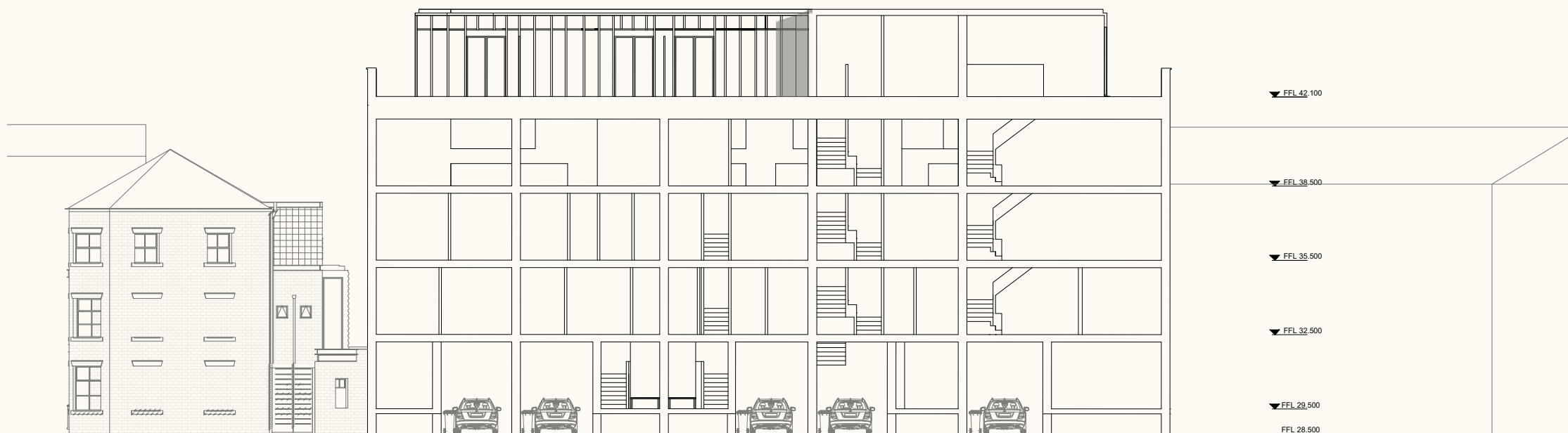


PROPOSED FOURTH FLOOR / ROOF TERRACE

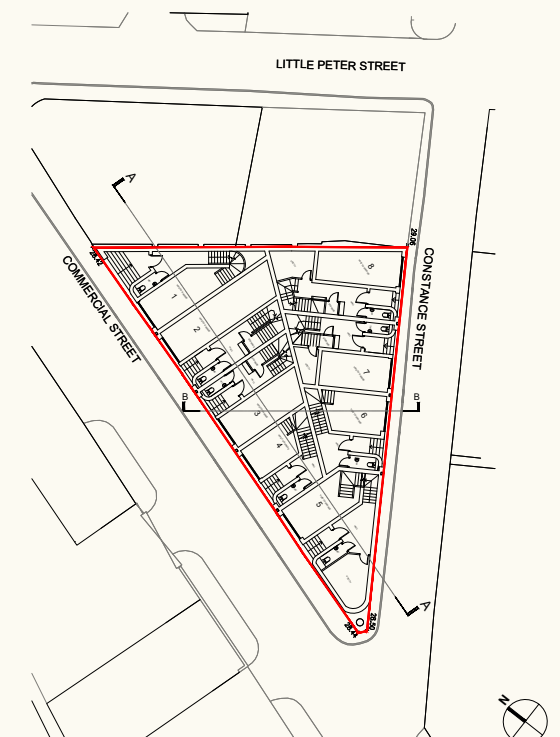
PROPOSED SECTIONS



SECTION A-A



SECTION B-B



PROPOSED COMMERCIAL STREET ELEVATION

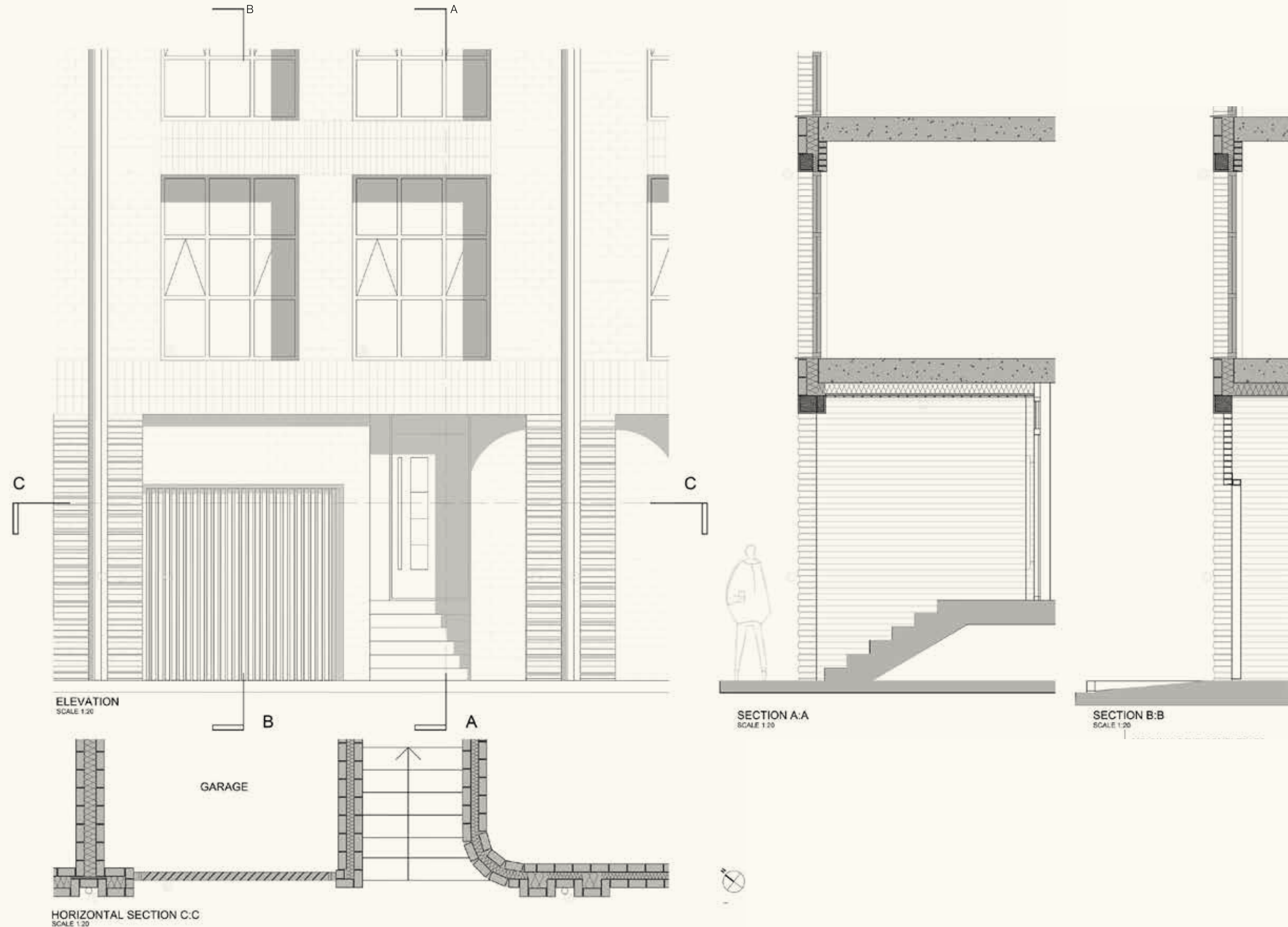


1. PPC ALUMINIUM FRAMED CURTAIN WALL GLAZING
2. MANCHESTER RED BRICK
3. SLIMLINE ALUMINIUM WINDOW FRAMES
4. SOLDIER COURSE BRICK
5. PROTRUDING & RECESSED BRICK COURSING TO GROUND FLOOR
6. BLACK ALUMINIUM WINDOWS/DOORS
7. BLACK ALUMINIUM RAINWATER GOODS WITHIN RECESS

