



POTATO WHARF MOORINGS, CASTLEFIELD, MANCHESTER

PLANNING, DESIGN AND HERITAGE STATEMENT

JANUARY 2021



PROJECT: RD454

CLIENT: Bridgewater Canal

AUTHOR: Scott Bracken (Senior Planner)

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AUTHORISED: Donna Barber (Director)

DATE: January 2021



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1. INTRODUCTION

1.1. This Planning Statement has been prepared by Eden Planning in support of an application by Bridgewater Canal Limited (the Applicant) to Manchester City Council (MCC) for 13 mooring service pillars along the Bridgewater Canal and Potato Wharf Basin, a small car park, canal path and a modest freestanding amenity building to accommodate a shower, toilet and elsan at Potato Wharf, Manchester, M3 4LA.

1.2. The description of development is as follows:

“To install 13 mooring service pillars layout 8 car parking spaces, canal path, erection of an amenity building (shower room, toilet and elsan) together minor regrading of the land and associated landscaping plans”.

1.3. The application is submitted via the Planning Portal (PP-07895036)

1.4. Along with the requisite application forms and certificates, the planning application is supported with the following information:

Planning Drawings

6612_PL01	Site Location Plan
6612_PL02	Proposed Site Layout
6612_PL03	Proposed Site Section and Elevations
6612_PL04	Proposed Service Post and Misc.
4510 01	Landscape Plan
5762_014D	Topographical Survey

Supporting Documents

Planning, Design, Access and Heritage Statement
Arboricultural Impact and Method Statement
Waste Proforma

2. SITE & SURROUNDINGS

- 2.1. The 0.6 ha site comprises the western edge of the Potato Wharf canal basin and land extending to the south/ south west located beneath and adjacent to the Castlefield Railway Viaduct. The edge of the canal basin comprises hardstanding whilst the south western part of the site is subject to some tree cover.
- 2.2. The land is bounded by Potato Wharf apartment block (under construction) to the north, the Bridgewater Canal and basin to the south and east. The Castlefield Railway Viaduct crosses above the site and Dawson Street runs along the western edge. On the opposite side of the Bridgewater Canal are apartment buildings off Slate Wharf and Blantyre Street.
- 2.3. Castlefield is located at the south-west end of Deansgate in Manchester City Centre and is the industrial and Roman heart of Manchester. It is home to historic and modern uses including a Roman fort, networks of canals and old mills as well as new bars, sophisticated restaurants, an outdoor amphitheatre style venue for music and entertainment and a wide range of residential accommodation.





3. PROPOSED DEVELOPMENT

3.1. The proposed development comprises of

- The installation of 13 mooring service pillars along the Bridgewater Canal and Basin.
- 8 car parking spaces (1 disabled space and 1 Electric Charging Point).
- Canal paths (adjacent the canal side and from the car park)
- Amenity building (Shower, toilet and elsan).
- Regrading of the land to ensure continuity with the adjacent site.
- Landscaping scheme.

Relationship with Adjacent Land (LPA Ref: X109335/FO/2015/C1)

- 3.2. There is an agreement between Lend Lease and Bridgewater Canal to work together to facilitate the development and ensure continuity between this proposal and the apartments being constructed. The proposed access to apartments 3 and 4 will be utilised to access this site by the canal boaters, who have a permit/licence only.
- 3.3. Lend Lease are aware of the proposals that have been submitted to MCC.

Moorings

- 3.4. There would be a total of 13 mooring points set out at regular intervals along the Bridgewater Canal and Wharf Basin. Each mooring point would be immediately adjacent the canal side and would comprise of two mooring rings and a service pillar to supply power and water to canal boat users.



Car Park and Canal Path

- 3.5. A small car park adjacent the viaduct is proposed which would be utilised by canal boaters. It would provide 1 disabled space and 1 Electric Charging Point.
- 3.6. From the car park there would be a new path running parallel with the viaduct which connects to another new path alongside the Bridgewater Canal. To provide adequate width alongside the miniature basin a walkway is proposed over it. The canal paths provide access for all to the canal side and associated facilities.

Amenity Building

- 3.7. To support the moorings an amenity building is proposed which comprises of a shower, toilet and elsan. The proposed single storey building with pitched roof is of a modest scale (5840mm x 4827mm). It is largely square in shape and would face the Bridgewater Canal. It is conveniently sited beneath the Viaduct and adjacent the cycle store for Potato Wharf 3 & 4 apartments.
- 3.8. The proposed design approach replicates existing standalone buildings in close proximity and its external materials (brick and tiles) assimilate and sit sensitively within the surroundings.

