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Ancoats And Clayton Ward	Application Number	Date of Appln	Committee Date
	083680/FO/2007/C3	25th Jun 2007	13th Sep 2007

Proposal Erection of new building (part 6 / part 9 storeys) comprising ground and upper ground floor restaurant (Use Class A3) and 58 residential units (Use Class C3)

Location Land Bounded By Tariff Street, Rochdale Canal And Marina, Piccadilly Basin, Manchester

Applicant Town Centre Securities PLC Town Centre House, The Merrion Centre, Leeds, LS 2 8LY

Agent Martin Stockley Associates 1st Floor Gensurco House, 46a Rosebery Avenue, London, EL1R 4RP

Introduction

The regeneration of the Piccadilly area has been a major priority for the City Council and its partners for many years. The founding strategy identified 3 focii in the Piccadilly area which have formed the basis for the remarkable transformation that has taken place. Piccadilly Basin (the Rochdale Canal Basin) was a priority area and has seen a considerable amount of investment over the past 10 years which has created a highly attractive and desirable environment where listed buildings have been refurbished and new development constructed in a waterside environment.

The application site measures 0.12 hectares and is bounded by Tariff Street to the west, Rochdale Canal to the south, Piccadilly Basin marina to the west and Jackson's Warehouse to the north. The marina and canal and tow path level are 3m below Tariff Street. Jackson's Warehouse is grade II* listed and has been converted into residential use. Vantage Quay, a 7-storey residential building with 117 apartments is located on the opposite side of the marina. A grade II listed lock is located to the east of the site across Tariff Street. The site was formally part of a number of timber yards that were located in the area. It was temporarily grassed in 2004 to address issues relating to fly tipping and anti-social behaviour although there is an extant permission for residential purposes.

Permission was granted in 1998 for a mixed-use development around the newly constructed Piccadilly Basin (ref. 054382/FO/CITY3/98). Much of this scheme has been implemented including the refurbishment of the Grade II* listed Jackson's Warehouse and a new residential block to the west of the marina (Vantage Quay). The proposals for this site were for a 6 story residential building block running parallel to the marina but this was never implemented.

The application consists of a 6-story block running parallel to the marina with a 9 story taller element connecting the scheme to Tariff Street at the north west corner of the site. The lower two levels accessed from Tariff St would accommodate a restaurant (Use Class A3) with the upper floor as 58 apartments, (Use Class C3 comprising 17 x 1 bed units and 39 x 2 bedroom units).

The scheme would be constructed of both solid cast stone and glazed elements. The solid stone like material would be designed to match the tone and mass of

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the historic existing structures in the area. The lower levels of the building occupied by the restaurant would be glazed to allow views in and out of the space. The upper residential component would be more solid with cast stone panels fixed within a strongly expressed framework. The apartments would include recessed balconies facing the marina.

The restaurant would be accessed off Tariff St and the residential entrance is via either a ramp adjacent to Jackson's Warehouse or via the canal towpath steps. These two entrances are at different levels due to the height change from Tariff Street to Marina towpath level.

The works also comprise hard and soft landscaping around the proposed building. The roofs to both blocks are proposed to be a mixture of green sedum type roofs and brown roofs to help reduce radiated heat, improve insulation to the building, reduce surface water run off and boost habitats for wildlife.

The restaurant and residential elements would have separate recycling and refuse stores located on the ground floor and serviced from Tariff Street. The development would seek achieve a BREEAM rating of at least 'very good'

Consultations

British Waterways – do not object to the proposals and provide detail comments on construction and impact on the canals

Greater Manchester Police – support the application, which has been submitted with a Crime Impact Assessment.

Head of Environmental Health – no objections subject to conditions relating to hours of operation, delivery and servicing times and recommendations of acoustic report to be fully implemented.

Head of Engineering Services – have raised specific issues which are being addressed by the applicant.

English Heritage – do not wish to comment and advise the application should be determined in accordance with national and local policy.

GMPTC – no objections, the site is located in a highly accessible location and recommends that a condition be attached requiring a Travel Plan be produced by the developer.

