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City Centre Ward	Application Number	Date of Appln	Committee Date
	081118/FO/2006/C3	31st Oct 2006	18th Jan 2007

Proposal Erection of residential development comprising 3 apartment blocks with 229 apartments, 10 town houses (total no. of units 239), ancillary car parking at ground and basement levels, ancillary refuse store and electricity substation after demolition of existing building

Location Land At Potato Wharf, Castlefield, City

Applicant Crosby Homes NW Ltd 92 Dunham Road, Altrincham, WA14 4AD

Agent Turley Associates The Chancery, 58 Spring Gardens, Manchester, M2 1EW

Description

The application relates to a 1.32 ha site on the north and south sides of Potato Wharf, within the Castlefield Conservation Area. Immediately to the south of the site lies the Grade II listed Castlefield Railway Viaduct (which runs from G-Mex), and the Bridgewater Canal. To the north east of the site are the Grade II listed Bridgewater Canal Basin, the Grade II listed Giants Basin and a modern brick office building with a sloping roof. To the south west is a concrete batching plant. Further listed buildings in the vicinity of the site are the pair of culvert arches over the River Medlock and associated overflow channel at New Elm Road, and the viaduct from Knott Mill, both Grade II listed.

The site consists of 5 plots of land:

Plot 1 - is a cleared piece of land currently used as a surface car park by the YMCA and the public, which is bounded by canal arms off the Bridgewater Canal and Potato Wharf;

Plot 2 - is a rectangular piece of land directly beneath the railway viaduct, with access from Plot 1;

Plot 3 - is a narrow strip of land bounded by a canal arm and the concrete batching plant;

Plot 4 - is a piece of land occupied by a disused factory and bounded by the River Medlock, New Elm Road and Potato Wharf; and

Plot 5 - is a small triangle of land bounded by Potato Wharf, New Elm Road and the River Medlock.

Consent was granted on this site on 31 March 2006 under 074582/FO/2005/C3 and 074583/CC/2005/C3 for redevelopment of the site with 230 apartments. The apartments would be accommodated in two 6-7 storey blocks, one 13 storey block and 10 three storey town houses. The latest proposal is very similar, consisting of the same blocks in terms of locations, heights and massing, but with an extra 9 apartments and a different elevation design. The proposal would develop the site in the following ways:

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Plot 1 - The erection of two new buildings, each 6 storeys in height, comprising 83 apartments in Block 1 and 76 apartments in Block 2. Car parking and bicycle spaces would be provided at basement level beneath the buildings with vehicular access off Potato Wharf between Block 2 and the south westerly canal basin. This would also provide vehicular access to Plot 2. A public pedestrian courtyard would be created between the two buildings. The two blocks would be flat roofed and would each sit above a ground floor timber plinth with the upper levels of the buildings clad in grey brick. The buildings would have a tripartite subdivision created by the horizontal timber plinth, a middle zone with square aluminium windows flush with the brickwork and an upper zone emphasised by deeply recessed windows with a vertical emphasis. Large deeply recessed vertical slots would break up the elevations and accommodate balconies with glass balustrades. Random brightly coloured framed pods would project from within these slots.

Plot 2 - This plot of land, which lies beneath the railway viaduct, would become a surface level car park for use by residents. It would be surfaced in concrete with cinder dressing and concrete coping to the quayside edge.

Plot 3 - The erection of a terrace of ten three storey townhouses with flat roofs and overhanging eaves with materials consisting of timber cladding and white render, with glazed balustrades on the first floors.

Plot 4 - The erection of a 13 storey building (Block 3) comprising car parking on the ground floor and 70 apartments above. The materials proposed are similar to Blocks 1 and 2. The timber plinth would wrap up the gables and the top storeys of the building with grey brickwork projecting out from this containing the fenestration and balconies. The river elevation of the building would predominantly be timber clad with a horizontal element of white render breaking the elevation up.

Plot 5 - A single storey substation with hard landscaping and tree planting.

Pedestrian bridges - Two new pedestrian bridges are proposed comprising a swing bridge across the most westerly canal arm to allow access from Plot 1 to Plot 3 and a static ramped bridge linking Plot 2 with the landscaped area between the two buildings on Plot 1.

