Manchester City Council
List No. 8
Planning and Highways
24 July 2008

Application Number 085144/FO/2007/N2
Date of Appln 13th Mar 2008
Committee Date 24th Jul 2008
Ward Bradford Ward

Proposal
Erection of two detached buildings of maximum height of thirteen storeys to accommodate 109 residential units and six commercial units (use classes A1, A2, A3, B1 and D1) with associated landscaping, car parking and vehicular access following demolition of existing buildings and retention of existing facade to Pollard Street.

Location
Land At Pollard Street/Carruthers Street, Ancoats, Manchester, M4 7DS

Applicant
Kamani Commercial Property LTD, 49/51 Dale Street, Manchester, M1 2HF

Agent
DPP 40 Barton Arcade, Manchester, M3 2BH

Description
This application relates to a 0.465 Ha site incorporating a warehouse building known as the Ancoats Works. The Ashton Canal forms the northern boundary with Carruthers Street and Pollard Street to the south and west. The Bank of England pub is adjacent at the junction of the above streets. Hope Mill to the east is Grade II star.

The application site is located in an area, which is currently experiencing substantial urban regeneration and the implementation of large scale residential schemes within associated retail and commercial units. The Milliners Wharf development is currently under construction and is situated to the south-west of the site, adjacent to the Ashton Canal, which comprises of a large building of up to 9 storeys and 22-storey tower. The "Chips" residential scheme is situated on the opposite (northern) side of the Ashton Canal. Beyond the Ashton Canal, which bounds the site, is an area of green space and 2-storey housing along Piercy Street.

The site is also within the site known as "Holt Town" which is the subject to the following application which was approved by Committee on 2 July 2008. 083447/OO/2007/N2 - OUTLINE APPLICATION for the principle of mixed use development comprising 466,063sqm of residential floorspace (equating to a maximum of 4,348 residential units) Class A1 retail, Class A2 offices, Class A3 restaurant, Class A4 public houses and Class A5 (hot food takeaways (2028sqm in total), Class B1 (offices) and Class D1 non-residential accommodation and Class D2 Assembly and Leisure (11,121sqm in total) and a primary school plus associated access and open space.

In addition to a mix of commercial, industrial and warehousing uses, Pollard Street accommodates Crossley Court, a residential development of 2 and 3-storey buildings. Hope Mill (Grade II Listed Building), which is immediately adjacent to the north-east site boundary, has planning permission and listed
building consent for its conversion of the building into 57 apartments and canal side restaurant (075967/FO/2005/N2 and 075968/LO/2005/N2).

The proposal comprises of:

Block A: 89 Apartments:
(80 x 2 bed; 7x 3 bed; 1x 4 bed; 1 x penthouse)

Block B: 20 Apartments
(6 x 2 bed; 6 x 3 bed; 6 x 4 bed; 2 x penthouses)

6 retail / commercial units.

The development is supported with 89 per cent car parking. Pedestrian access to residencies is gained from Carruthers Street. Proposed vehicular access has its ingress Pollard Street and egress at Carruthers Street.

Block A and Block B would be constructed upon a podium of up to 4 metres in height. The variance the height would accommodate changing ground levels across the site and adjacent to the Carruthers Street Bridge over the Ashton Canal. The podium would accommodate parking for 92 cars, 52 bicycles, plant rooms, reception areas and bin storage areas.

Block A has a curved elevation which links Carruthers Street and the Ashton Canal. The sweep falls from 13 storeys as the building "moves" to its termination at 7 storeys adjacent to the boundary with Hope Mill. The height of Block A is graduated. The roof design comprises of a series of stepped flat roofs. This allows the formation of roof gardens, some of which would be allocated to individual apartments, whilst others would be shared. The roof is given continuity through the incorporation of a curved metal rainwater catcher (roof feature), which progresses across the roof to its highest point.

The elevational treatment to Block A would be framed by horizontal bands of glazed windows and doors to balcony areas, interspersed with coloured panelling. The panelling would be predominantly relieved by horizontal bands of white concrete panels, intersected by vertical columns of the same materials, this approach would be replicated throughout the upper floors of the building.

The ground floor plinth would incorporate terracotta tiled elevations with galvanised mesh ventilation frame to the car parking areas facing the Ashton Canal. Access shutters to car park areas and doorways the lockable bin stores would face towards the adjacent Hope Mill.

Block B incorporates a retained 3-storey brick elevation which is sited directly adjacent to Pollard Street and incorporates new window and doorway openings to accommodate the proposed 6 retail and commercial units. The frontage to Pollard Street would be staggered as away from the street, resulting in the formation of flat roofs at 3rd, 5th and 6th storeys. The flat roofs would form garden terraces at 3rd and 5th storeys with balconies incorporated into the 4th storey. Block B would incorporate the previously outlined glazing and panelling elevational treatment.
Vehicular and residents movement would be co-ordinated through the ground floor beneath the podium. Vehicular access would be gained via the shared access road adjacent to Hope Mill with the egress onto Carruthers Street. These access and egress arrangements would also serve the loading and servicing areas for the proposed retail and commercial units. Residents principal access would be via a central reception area accessed via Carruthers Street. Block A would be directly accessed from 3 lift points and stairwells commencing in the car parking area. Access doors would be positioned on the north-east elevation adjacent to Hope Mill.

After gaining access to the podium level, 3 circulation / access points would be formed to the respective blocks, as they enclose a central communal lawn, circulation areas and private garden areas to the first floor units (to Blocks A and B). This would be a podium level entry to the first floor of Block B are also to be gained from this central area. This communal space would supplement the amenity space provided balcony areas and roof terraces.

The applicant has not indicated specific uses for any of the proposed retail / commercial units.

The applicants have indicated that they wish to pursue the above scheme. However, the applicants are aware to the City Council's concerns, as outlined in the following analysis of the scheme, and are amenable to further discussions, which may result in the submission of a more acceptable scheme under a separate application.

**Consultations**

Local Residents - No comments received.

CIBITAS - A substantial a letter of objection has been received. In summary the grounds for objection are as follows.

i. It directly conflicts with policies EM1 EM2 EM10 in that does not assist in the comprehensive and holistic planning of local area.
ii. A direct conflict with policy EM2 in that it will not enhance the quality of the environment and will be detrimental to the character of the historic environment and the Ashton Canal.
iii. A direct conflict with the Manchester Guide to Development SPD and the New East Manchester Strategic Regeneration Framework in that it does not provide sufficient family housing.
iv. A direct conflict with the outline planning permission for Holt Town Waterfront.

Greater Manchester Archaeological Unit - An initial assessment of the site indicates the likelihood of the presence of remains of Caruthers Cotton Mill beneath of the car parking area. The proposed development will expose and potentially destroy archaeological evidence, relating to the transformation of Ancoats from an rural environment to an industrial suburb during the late 18th and early 19th centuries. The Archaeological Unit recommends that a programme of works be submitted (to the LPA) prior to demolition thereby allowing a record to be created for archive and research purposes. This should
be accompanied by investigative and evaluation work during the course of demolition and construction works.