Ancoats Urban Village Company – no objections received

New East Manchester – no objections received

Publicity - The application has been advertised as a major development, as affecting the setting of listed buildings and as one of public interest. Occupiers of buildings surrounding the site were consulted on the proposal. 17 objections have been received (including one on behalf of 15 flats), all of which are from residents within the adjacent Jackson's Warehouse and Vantage Quay buildings.

The concerns raised are summarised as follows:

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- The height of the tower is overpowering to Jackson's Warehouse
- Quality of design and shear scale are inappropriate on the canal basin.
- Building needs to be smaller and more sympathetic for the area
- Loss of views to horizon from Vantage Quay
- Over development and over crowding of site
- Loss of light to Vantage Quay
- Do not wish for the existing green space to be lost - City Centre has few green spaces as it is without the removal of one of the only remaining, and the use of this land and construction of a building on one of the two remaining sides of the marina would destroy the attractiveness of the immediate area, marina and of the Grade II Listed building
- Site plan shows the new building in a location which would overlap Jackson's Warehouse. The result is that approximately 48% of the length of Jackson's Warehouse will directly face a brick wall. Vantage Quay was built to the same height as Jackson's Warehouse (6 storeys) because of the close proximity to a listed building. Why is new development allowed to go up to 9 storeys, all be it at one end?
- Loss of light causing stagnant water in the basin; loss of bird and wildlife such as the Canadian Geese and impact on local fishermen.
- Increase in foot and vehicular traffic to the detriment of existing peaceful area
- Loss of privacy due to proximity to Jackson's Warehouse
- Impact of Canada geese on green roof – they would destroy it
- Increase in flats would decrease value of existing flats, potentially by 30-50%
- No need for any further flats in area – already a huge surplus of residential apartments
- Concern that the proposed restaurant will not attract business
- Problems with litter, rats, lack of no recycling provision and lack of doctors and dentists.
- Increase in noise from construction and proposed building
- Lack of adequate health care facilities in area
- Loss of parking spaces adjacent to Jackson's Warehouse
- Concerns over proximity of development on parking space, illegal parking within dedicated parking space
- Concerned that development is already advertised in local property magazines.

Councillor Jim Battle (Ancoats & Clayton Ward Councillor – objects to the scheme.

Issues

Regional Spatial Strategy - The scheme is consistent with RSS policies DP1, which gives priority to the development of sites in urban areas, DP3, which promotes good design, and SP1, which promotes development in the Regional Poles.

Unitary Development Plan - The proposed uses for the site are consistent with UDP policies that promote regeneration within the City Centre and within Piccadilly Basin in particular, building on the regeneration that has already taken place within this area and the continuing investment and environmental improvements taking place there. The scheme is considered to be consistent with UDP policies E3.5, 'Secure Environment', E3.6 'Environmental

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Improvements', R1.1 'Regeneration', RC3 'Mixed uses', RC4 'Environment', RC5 'Waterways' RC11 'City Centre Housing', and RC20 Area 12 'Small Area Proposals'. It is considered that the scheme would maintain the appearance, character and setting of the nearby listed buildings in accordance with UDP policy DC19.1 (Listed Buildings).

The Scheme's contribution to regeneration -. The key principles of the Piccadilly Regeneration Strategy have now been incorporated into the Manchester City Centre Strategic Plan 2002-2005. The proposal, together with the development proposed on the wider Piccadilly Basin area would continue the regeneration process in the area and complement the work that has already taken place. The ground floor commercial units would contribute to activity adjacent to the canal and marina as well as introducing new employment floorspace. The development as a whole would help maintain the mix of uses found within the area.

Design and impact of the building on nearby listed buildings

The new development would be seen in conjunction with Jackson's Warehouse, a grade II* listed building, predominantly from the south along the marina, and to a lesser extent from the east from Tariff Street. Given that the site is currently vacant it is evident that any visual impact would be significant due to the proximity of the proposed development to Jackson's Warehouse. Having said that, one of the main reasons for revisiting the previously approved scheme was to allow Jackson's Warehouse to play a more prominent role in the composition of the marina. By cutting the corner out of the lower element and creating a set back in plan, the proposed building is pulled away from the face of the façade of Jackson's Warehouse building by 15m, maximising the view of the listed façade from the main vista adjacent to the marina.