The application was deferred from the December 2006 Planning and Highways Committee to allow site notices to be displayed.

Consultations

Head of Engineering Services - No objections in principle subject to detailed technical design issues.

English Heritage - has no objections.

Head of Environmental Health - No objections in principle. The acoustic report recommendations should be implemented and refuse and ground contamination conditions attached.

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Environment Agency - No objections subject to conditions requiring water resistant materials to be used and flood warning notices to be erected.

Director of Housing - No objections have been received.

Director of Operational Services - No objections have been received.

Greater Manchester Police - No objections.

Manchester Conservation Areas and Historic Buildings Panel - (draft minutes) - "It was understood that the site has a consent for a development of a similar nature to this latest application. The main changes include a variation in height of the two linear apartment blocks, elevational changes and a different materials palette.

Some Panel members expressed concerns regarding the impact the proposal would have on the setting of the listed viaduct and views into and out of the conservation area. However, on balance the Panel considered this latest scheme to be an improvement and was generally supportive of the new massing and external appearance. It was considered that the new robust design and dark brick would respond well to the context of the site. The Panel did question the extensive use of timber and requested more details regarding the durability of this material in the proposed locations.

The Panel questioned some aspects of the landscaping proposal, in particular the use of in-situ concrete and Mountain Ash. It was felt that the canal-side furniture needed to have a robust aesthetic.

The Panel requested an archaeological report and research to the 'clover-leaf weir'. It was felt that exploratory trenches would be needed to fully investigate this important feature.

The Panel expressed concerns for the future of the adjacent listed railway viaduct. The Panel recommended that this application should enable the funding of the repair and restoration of the viaduct structure. The Panel also requested that the City Council contact the owner of the viaduct and request the owner not only to repair the structure but also explain what they are doing to secure the long-term future of this important listed 'iconic' structure.

Recommend - Negotiate as above and approve."

Greater Manchester Archaeological Unit - There is potential for archaeological remains on this site from the Roman and industrial periods and a condition requiring a programme of archaeological works should therefore be attached.

GMPTE - No objections in principle.

British Waterways - British Waterways have no comments as a statutory consultee, but are concerned as owners of the adjacent Giants Basin that the proposed design is not in keeping with the historic context of the setting. They would like conditions to be attached to any permission to minimise the impact of site traffic and construction noise on their tenants.

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Publicity - The application has been advertised as a major development affecting the setting of listed buildings, the character and appearance of Castlefield Conservation Area and a possible right of way, and site notices have been displayed. Neighbouring properties have been notified. Letters have been received from 14 and 36 Potato Wharf, 23 Slate Wharf, 119E, F119 and 127C Liverpool Road, and Angela Chung (no address supplied) with the following comments:

- already parking and traffic problems in Castlefield that would be exacerbated by the development;
- Potato Wharf is a narrow cobbled street unsuitable for any volume of traffic, with problems of noise pollution from vehicles driving over the setts;
- increased traffic is a concern given the number of school children that visit the Roman ruins and the Museum of Science and Industry;
- the application is for residential accommodation on an unprecedented scale in this area, with excessive height and density, and will significantly alter the character of Castlefield;
- the materials and design proposed are out of character with the predominantly red brick buildings of Castlefield;
- noise and disruption from construction;
- construction works likely to send rats out into surrounding area;
- blocking of light by tall building;
- loss of views of the viaduct and canals;
- loss of heritage status due to recent increase in apartments;
- loss of trees;
- damaged paths likely to be replaced with concrete detracting from the area;
- residents of Potato Wharf and Woollam Place were not notified of the previously approved scheme;
- residents of Potato Wharf and Woollam Place were not notified of this proposal and there is concern that the local planning authority has not carried out the statutory consultation correctly;

The Manchester YMCA have written in expressing concern that the 25 car park spaces available for Health Club use on the application site will still be provided under any planning permission granted.