GMPTTE - Confirm the comments of the Head of Engineering Services regarding the impact of the development on the junction improvement to accommodate Metrolink and the positioning of the proposed vehicular access point.

It is also considered the development should be related, if approved, to a s.106 Agreement relating to the provision of a residential travel plan.

Engineering Services - The following comments have been received.

i. The development will need to be appropriately related to junction improvements at the Pollard Street / Carruthers Street / Merrill street. These works are required to accommodate Metrolink and will affect the position of the vehicle access on the western side of the proposal thereby necessitating some amendments to the scheme.

ii. A financial contribution is sought towards financial contribution towards signal works/environmental works at the junction of Pollard Street / Carruthers Street / Merrill Street in accordance with a strategy agreed with GMPTTE / Metrolink.

iii. Applicants should be required to reinstate footpaths around the site.

iv. Pedestrian splays need to be provided at the exist of the proposed car park onto Carruthers Street.

v. The width of the width of the proposed car park entrance is insufficient at 4.25 metres. The width should accommodate larger vehicles which will need to collect from within the site and leave in forward gear via the egress onto Carruthers Street. Vehicular swept paths details must therefore be provided. Reversing on and off Carruthers Street is unacceptable. It is also considered that the delivery arrangements to the Bank of England public houses should be determine as they may be affected by the proposals.

vi. A review of the parking facilities of the shared access road is required to assess any possible conflicts.

vii. The developer may be required to contribute towards the review of waiting and loading restrictions as a result of the development.

Chief Executive’s Landscape Practice Group - Are satisfied with the proposed spaces, but have requested:

i. Further information in respect of the methodology of proposed planting and maintenance;

ii. Consideration of the use of better quality material in relation to hard surfaced paving.

Environmental Health - A condition should be attached to any approval to secure the submission of the following information and the subsequent implementation of the development in accordance with an approved scheme:

i. A site investigation and interpretative report;

ii. A robust final risk assessment;

iii. A relevant and appropriate remedial proposals.

iv. Upon completion of works, a verification report to validate that the work undertaken conforms to the remediation proposals received and agreed by the City Council.
Contaminated Land Section - Any approval should be conditioned to ensure the following:

i. Suitable hours restrictions in relation to the proposed retail / commercial units.
ii. The approval and implementation of a scheme to ensure adequate extraction of fumes and vapours.
iii. The approval and implementation of a scheme to ensure adequate extraction of noise insulation relating to: noise breakout from the retail / commercial units; residential units from Metrolink and surrounding highways; any ancillary mounted equipment.
iv. The control of deliveries and servicing to the following hours: 7.30 am to 8.00 pm Monday to Saturday, with no deliveries on Sundays and Bank Holidays.
v. The implementation of measures outline in the submitted waste management strategy.

New East Manchester - New East Manchester (NEM) - Note that details of the scheme were not presented to NEM prior to the submission of the planning application.

NEM is encouraged by the proposed provision of 3 and 4 bedroom units and the omission of 1 bedroom units. This is considered to be consistent with NEM support for larger and more family orientated accommodation. However, NEM does not support the development on the following grounds:

i. The height of Block A is considered to be too high and should be limited to a maximum of 9 storeys falling to 6 storeys adjacent to the canal. The scale of Block A is considered to be more reflective of a City Centre apartment block and should be of a scale that helps to create a more "family friendly" environment.
ii. The layout, particularly Block A, be more compliant with Design for Access 2.
iii. The siting of proximity of the proposed buildings is considered to have a negative impact on neighbouring listed buildings.

NEM regards the level of amenity space is considered to be sufficient.

Environment Agency - - No objections but requests the following conditions:

i. The submission and approval of risk assessment of the risks associated with the contamination of the land and the submission of a verification report, including arrangements for long term monitoring.
ii. A survey to determine the presence of bats in existing buildings and if necessary the provision of a scheme to ensure the preservation of habitats prior to the commencement of demolition or construction.

British Waterways Board - No objections but recommendations the following:

i. A s.106 contribution to address to mitigate against the increased activity along the tow path which may be associated with the proposal;
ii. A condition to ensure the submission, approval and implementation of a method statement during demolition and construction which minimises the
potential impact on the canal. The detail of the method statement should be compatible with the British Waterways Code of Practice.

The separate consent of British Waterways will be required prior to the undertaking any works potentially affect the canal and associated structures.

Greater Manchester Ecology Unit - The following comments have been received:

i. Bats - Although the submitted ecology survey has been submitted and identifies the sites capability of supporting bat roosts, a bat survey has not been submitted. Given the presence of a known bat roost at the site, it is recommends that the application be refused in its current form due to the impact on a European protected species for which no mitigation has been proposed. Any lighting along the canal should be designed to have a minimal impact on bat, their roosts and the commuting and foraging corridors along the canal.

ii. Protection of the Site of Biological Importance (SBI) - An assessment is required to assess the impact of the development on the SBI in relation to the substantial increase in the height of the building, the affects of overshadowing and the impact on biodiversity. It is recommended that this assessment be submitted by the applicants prior to the determination of the application. It is also essential that appropriate measures be put in place to protect the SBI during demolition and site clearance. These measures are capable of being addressed through condition.

iii. Birds - A condition should be imposed the ensure that before commencing any works on site, a site survey be undertaken for black redstarts with details of mitigation measure if required. A separate condition is recommended to prevent the removal of vegetation during the bird nesting season.

Greater Manchester Police - The development corresponds to the detail of the submitted Crime Impact Statement (CIS). The application is supported subject to the developer undertaking the crime prevention recommendation specified in the CIS.

**Issues**

Unitary Development Plan - The following policies are relevant:

E1.2 - In providing for waste disposal the Council will adopt the following principles:-

a) it will provide household waste recycling facilities in District and local centres consistent with the need to protect residential amenity;

b) it will provide convenient facilities for people to dispose of uncollected household/garden waste. These will be of an appropriate standard of design and will not have an unacceptable impact on residential amenity;

c) it will carefully control the siting and design of new incinerators, landfill sites and waste treatment and storage facilities (including such operations as waste transfer stations, scrap yards etc) in order to prevent any unacceptable impact on local communities and the quality of the physical and visual environment;

d) it will ensure whenever possible that waste treatment and storage facilities are located where they can be served by rail.
This policy should be read in conjunction with the introductory text for Environmental Improvement & Protection Part 1 policies, which can be found under the Unitary Plan section of the left bar.

E1.4 - The Council will control noise levels by:-
a) ensuring that new development involving high noise levels is not permitted where it would be likely to cause a nuisance to occupiers of nearby properties;
b) minimising the need for heavy goods vehicles to pass through residential areas and the City Centre;
c) the careful design of new roads so that the lines and levels selected minimise the impact of noise on Local people and, in addition, ensuring that noise barriers are provided to deflect noise away from housing areas.