In massing terms the proposed building is lower than the height of Vantage Quay and the previously approved scheme facing the marina. The roof line of the proposal, running parallel to the Marina, sits at the same level as the parapet level of Jackson's Warehouse. The upper floor of the lower block and top floor of the taller block are also set back to form a continuous balcony. The massing of the building is further reduced by having a fully glazed façade around the upper level of the lower element and around the top of the taller element. The proposed 9-storey element is set well back from the marina and Jackson's Warehouse. As such the listed Warehouse would continue to be the most significant building around the marina and it would maintain its presence. It should also be noted that the proposed building is a of a high quality design which has been planned from the outset to relate to the setting of the listed Warehouse, the marina and the change in level from Tariff street down to the marina. It is considered that the proposal successfully achieves these aims and is acceptable in terms of scale, massing height and the broad principles of design. Given the above, it is considered that the proposed building would not be detrimental to the character or setting of the grade II* listed building.

Impact on surrounding area and residents/pedestrians

The nine storey element addresses Tariff Street and is pulled away from the massing of the lower block adjacent to the marina, creating a set back in the plan and exposing the marina elevation of Jackson's Warehouse. The set back from the face of Jackson's Warehouse would create a space that is almost twice as wide as that which exists between Jackson's and Vantage Quay at the

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other end of the warehouse building. The distance between the existing Warehouse and proposed building at this location would be 15m. The applicants have advised that, following pre-application discussions with residents, the number of windows within the section of facing wall has been reduced by 31% and there are now only 3 windows in each of the 4 floors that directly face Jackson's Warehouse. These windows are not the primary ones as each room within the proposed building also has windows facing over the marina. Given the above, there would not be a significant impact in terms of overlooking or loss of privacy. The taller element faces directly onto the circulation core of Jackson's Warehouse and would not result in overlooking into apartments within the Warehouse due to the oblique angles involved.

Due the space between the buildings created with the cut back and the location of the taller element away from the Warehouse, it is considered that there would be no significant loss of light experienced within Jackson's Warehouse.

Vantage Quay, located on the opposite side of the marina is located over 30 m away.

It should be noted that any development on this site would have an impact on existing occupiers in the immediate area. Residents in particular have benefited from having uninterrupted views across the site for a number of years but it is inevitable that at some point development would take place here which would impact upon this and it must be accepted that one does not purchase the view with the property.

The landscaping within the application site and surrounding the building would help to soften the local impact of the proposed building and form an important and integral part of the development proposal. It is considered that the improvements around the site associated with the scheme represents a high quality finish which could be used by all and which would improve conditions for pedestrians and increase permeability through the area. This would increase passive policing and discourage antisocial behaviour adjacent to the site.

The level changes across the site allow for the restaurant to be accessed from Tariff Street and then step down to the lower marina level. This creates different areas of activity along Tariff St where the restaurant entrance is positioned, views into the reception space, and at the lower level, along the marina and canal. The proposed restaurant and residential uses are considered appropriate and would contribute to the mix of uses already present in the basin area.

Loss of Green Space – The green space that is the subject of this application was temporarily grassed in order to reduce fly tipping and anti social behaviour taking place in and around the site. Whilst it is understandable that its loss would be felt by residents and those that currently use the space, it must be noted that this has always been a temporary measure. The site is a development site and one which benefits from a live consent which could be implemented at any time. It should be noted that 350 meters away from the site is the newly constructed New Islington community park. This is a 4-acre water park which will be open to the public later this year.

Parking / Traffic - The site is highly accessible by a variety of public transport modes. It is considered that the proposed scheme would not be significantly detrimental to highways in the area. No parking is proposed as part of this

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individual scheme. The applicants have advised that a better use of the ground floor would be provided in the form of a restaurant with an active frontage rather than car parking and the associated blank frontage with ventilation. The applicants have submitted a parking strategy for the whole of the Piccadilly Basin area. This states that the adjacent Tariff Street multi storey car park and the Dale Street car park (both also owned by the applicant) have sufficient capacity to cater for future residents parking needs. All future residents would be offered a leased parking space in one of the car parks within Piccadilly Basin – this also includes any existing residents within Jackson's Warehouse who require a space.