A letter has been received from Councillor Marc Ramsbottom making the following points:

- residents on Liverpool Road who will be affected by the proposal have not been notified;
- the proposed development should enhance the Castlefield conservation area;
- the proposal will have a detrimental impact on several listed structures, particularly the Castlefield Railway Viaduct;
- the brightly coloured protruding sections on the buildings are garish and inappropriate;
- the increase in traffic will cause further disturbance to residents on Potato Wharf and possible damage to the road surface;
- development along the canalside is welcomed but the developer should make a financial contribution towards further environmental improvements along the canal towpath and the details of any S106 agreement should be approved by this Committee.

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Issues

Environmental Impact Assessment - By reason of the size of the site the proposal falls within Schedule 2 of the Environmental Impact Assessment Regulations 1999 and a screening opinion has been carried out to assess whether an EIA is needed. The opinion concluded that the proposal would not have any significant environmental effects and an EIA is not required in this case.

Unitary Development Plan and the proposed uses - The proposal is consistent with UDP policies that promote regeneration and employment within the City Centre, building on the significant regeneration that has taken place within the Castlefield area and the continuing investment and environmental improvements. The principle of the use and the overall scale of development has been established under the previous permission 074582/FO/2005/C3.

The proposed development would be consistent with UDP Policies H2.7 (Housing), E3.5 (Environmental Improvement and Protection), T2.6, T3.1 and T3.7 (Transport), DC7.1 (New Housing Development), DC9.1 (New Commercial and Industrial Development - Access for Disabled People), DC18 (Conservation Areas), DC19 (Listed Buildings) and DC26 (Development and Noise). The proposal is also consistent with the Small Area Framework for this area (Policy RC20 - Area 27). The proposed development would also be consistent with UDP Policies H2.2, E1.5, E1.1, E2.7, E3.6, E3.7, T3.5, RC4, RC17, RC18 and DC20.

Impact On The Conservation Area and Listed Buildings - The City Council has a statutory duty when considering proposals in a conservation area to ensure that the character or appearance of the area is preserved or enhanced. The character of this part of Castlefield Conservation Area is defined by the canal and river network, over-layered by substantial railway viaducts. The conservation area is characterised by substantial buildings many of which have a direct relationship with the waterways and with some standing in open areas. It should be acknowledged that the physical character and amount of development has changed the area in recent years through the driving force of regeneration initiatives by both the public and private sectors. This investment has produced an attractive environment, made it easier for the public to walk through it, and has introduced a positive mix of uses, none of which was possible in the area's historic heyday when it served only as an area linking canal, road and rail networks to service the industrialisation of Manchester. This is an important point as the character of the area, whilst having important historic references is not a recreation of those earlier industrial times.

The proposal is in a part of the conservation area that is currently run down in appearance. The proposal would improve the appearance of the area and bring more life to the area, whilst retaining the canal boat moorings that are characteristic here. The disused factory on Plot 4 would be demolished to make way for this development (approved under conservation area consent 074583/CC/2005/C3) and is of no architectural or historic interest and contributes very little to the conservation area. The building that would replace it would be relatively tall at 13 storeys, but would provide a 'stop-end' to the canal basins to the south of it reminiscent of the warehouse buildings that were historically associated with the canal arms in the area. The materials proposed

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for the development are considered to be appropriate to the canalside setting providing a robust appearance reminiscent of canal side buildings and structures. The brightly coloured projecting elements enliven the elevations and are considered to be acceptable. It is considered therefore that the proposal would enhance Castlefield Conservation Area.

The proposal would have an impact on a number of listed structures the main one being the Grade II listed Castlefield Railway Viaduct. The residential buildings would be set at right angles to the railway viaduct allowing views through to the structure. The buildings adjacent to the viaduct would be no more than 6 storeys in height, designed to respect the height of the viaduct. The other listed structures nearby such as the weir at Giant's Basin and the canal basin would be little affected by the development and would in fact be brought more to the public's attention through the redevelopment of the area. It is considered therefore that the proposal would maintain and enhance the settings of the listed structures.