E1.5 - The Council will contribute towards energy conservation by:-
a) ensuring where practicable that new major development is located where it can be easily served by public transport; and
b) encouraging high standards of energy efficiency in new development.

E1.6 - The Council will require the building materials used in new development and refurbishment schemes to be environmentally friendly wherever this is possible. The Council will also encourage the use of recycled building materials.

E2.2 - Permission will not normally be granted for development, which would adversely affect designated sites of special scientific interest, sites of biological importance and geological interest and ancient woodlands.

E2.4 - The Council will ensure that the effects upon wildlife are taken fully into account when considering development proposals. Furthermore, should development be allowed, the Council will seek to protect existing features of ecological value, by requiring them to be incorporated into the development wherever this is possible.

E2.7 - The Council wishes to ensure that buildings and areas of special architectural or historic interest are retained, maintained and, where necessary, restored. It will seek to preserve and enhance the setting of such buildings and areas by appropriate control over the design of new development in their vicinity, control over the use of adjacent land.

E3.4 - The Council will create a network of safe and attractive major linear recreational open spaces by linking and making better use of river valleys, canals, disused railways and other appropriate areas of open space. Within these areas measures will be taken to:-
a) achieve widespread environmental improvements;
b) protect the natural environment;
c) improve water quality;
d) improve access for pedestrians, disabled people, cyclists and, where appropriate, horse riders;
e) protect and enhance wildlife corridors
The Council will ensure that, in developing these recreational routes, adequate measures are taken to safeguard the privacy of nearby residential properties.
E3.5 - The Council will promote measures, which will lead to a safer environment for all people living in and using the City. These measures will include:

a) ensuring that the layout of new development is designed with safety in mind and does not lead to the creation of isolated areas;

b) designing landscaping schemes so as to minimise the risk of attack;

c) that community facilities are located where they are easy and safe to get to;

d) providing safe places for children to play;

e) improving road safety.

E3.6 - The Council will promote cycling in the City by developing a safe network of routes and facilities for cyclists.

H1.2 - relates to the provision of varied housing stock, including the accommodation for disabled people.

H2.1 - The Council will encourage environmental improvements to make residential areas safer and more attractive.

H2.2 - States that the Council will not allow development, which will have an unacceptable impact on residential areas. The matters that the Council will consider, amongst other things, the scale and appearance of the development and its impact in terms of noise, vibration, traffic generation, road safety and air pollution.

H2.7 New housing schemes will be expected to be of a high standard of design and make a positive contribution towards improving the City's environment.

I1.7 - The Council will bring forward proposals to upgrade the older industrial areas and estates in the City. It will seek to work in collaboration with existing occupants to improve the environment in these areas and to ensure that they become better adapted to meet the needs of modern businesses.

I2.1 - The Council will seek to ensure that new commercial and industrial development is fully accessible by all forms of transport and, in particular, is adequately served by the public transport network.

I3.1 - The Council will ensure that the particular needs of both pedestrians and cyclists are catered for in the design of new developments and new road and public transport schemes.

S2.1 - The Council recognises the importance of good quality local and convenient shopping facilities within easy reach of people's homes and will seek to ensure that all parts of the City are well provided for and that facilities are accessible to disabled people. New shops to meet local needs will be encouraged where current provision does not adequately meet requirements.

S2.4 - New shopping facilities should not significantly affect the amenities of nearby residential areas particularly through increased traffic congestion, noise and pollution from cars.
T2.4 - The City Council will expect developments to make adequate provision for their car parking requirements. In deciding whether the level of car parking associated with any development is acceptable, the Council will have regard to the environmental capacity of the site both in terms of the physical appearance of the car parking and its effect on neighbouring activities and also the ability of the local road network to accommodate the traffic generated by the proposed development.

T2.6 - The Council will expect adequate car parking provision to be made for disabled people so that they can get easy access both to existing and new facilities in the City.

T3.1 - The Council will ensure that the particular needs of both pedestrians and cyclists are catered for in the design of new developments and new road and public transport schemes.

T3.7 - The Council will encourage the provision of secure cycle parking facilities. The Council will expect major new developments to make adequate provision for secure cycle parking.

EM 1 - The site, due to its location, is affected by policy EM1, which outlines the approach to pursue the integrated regeneration of East Manchester through the combination of economic, social and environmental considerations and land use planning to influence positive outcomes.

EM2 - The renaissance of East Manchester will be dependent on creating regeneration that is sustainable and increases the demand to live, work and visit the area, now and in the future. To achieve this a holistic approach to regeneration is being promoted and creating a sustainable pattern of development will be a major part of the strategy for the whole area.

EM 10 - States that a new canal side neighbourhood will be developed within the Ashton Canal Corridor which includes:

i. Medium-high density mixed use development along the Ashton Canal Corridor comprising residential and employment uses;
ii. Re-use and restoration of historic buildings, including former textile buildings along the length of the Ashton Canal Corridor;
iii. Redevelopment, improvement and modernisation of residential neighbourhoods in consultation with the local community;
iv. A greater mix of housing types, sizes and tenures, particularly housing for private market renting, owner occupation and live/work units;
v. Provision of a local neighbourhood shopping centre;
vi. Improvements to the Ashton Canal including the provision of a pedestrian and cycle route, and additional access routes to the canal which would facilitate entry and exit from the canal and enhance the sense of safety;
vii. Improved linkages between the Ashton Canal and Medlock Valley by undertaking environmental improvements to Beswick Street and where the Medlock Valley crosses the Ashton Canal;
viii. The relocation of scrap yards and other "bad neighbour" uses from the Holt Town area;
ix. Provision of linkages between the Ashton Canal and Rochdale Canal.
Development within the flood plain between Holt Town and Ashton New Road will be required to demonstrate that it will not adversely affect the flood plain.

DC16.1 In considering development proposals for any site, the retention of existing trees and the planting of new trees within the public highway and along the public frontages of the site will be encouraged by the Council. Except where trees are shown to be in poor health or are individually of little amenity value, or where a satisfactory replanting scheme is more desirable, the Council will not normally permit development proposals which would involve the loss of significant trees and would thereby change the visual character of the street.

DC19.1 In determining applications for listed building consent or planning applications for development involving or having an impact on buildings of Special Architectural or Historic Interest, the Council will have regard to the desirability of securing the retention, restoration, maintenance and continued use of such buildings and to protecting their general setting. In giving effect to this policy, the Council will seek to preserve and enhance the settings of listed buildings by appropriate control over the design of new development in their vicinity, control over the use of adjacent land.

DC26.1 The Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both:
   a. the effect of new development proposals which are likely to be generators of noise; and
   b. the implications of new development being exposed to existing noise sources, which are effectively outside planning control.

DC26.5 The Council will control noise levels by requiring, where necessary, high levels of noise insulation in new development as well as noise barriers where this is appropriate.

Interim Housing Policy - Adopted on 13 September 2006 and states that the City Council will not support proposals for high density, apartment led developments outside the City Centre and its fringes unless it can be demonstrated that such development is required on a particular site to achieve the City’s aims and objectives.