Access - Due to the level constraints at the Tariff Street site the disabled entrance is located directly off Tariff Street. The steep gradient next to Jackson's Warehouse connecting Tariff Street with the Marina area is outside the ownership of the applicant and as such there is no scope for making it level as part of this scheme.. The public realm has been designed without any ramps and no route is less than 2.1m wide.

Crime and Disorder - It is considered that the redevelopment of the site would be beneficial to the area in terms of the increase in activity. The applicants have been involved in pre-application discussions with Greater Manchester Police and have submitted a Crime Impact Assessment. It should also be noted that a condition relating to 'Secured By Design' would be attached to any consent granted.

Sustainability The applicant has indicated a commitment to undertake an environmental assessment of the site using the Building Research Establishment's Eco-Homes Assessment (BREEAM) tool and would achieve a "very good " rating. An Environmental Strategy document has been submitted with the application and it seeks to ensure measures are put place to protect wildlife and wildlife habitats. The provision of the green and brown roofs would promote biodiversity on the site.

Amenity – The Head of Environmental Health has stated that provided that acoustic glazing is implemented as detailed in the Noise Assessment and other supporting information then the scheme will be acceptable and this will be a condition of any consent granted. This condition would deal with any potential amenity problems in terms of any impact that the proposed development may have on the occupiers of adjacent premises. The proposed refuse and recycling facilities for the proposed restaurant and apartments are considered acceptable.

TV Reception – the applicants have provided information from engineers which states that the proposed development would not impact on TV reception in the area, over and above existing taller structures close to the site.

Environmental Impact Screening Opinion – as it is part of a larger redevelopment, the proposed scheme needs to be considered under section 10(b) of Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999. A screening opinion has therefore been carried out. The opinion concluded that the proposal would not have any significant environmental effects and that an EIA is not required in this case.

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Response to objections - Most of the material issues raised by objectors have been fully considered above. However, outstanding issues include

- Residents have raised concerns regarding the impact of the proposal on property values. However, local authorities are informed that it is not for the planning system to protect the private interests of one person against the activities of another. The material issue is the impact of the proposal on the locality and on amenities that ought to be protected.
- Residents have concerns regarding noise during construction. The applicants have advised that the contractors for the development will sign up to good practice schemes to minimise disruption during construction.
- The applicants have advised that should construction traffic and site access cause any disruption to parking bays immediately adjacent to Jackson's Warehouse, the contractor would be required to provide alternative spaces in a neighbouring secure car park. There would be no added cost to the resident and the alternative parking would be available throughout the duration of the disruption.
- British Waterways have not raised an objection to the proposed building in terms of its impact on the adjacent marina and canal. Sufficient light would be received and the development is unlikely to have a detrimental impact on the quality of the water or wildlife. The provision of both a brown and green roof on the scheme would promote biodiversity.

Conclusion - It is important to recognise and accept that the existing condition of the site is a temporary one and that there is a compelling case for the redevelopment of the site. So, the existing level of daylight, sunlight and aspect and privacy enjoyed by buildings in the area has to be accepted as a transitional state as opposed to a permanent position. The proposed building is acceptable in terms of use and has been carefully designed to respond to the adjacent listed Warehouse, Tariff Street and marina. It should also be noted that it provides more light and space than the previously approved scheme. In this context, it is recommended that Committee approve the application.

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 Unitary Development Plan, the Head of Planning has concluded that some rights conferred by these Articles on the applicant(s)/objectors/residents 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. He believes that any restriction on these rights posed by approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation APPROVE

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on the basis that the proposal accords with the development plan, in particular policies E3.5, E3.6 R1.1 RC3, RC4, RC5 RC11, RC20 Area 11 & DC19.1 of the City Council's Unitary Development Plan and there are no material considerations of sufficient weight to indicate otherwise

Subject to the following conditions:-

Conditions and/or Reasons

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 premises shall be acoustically insulated in full accordance with the measures set out in the ADT Acoustic report ref 1303/ENIA dated 30 April 2007 before any of the uses first commence.

Reason - To safeguard the amenities of future occupiers of the premises and because of the proximity to of the development to heavy traffic loads on adjacent highways in accordance with UDP policy H2.2.

3) No deliveries, servicing or collections, including waste and recycling collections, shall take place outside the following hours: 7.30 a.m. - 8.00 p.m. Monday to Saturdays, and 10.00 a.m. - 6.00 p.m. Sundays and Bank Holidays.