The Scheme's Contribution To Regeneration - Regeneration is an important policy stance in the UDP and as set out earlier in the report, there is still work to do in Castlefield, especially in terms of how this area is integrated into the remainder of the City Centre. In many ways, the area is still perceived as being remote from the rest of the City Centre and this is reinforced by the 'barrier' formed by the railway viaduct and the associated (and in part redundant) infrastructure. The scale, quality and quantum of development proposed would help to address this issue of connectivity. The proposal would help to increase the residential population and bring additional vitality to the area, increasing access to the canalside. No more than 33 per cent of apartments would be one bedroom to encourage a wider mix of occupiers and a more stable population and providing a more sustainable development. Therefore this scheme would contribute positively to the regeneration of the area and the City Centre.

The scale and form of the development - The residential use is compatible with other residential uses approved in the vicinity. The proposed building is of a contemporary design and it is considered that the height, overall size, form and design of the scheme would contribute to the sense of variety in building types in the area. The development would follow the line of the canal arms and re-establish the back of pavement development that is characteristic of City Centre development. The contemporary design of the scheme would generate visual variety in the urban design character of the area.

The scheme does involve a tall building, especially in terms of its local context, which needs to be looked at carefully. The building has been justified in terms of its location, forming a visual marker for the area and the north westerly access point to the City Centre when viewed from Regent Road, a major route into the City. The building would be set away from the listed viaduct, with the buildings adjacent to the viaduct being kept at a lower height so as not to dominate the viaduct and to retain views through to the listed structure. The building would give a vertical emphasis to the composition of horizontal structures formed by Blocks 1 and 2 and by the viaduct, creating a vertical 'stop-end' to the canal arms. On balance therefore, it is considered that the proposed 13 storey building has been justified and is acceptable.

The Scheme's Impact on Amenity - The residential use is compatible with other residential uses approved in the vicinity. An acoustic scheme has been

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submitted that recommends measures to insulate apartments from external noise and a condition requiring appropriate noise insulation should be attached. The buildings are located adequate distances from each other and at an orientation so as not to cause any significant overshadowing. It is considered that the proposal would not have a detrimental impact on the amenities of the area or any neighbouring properties. The trees on the site would be replaced on a 1:1 basis as part of the landscape scheme.

Highways, Servicing and Parking - The site has previously been used as a public car park and it is considered that there would not be a significant increase in traffic from this previous use. A transport statement has been submitted with the application that concludes that the proposed development would have no material adverse impact on the safety or operation of the adjacent highway network and this conclusion is accepted. The applicant is addressing the technical design issues raised by the Head of Engineering Services and a condition should be attached ensuring these issues are resolved before any development commences. The proposal would provide 70 per cent car parking in relation to the number of apartments, with 52 spaces for secure bicycle parking. The applicant has agreed to put forward a strategy that might include car share schemes, parking leases and/or car pooling to make up the shortfall in car parking spaces, and a condition requiring such a strategy to be in place before first occupation of the premises should be attached to any consent. The applicant has indicated that any car parking spaces not taken up by residents would be made available for use by the YMCA.

Full Access - The proposed buildings and the site would be fully accessible. Five per cent of parking spaces are dedicated for use by disabled persons.

Crime and Disorder - The proposal would bring life to this area and create opportunities for natural surveillance of the streets. A condition requiring the scheme to achieve the 'Secured by Design' accreditation should be attached.

Response to neighbour and councillor objections not dealt with above:

* It is considered that neighbour notifications on this proposal and the previously approved proposal have been carried out correctly. Both proposals were advertised in the local press and site notices have been displayed, in accordance with the local planning authority's statutory duty.

* Issues to do with construction would be dealt with under Environmental Health legislation.

* A condition requiring the footpaths to be reinstated in York stone has been recommended in the committee report;

* Under the previous permission for this site a financial contribution has already been made towards environmental and infrastructure works within the City Centre.

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

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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

The application is approved on the basis that the proposal is in accordance with the Unitary Development Plan for Manchester (adopted 1995), in particular policies H2.2, H2.7, E2.7, E3.5, E3.6, E3.7, T2.6, T3.1, T3.5, T3.7, RC4, RC5, RC17, RC18, DC7, DC9, DC18, DC19, DC20, DC26 and the Small Area Framework for this area (Policy RC20 - Area 27), and there are no material planning considerations to indicate otherwise, and 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) Before the development commences, full details that address all outstanding highway matters shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be implemented in accordance with the approved details.