Access & Regrading of the land

- 3.9. Pedestrian and vehicle access to the mooring's car park is off Potato Wharf and via the access to Potato Wharf 3 & 4 apartments. To provide continuity between land levels and access for all to the canal side, land levels need to be slightly raised and regraded.



Tree and Landscaping

- 3.10. Consent has been granted under reference 124635/TPO/2019 for the removal of trees within an area of land 2.5metres from the front edge of the Bridgewater canal wall to repair the already damaged canal wall, avoiding further disrepair and to protect the canal side from future damaged.
- 3.11. That consent is subject to replacement tree planting which is included in the comprehensive landscaping scheme accompanying this submission.



4. PLANNING POLICY CONTEXT

4.1. In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, the development plan is the starting point for the determination of any application. An application must be determined in accordance with the adopted development plan unless material considerations indicate otherwise. Applications which accord with the development plan should be approved without delay.

The Development Plan

4.2. The Development Plan for the site comprises the Manchester City Council Core Strategy (CS) 2012-2027 and Saved Policies of the Manchester Unitary Development (UDP) 1995. Within the Development Plan the site is allocated within the Castlefield Conservation Area (LPS Policy EN3). It also lies beneath the Castlefield Railway Viaduct and alongside the Canal Basin which are both Grade II listed.

4.3. The relevant development plan policies can be found at **Appendix 1**.

Material Considerations

4.4. Section 70(2) of the 1990 Act deals with determination of applications: general considerations requires that the authority in dealing with the application shall have regard to the provisions of the development plan, so far as material to the application and to any other material considerations.

4.5. The following documents are considered relevant to the determination of this application and can be found at **Appendix 2**:

- The National Planning Policy Framework (The Framework);
- National Planning Practice Guidance (PPG);

5. KEY PLANNING MATTERS

- 5.1. A review of the planning history is provided as an Appendix. We have reviewed these submissions and decisions to ensure we have identified and understood the key planning matters.
- 5.2. This application provides comprehensive information to enable officers to fully consider the benefits of the proposal together with proposed mitigation measures.
- 5.3. We consider the following to be the key planning matters are:
- Principle of development
 - Visual Amenity
 - Landscaping
 - Access and Accessibility
 - Flood Risk
 - Other Matters
- 5.4. Each of these are assessed below.

Principle of the Proposed Use

- 5.5. Moorings can range from fully serviced marinas to simple 'tie up' points along a canal or riverbank. This proposal seeks to provide an essential facility in Manchester City Centre for canal boats to make the most of the historic water ways however long their stay.
- 5.6. Moored boats constitute an inherent part of the waterway scene. This proposal makes efficient use of underdeveloped land next to the canal for water-based recreation. It contributes to protecting and enhancing the waterway environment along the Bridgewater Canal and Basin in the Castlefield area of Manchester City Centre, which is home to a network of canals.
- 5.7. Each of the 13 mooring points would have two mooring rings and one service pillar to provide access to water and electricity for boaters. There would also be a small car park and amenity building associated with the moorings for permitted holders of the serviced moorings to use.
- 5.8. Waterways are defined as green infrastructure in CS Policy EN9. This proposal supports the continued development of the network and improvements to its quality and accessibility. Added to this, the development can enable and support healthy and active



lifestyles and social interactions in accordance with key objectives of the Framework in “promoting healthy and safe communities”.

- 5.9. It is therefore considered that the principle of the development is acceptable in this location and in accordance with CS policies S06, SP1, CC4 and ENV9 and the guidance set within paragraphs 91 and 117 the NPPF.

Visual Amenity

- 5.10. The site is an undeveloped and unkempt piece of land within Castlefield Conservation Area. There are numerous trees protected by a TPO and as a consequence of being within the Conservation Area.
- 5.11. This proposal seeks to make use of the land for a sensitive water-based activity, delivering improvements to the quality and diversity of the green space for recreation as well as enhancing the general appearance of the area.

Moorings:

- 5.12. Moored boats are an inherent feature of any waterway. The proposed moorings would positively contribute to the character and setting of the waterway in the Castlefield area by bringing

vitality and colour to this side and section of the Bridgewater Canal which is dominated by the viaduct and in an increasingly urban context with the development of the apartments.

- 5.13. The service pillars and moorings rings are small scale. They would be sited at regular intervals along the canal side and unobtrusive.

Elsan:

- 5.14. The elsan is an essential element allowing waste from canal boats to be safely disposed of. The ancillary amenity building also provides a toilet and shower facility within the same structure.
- 5.15. The proposed single storey building with pitched roof is of a modest scale (5840mm x 4827mm). It is largely square in shape and would face the Bridgewater Canal.
- 5.16. It is discretely sited beneath the Viaduct and adjacent the cycle store for Potato Wharf 3 & 4 apartments. The proposed design approach replicates existing standalone buildings in close proximity and its external materials (brick and tiles) assimilate and enable it to sit sensitively within the surroundings.