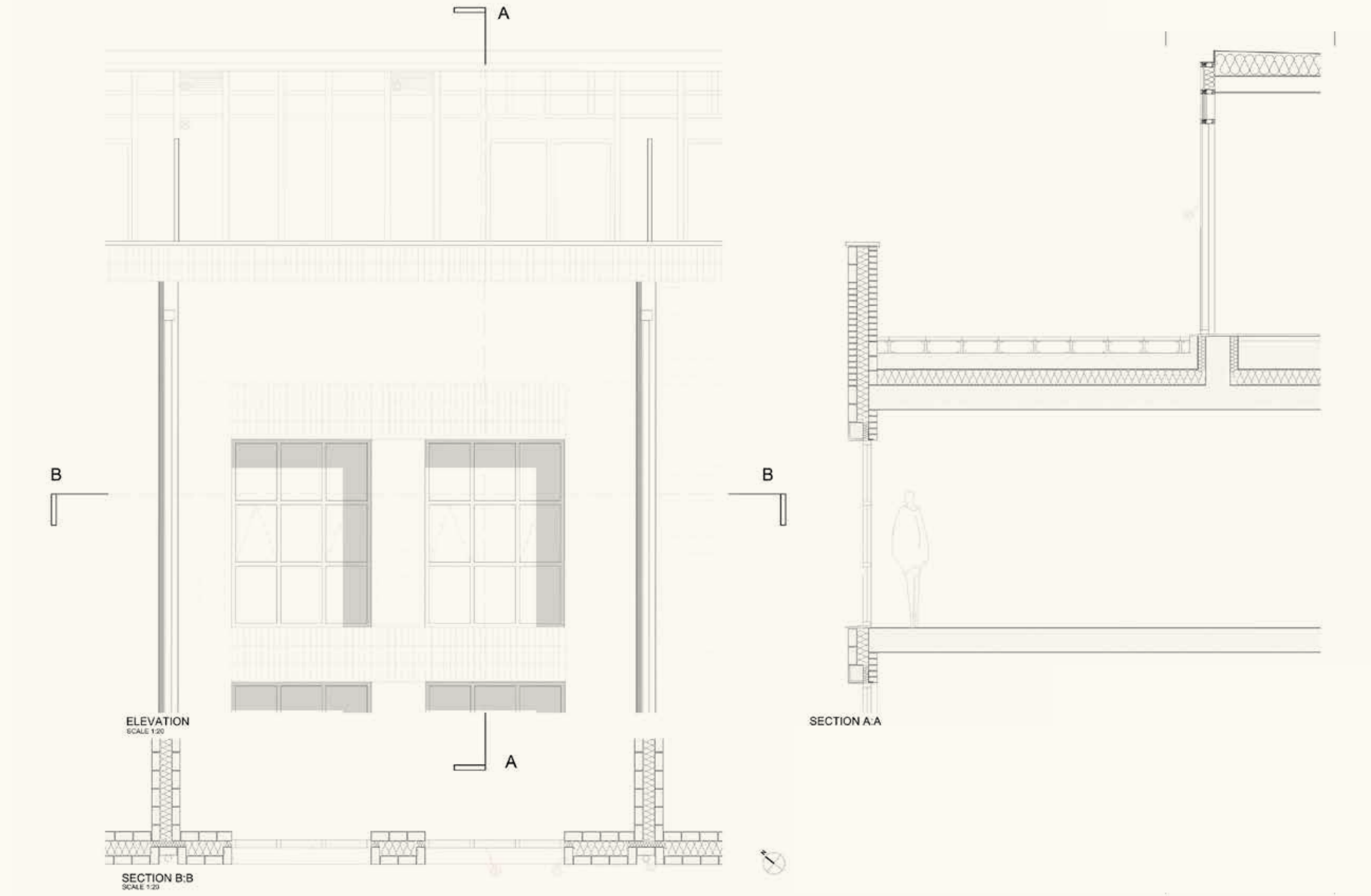
PROPOSED ELEVATIONS



PROPOSED CONSTRUCTION SECTION



PROPOSED CONSTRUCTION SECTION



FLOOD ZONE DESIGN MITIGATION

A Flood Risk Assessment has been produced by Booth King Partnership Ltd as part of this planning application.

The following extracts from The Flood Risk Assessment have a direct impact on the design which is explained below:

Section 3.8 Summary of Booth King FRA

New development behind flood defences can increase the residual risk of flooding if the flood defences are breached or overtopped by changing the conveyance of the flow paths or by displacing flood water elsewhere. The potential impact on residual risk is unacceptable then mitigation should be provided.

The site is situated within Flood Zone 2; however, the site is located below the 1:100 year plus Higher Central (46%) flood level and includes an increase in built footprint. As such, any built footprint below the 1:100 year plus Higher Central (46%) flood level (28.86mAOD) will be rendered floodable.

The specification for the areas to be rendered floodable will involve having openings on all sides, extending from the existing ground level to 300mm above the design flood level. The specification for the openings is:

1. The openings will be at least 1m wide at every opening;
2. The minimum height of the openings will be from existing ground level to 600mm (above the modelled 1:100 year flood level with 46% allowance for climate change (a level of 29.46mAOD); (600mm freeboard is a standard recommendation for flood zone 2, providing a buffer against potential inaccuracies in flood modelling and unforeseen events can be reduced to 300mm freeboard might be considered if there is a very high degree of confidence in the flood level prediction and minimal risk of unexpected surges or wave action making the level 29.16m AOD).

3. There will be an opening at least every 5m, on all sides of the building.

4. Vertical bars can be installed at 100mm centres if required for security.

Design Response

- In accordance with these requirements the Townhouses have been designed with a raised ground floor level of 29.50m AOD. This is just over 600mm above the 1:100 year flood level + 46% 29.46 as highlighted above.
- All sleeping and living accommodation is provided at first floor and above.
- To minimise water displacement openings are provided in the façade. The garage doors are a vertical louvre design open to allow the ingress of flood water. In addition to the garage doors, other louvred openings are provided achieving more than 30% of open façade at ground level overall. The required 1m wide openings every 5m only proved 20% of open façade.
- To help minimise displacement of flood water caused by the development the space below the raised ground floor is a void which can be filled with flood water that enters the building through the openings provided.
- 1m wide openings are also provided every 5m within all the internal ground floor walls to allow flood water to pass through the development again minimising the displacement of flood water.
- With the exception of the garage doors, the top of these addition flood water openings is higher than 29.16 AOD in accordance with point 2 above.