Guide to Development in Manchester 2: Supplementary Planning Document and Planning Guidance- The Guide aims to support and enhance the on going shaping of the City by providing a set of reasoned principles which will guide developers, designers and residents to the sort of development we all want to see in Manchester.

Of particular relevance:

2.25 Streets should be designed for people to use.
2.7 The layout of the scheme and the design, scale, massing and orientation of its buildings should achieve a unified urban form which blends in with, and links to, adjacent areas.
2.13 The scale, position and external appearance of new buildings should respect their setting and relationship to adjacent buildings, enhance the street scene and consider their impact on the roof line and skyline.

2.14 It is important that new developments are of an appropriate height having regard to location, character of the area and specific site circumstances and local effects, such as microclimatic ones.

2.15 Although a street can successfully accommodate buildings of differing heights, extremes should be avoided unless they provide landmarks of the highest quality and are in appropriate locations.

2.18 The corners of buildings create visual interest, enliven the streetscape and contribute to the identity of an area.

2.24 The historic pattern of Manchester's streets and spaces is still evident in most parts of the City. It is a significant element which helps to define the character of different neighbourhoods and should be respected.

2.30 At an early stage, before submitting a planning application, developers should consult with the Council to determine whether a Travel Plan is required in line with PPG13. A Travel Plan is a package of measures and actions aimed at reducing the need to travel by car by providing alternative choices and encouraging walking, cycling, and public transport use.

2.31 Developers should have regard to the impact a new development may have on the local traffic network and on the nature and number of likely movements arising from it.

2.39 UDP Part 1 Policies E2.3 and E2.4 state the Council's intention to protect important wildlife habitats and take full account of the effects of new development on wildlife itself. Natural green space plays an important part in helping to enhance people's quality of life.

2.45 Successful neighbourhoods offer a choice of housing to enable residents to continue to live in an area as their needs and aspirations change. Social and private housing should complement each other to deliver choice and balance.

2.55, 2.58, 3.1, 3.2, 3.3, 3.4, 3.5 Disabled Access

4.10 and 4.11 Waste Management

4.8 Code for Sustainable Homes

6.2; 6.3; 6.4; 6.5; 6.6 Parking Guidelines.

7.2 - Developments should be informed, both in terms of design and layout, by the wider context.

7.4 - A balance of development in areas formally characterised by family housing; offering a range of housing choices and assisting the sustainability of these neighbourhoods.

8 - Community Safety and Crime Prevention

10 - Internal Design Principles and the Provision of space within housing.

11.38 Manchester's rivers and canals contribute significantly to the City's character and activity, and can increase the development potential of adjacent sites. Waterspace can be treated as open space in its own right, as well as forming an attractive backdrop to the development. The view of the proposed development from the water and towpath should be an important consideration, as well as maximising views of the water from the development.

11.39 The role of areas of high townscape and amenity value should be considered, to ensure that new developments and the extension or reuse of adjacent buildings enhance the appearance of, and access to, adjacent areas of open space, and do not diminish amenity. Significant developments close to such amenities will be expected to contribute to their biodiversity, and their
improvement and enhancement; and every opportunity will be taken to increase access to the City's waterways.

12.24 Watercourses: Manchester's City Centre is located on three rivers: the Irwell, Medlock and Irk, and three canals: Rochdale, Bridgewater and Ashton. New development in these areas should recognise these contrasting urban forms.

12.27 Topography: in common with other British cities, 20th century developments in Manchester have tended to ignore natural variations in ground level. The interest created by changes in ground level has been removed by the imposition of artificial decks and by developments containing long horizontal lines. Regaining these changes in level and reinforcing Manchester's natural topography should be a major consideration in the design of proposed developments.

12.29 Street Level Activity: increasing interest in the City's history and in its commercial and retail attractions has brought about an increase in the number of visitors. This in turn demands that greater attention must be paid to the ground floor of buildings, where active uses should be seen by passers-by, and to the design of street surfaces and the public domain in general.

Design For Access 2 (DfA2) - The City Council's best practice guidance of inclusive design standards. Whilst the full weight of the Guide can only be applied to land in which the City has an interest, it can be generally related to the consideration of the internal layouts arrangements of access and manoeuvrability and the design of car parking spaces. DfA2 is related to Guide to Development in Manchester Supplementary Planning Document and Planning Guidance.

Regional Spatial Strategy for the North West - Formerly RPG13 - Provides planning guidance for the North West region. Since 2004, the RSS has formed part of the development plans; as such the weight to be attached to its policies has increased. It contains policies that address core principles of development including the following:

i. DP1: Economy in the use of land buildings, including the effective use of existing buildings and infrastructure within urban areas, particularly those which are accessible by way of public transport, walking or cycling;
ii. DP2: Enhancing the Quality of Life - Ensuring development provides a high quality of life for this and future generations;
iii. DP3: Quality in New Development - Ensuring that new development demonstrates good design and respect for its setting;
iv. DP4: Promoting sustainable economic growth and competitiveness and social inclusion.

vi. UR6: Existing housing stock and housing renewal - A comprehensive approach to clearance and regeneration.

The North West Plan, Draft Regional Spatial Strategy (RSS) - Publicised in January 2006, this draft RSS document provides a framework for the physical
development of the region over the next 15 to 20 years. The following policies are of relevance:

i. DP1 - Defines regional development principles and requires that Local Planning Authorities (LPA).
   a. Make more sustainable, transparent decisions;
   b. Make better use of land, buildings and infrastructure;
   c. Ensure quality in development;
   d. Tackle climate change.

The LPA should ensure the promotion of an appropriate mix of uses within a site or its wider neighbourhood, reduce the need to travel and assist people to meet their needs locally.

ii. L3 - Existing housing stock and housing renewal.

iii. L4 - Regional housing provision.

Planning Policy Statement 1: Delivering Sustainable Development (PPS1) - Encourages the promotion of urban and rural regeneration to improve the well-being of communities, improve facilities, promote high quality and safe development and create new opportunities for the people living in those communities. In addition to this PPS1 clearly outlines the importance of creating sustainable communities.

Planning Policy Statement Note 3 (PPS3): Housing - Sets out the national planning policy framework for delivering the Government's housing objectives. PPS3 reflects the Government's commitment to improving the affordability and supply of housing in all communities.

Reference is particularly made to paragraph 10 (of PPS3) which states that the planning system should deliver:

i. High quality housing that is well-designed and built to a high standard;
ii. Good quality design and high quality development;
iii. The creation of sustainable and mixed communities;
iv. A variety of a housing, in terms of tenure, price and mix of different households as a characteristic of mixed communities;
v. A flexible, responsive supply of land - managed in a way that makes efficient and effective use of land, including re-use of previously developed land, where appropriate.

Better Places to Live by Design: A Companion Guide to PPG 3 - Within this guidance, Government aims to promote greater attention to the principles of good design, focuses on "urban design principles and approaches, which underpin successful housing." This approach seeks to raise the quality of housing layout and design. Particular consideration has been given to the elements of the guide dealing with character; continuity and enclosure and the quality of the public realm.