Reason - To protect the amenity of occupants of buildings surrounding the development, pursuant to adopted Manchester Unitary Development Plan policy H2.2.

4) The refuse store as shown on the approved drawings shall be made available before the development is occupied and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health in accordance with UDP policy H2.2.

5) The ground floor commercial units hereby approved shall not be occupied unless and until the permitted hours of opening have been submitted to and approved in writing by the City Council as local planning authority.

Reason - In order that the local planning authority can achieve the objectives both of protecting the amenity of local residents and ensuring a variety of uses at street level in the redeveloped area, pursuant of Manchester Unitary Development Plan policy H2.2.

6) Before the A3 use commences a scheme for the extraction of any fumes, vapours and odours from the premises hereby approved shall be submitted to, and approved in writing by, the City Council as local planning authority. The approved scheme shall be implemented prior to occupancy and shall remain operational thereafter.

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Reason - In the interests of the amenities of the occupiers nearby properties in order to comply with Policy H2.2 of the Unitary Development Plan for the City of Manchester.

7) No development that is hereby approved shall commence unless and until samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority. The development shall be constructed only using the approved materials unless otherwise agreed in writing by the City Council as local planning authority.

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 policy DC19.1 _ H2.2 of the Unitary Development Plan for the City of Manchester.

8) The development hereby approved shall not commence unless and until full details which address all outstanding highway design issues, as raised by the City Council's Head of Engineering Services (Traffic), have been submitted to and approved in writing by the Local Planning Authority. For the avoidance of doubt public funds will not be available for highway works required to be carried in discharge of this condition.

Reason - In the interests of public and highway safety and to ensure that the development can be accessed and serviced satisfactorily, pursuant to adopted Manchester Unitary Development Plan policy T3.1.

9) Details of a Green Travel Plan Strategy, implementation and monitoring of effectiveness shall be submitted to and approved in writing by the City Council as local planning authority. The strategy shall outline procedures and policies that the developer and occupants of the site will adopt to secure the objectives of the overall site's Green Travel Plan Strategy. Additionally, the strategy shall outline the monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its implementation remains effective. The results of the monitoring and review processes shall be submitted in writing to the local planning authority and any measures that are identified that can improve the effectiveness of the Green Travel Plan Strategy shall be adopted and implemented.

Reason - In accordance with the provisions contained within Planning Policy Guidance, pursuant to adopted Manchester Unitary Development Plan policy T2.4.

10) The details of an emergency telephone contact number for a person responsible for the site shall be displayed in a publicly accessible location on the site from the commencement of development until construction works are complete unless otherwise agreed in writing by the City Council as local planning authority.

Reason - To prevent detrimental impact on the amenity of nearby residents and in the interests of local amenity in order to comply with Policy H2.2 of the Unitary Development Plan for the City of Manchester.

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11) The wheels of contractors vehicles leaving the site shall be cleaned and the access roads leading to the site swept daily in accordance with a management scheme submitted to and approved in writing by the City Council as local planning authority prior to any works commencing on site.

Reason - In the interest of pedestrian and highway safety, as specified in policy H2.2 of the Unitary Development Plan for the City of Manchester.

12) The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of 'very good' or 'excellent' and at least three star sustainability rating under the code for sustainable homes for those elements of the development which are residential in nature. A post construction review certificate, which confirms a rating of 'very good' or 'excellent', shall be submitted to and approved in writing by the City Council as local planning authority before any of the buildings hereby approved are first occupied.

Reason - In order to minimise the environmental impact of the development pursuant to policies E1.5 and E1.6 in the Unitary Development Plan for the City of Manchester, policies ER13 and DP3 of Regional Planning Guidance for the North West (RPG13) and the principles contained within The Guide to Development in Manchester 2 SPD and Planning Policy Statement 1.

13) Before the development hereby approved is commenced, a repaving strategy for the public footpaths, pavements and redundant vehicular crossings around the site shall be submitted to and approved in writing by the City Council as local planning authority. All works approved in discharge of this condition shall be fully completed before the development hereby approved is first occupied, unless otherwise agreed in writing by the City Council as local planning authority.