3.9 Proposed Mitigation

Based on the plans provided, all habitable residential uses will be located at first floor level (with only non habitable uses such as garages, utility rooms, bathrooms and storage at ground floor level). This ensures that there is safe refuge above the flood levels. Internal access will be maintained from the

ground floor to the above floors of the development. It is recommended to help protect against flooding during extreme events, that flood resistant design measures are incorporated into the development as appropriate. These measures may include the following:

- Solid (concrete) ground floor.
- Waterproof screed used on floors.
- Closed-cell foam used in wall cavities.
- Waterproof ground floor internal render
- External walls renders resistant to flooding to first floor level.
- External ventilation outlets, utility points and air bricks fitted with removable waterproof covers.
- Ground floor electrical main ring run from first floor level on a separate switched circuit from the other floors.
- Boiler, control and water storage/immersion installed at first floor level or above.
- Electrical incomer and meter situated at first floor level or above.
- Gas meter installed at first floor level or above.
- Plumbing insulation of closed-cell design.
- Non-return valves fitted to all drain and sewer outlets.
- Manhole covers secured.
- Anti-syphon fitted to all toilets.
- New kitchen units of solid, water resistant material.
- Use of MDF carpentry (i.e. skirting, architrave, built-in storage) avoided at ground floor level.
- Stairs of solid hardwood construction with wood faces treated to resist water penetration.

All of these requirements can be provided and will be included as part of the detailed design.

3.10 Evacuation Plan and Flood Action Plan

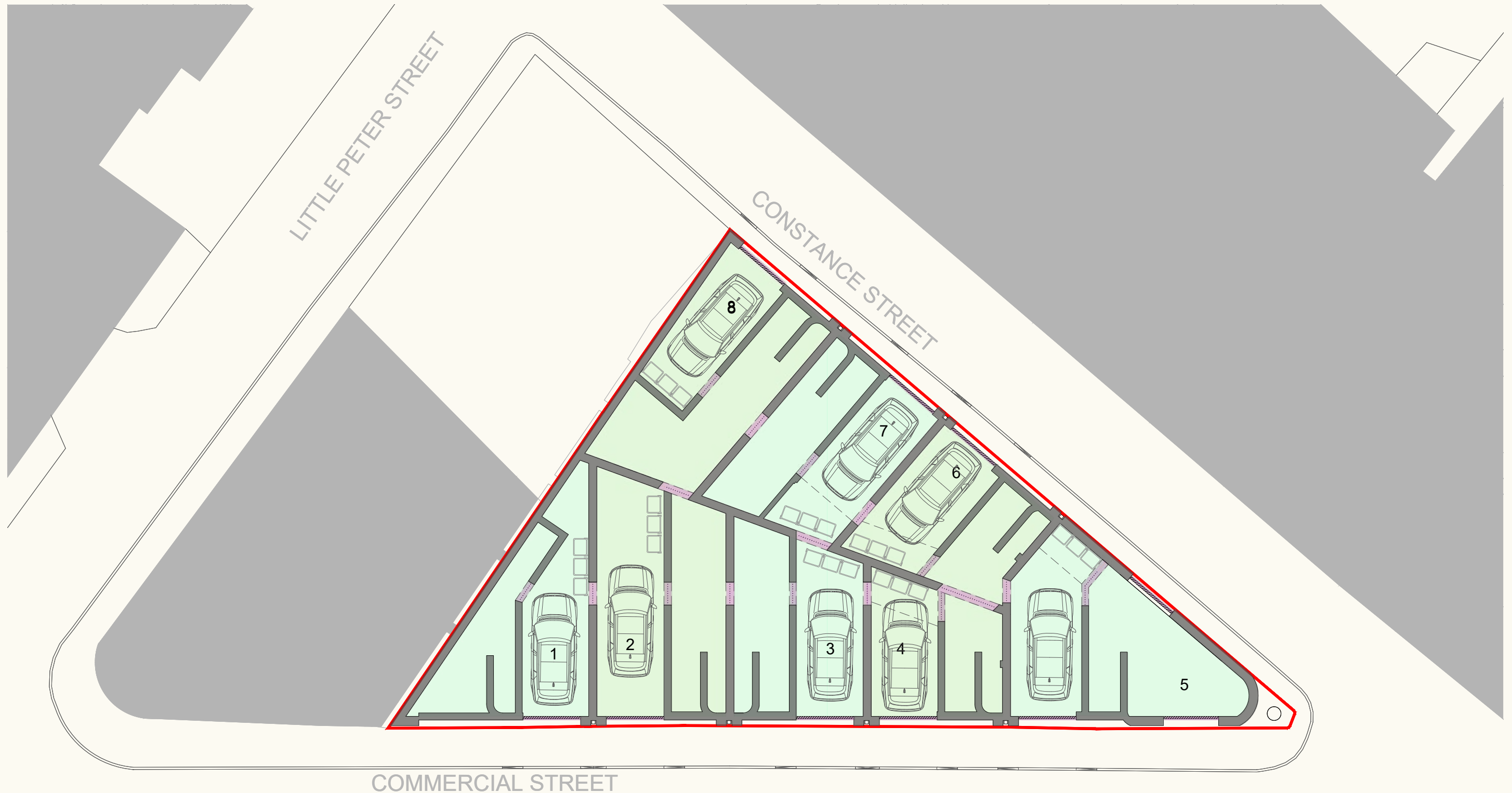
The NPPF requires a route of safe escape for all residents and users to be provided from new residential properties in Flood Zone 2. Safe escape is usually defined as being through slow moving flood water no deeper than 25cm.

in the event of a flood warning, a safe escape route from the site can be provided by heading southeast along Commercial Street and then north along Constance Street and then east along Little Peter Street.

Flood depths along this route exceed 25cm along Commercial Street, however flood depths are less than 25cm along Constance Street and this route is shown to be completely dry approximately 80m along the route.

Safe escape will be provided by a flood warning and evacuation plan. The applicant has agreed to implement a flood warning and evacuation plan post development and subscribe to the EA's flood warning service.

LOWER GROUND FLOOR PLAN



PROPOSED LOWER GROUND FLOOR PLAN

Minimum 1m wide openings to a required height 29.16
(min) to allow free flow of flood water through site.

FLOOD ZONE DESIGN MITIGATION

PROPOSED GROUND FLOOR CONSTANCE STREET ELEVATION



THE BAR REPRESENTS THE MINIMUM MITIGATION REQUIRED OF 1M OPENINGS EVERY 5M (20% OPENINGS)
CONSTANCE STREET: 29% OF THE PROPOSED FACADES ARE OPENINGS

PROPOSED GROUND FLOOR COMMERCIAL STREET ELEVATION



THE BAR REPRESENTS THE MINIMUM MITIGATION REQUIRED OF 1M OPENINGS EVERY 5M (20% OPENINGS)
COMMERCIAL STREET: 30% OF THE PROPOSED FACADES ARE OPENINGS

KEY:

29.460 IS THE 1.100 YEAR
+600m +46% CLIMATE CHANG
FLOOD LEVEL

MATERIALITY



MANCHESTER RED BRICK



VERTICAL LOUVRE GARAGE DOOR



CORTEN STEEL LOUVRE

4.0

X130 MEADWAY DEVELOPMENTS
KNOTT MILL TOWNHOUSES
1-3 COMMERCIAL ST, MANCHESTER
M15 4PZ

JH.A

ACCESS

INCLUSIVE ACCESS

Inclusive Access

Each townhouse has been designed to comply with M4(2) Accessible and Adaptable requirements of Part M of the Approved Documents for dwellings. The following spreadsheet highlights variations from the requirements and provides an explanation and any mitigating measures that have been utilised to compensate. The following floor plans also illustrate all the areas of compliance.