Planning Policy Statement 9: Biodiversity and Geological Conservation (PPS 9) - States that:
i. Paragraph 1 (vi) - The aim of planning decisions should be to prevent harm to biodiversity and geological conservation interests. Where granting planning permission would result in significant harm to those interests, local planning authorities will need to be satisfied that the development cannot reasonably be located on any alternative sites that would result in less or no harm. In the absence of any such alternatives, local planning authorities should ensure that, before planning permission is granted, adequate mitigation measures are put in place. Where a planning decision would result in significant harm to biodiversity and geological interests which cannot be prevented or adequately mitigated against, appropriate compensation measures should be sought. If that significant harm cannot be prevented, adequately mitigated against, or compensated for, then planning permission should be refused.

ii. Paragraph 13. The re-use of previously developed land for new development makes a major contribution to sustainable development by reducing the amount of countryside and undeveloped land that needs to be used. However, where such sites have significant biodiversity or geological interest of recognised local importance, local planning authorities, together with developers, should aim to retain this interest or incorporate it into any development of the site.

iii. Paragraph 15. Many individual wildlife species receive statutory protection under a range of legislative provisions, and specific policies in respect of these species should not be included in local development documents (see also Part IV of ODPM/Defra Circular, ODPM 06/2005, Defra 01/2005).

iv. Paragraph 16. Other species have been identified as requiring conservation action as species of principal importance for the conservation of biodiversity in England. Local authorities should take measures to protect the habitats of these species from further decline through policies in local development documents. Planning authorities should ensure that these species are protected from the adverse effects of development, where appropriate, by using planning conditions or obligations. Planning authorities should refuse permission where harm to the species or their habitats would result unless the need for, and benefits of, the development clearly outweigh that harm.

Planning Policy Guidance Note 13 (PPG 13): Transport - This guidance seeks to integrate planning and transport at the national, regional, strategic and local level and thereby:

i. Promote more sustainable transport choices for both people and for moving freight;

ii. Promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling, and

iii. Reduce the need to travel, especially by car.

PPG13 states (paragraph 6) that when preparing development plans and considering planning applications, local authorities should:
i. Actively manage the pattern of urban growth to make the fullest use of public transport;
ii. Locate day to day facilities which need to be near their clients in local centres so that they are accessible by walking and cycling;
iii. Accommodate housing principally within existing urban areas, planning for increased intensity of development for both housing and other uses at locations which are highly accessible by public transport, walking and cycling.

Planning Policy Guidance 15 Note (PPG 15): Planning and the historic environment - Provides a full statement of Government policies for the identification and protection of historic buildings, conservation areas, and other elements of the historic environment.

Reference is made to paragraph 2.16, which (states that Sections 16 and 66 of the Act) requires authorities, when considering applications for planning permission or listed building consent for works affecting a listed building, to have special regard to certain matters, including the desirability of preserving the setting of the building.

Planning Policy Guidance Note 16 (PPG16): Archaeology and planning - States the mechanisms for dealing with archaeological remains on land, and how they should be preserved or recorded both in an urban setting and in the countryside. It gives advice on the handling of archaeological remains and discoveries under the development plan and control systems, including the weight to be given to them in planning decisions and the use of planning conditions.

Planning Policy Guidance 24 - Planning and Noise (PPG24) - Guides local authorities in England on the use of their planning powers to minimise the adverse impact of noise. It outlines the considerations to be taken into account in determining planning applications both for noise-sensitive developments and for those activities, which generate noise.

It explains the concept of noise exposure categories for residential development and recommends appropriate levels for exposure to different sources of noise.

Principle - Historically the site has been located in an industrial use and this is reflected in its existing uses. The character of the site and its surrounding context has been strongly informed by this industrial heritage, proximity of the Ashton Canal and the close proximity of the City Centre.

It is apparent that the area, including the application site, has been changed by the introduction of large scale residential schemes. At this stage this residential development has been characterised by the formation of new apartments, both in the form of new build scheme and conversions.

Particular consideration has been given to the relationship of the scheme to its surrounding context. However, consideration has been given to the relationship of the development to the surrounding urban form and its interaction with the geometry of the neighbouring street layout and canal side, which contributes to the parameters of space formed with the local area. Consideration of the
The proposed urban form has also been directed towards its height scale, massing and siting in relation to neighbouring buildings and the streetscene.

The consideration of the development has also been related to the impact of the development to the local highways network and the positioning of the proposed vehicular access and egress arrangements.

The submission of an appropriate redevelopment scheme would present potential regeneration benefits through the introduction of a mix of retail/commercial uses, an improved mix of housing tenure and the delivery of quality development into the area. However, these benefits again need to be balanced against the suitability of the scheme in relation to the quality of its urban design and its relationship to the surrounding context.

All other issues, of significant weight, are outlined in the following analysis.

Relationship to Holt Town - The development does not appropriately relate to the height parameters for the redevelopment of Holt Town as set out in the outline planning permission 083447/OO/2007/N2. Within the vicinity of this application site, the outline planning permission indicates that a maximum height of 6 storeys is acceptable. It is considered that the principle of the proposed uses is compatible with the regeneration objectives for Holt Town. However, for the reasons outlined below the development is not considered to be appropriately related to its surrounding context.

CIBITAS Objection - In response to the submitted objection the following comments are made:

i. It is not considered that the proposals conflict with policies EM1, EM2 and EM10 and the principle of the proposed uses relate appropriately to the comprehensive and holistic planning of the local area, as defined by the outline planning permission for Holt Town. With the exception of the issues relating to height and relationship to the surrounding urban and ecological environment, it is considered that the proposals respond positively to the above planning permission.

ii. It is considered that there is a conflict with EM2 due to the impact on the historic character of the adjacent Ashton Canal and neighbouring listed buildings.

iii. It is considered that given the mix of apartment types and the provision of 3-bedroom and 4-bedroom houses the proposal contributes to the potential provision of family accommodation and therefore does not conflict with Guide to Development in Manchester 2: Supplementary Planning Document and Planning Guidance.

Siting - The existing warehouse buildings are situated adjacent to the back of pavement along Pollard Street (to the south west of the site) and adjacent to the Ashton Canal tow path (to the north west). This relationship is relieved by the siting of the service yard and parking area which draws the buildings away from the boundaries to the south-west of the site.

However, the relationship to the footpath to Carruthers Street and the towpath is affected by the substantial footplate of the podium upon which the buildings are located.
to be constructed and its immediate proximity to the site boundaries. This relationship to both of the identified pedestrian routes is considered to be particularly problematic due to the height of the podium and its elevational design.

In relation to Carruthers Street the proposal fails to incorporate an active frontage to the streetscene. An adverse relationship is thereby formed between buildings and public realm through the presentation of a stark elevational treatment, which is given minimal relief by galvanised open mesh ventilation vents to the car parking area. The buildings, particularly Block A, are considered to have an oppressive and overbearing presence in relation to Carruthers Street, which is a visible and important pedestrian and vehicular route within the local context.