Reason - In the interests of highway safety, pursuant to the City of Manchester Unitary Development Plan Policy RC12 and RC17.

3) Before the development hereby approved commences a scheme for the storage and disposal of refuse shall be submitted to and approved in writing by the City Council as Local Planning Authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health, pursuant to policy H2.2 of the adopted UDP.

4) No part of the development shall be occupied until space and facilities for bicycle parking have been provided in accordance with the approved plans. These facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport, pursuant to City of Manchester Unitary Development Plan Policies T3.1, T3.7 and RC18.

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5) Construction of the works hereby approved by this permission shall not take place unless and until samples and specifications of the 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.

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, pursuant to City of Manchester Unitary Development Plan Policies E3 and I3.1.

6) The footpaths and the areas between the pavement and the line of the proposed buildings shall be fully reinstated in York stone within six months, or within a timescale to be agreed in writing by the City Council as local planning authority, of any part of the development first being occupied.

Reason - In the interests of amenity and to ensure that paving materials are consistent with the use of these areas as pedestrian routes and the site's location within Castlefield Conservation Area, pursuant to City of Manchester Unitary Development Plan Policies E3.6, E3.8 and DC18.

7) Before the development hereby approved is first occupied, full details, including plans, elevations and cross sections, of the two pedestrian bridges shown on the approved drawings shall be submitted to and approved in writing by the City Council as local planning authority. The bridges shall be constructed and ready for use within six months of the development first being occupied, or within a timescale to be agreed in writing by the City Council as local planning authority, and shall be retained thereafter.

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, and to improve accessibility within the area pursuant to City of Manchester Unitary Development Plan Policies E3, E3.4, I3.1 and DC18.

8) Notwithstanding the details shown on the approved drawings and before the development commences, full details, including elevations, cross sections and details of materials and finishes, of the proposed vehicle barriers to the canal edge and within the surface car park below the railway viaduct, shall be submitted to and approved in writing by the City Council as local planning authority, before development commences.

Reason - In the interests of amenity and to ensure that the barriers are consistent with the site's location within Castlefield Conservation Area, pursuant to the City of Manchester Unitary Development Plan Policies E3.6, E3.8 and DC18.

9) The development hereby approved shall include acoustic glazing and acoustically treated ventilation in accordance with the recommendations of the Sol Acoustics Environmental Noise Study dated October 2006. The recommendations of that report shall be implemented in full before any of the development is first occupied.

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Reason - To protect the amenity of the occupants of the premises once the development hereby approved is occupied, pursuant to policy H2.2 of the adopted UDP.

10) Before the development hereby approved is first occupied, the building, together with any externally mounted ancillary equipment, shall be acoustically insulated in accordance with the Sol Acoustics Environmental Noise Study dated October 2006 in order to secure a reduction in the level of noise emanating from the equipment.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policy H2.2 of the adopted UDP.

11) The applicant shall, with regard to television reception in the area containing the application site, provide the City Council as local planning authority with a study that:

a) Assesses the impact of the development on television signal reception within the potential impact area identified in the TVA Installations (Stockport) Ltd report dated 24 August 2006 within one month of the practical completion of the development or before the development is first occupied, whichever is the sooner, and at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact area. The study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out in (a) above. The measures identified must be carried out either before the building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

Reason - To provide an indication of whether the development during construction and once built will affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception, as advised in Planning Policy Guidance Note 8: Telecommunications.

12) Before the development hereby approved commences, a report to assess the likely extent of any ground contamination and/or ground gas being present on or affecting the site shall be submitted to and approved in writing by the City Council as local planning authority. Any necessary site investigations and remedial measures shall then be carried out according to a scheme to be agreed in advance with the City Council as local planning authority and implemented in accordance with the approved scheme.

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, pursuant to PPS 23.

13) No development shall take place within the proposal area unless and until the applicant has secured the implementation of a programme of archaeological works in accordance with a written scheme of investigation which has been submitted to and approved by the City Council as local planning authority.