The access strategy is described as follows:

Vehicular access can be gained to each townhouse from the street frontages along Commercial Street and Constance Street with direct access to each front door and garage.

The raised ground floor level dictated to by the flood risk zoning of the site conflicts with the M4 requirements for levels access, however in accordance with M4(2) a platform lift can be installed within the garages of each unit to provide access to the raised ground floor.

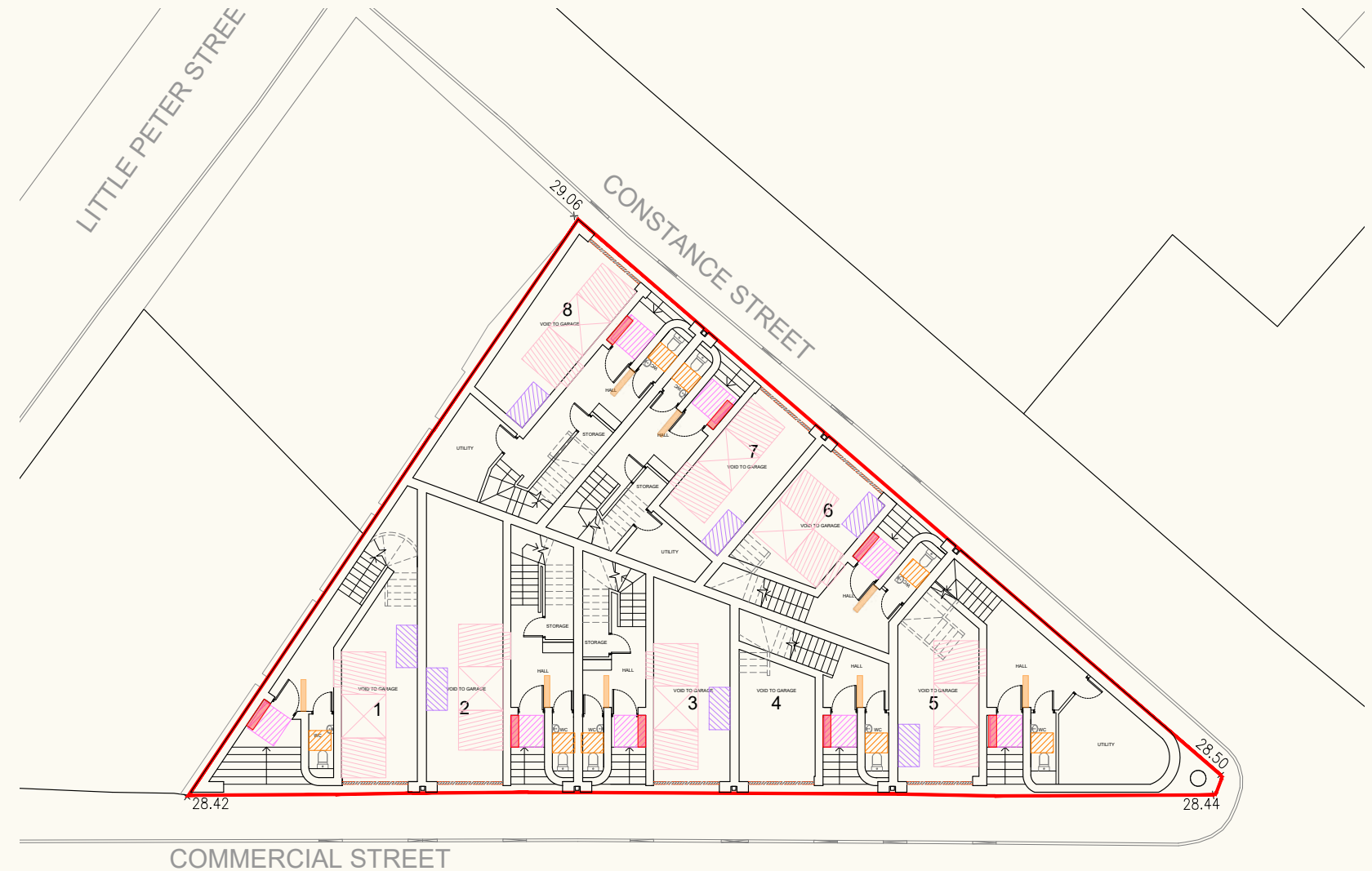
The arrangement of accommodation within the townhouses is reverse to more traditional arrangements, as the bedrooms are located on the lower floors (first & second) and the living accommodation (kitchen, dining and sitting) is situated above on the third floor. Practicably, this places the living accommodation adjacent to the fourth floor roof terrace, so all the living accommodation is located together at the top of the townhouse. Unfortunately, this arrangement is contrary to M4(2) requirements that living accommodation is located on the entry level. Due to site constraints, the accommodation on the entry level of each townhouse is minimal

and, in most instances, consists of a

garage, entrance hall and WC. However other associated M4(2) requirements are met by this arrangement, which includes a domestic accessible WC is provided on the entry level and, although it is on the third floor, all the living accommodation is situated on the same floor with level access throughout. A domestic accessible WC is also provided on the third floors along side the living accommodation to reflect the M4(2) requirements for entry level. The stairs are at least 1100mm wide and can accommodate a stair lift which will provide access from the entry level up to all floors including the third floor living accommodation.

Unit 4 is the smallest footprint and meeting all of the necessary requirements of M4(2) is difficult given the constraints of the plan. The M4(2) strategy for unit 4 has one difference from the other townhouses as a WC is not provided on the third floor but a WC can be accessed on the second, first and entry level.

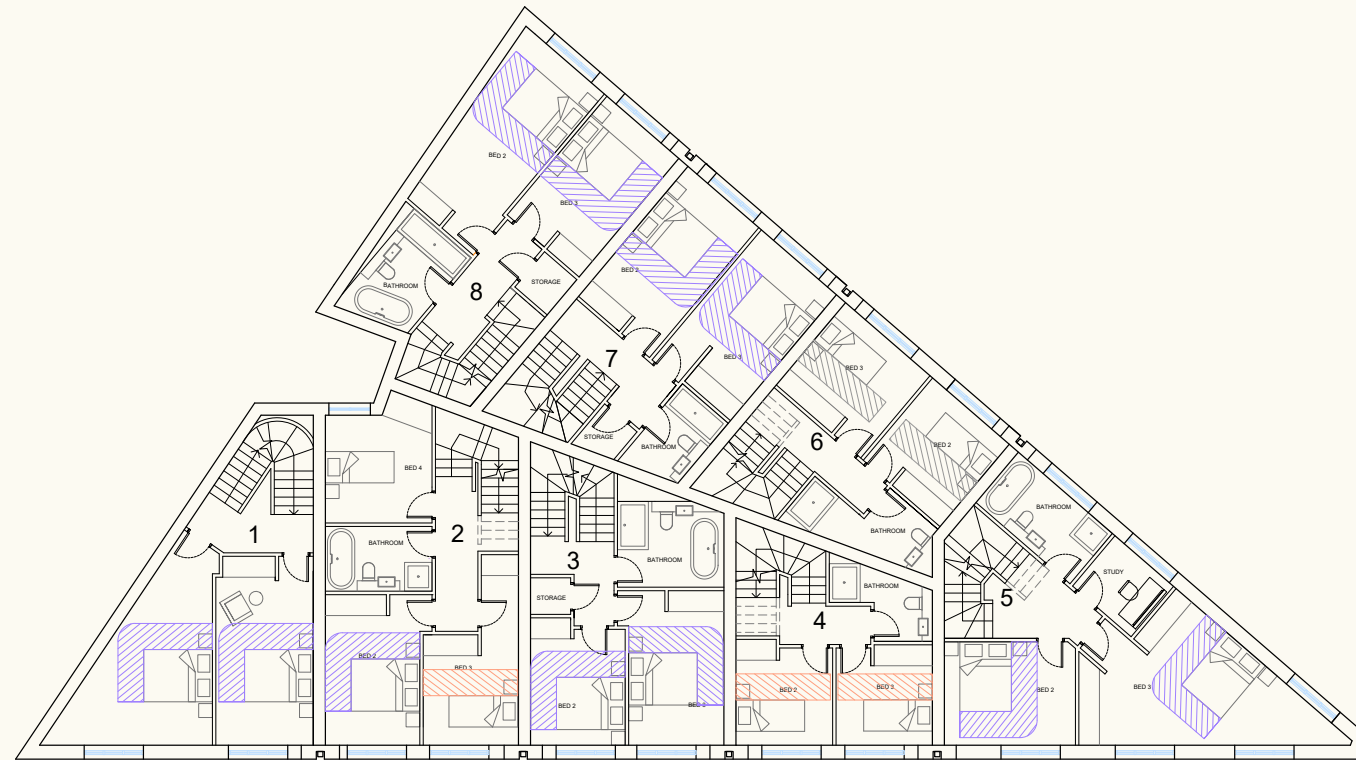
The following floor plan illustrates compliance with the access and space requirements M4(2) accessible and adaptable dwellings.