Reason - In the interests of amenity and to ensure that paving materials are consistent with the use of these areas as pedestrian routes, pursuant to Manchester Unitary Development Plan policy H2.2.

14) A landscaping and long-term maintenance scheme for all external areas of the site, incorporating all hard landscaping proposals, roof terrace areas, brown roofs and green roofs, shall be submitted to and approved in writing by the City Council as local planning authority prior to the commencement of the development. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied. Any trees or shrubs removed, dying or becoming severely damaged or becoming severely diseased within 5 years of planting shall be replaced by trees or shrubs of a similar size or species to those originally required to be planted unless otherwise agreed in writing by the City Council as local planning authority.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out, pursuant to Manchester Unitary Development Plan policies H2.1, H2.7, E2.6 and E3.5.

15) The windows at ground level fronting onto Tariff Street and the marina tow path level shall be retained as clear glazed window openings at all times and views into the premises shall not be screened or obscured in any way unless agreed in writing by the City Council as local planning authority.

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Reason - The clear glazed windows are an integral and important element in design of the ground level elevations and are important in maintaining a visually interesting streetscene consistent with the use of such areas by members of the public, and pursuant to policy DC14.1 of the Manchester Unitary Development Plan.

16) No development shall commence until:

a) The site has been investigated for the presence of ground contamination and/or ground gas and for the effects of any ground contamination and/or ground gas emanating from outside the site. The investigation shall be carried out in accordance with a scheme previously approved in writing by the City Council as local planning authority.

b) A report using the results of the approved scheme of investigation and containing plans and particulars of the extent of ground contamination and ground gas present on or affecting the site and the means of remediation has been submitted to and approved in writing by the City Council as local planning authority.

c) The site has been remediated in accordance with the report approved under b) above and written confirmation thereof has been submitted the City Council.

If ground contamination and/or ground gas or the effects of any ground contamination and/or ground gas emanating from outside the site and not included in the report approved under b) above is discovered during the course of remediation of the site, no development shall commence until:

i) A report containing plans and particulars of the extent of the new ground contamination and/or ground gas present on or affecting the site and the means of remediation has been submitted to and approved in writing by the City Council as local planning authority.

ii) The site has been remediated in accordance with the report approved under i) above and written confirmation thereof has been submitted to the City Council

Reason - To ensure that the presence of or the potential for any contaminated land/ground gas is detected and appropriate remedial action is taken in the interests of public safety in order to comply with Policies H2.1, H2.2, E3.1 and E3.2 of the adopted Unitary Development Plan for the City of Manchester.

17) The development hereby approved shall be carried out in accordance with the ISA drawings numbered 7189 P004, 005, 007, 008, 009, 010, 1011, 012, 013, 014, 015, 016, 017, 018, 019, 020, 021, 022, 023, 024, 025, & LANDSCAPING PROJECTS drawing numbered LP312. 001, 002 003 & 004 and Ian Simpson's Architects Design & Access Statement dated May 2007, the Refuse Management Strategy dated June 2007, ADT Acoustic report ref 1303/ENIA dated 30 April 2007, the BDP Environmental Strategy Overview dated June 2007, BREEAM Eco homes Pre Assessments dated May 2007, the MSA Site Investigation Summery dated 15.06.07, Piccadilly Basin & Tariff street Landscape Proposals, GMP Crime Impact Statement, MSA Car Parking and Traffic Statement ref 105/19 & 20/vp unless otherwise agreed in writing by the City Council as Local Planning Authority.

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Reason - To ensure that the development is carried out in accordance with the approved plans.

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: 083680/FO/2007/C3 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 all held by the Planning Division.