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Reason - To ensure that a record, including drawn, written and photographic information as necessary, is kept of any archaeological discoveries made, pursuant to the City of Manchester Unitary Development Plan policy DC20.

14) All vehicles entering and leaving the site during the construction period are to pass through a wheel wash. Details of the wheel wash shall be submitted to and approved in writing by the City Council as local planning authority prior to the development commencing.

Reason - To ensure that the proposed development does not cause unacceptable amounts of dust in the vicinity and to ensure that local roads are kept clear of mud pursuant to the City of Manchester Unitary Development Plan Policy H2.2.

15) The development hereby approved shall incorporate measures to minimise the risk of crime and to meet the specific security needs of the application site and the development. Any security measures to be implemented in compliance with this condition shall seek to achieve the 'Secure by Design' accreditation awarded by the Greater Manchester Police. Written confirmation of those measures are to be provided to the City Council, as the Local Planning Authority.

Reason - In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well-being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, and to reflect the guidance contained in PPS1 "Delivering Sustainable Development".

16) The development hereby approved shall incorporate measures to minimise the environmental impact and energy use of the building and shall seek to achieve an Eco Homes rating of 'very good'. Written confirmation of this rating is to be submitted to and approved in writing by the City Council as local planning authority before the development is occupied, unless otherwise agreed in writing by the local planning authority.

Reason - In the interests of minimising the impact on the environment of the building, pursuant to adopted City of Manchester Unitary Development Plan policy E1.6, Regional Spatial Strategy policy ER13 and Planning Policy Statement 1 (PPS1).

17) The development hereby approved shall not be occupied unless and until a scheme that will provide for the needs of future residents whom may wish to have the use of a motorcar in respect of their domestic needs has been submitted to and approved in writing by the City Council as local planning authority. The scheme submitted should incorporate a car club and should include details of the arrangements to be put in place and shall also identify the parties who will be responsible for managing the scheme. Any scheme approved in discharge of this condition shall be operational at all times that any residential units are occupied.

Reason - The development does not provide sufficient car parking facilities and in order to provide alternative arrangements (e.g. parking leases with car parking companies; car sharing; car pool arrangements; or membership of a car

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club) for the needs of future residents whom may need to use a motorcar, and pursuant to Policy RC17 of the City of Manchester Unitary Development Plan.

18) The areas of the buildings that would be liable to damage from the ingress of flood water shall be constructed from materials that are resistant to such damage, the details of which shall be submitted to and approved in writing by the City Council as local planning authority.

Reason - The buildings are within an area at risk of flooding.

19) Any services within the areas of the buildings that are liable to damage from the ingress of flood water shall be located at an appropriate level so as to avoid such damage, the details of which shall be submitted to and approved in writing by the City Council as local planning authority.

Reason - The buildings are within an area at risk of flooding.

20) Within the application site flood warning notices (including the appropriate route of evacuation) shall be erected in numbers, positions and with wording all to be agreed in writing with the City Council as local planning authority. The notices shall be displayed as agreed and kept legible and clear of obstruction at all times.

Reason - To ensure that owners and occupiers of the premises are aware that the land is at risk of flooding.

21) The development hereby approved shall be carried out in accordance with the following drawings and information, unless otherwise agreed in writing by the City Council as Local Planning Authority:

D-10-001 P1, B1-D-30-100 rev C, B2-D-30-110 rev C, B3-D-30-200 rev P1, D-30-000 rev D, D-30-100 rev P1, D-30-500 rev B, D-30-510 rev B, D-30-520, D-30-600 rev B, D-30-050, D-30-051, D-30-052, D-30-053, D-30-054, D-30-055, D-30-056, D-30-057, D-30-058, D-30-059, D-30-060, D-30-061, D-31-601, D-31-602, D-31-603, D-31-604, D-31-605, D-31-606, D-31-607, D-70-010 rev C, D-70-020, D-72-600, LP 294.001 rev B, LP 294.002, LP 294.004, LP 294.005, LP 294.006, LP 294.007, LP 294.008 rev C, LP 294.009, LP 294.010 rev A, LP 294.011 rev A;

Landscape Projects Landscape & Public Realm Maintenance Schedule received by the local planning authority on 5 December 2006;

TVA Installations (Stockport) Ltd report dated 24 August 2006;

Livingcity Ltd Waste Management and Refuse Disposal Strategy received by the local planning authority on 23 October 2006;

The Ornithological and Bat Survey received by the local planning authority on 23 October 2006;

The Sol Acoustics Environmental Noise Study dated October 2006;

The Archaeological Desk-Based Assessment dated October 2006 (Report No. 13778.R01);

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The Shepherd Gilmour Geoenvironmental Desk Study and Ground Investigation dated September 2006.