The relationship of the podium to the towpath would lead to the formation of a similarly oppressive relationship to the pedestrian route adjacent to the canal. It is also considered that the failure to provide an active frontage would lead to the formation of an isolated area of towpath with restricted natural surveillance. The podium would fail to relate to the human scale at the point where the development initially interacts with the streetscene at Carruthers Street.

The formation of the podium presents a design solution which seeks to address changing levels and the provision of a car parking area, would effectively separate the main body of the building from the canal side, thereby affect the character of the relationship between the canal and neighbouring built form, as well as, views from and along the canal.

Height, Scale and Massing - In considering the context of the application site, it should be emphasised that a clear distinction has been made in relation to the height and scale of development on the respective western and eastern sides of Carruthers Street. It is considered that the western side of Carruthers Street relates to the City Centre Fringe where the large scale and taller buildings can be appropriately accommodated.

By contrast the eastern side of Carruthers Street, which includes the application site, has a greater mix of building forms and housing (apartment) types. Furthermore, the parameters of height and scale should be related to the more traditional forms of industrial development to be found along the canal side. The height of the proposed building is therefore considered to be excessive and properly related to the surrounding context.

The western side of Carruthers Street is also seen as an appropriate location for higher landmark buildings. It is considered that the positive impact of landmark buildings, distinguished, in part, by their height, would be lost through the introduction of substantially high buildings beyond the City Centre fringe.

The relationship of the podium to the streetscene and the canal side has already been detailed. This overbearing presence to both the streetscene to Carruthers Street and the canal side is exacerbated by the excessive height, scale and massing of Block A. This is related to the introduction of an uncharacteristically high building.
It is also considered that Block A would have an overly prominent visual impact. This would adversely affect views along Carruthers Street, as well as, to and from the neighbouring Ashton Canal.

The height, scale and massing of Block B is initially constrained by the parameters of the retained frontage to the Ancoats Works. The existing relationship is therefore also maintained. However, the visual impact of Block B in relation to Pollard Street need to be related to the incremental rise of the new build elements situated behind the retained frontage. These elements are themselves framed by the substantial height introduced through the construction of Block A. It is considered that the cumulative impact of the height of the development when viewed towards the eastern side of the site would have an overly prominent and obtrusive impact on the streetscene.

The height, scale and massing of Blocks A and B contrast sharply with the proportions of the 2-storey Bank of England public house, which is overwhelmed by the height of both buildings, particularly Block A. This further emphasises the applicant's failure to relate the development to the proportions or architectural expression of buildings in the immediate locality of the site.

Design - It is considered that the development fails to achieve an architectural expression, which relates the development satisfactorily to the surrounding context. The development does not interact positively with the industrial character of neighbouring building, particularly in relation to the adjacent listed building (Hope Mill).

The abrupt and incongruous design approach is most sharply manifested in the sweeping form of the curved elevation of Block A, which links the elevations to Carruthers Street and the Ashton Canal. This emphasises both the graduated height of the building and its excessive proportions. It is not considered that the proposals represent a satisfactory from of canal side development.

This approach fails to adequately relate Block A to the angular geometry of the site and the intersection of carriageway and canal side. The resulting space between the face of the curve and the exposed top of the podium serves to emphasise the massing of this section of the building. This would result in an overly strident and excessively bulky interaction with the streetscene.

Again the relationship of the proposed podium to the streetscene and canal side is considered to be unacceptable, as it fails to make a positive visual contribution to these public areas. It is also considered that the podium has not been appropriately related to the main body of the building in a cohesive and integrated manner. The elevational treatment to Block A thereby fails to secure a comprehensive and coherent elevational treatment.

Whilst the retention of the elevation of the Ancoats Works provides the building with some historically context, it is considered that there is a lack of visual continuity between the elevational treatments formed by the new build. This is in relation to the visually interaction of the retained frontage and Block B; as well as, the relationship between Block B and the Block A beyond. The roof treatment to Block B serves to emphasise this visual continuity. The "pod"
additions to the upper level, which form penthouses, creates an imbalance to the elevational treatment presented to the street scene.

Again there is a lack of continuity between the various elements comprising the development. It is therefore difficult to read the development as a cohesive and comprehensive scheme.

With regard to the relations of the two blocks and their interaction around the communal garden areas and circulation areas, it is considered that the applicant has related the elevational treatment to secure an interaction between the new build elements. However, this approach has a suburban feel in an urban environment. The development again fails to positively respond to the surrounding character and heritage of the locality.

Impact on listed building - It is not considered that the development contributes positively to the setting of either of the neighbouring listed buildings, i.e. Carruthers Street Bridge and Hope Mill.

The setting of the listed bridge is affected by the expanse of the harsh elevational treatment of the podium and its close proximity to the bridge. The negative impact on Hope Mill is related the incongruous design response presented by the proposed building and the failure to responds the defining character of the area, exemplified by the height, elevation detail and proportion of the listed building.

Bats - The applicants have been advised of the need to carry out a bat survey. Unfortunately such a survey is still to be submitted the impact of the development has therefore not been assessed against the previously outlined tests. The Greater Manchester Ecology Unit has confirmed that there is evidence of a bat roost in the site, it is considered that a cautionary approach be adopted and that a reason for refusal should be pursued which safeguards bats and their habitats from threats posed by potential demolition and construction works.

Birds - The concerns of the Greater Manchester Ecology Unit regarding the adequacy of the submitted ecology survey in relation to the bird-breeding season are capable of being addressed by condition within the context of the submission of a suitable scheme.

Impact on the Site of Biological Interest (SBI) - The concerns of the Ecology Unit are noted and it is apparent that the applicant has not provided sufficient information and analysis in respect of the impact of the increased height of the building on the SBI and local biodiversity. A reason for refusal is recommended which seeks to safeguard the SBI and local bio diversity from the potentially adverse impact of the development.

The Ecology Unit also have clear concerns regarding the impact of the development in relation to the adjacent waterway, i.e. canal and tow path, as an SBI. However, these issues may be potentially addressed by condition, although it is considered that the initial submission of such details would have allowed a more appropriate consideration of the impact of the development.
Impact on the Ashton Canal - Issues relating to improvements to the adjacent tow path to mitigate the impact of additional activity attributable to the development can be dealt with through a s.106 Agreement. The submission of a method statement to deal with the impact of construction on the canal, together with a mechanism to secure its implementation, may be addressed by condition should a suitable scheme be submitted.

Contaminated Land - The Head of Regulatory Services is generally satisfied with the details submitted with the application. However a condition would be required to ensure the submission and implementation of the previously specified details.

Highways - The issues raised by the Head of Engineering Services are capable of being addressed as part of a suitably designed scheme and contribution through a s.106 Agreement.