Paths and Associated Car Park

5.17. The canal paths are an inherent feature of the Bridgewater Canal and enable people to enjoy the waterways. The car park is small and would be set against the Viaduct, adjacent the car park for the apartments and within an enhanced landscape setting which improves the quality and diversity of the site. It is considered the paths and associated car park does not harm the amenity of the area.

5.18. Overall, in having regard to the above, it is considered that the moorings, elsan, paths and associated car park respect the visual amenities of the area. As such, the proposals are in accordance with would be respected site CS Policy DM1 and the guidance set within paragraph 127 of the NPPF.

Landscaping

5.19. It has been recognised that the landscape and in particular the trees make a contribution towards the character of this part of the Conservation Area. Previous application (124635/TPO/2019) has sought to remove only those trees that were compromising the structure of the canal and this application provides the replacement planting. The location and species have been

carefully considered to avoid future issues for the canal whilst providing an attractive environment.

5.20. The Landscaping scheme includes 8 new native trees, native shrubs and hedgerows and a seeded wildflower meadow to replace the trees removed to repair the canal wall and the trees to be removed as a result of this development.

5.21. In addition, there are ecology enhancement measures included such as bat boxes and bird boxes which would be installed in the trees retained, whilst log pile habitat/shelters/refuge would be created in corners of the site.

5.22. It is considered that this area of trees is significantly improved.

5.23. The proposal is therefore considered to be in conformity with the criteria of LP policy EN9 and the guidance set within paragraphs 170 and 174 of the NPPF.



Access and Accessibility

- 5.24. The site lies within a highly accessible and sustainable location in the Castlefield area of Manchester City centre and is accessible by all modes of transport. Both Deansgate train and tram stations are within five minute walk of Castlefield and there is safe and suitable access routes for pedestrians and cyclists, which provide an alternative option than using the private car.
- 5.25. It is therefore considered that the site is accessible by car, bicycle and walking and public transport. There are therefore viable sustainable modes of access available, as a realistic option to travel other than by the private car.
- 5.26. As such 8 spaces are provided. This reflects the applicant's knowledge of likely demand from operating canals across the northwest balanced against the level of accessibility.
- 5.27. For the reasons outlined above, it is considered that the proposals are in accordance with CS Policy DM1 and the guidance set within paragraph 108 of the National Planning Policy Framework.

Flood Risk

- 5.28. There is a sliver of land adjacent the basin which falls within Flood Zone 2; this will accommodate the mooring rings and service pillars. The National Planning Practice Guidance (NPPG) confirms a list of Water-compatible developments for such zones and specifically references “...**docks, marinas and wharves.....water-based recreation (excluding sleeping accommodation)**”
- 5.29. It is considered that the proposals are water-compatible development and of low vulnerability. Therefore, a Flood Risk Assessment is not required for the application (notwithstanding the zone designation).

Other Matters

- 5.30. It is considered that the proposal will not result in unacceptable noise or disturbance to the canal setting or to occupiers of the apartments that are present / under development in the area.
- 5.31. The siting adjacent to the railway, car parks and in the city centre location provides an existing noise context to the site which is already experienced by residents whilst the small scale of the



proposal and separation along the canal will minimise potential for noise from the boats and boaters.

5.32. It is considered that the proposal would be in accordance CS policy DM1 and the guidance set within paragraph 127 of the NPPF.

Summary

5.33. The relevant policies seek to strike a balance between;

- Creating and supporting the vitality and colour of the network of canals in the Castefield area
- This proposal supports the continued development of the waterway network and improvements to the quality and accessibility of the Bridgewater Canal
- It respects the character, appearance and setting of the Conservation Area and the listed structures
- It will enable and support healthy and active lifestyles and fostering social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other.

5.34. In this chapter, it is demonstrated that the principle of the development with associated ancillary facilities complies with relevant policies and, importantly, that there are no adverse impacts. Rather we consider this is an acceptable proposal making effective use of an urban site that would otherwise remain derelict.