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

Environmental Health
Contaminated Land Section
Director Of Housing
Environment & Operations (Highway Authority)
Engineering Services
Environment & Operations (Refuse & Sustainability)
English Heritage (NW Region)
British Waterways Board
Greater Manchester Police
Ancoats Urban Village Company
New East Manchester
Jo Y Jo Ltd, Fourways House, 57 Hilton Street, Manchester, M1 2EJ
Renewables North West, Fourways House, 57 Hilton Street, Manchester, M1
Marco, Marco House, Tariff Street, Manchester, M1 2FF
Pro Balance Personal Training, 17 China Lane, Manchester, M1 2EL
Kebabish, 49 Hilton Street, Manchester, M1 2EF
51 Hilton Street, Manchester, M1 2EF
Manchester Business Consortium Ltd, Fourways House, 18 Tariff Street, Manchester, M1 2FN
Williams Sandwich Bar, 45-47, Hilton Street, Manchester, M1 2EF
Sixty Uk Ltd, 70 Port Street, Manchester, M1 2EG
50-54, Port Street, Manchester, M1 2EQ
56-58, Port Street, Manchester, M1 2EQ
Shina Newsagents, 60 Port Street, Manchester, M1 2EQ
British Pregnancy Advisory Service, Fourways House, 57 Hilton Street, Manchester, M1 2EJ
Linda`s Pantry, 23 Ducie Street, Manchester, M1 2JL
62 Port Street, Manchester, M1 2EQ
Onward Film Co, Fourways House, 16 Tariff Street, Manchester, M1 2FN
Brownsfield Mill, Binns Place, Manchester, M4 5BP
Platt Haworth Ltd, Fourways House, 18 Tariff Street, Manchester, M1 2FN
6 Peak Street, Manchester, M1 2AB
R S K Ltd, Fourways House, 57 Hilton Street, Manchester, M1 2EJ
Apartment 59, 5 Brewer Street, Manchester, M1 2ER
Apartment 1 - ,57 Vantage Quay, 3 Brewer Street, Manchester, M1 2ED
68-68a, Port Street, Manchester, M1 2EG
True North, Fourways House, 57 Hilton Street, Manchester, M1 2EJ
Richard Drinkwater Architects, Fourways House, 57 Hilton Street, Manchester,

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Manchester Business Consortium Ltd, Fourways House, 57 Hilton Street,
Manchester, M1 2EJ

Apartment 61, 5 Brewer Street, Manchester, M1 2ER
Apartment 71, 5 Brewer Street, Manchester, M1 2ER
Apartment 82, 5 Brewer Street, Manchester, M1 2ER
Apartment 94, 5 Brewer Street, Manchester, M1 2ER
Apartment 105, 5 Brewer Street, Manchester, M1 2ER
Apartment 113, 5 Brewer Street, Manchester, M1 2ER
Apartment 112, 5 Brewer Street, Manchester, M1 2ER
Apartment 111, 5 Brewer Street, Manchester, M1 2ER
Apartment 110, 5 Brewer Street, Manchester, M1 2ER
Apartment 62, 5 Brewer Street, Manchester, M1 2ER
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Apartment 84, 5 Brewer Street, Manchester, M1 2ER
Apartment 85, 5 Brewer Street, Manchester, M1 2ER
Apartment 86, 5 Brewer Street, Manchester, M1 2ER
Apartment 87, 5 Brewer Street, Manchester, M1 2ER
Apartment 88, 5 Brewer Street, Manchester, M1 2ER
Apartment 89, 5 Brewer Street, Manchester, M1 2ER
Apartment 90, 5 Brewer Street, Manchester, M1 2ER
Apartment 91, 5 Brewer Street, Manchester, M1 2ER
Apartment 92, 5 Brewer Street, Manchester, M1 2ER
Apartment 95, 5 Brewer Street, Manchester, M1 2ER
Apartment 96, 5 Brewer Street, Manchester, M1 2ER
Apartment 97, 5 Brewer Street, Manchester, M1 2ER
Apartment 98, 5 Brewer Street, Manchester, M1 2ER
Apartment 99, 5 Brewer Street, Manchester, M1 2ER
Apartment 100, 5 Brewer Street, Manchester, M1 2ER
Apartment 101, 5 Brewer Street, Manchester, M1 2ER
Apartment 102, 5 Brewer Street, Manchester, M1 2ER
Apartment 103, 5 Brewer Street, Manchester, M1 2ER
Apartment 104, 5 Brewer Street, Manchester, M1 2ER
Apartment 106, 5 Brewer Street, Manchester, M1 2ER
Apartment 107, 5 Brewer Street, Manchester, M1 2ER
Apartment 108, 5 Brewer Street, Manchester, M1 2ER
Apartment 109, 5 Brewer Street, Manchester, M1 2ER