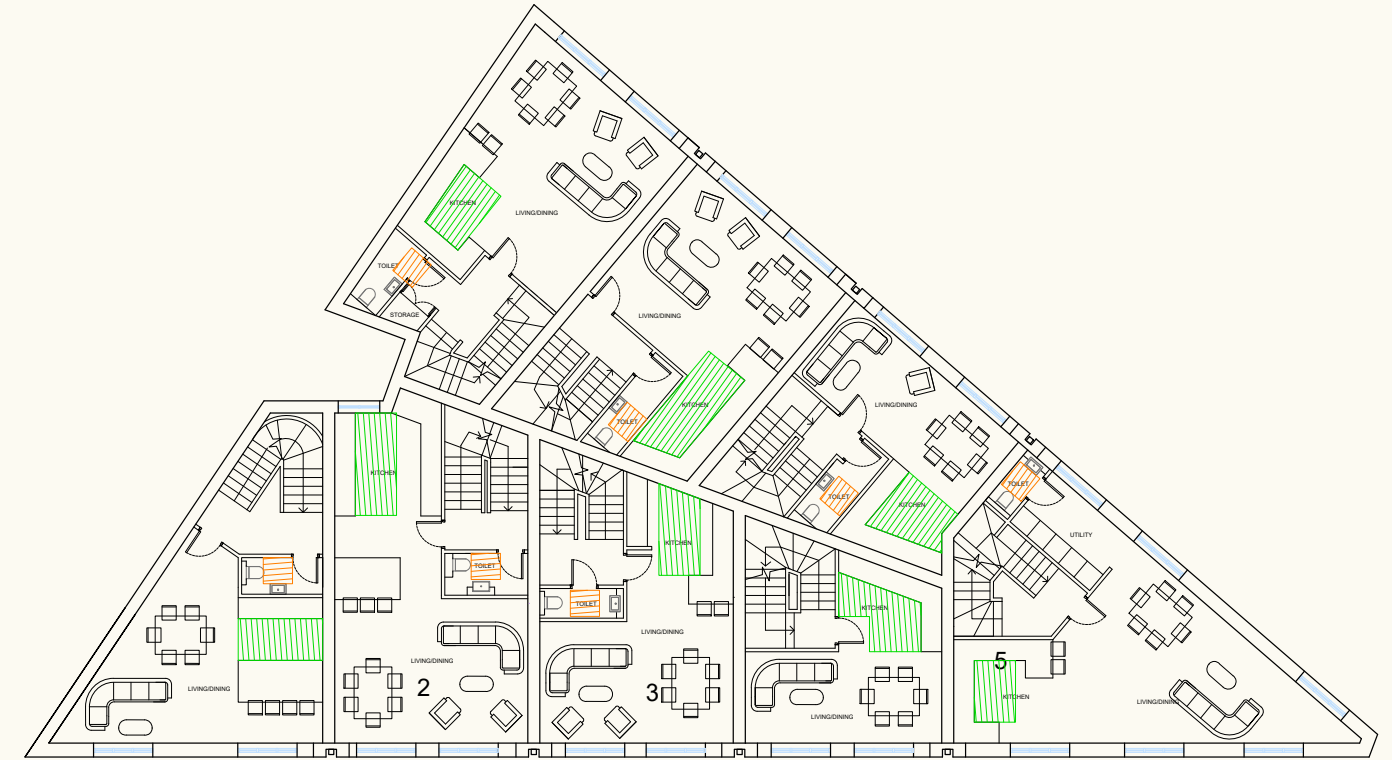
KEY

- | | |
|--|---|
|  Level landing minimum 1200mm x 1200mm directly outside the entrance and clear of any door swing. |  Minimum clear space and access zone of 2150mm x 2000mm |
|  A min 300mm nib is provided to the leading edge of the door or gate, maintained for a min distance of 1200mm beyond it. |  Clear access zone of 750mm to one side and foot of the bed. |
|  A maximum depth of 200mm to the reveal on the leading side of the door. |  Clear access zone of 750mm wide to both sides and the foot of the bed |
|  A minimum of 850mm x 750mm clear zone space has been provided within the w/c's. |  Clear access zone of 750mm to one side of the bed. |
|  A suitable, safe location should be identified within each dwelling for parking and charging a power wheelchair or scooter. minimum dimensions 800 x 1600. |  A minimum 1200mm clear space is provided in front of and between kitchen units. |
|  Platform lift and landed can be accommodated within the garages to provide access to raised GF Level. | |