Travel Plan - The applicant has supported the application with a travel plan which seeks to address the short fall in car parking within the scheme. The travel plan also proposes measures to:

i. Address residents need to access a full range of local facilities;
ii. Reduce traffic generated by the development;
iii. Promote active lifestyles and sustainability.

Car and Cycle Parking - Given the proximity of the site to the City Centre, access to existing and forthcoming public transportation links and the opportunities to access the facilities offered by the Holt Town redevelopment, it is considered that the proposed level of residents car parking (84% per cent) is acceptable. The level of disabled car parking provision is considered to be acceptable, ie 12 spaces (13% of overall parking provision). It also considered that the proposed level of cycle parking provision (48%) is acceptable.

Mix of residential uses - The applicants accept that there is a "preference for 2 bedroom units" with in the scheme (although it should be noted that the scheme includes 13, three bed and 7, four bed apartments). The applicants maintain that some of the proposed units are capable of sub-division to change a "2 into a 3-bedroom apartments and a 3 into a 4-bedroom apartments. This flexibility would allow units to be adapted to meet future needs

The omission of one bedroom units from the scheme and the provision of 3 and 4 bedroom units contributes positively to the provision of a range of accommodation which will be potentially used by families. This approach is supported by New Manchester and responds well to Council Policy. However, the consideration of the development is affected by the previously reported urban design issues, which will reduce the height and therefore affect the density of any subsequent scheme.

Loss of an Employment Land - The applicant's submission indicates that the existing "building infrastructure and fabric" would require "considerable investment" if a future or continued employment use is to be pursued. The site currently employs between 15 and 20 people through the Pinstripe Clothing Company, which is one of a group of companies owned by the applicants. The
development will necessitate the relocation of the activities and staff from the
site to other company premises across Manchester, Greater Manchester and
the UK. The applicants maintain that the proposals would lead to a "net loss of
existing employment within the local and wider Greater Manchester economy."

The applicant's submission indicates that the development has the potential to
double the number of people employed at the site through its redevelopment. It
may be also be argued that the relocation of the existing warehousing and
distribution use, will introduce a more compatible mix of uses in the emerging
residential context.

Whilst a "traditional employment" use would be lost from the site, it is the case
that employment opportunities would be provided by the proposed ground floor
uses.

Disabled Access - The applicant's have related the development to DfA2, but
rightly acknowledge that the applicant cannot be obliged to incorporate the full
detail of the guidance to the development as it relates to a non-City Council
owned site.

Within this context it is considered that the proposed accessible car parking,
doorway thresholds and widths, circulation spaces and lifts are acceptable. An
accessible wc and/or bathroom has also been included to each apartment.

Details of the internal layouts of the retail/commercial units have not been
submitted for assessment.

Secured by Design - The GM Police Architectural Liaison Unit have indicated its
support subject to the implementation of the measures within the Crime Impact
Statement. However, concerns remain regarding the failure to provide a
satisfactory level of natural surveillance to the towpath and Carruthers Street.
This situation is related to the lack of active frontages and the setting back of
habitable room windows form the perimeter of the podium.

Code for Sustainable Homes - The applicants has demonstrated that the
residential element of the scheme is capable of achieving Level 3 of the Code.
This meets the requirements and would be sufficient to allow a condition to be
imposed, if the scheme was considered to be acceptable, to allow the standard
condition to be imposed to ensure that the development is constructed to Level
3 of the Code.

BREAAM- The applicant's have not submitted an assessment of the
environmental "performance" and the extent to which sustainable design has
been incorporated into the retail/commercial units of the scheme. Given the
limited provision of "non-residential uses", the consideration of the above may
be potentially addressed by condition.

Affordability - Although the applicants have not submitted formal proposals
indicating how they intend to contribute to the provision of affordable housing,
they have indicted their willingness to discuss the above together with a
mechanism to make the units available.
Wind - An analysis has been submitted with mitigation measures to address the impact of (wind) re-circulation flow, crosswinds and down wash from the buildings elevations. The incorporation of these mitigation measures into the scheme can be potential secured by condition.

Waste Management - The submitted waste strategy relates to both the proposed residential and retail/commercial uses. The strategy provides detailed analysis of the requirements for the storage and collection of waste and recyclable material attributable to the residential units. The arrangements relating to the retail/commercial units require more details which may only be available when a potential end user has been identified.

Noise - The Head of Environmental Health has indicated that the scheme is capable of incorporating noise insulation measures in relation to the residential accommodation, external sources and any equipment, which may be required in relation to the proposed retail/commercial units. Such matters may be addressed through condition should a suitable scheme be submitted.

Archaeology - The issues raised by the Archaeology Unit are capable of resolution through the imposition of their recommended condition.

Landscaping - Notwithstanding the comments of the Landscape Practice Group, the previously reported comments regarding the suburban nature of the communal areas are re-emphasised.

Conclusion - It is considered that the development is unacceptable due to its failure to appropriately respond to the following material considerations:

i. Urban Design:
   a. The proposal fails to appropriately relate to the defining characteristics of existing canal side development to the eastern side of Carruthers Street. More specifically the proposed development fails to positively respond to the height, scale, massing and proportions of neighbouring buildings, including the Hope Mill. It is considered that the development presents disproportionately bulky and tall buildings, which undermine the character of the surrounding area.
   b. The proposal has a visually obtrusive and overbearing impact upon the streetscene and the canal side. This is initially demonstrated by the height and immediacy of the podium to the public realm and is reinforced by the subsequent height of the rising tower.
   c. The proposal adversely affects the setting of two listed buildings, i.e. Hope Mill and the Caruthers Street Bridge to the detriment of the character of the area.
   d. The proposals fail to provide a cohesive and integrated design response, which provides and an appropriate interaction between elements of the proposed development, neighbouring buildings and the streetscene. The development thereby fails to secure a cohesive architectural expression.

ii. Impact on Bats and Habitats
   a. The development proposals are not supported with adequate evidence regarding the presence of bats within existing site buildings, thereby preventing
an adequate assessment of the development on protected species and their habitats.

**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)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. He believes that any restriction on these rights posed by the refusal of the application is proportionate to the wider benefits of refusal and that such a decision falls within the margin of discretion afforded to the Council under the Town and country Planning Acts.

**Recommendation**     **REFUSE**

**Conditions and/or Reasons**

1) The proposed development fails to appropriately relate to the defining characteristics of the surrounding buildings, streetscene and Ashton Canal side within the immediate vicinity of the and its surrounding context within the vicinity of the eastern side of Carruthers Street. The development has a poor relationship to its surroundings by virtue of its excessive height, scale, massing and its failure to positively and appropriately respond to the proportions of neighbouring buildings, including the Hope Mill. The proposed development is therefore considered to be unacceptable and contrary to: Policies H2.2, H2.7 Unitary Development Plan for the City of Manchester Policies 2.7, 2.13, 2.14, 2.15, 2.18, 2.24, 7.2, 11.38, 12.24 of the Guide to Development in Manchester 2: Supplementary Planning Document and Planning Guidance Planning Policy Statement 3 and the guidance contained in Better Places to Live by Design: A Companion Guide to PPG 3.