List No. 4

Apartment 114, 5 Brewer Street, Manchester, M1 2ER
Apartment 115, 5 Brewer Street, Manchester, M1 2ER
Apartment 116, 5 Brewer Street, Manchester, M1 2ER
Apartment 117, 5 Brewer Street, Manchester, M1 2ER
Apartment 118, 5 Brewer Street, Manchester, M1 2ER
Apartment 60, 5 Brewer Street, Manchester, M1 2ER
Turn On Ltd, Fourways House, Tariff Street, Manchester, M1 2FN
Apartment 58, Vantage Quay, 3 Brewer Street, Manchester, M1 2ED
Mersey Basin Campaign, Fourways House, 57 Hilton Street, Manchester, M1
Apartment 1 to 42, Jacksons Warehouse, 22 Tariff Street, Manchester, M1 2FJ
Groundwork North West, Fourways House, 57 Hilton Street, Manchester, M1
Pabla & Pabla Solicitors, Fourways House, 57 Hilton Street, Manchester, M1
4 Peak Street, Manchester, M1 2AB
8 Peak Street, Manchester, M1 2AB
24 Tariff Street, Manchester, M1 2FJ
Sustainability Northwest, Fourways House, 57 Hilton Street, Manchester, M1
Creative Concern, Fourways House, 57 Hilton Street, Manchester, M1 2EJ
Cohen & Chapman Ltd, Fourways House, 57 Hilton Street, Manchester, M1
Architecture M, Fourways House, 57 Hilton Street, Manchester, M1 2EJ
Sustrans, Fourways House, 57 Hilton Street, Manchester, M1 2EJ
I L V A Furniture Ltd, 100 Great Ancoats Street, Manchester, M4 6DE

Representations were received from the following third parties:

Andy Blundell, Apartment 24, Vantage Quay, 3 Brewer Street, Manchester, M1 2ED,
Mr Kevn Dawson _ Dr Sahar Dawson, Apartment 29, Vantage Quay, 3 Brewer Street, Manchester, M1 2ED,
Aaron Cornish, Apartment 38, Vantage Quay, 3 Brewer Street, Manchester, M1 2ED,
Andrew Eadie, Apartment 48, Vantage Quay, 3 Brewer Street, Manchester, M1 2ED,
R J Milling, Apartment 55, Vantage Quay, 3 Brewer Street, Manchester, M1 2ED,
Helen Consantinou, Apartment 2, Jackson's Warehouse, 22 Tariff Street, Manchester, M1 2FJ,
Dale Vicker, Apartment 18, Jackson's Warehouse, 20 Tariff Street, Manchester, M1 2FJ,
Anon, Apartment 20, Jackson's Warehouse, 20 Tariff Street, Manchester, M1 2FJ,
Anon, Apartment 23, Jackson's Warehouse, 20 Tariff Street, Manchester, M1 2FJ,
Laura Cruz, Apartment 24, Jackson's Warehouse, 20 Tariff Street, Manchester, M1 2FJ,
Helen Underhill _ Gareth Brown, Apartment 25, Jacksons Warehouse, 20 Tariff Street, Manchester, M1 2FJ,
Kevin _ Sanar, Apartment 29, Jackson's Warehouse, 20 Tariff Street, Manchester, M1 2FJ,
Anon, Apartment 31, Jackson's Warehouse, 20 Tariff Street, Manchester, M1 2FJ,
Anon, Apartment 34, Jackson's Warehouse, 20 Tariff Street, Manchester, M1 2FJ,
Anon, Apartment 36, Jackson's Warehouse, 20 Tariff Street, Manchester, M1 2FJ,

List No. 4

Mr Parsons, Apartment 8, Jackson's Warehouse, 20 Tariff Street, Manchester,
M1 2FJ,
MR D JAMES, 40 JACKSONS WAREHOUSE, 20 TARIFF STREET,
Mazal Cohen, 15 vantage Quay, 3 Brewer Street, Manchester
Daniel Peak, 34 Jackson's Warehouse, Tariff Street, Manchester
Julie Smith, Apartment 31, Jackson's Warehouse, 20-22 Tariff Street.
Manchester

Relevant Contact Officer: : Jay Patel/Dave Roscoe
Telephone No. : 0161 234 4553
Email : j.patel@manchester.gov.uk

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