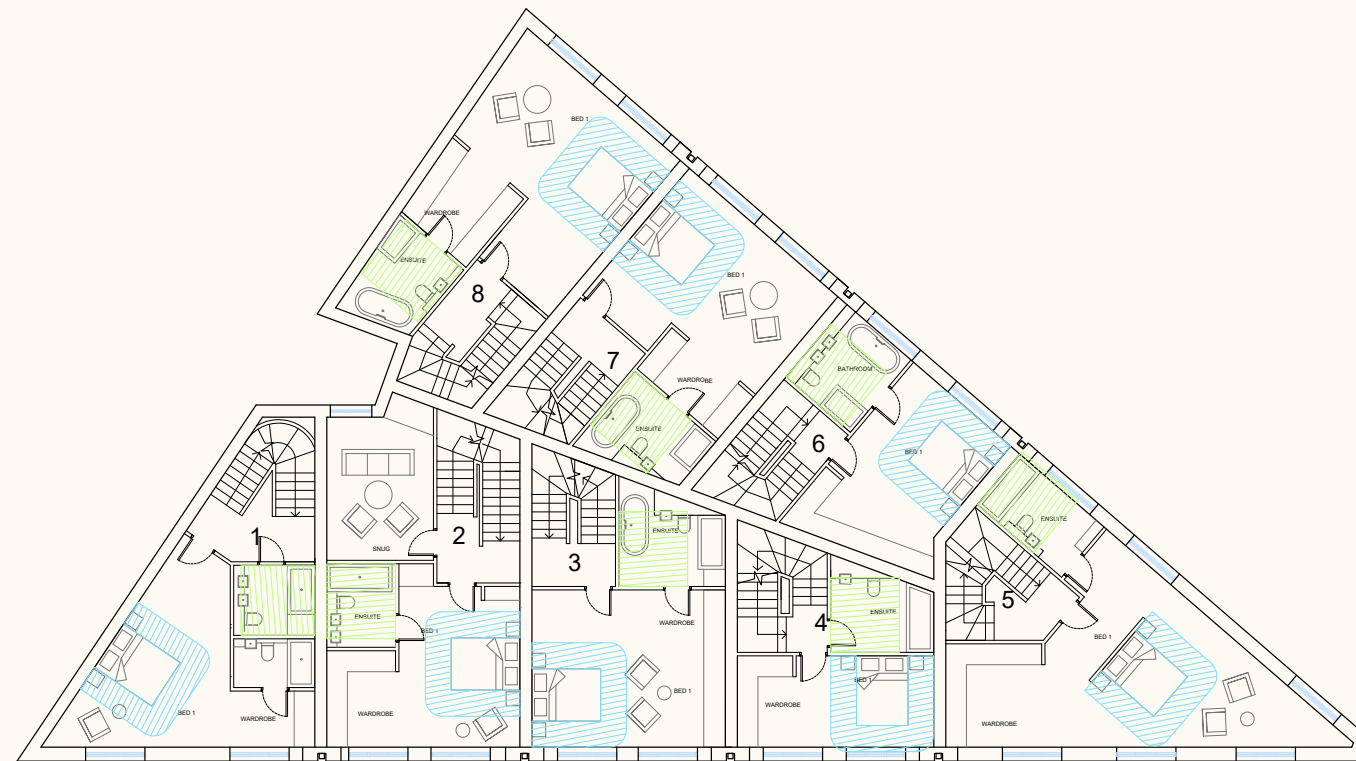
INCLUSIVE ACCESS



PROPOSED FIRST FLOOR



PROPOSED SECOND FLOOR



PROPOSED THIRD FLOOR

KEY

- Level landing minimum 1200mm x 1200mm directly outside the entrance and clear of any door swing.
- A min 300mm nib is provided to the leading edge of the door or gate, maintained for a min distance of 1200mm beyond it.
- A maximum depth of 200mm to the reveal on the leading side of the door.
- A minimum of 850mm x 750mm clear zone space has been provided within the w/c's.
- A suitable, safe location should be identified within each dwelling for parking and charging a power wheelchair or scooter. minimum dimensions 800 x 1600.
- Platform lift and landed can be accommodated within the garages to provide access to raised GF Level.
- Minimum clear space and access zone of 2150mm x 2000mm
- Clear access zone of 750mm to one side and foot of the bed.
- Clear access zone of 750mm wide to both sides and the foot of the bed
- Clear access zone of 750mm to one side of the bed.
- A minimum 1200mm clear space is provided in front of and between kitchen units.

4.3

X130 MEADWAY DEVELOPMENTS
KNOTT MILL TOWNHOUSES
1-3 COMMERCIAL ST, MANCHESTER
M15 4PZ

INCLUSIVE ACCESS



M4(2) Accessible & Adaptable Dwellings Requirements		
Approach Routes		
General		
	2.6	The approach route should be safe and convenient, adopt the shallowest gradient that can reasonably be achieved and be step-free, irrespective of the storey on which the dwelling is located.
	2.7	Where it is not reasonable to achieve a step free approach route to the principal private entrance, a step free approach route should be provided to a suitable alternative private entrance instead.
	2.8	Where a communal ramped approach route is provided and has an overall rise of 300mm or more, an additional stepped route meeting the requirements of paragraph 2.11 should also be provided
	2.9	An approach route for a category 2 dwelling should comply with all of the following: A - Approach route is level, gently sloping or where necessary ramped. B - Private parts of the approach route have a minimum clear width of 900mm. (750mm where there are localised obstructions)
		C - Communal parts of the approach route (except stairs) have a min clear width of 1200 (1050 where there are localised obstructions)
		D - Localised obstructions do not occur opposite or close to a doorway, or change of direction, and is no longer than 2m in length.
		E - All external parts of the approach route have a suitable ground surface
		F - Every gate along the approach route has both: - a min clear opening width of 850mm - a 300mm nib to the leading edge of the gate
External & internal ramps forming part of an approach route		
	2.10	To enable people to use a ramp safely, the ramp should comply with the following
External steps forming part of an additional approach route		
	2.11	To enable a wide range of people to use steps safely, a stepped approach should comply with all of the following: A - Steps are uniform with a rise between 150 & 170mm and a going between 280 & 425mm B - Steps have suitable tread nosing C - No individual flight has a rise between landings of more than 1800mm D - Every flight has a min clear width of 900mm E - Top and bottom and any intermediate landings have a min length of 900mm F - Every flight with three or more risers has a suitable grippable handrail to one side (or to both sides when the flight is wider than 1000mm) the grippable handrail is 850-1000mm above the pitch line and extends a min of 300mm beyond the top & bottom nosings.
Car Parking & Drop Off		
Parking Space		
	2.12	Where a parking space is provided for the dwelling it should comply with the following:
	2.13	Where drop-off points are provided for the dwelling, it should comply with the following
Communal Entrances		
Principal Communal entrance		
	2.14	The principal communal entrance should comply with the following:
Communal Lift & Stairs		
Communal Lift		
	2.16	A wide range of people including accompanied wheel chair users, should be able to access and use the lift
Communal Stairs		
	2.17	The principal communal stair that gives access to the dwelling should meet the requirements of Part K general access stair
Section 28: Private entrances and spaces within the dwelling		
Private Entrances		
Principal private entrance and alternative entrance		
	2.20	The principal entrance or alternative private entrance where step free access cannot be achieved to the principal private entrance should comply with the following: A - There is a level external landing with a minimum width and depth of 1200 B - The landing is covered for a min width of 900mm and a min depth of 600mm C - Lighting to be provided which uses fully diffused luminaires activated automatically by a dusk to dawn timer or by detection motion D - The door has a min clear opening width of 850mm in accordance with Diagram 2.2 E - Where there are double doors, the main (or leading) leaf provides the required min clear opening F - A min 300mm nib is provided to the leading edge of the door and the extra width created by this nib is maintained for a min distance of 1200mm beyond G - The depth of the reveal on the leading side of the door (usually inside) is a max of 200mm H - There is an accessible threshold I - Where there is a lobby or a porch, the doors are a min of 1500mm apart and there is at least 1500mm between door swings
		N/A, no lobby
Other external doors		
	2.21	All other external doors, including doors to/from a private garden, balcony, terrace, garage, carport, conservatory or storage area that is integral with, or connected to, the dwelling should comply with the provisions A to I listed above.
Doors onto roof terrace are level threshold		
Circulation Areas and Internal Doorways		
Door & hall widths		
	2.22	To facilitate movement into, and between rooms throughout the dwelling, doors and corridors should comply with all the following: A - A min. clear width of every corridor is 900mm B - Any localised obstruction, such as a radiator, does not occur opposite or close to a doorway or a change of direction and is no longer than 2m in length; and the corridor is not reduced below a min 750mm width at any point. C - Every door has a min clear opening width as set out in table 2.1 D - A min 300mm nib is provided to the leading edge of every door within the entrance storey
		All corridors are a minimum of 1000mm wide which helps facilitate all
Private stairs and changes of level within dwelling		
	2.23	To allow people to move between storeys and allow a stair lift to be fitted to the stairs from the entrance storey above (or the storey below where this contains the bathroom required by the provisions of paragraph 2.29) stairs should comply with the following: A - Access to all rooms and facilities within the entrance storey is step free B - Level changes within in every other storey are avoided where possible C - The stair from the entrance storey to the storey above (or below) has a min clear width of 850mm when measured 450 above the pitch line of the treads (ignoring newel posts) D - All stairs meet the provision of Part K for private stairs.
		All private staircases are min. 1000mm wide
Habitable Rooms		
Living, kitchen and eating areas		
	2.24	To provide usable living spaces and easy, step free access between a living area, a WC and the principal private entrance, key accommodation should comply with the following: A - Within the entrance storey there is a living area (which may be a living room, dining room or combined kitchen diner)
		Main living accommodation (living, kitchen and dining) is situated on the 3rd floor for convenient adjacency with the 4th floor roof terrace. A domestic accessible WC is situated on both the ground floor and the 3rd floor to all Town houses with the exception of Unit 4. Unit 4 is the smallest floor plate and there is insufficient space to accommodate a WC on the 3rd floor along with all the living accommodation. Unit 4 has a domestic accessible WCs on the ground and second floor as an alternative.
		B - A min 1200mm clear space is provided in front of and between all kitchen units and appliances