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: 081118/FO/2006/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 on the application:

Councillor Marc Ramsbottom
English Heritage (NW Region)
British Waterways
Greater Manchester Police
Environment & Operations (Refuse & Sustainability)
Environment & Operations (Highway Authority)
Greater Manchester Passenger Transport Executive
Director of Housing
Environment Agency
Head of Environmental Health
English Heritage (NW Region)
Head of Engineering Services
119f, 119e, 119d, 119c, 119b, 119a, 117f, 117e, 117d, 117c, 117b, 117a
Liverpool Road Central Manchester M3 4JN;
Ymca Castlefield Hotel Liverpool Road Central Manchester M3 4JR;
Ship Canal House Flats 15 - 17 29 Slate Wharf Central Manchester M15 4SX
Ship Canal House Flats 9 - 14 27 Slate Wharf Central Manchester M15 4SX
Ship Canal House Flat 12 17 Slate Wharf Central Manchester M15 4SX
Ship Canal House Flat 1 - 8 25 Slate Wharf Central Manchester M15 4SX
J C B Factors Ltd Unit 2 New Elm Road Central Manchester M3 4JH
Claymore Motors 3 New Elm Road Central Manchester M3 4JH
Arc Northern Potato Wharf Central Manchester M3 4NB
H J Hambley Potato Wharf Central Manchester M3 4NB
Spray Shop Supplies Ltd 2a New Elm Road Central Manchester M3 4JH
Scientific Analysis Laboratories Ltd Medlock House 2 New Elm Road Central Manchester M3 4JH
E A P International Ltd Unit 6-8 Manchester Industrial Centre Water Street Central Manchester M3 4JW
Claymore Motors Unit 3 Manchester Industrial Centre Water Street Central Manchester M3 4JW
Library Theatre Workshops Unit 5 Manchester Industrial Centre Water Street Central Manchester M3 4JW
Youth Hostels Association Potato Wharf Central Manchester M3 4NB
St. John House 123 Liverpool Road Central Manchester M3 4JN

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2 - 36 (evens) Potato Wharf Central Manchester M3 4NB
1 - 25 (odds) Woollam Place Central Manchester M3 4JJ
4 New Elm Road Central Manchester M3 4JH
Next Warehouse Unit 4 Manchester Industrial Centre Water Street Manchester
M3 4JW
Sal Unit 2 Manchester Industrial Centre Water Street Central Manchester M3
4JW
Egerton Narrowboats Ltd The Arches Boatyard Potato Wharf Central
Manchester M3 4NB
The Commercial Hotel 125 Liverpool Road Central Manchester M3 4JN
Theatre Co Unit 5 New Elm Road Central Manchester M3 4JH
Ashton House Flats 7 - 14 23 Slate Wharf Central Manchester M15 4SX
Ashton House Flat 1 - 6 21 Slate Wharf Central Manchester M15 4SX
Bridgewater House Flat 15 - 17 9 Slate Wharf Central Manchester M15 4SW
Bridgewater House Flat 9 - 14 7 Slate Wharf Central Manchester M15 4SW
Bridgewater House Flat 1 - 8 5 Slate Wharf Central Manchester M15 4SW

Representations were received from the following third parties:

14 Potato Wharf
36 Potato Wharf
23 Slate Wharf
119E Liverpool Road
F119 Liverpool Road
127C Liverpool Road
Angela Chung
The Manchester YMCA, Liverpool Road
Councillor Marc Ramsbottom

Relevant Contact Officer: : Lucy Harrison
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