2) The proposed development would have a visually obtrusive and overbearing impact upon the streetscene and the canal side resulting from the height and immediacy of the podium to the public realm adjacent to Carruthers Street Ashton Canal side and the subsequent height of the rising tower. The proposed development is therefore considered to be unacceptable and contrary to: H2.2, H2.7 Unitary development Plan for the City of Manchester; Policies 2.7, 2.13, 2.14, 2.15, 2.18, 2.24, 7.2, 11.38, 12.17, 12.24, 12.29 of the Guide to Development in Manchester 2: Supplementary Planning Document and

3) The proposed development fails to provide a cohesive and integrated design architectural expression, which demonstrates an appropriate interaction between the elevational elements comprising the development, neighbouring buildings and the streetscene. The proposed development is therefore considered to be unacceptable and contrary to: H2.2, H2.7; Unitary development Plan for the City of Manchester; Policies 2.7, 2.13, 2.14, 2.15, 2.18, 7.2 of the Guide to Development in Manchester 2: Supplementary Planning Document and Planning Guidance Planning Policy Statement and the guidance contained in Better Places to Live by Design: A Companion Guide to PPG 3.

4) The proposed development adversely affects the setting and character of two neighbouring listed buildings known as Hope Mill and the Caruthers Street Bridge by virtue of proximity, height, scale, massing of the proposed buildings and the proposed material to be used in their construction. The proposed development is therefore considered to be unacceptable and contrary to: Policies DC19 H2.2, H2.7; of the Unitary Development Plan for the City of Manchester; Policies 2.7, 2.13, 2.14, 2.15, 2.18, 7.2 of the Guide to Development in Manchester 2: Supplementary Planning Document and Planning Guidance Planning Policy Guidance Note 15.

5) The proposed development has not been supported with adequate evidence regarding the potential presence of bats within existing site buildings, thereby preventing an adequate assessment of the development and associated demolition and construction on protected species and their habitats. The proposed development is therefore considered to be unacceptable and contrary to: Policies E2.4, E3.4 of the Unitary Development Plan for the City of Manchester; Policies 2.39, 4.15 of the Guide to Development in Manchester 2: Supplementary Planning Document and Planning Guidance Planning Policy Statement 9.

6) The proposed development has not been supported with adequate evidence regarding the potential impact of the development on the adjacent Site of Biological Interest and local biodiversity within the vicinity of the Ashton Canal or appropriate measures to mitigate against any resulting adverse impact. The proposed development is therefore considered to be unacceptable and contrary to: Policies E2.2, E2.4 E3.4 of the Unitary Development Plan for the City of Manchester; Policy 4.15 of the Guide to Development in Manchester 2: Supplementary Planning Document and Planning Guidance Planning Policy Statement 9.

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: 085144/FO/2007/N2 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.
The following residents, businesses and other third parties in the area were consulted/notified on the application:

Engineering Services
Chief Executive's Landscape Practice Group
Environmental Health
Contaminated Land Section
Environment & Operations (Refuse & Sustainability)
New East Manchester
Environment Agency
British Waterways Board
Greater Manchester Ecology Unit
Greater Manchester Police
Apartment 126 -175, 2 Munday Street, Manchester, M4 7BD
Apartment 176 - 262, 2 Munday Street, Manchester, M4 7BG
14 - 22 Pollard Street, Manchester, M4 7BE
Apartment 101 - 114, 2 Malta Street, Manchester, M4 7BH
Apartment 115 - 225, 2 Malta Street, Manchester, M4 7BH
Apartment 301 - 325, 2 Malta Street, Manchester, M4 7BL
Apartment 401 - 425, 2 Malta Street, Manchester, M4 7BL
Apartment G01-G14, 2 Malta Street, Manchester, M4 7BH
City Loft Developments Ltd, 2a, Munday Street, Manchester, M4 7BA
10 Piercy Street, Manchester, M4 6FB
88 - 166 Old Mill Street, Manchester, M4 6EE
Burgess Beds Ltd, 113 Pollard Street, Manchester, M4 7JA
31 Pollard Street, Manchester, M4 7AW
1 - 31 Chesshyre Avenue, Manchester, M4 7ET
10 - 24 Sidwell Walk, Manchester, M4 7FT
4 - 8 Sidwell Walk, Manchester, M4 7FT
1 Piercy Street, Manchester, M4 7HY
7 Piercy Street, Manchester, M4 7HY
1 Badby Close, Manchester, M4 7EY
3a, Badby Close, Manchester, M4 7EY
5 - 14 Badby Close, Manchester, M4 7EY
7
1 - 19 Hackleton Close, Manchester, M4 7EZ
2 - 12 Hackleton Close, Manchester, M4 7EZ
1 - 21 Maidford Close, Manchester, M4 7EG
2 - 16 Maidford Close, Manchester, M4 7EG
201 – 207 Every Street, Manchester, M4 7EX
Flat 1-20, Crossley Court, 100 Pollard Street, Manchester, M4 7AS
Mitchell Arms, 215 Every Street, Manchester, M4 7EU
Corpus Christy With St. Anne Rc Primary School, Carruthers Street, Manchester, M4 7EQ
Bank Of England Hotel, Carruthers Street, Manchester, M4 7HZ
Mattinson Ginty & Partners (employee Benefits) Ltd, The Bank, 209 Every Street, Manchester, M4 7EX
Cobsen Davies Roofing Ltd, 125-133, Pollard Street, Manchester, M4 7JB
Tony’s Chippy, 3 Piercy Street, Manchester, M4 7HY
Flat 21 - 46, Crossley Court, 100 Pollard Street, Manchester, M4 7AS
Mancunian Textile Co, 115-123, Pollard Street, Manchester, M4 7JB
3b, Badby Close, Manchester, M4 7EY
7a, Badby Close, Manchester, M4 7EY
7c, Badby Close, Manchester, M4 7EY
9a, Badby Close, Manchester, M4 7EY
Bridges Mill Centre, 22a, Beswick Street, Manchester, M4 7HR
Ancoats Clinic, 6 Piercy Street, Manchester, M4 6FB
Mersey Basin Trust, 22a, Beswick Street, Manchester, M4 7HR
Washington Print Ltd, 24 Beswick Street, Manchester, M4 7HR
Global Gizmos Ltd, 125-133, Pollard Street, Manchester, M4 7JB
Apartment 1-88, 2 Munday Street, Manchester, M4 7BB
Apartment 89 - 125 2 Munday Street, Manchester, M4 7BD

Representations were received from the following third parties:

Engineering Services
Chief Executive's Landscape Practice Group
Environmental Health
Contaminated Land Section
New East Manchester
Environment Agency
British Waterways Board
Greater Manchester Ecology Unit
Greater Manchester Police
Cibitas

Relevant Contact Officer : Carl Glennon
Telephone number : 0161 234 4164
Email : c.glennon@manchester.gov.uk