		C - Glazing to the principal window of the principal living area starts a max. of 850 above floor level or at the minimum height necessary to comply with Part K for guarding to windows	
Bedrooms			
	2.25	To enable a wider range of people to access and use them, bedrooms should comply with the following: A - Every bedroom can provide a clear access route a min 750mm wide from the doorway to the window B - At least one double bedroom (the principal bedroom) can provide a clear access zone a min 750mm wide to both sides and the foot of the bed. C - Every other double bedroom can provide a clear access zone a min 750mm wide to one side and the foot of the bed	
		D - All single & twin bedrooms can provide a clear access zone a min 750mm to one side of each bed	
		E - It can be demonstrated diagrammatically that the above provisions can be achieved.	Refer to adjacent drawings
Sanitary facilities			
General provision			
	2.26	All walls, ducts and boxing to the WC/cloakroom, bathroom and shower room should be strong enough to support grab rails, seats and other adaptations that could impose a load of up to 1.5M/m2. Additional sanitary facilities beyond those required to comply	
WC facilities on the entrance storey			
	2.27	To provide step free access to a WC that is suitable and convenient for some wheelchair users and where reasonable, to make provision for showering, dwellings should comply with all of the following: A - Every dwelling has a room within the entrance storey that provides a WC and basin (which may be within a WC/cloakroom or a bathroom) B - In a two or three storey dwelling with one or two bedrooms, the WC (together with its associated clear access zone) meets the provision of diagram 1.3 and the basin does not impede access to the WC C - In a two or three storey dwelling with three or more bedrooms, the room with the WC and basin also provides an installed level access shower or a potential level access shower, and the shower, WC and basin (together with their associated clear access zones) meet the provisions of Diagram 2.5 D - The door opens outwards	
	2.28	Where the dwelling provides both an accessible bathroom with WC and a WC/cloakroom within the same storey, the WC/cloakroom may comply with the provisions of diagram 1.3	N/A
Bathrooms			
	2.29	To provide convenient access to a suitable, the dwelling should comply with all of the following: A - Every dwelling has a bathroom that contains a WC, a basin and a bath, that is located on the same floor as the double bedroom, described as the principal bedroom in paragraph 2.25b B - The WC, basin and bath (together with their associated clear access zones) meet the provisions of diagram 2.5. C - Provisions for a potential level access shower is made within the bathroom if not provided elsewhere within the dwelling.	
Services and controls			
	2.30	To assist people who have reduced reach, services and controls should comply with all of the following: A - Consumer units are mounted so that the switches are between 1350 and 1450mm above floor level B - Switches, sockets, stopcocks and controls have their centre line between 450 and 1200mm above floor level and a minimum of 300mm horizontally from an internal corner. C - The handle to at least one window in the principal living area is located between 450 and 1200mm above floor level, unless the window is fitted with a remote opening device that is within this height range. D - Handles to all other windows are located between 450 and 1400mm above floor level, unless fitted with a remote opening device that is within this height range E - Boiler timer controls or separate wireless controllers are mounted between 900 and 1200mm above floor level.	

Compliant

Non compliant

Not applicable

This spreadsheet outlines each of the M4(2) requirements and highlights compliance. Any variation from the requirements are highlighted and mitigating measures have been provided.

5.0

X130 MEADWAY DEVELOPMENTS
KNOTT MILL TOWNHOUSES
1-3 COMMERCIAL ST, MANCHESTER
M15 4PZ

JH.A

SUMMARY

SUMMARY

CONCLUSION

The proposed design has been sensitively developed to achieve eight high quality five storey townhouse type dwellings. The height, massing materials and detailing have been carefully considered as a contextual response to achieve a modern design fitting the character of the Knott Mill area.

Each townhouse features a garage, 3 bedrooms, an open plan living and dining area, as well as a private roof terrace. This will appeal to a variety of potential occupants but is particularly aimed at families .

It has been demonstrated that 7 of the 8 townhouses can be fully adapted may be to suit M4(2) requirements of the approved documents for adaptability which support the inclusivity of the development.

We believe this development will be a positive addition to the Knott Mill area as well its wider context.

6.0

X130 MEADWAY DEVELOPMENTS
KNOTT MILL TOWNHOUSES
1-3 COMMERCIAL ST, MANCHESTER
M15 4PZ

JH.A

APPENDIX

WASTE MANAGEMENT STRATEGY



Appendix E - Waste Management Strategy (v7.00 from September 2023)

Planning Application Number:

Date Submitted:

Estimated volumes / m2 required by the development

Will this property be used as a House in Multiple Occupation (HMO)?	~~Yes~~ / No (delete as appropriate)
If this property will be used as an HMO, how many people do you intend to accommodate (5+)?	N/A

Low Rise Domestic

Waste Types	Capacity required (litres)	Number of bins required (per household)	Confirm what is to be provided (and whether the developer or the resident will be responsible for ordering these)
General refuse	140 standard / 240 in certain circumstances	1 x wheeled bin (possibly more for HMO)	1 per dwelling
Pulpable Recycling	240	1 x wheeled bin (possibly more for HMO)	1 per dwelling
Mixed Recycling	240	1 x wheeled bin (possibly more for HMO)	1 per dwelling
Garden Waste	240	1 x wheeled bin (possibly more for HMO)	Not Required
Food Waste	23	1 x 23 litre caddy (Possibly more for HMO)	1 per dwelling

High Rise Apartment Developments

0.43m2 has been provided per apartment for the containers, with extra space for residents to access each container and space for staff to manoeuvre each container for collection. (different for purpose-built student accommodation – see guidance)	Yes / No (delete as appropriate) N/A How many of each container do you plan to provide? _____ x general refuse x 1100 litre (based on 110 litres per apartment) _____ x pulpable Recycling x 1100 litre (based on 55 litres per apartment) _____ x mixed recycling x 1100 litre (based on 55 litres per apartment) _____ x food waste x 240 litres (based on 10 litres per apartment) _____ x garden waste (if applicable) x 240 litres
Is it as easy, or easier, for residents to recycle, as it is for them to dispose of general waste?	Yes / No (delete as appropriate)

Commercial Developments

Please state number of bins you propose, showing calculations where appropriate.

General Waste -	N/A
Dry recycling (include material type details) -	
Food Waste -	
Industrial Waste -	
Other -	

Has / will a contract be obtained with a licenced waste carrier?	N/A	Yes / No (delete as appropriate)
--	------------	-------------------------------------

WASTE MANAGEMENT PROFORMA

Mixed Use Developments

Are the stores for residential and commercial waste completely separate from each other, with residents having no access to the commercial store and the commercial units having no access to the residential store?	Yes / No (delete as appropriate)
--	-------------------------------------

N/A

Internal Stores (Residential and Commercial)

Please provide details of internal stores / segregation of waste and recycling.

Sufficient spaces are provided within each garage to accommodate the general waste bin as well as both pulpable and mixed recycling for each dwelling individually.

Storage Areas for Waste Containers (Residential and Commercial)

Please provide details of container stores, attaching plans if appropriate.

The individual dwellings will house the waste containers within the integrated garage

Ensure all bins in the store are accessible	☒
Ensure recycling facilities are as easy to access as general refuse	☒

Please confirm details of waste store ventilation and hygiene / cleaning proposals

Ventilation - Garage spaces are all naturally ventilated

Hygiene - Each dwelling will have it's own individual bin storage

Please provide details of who will be responsible for placing the bins at the collection point and returning them to the store / property promptly e.g., resident / management company

Each resident will be responsible for their own bins.
The residents will put their bins out on the pavement prior to collection and return them to their garages once emptied.

Please ensure that you have attached:

Detailed plans of bin stores	☒
Location plans showing stores	☒
Location plans showing the proposed collection point and the route the collection vehicle will take (please refer to the Road, Vehicle and Waste Operative Access Specification – paying particular attention to turning space and reversing)	☒

Please ensure that you have completed this form in accordance with the latest version of GD04 Waste Storage and Collection Guidance for New Developments – v.7 September 2023, read in conjunction with the Waste and Recycling Service Standard found on the Council website.

WASTE MANAGEMENT STRATEGY

Manchester operate a system of Grey Bins for general rubbish, a Brown Bin for glass, cans and recyclable plastic and a Blue Bin for paper and card.

For this development each dwelling will have a wheeled bin for the following:

- General refuse
- Pulpable Recycling
- Mixed Recycling

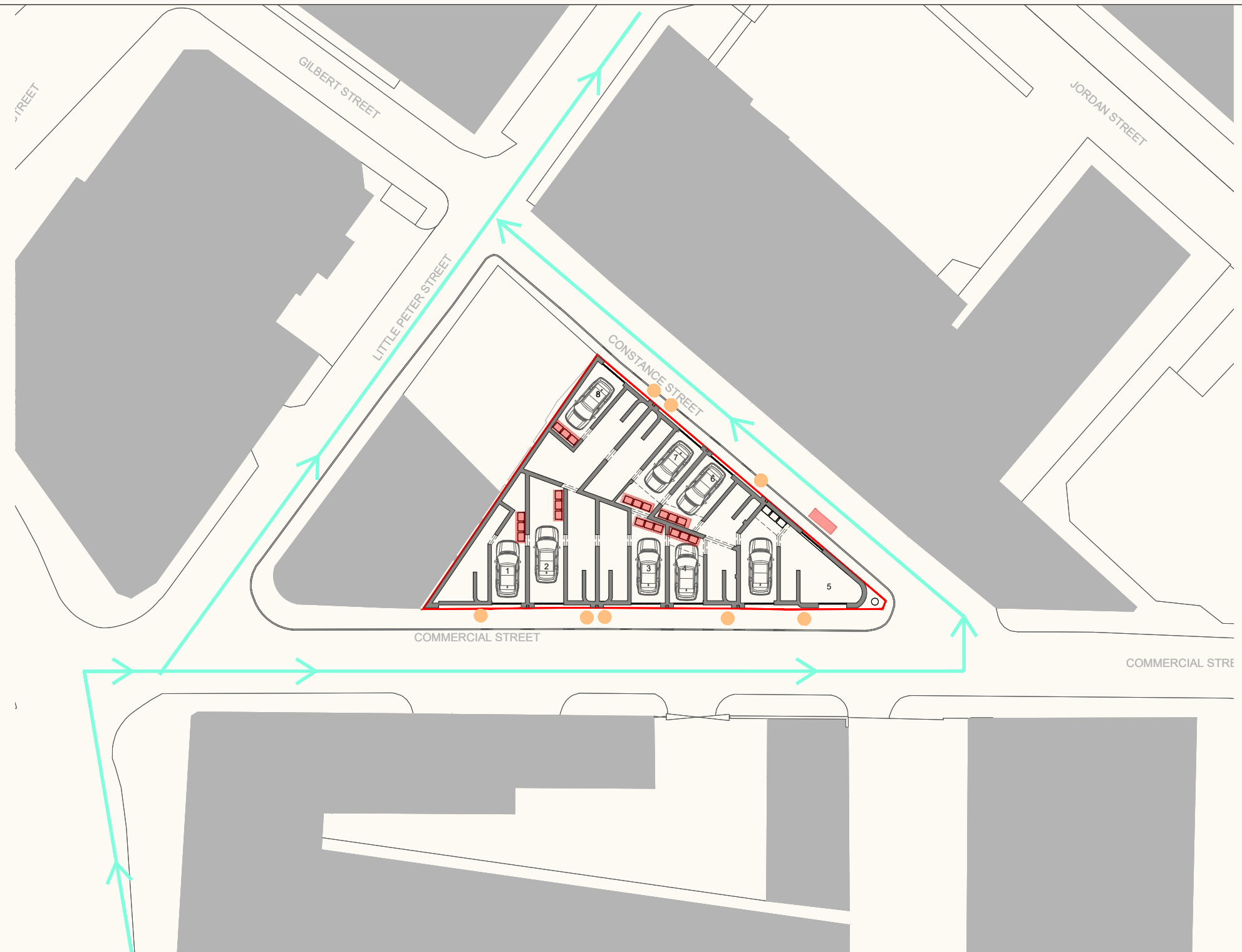
Each dwelling will also have a 23lt green caddy stored within the kitchen area.

Refuse will be stored in wheeled containers in the garages of the properties.

Refuse will be removed from the garage by the residents and put on the street on the day of collection. The days for collection are available on the Manchester City Council website:
http://www.manchester.gov.uk/info/200084/bins_rubbish_and_recycling

The bins will be returned to the garages by the residents once they have been emptied. The refuse vehicle will access Commercial St and Constance St and pick up refuse. There is sufficient space on Commercial St to accommodate a refuse vehicle whilst the collection is made. The vehicle will block the road on Constance St, however the road has very little traffic and the delay would only be temporary. The Waste Management Strategy will be passed to anyone purchasing these properties..

Refer to appendix 1 for completed MCC Waste Management Proforma



GROUND FLOOR PLAN INDICATING LOCATION OF BIN STORE, ROUTE OF COLLECTION WASTE AND PROPOSED COLLECTION POINT

- BIN STORE LOCATION
- PROPOSED COLLECTION POINT
- ROUTE OF COLLECTION VEHICLE