6. HERITAGE STATEMENT

- 6.1. The site is located within the Castlefield Conservation Area. The Castlefield Railway Viaduct from GMex to Dawson Street that crosses the site was listed in 1994 and is grade II. In the same year, the Bridgewater Canal Basin at Potato Wharf was listed and is grade II also.
- 6.2. This statement has been carried out in order to assess the impact of the proposal on the grade II structure in accordance with the guidance set out in Historic England Advice Note 12 'Statement of Heritage Significance: Analysing Significance of Heritage Assets'. In this regard, there is the need for the applicant to carefully consider the impact of the proposal on the setting of the listed buildings and the character and appearance of the Conservation Area.
- 6.3. The UDP policies were adopted in 1995 and are not consistent with the most up-to-date guidance contained in the Framework and guidance prepared by English Heritage (EH) 'The Setting of Heritage Assets'. The EH guidance provides detail on how to define and assess setting and the associated impact of any changes arising from development. It confirms that setting is not a heritage asset,

nor a heritage designation, rather the importance of setting lies in what contributes to the significance of the relevant heritage asset itself.

- 6.4. The NPPF defines the setting of a heritage asset as:

"the surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral."

- 6.5. As required by paragraph 189 of the NPPF, the detail and assessment contained within this Report is considered to be "proportionate" to the asset's importance and to

"... describe the significance of any heritage assets affected, including any contribution made by their setting."

- 6.6. The Castlefield Railway Viaduct from G-Mex to Dawson Street crosses the site and was listed in 1994. Relevant extract from the listing comprises:

- 6.7. *Railway viaduct. c.1880. Cast iron and wrought iron (?); red brick to east of Duke Street. Runs south-west from former Central*



Station, then westwards, dividing into two over Castlefield and rejoining west of River Medlock. Cast iron drum piers rising to square castellated towers supporting metal lattice parapet. Castellated brick piers with stone dressings to Gothic style skew bridges over River Medlock and roadways. To east of Duke Street viaduct is of brick with segmental arches and castellated brick piers. At western end a blue brick bridge over Dawson Street.

6.8. *Canal basin. Probably c.1760-5, by James Brindley, for Duke of Bridgewater. Branches off north side of Bridgewater canal near Castlefield terminus. Lined with stone blocks. Forms group with the circular overflow basin slightly to the east (known as Giant's Basin) and with Castlefield Railway Viaduct.*

6.9. Heritage significance within the NPPF is defined as:

"The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting. For World Heritage Sites, the cultural value described within each site's Statement of Outstanding Universal Value forms part of its significance."

6.10. To consider the levels of significance attributed to the Viaduct, as set out in Historic England Advice Note 12 'Statements of Heritage Significance: Analysing Significance of Heritage Assets' and the former English Heritage document entitled 'Conservation Principles, Policies and Guidance', the levels of significance are graded as follows:

- Exceptional
- High
- Medium
- Low
- Neutral
- Intrusive

6.11. As the Viaduct and Basin are identified as a Grade II structure, the overall levels of significance attributed to this heritage asset are high, however, the overall significance of the proposed development site within the local context is considered to be low/neutral given the minor nature of the development.



6.12. The Viaduct and Basin and its physical relationship with the built development that surrounds it is the key consideration.

Assessment of Impact on the Significance of the Setting

6.13. The service pillars and mooring rings at each mooring point would be set back from the edge of the basin and canal; as such the small elements of new infrastructure would not directly attach to the listed part of the basin which is referenced in the listing description as being 'lined with stoned blocks'. Similarly, the proposed amenity block and car park will not directly attach to the viaduct.

6.14. The leisure use and the proposed structures associated with the proposal will therefore only be 'viewed' in the context and the setting of the Conservation Area and the listed structures. In this respect, the use is fully appropriate to the Conservation Area and canal context and would enhance and preserve its setting. It would also provide an enhancement to the function and viability of the Conservation Area from a small level of increased leisure/ tourism usage in the area.

6.15. The proposed infrastructure, the service pillars and rings would be located at regular intervals and be coloured black whilst the pillars

would be 0.915m high and 0.20m wide. It is not therefore considered that these small features would harm the setting or visual context of the heritage assets.

6.16. Pedestrian access to the moorings and vehicular access to the car park will be provided from the highway through the adjacent Potato Wharf apartments car park. For this, land levels under the viaduct would need to be slightly raised to provide continuity with the approved changes to the levels that are being implemented to the residential car park; levels would then fall back to the existing canal side. As such, it is considered that this further minor change in levels would not harm the character of the Conservation Area or the setting of the listed assets.

6.17. The proposed amenity building would be discreetly located beneath the viaduct and next to an existing building which is to be utilised as a cycle store. The design and appearance of the proposed amenity block replicates the existing building. The materials for the amenity building would be in keeping with the Castlefield Conservation Area having a neutral effect on the significance of the assets.

6.18. The proposed small car park adjoins the apartments car park and is not therefore introducing a new feature into the Potato Wharf area or Conservation Area. Again, it is considered that this will have a neutral effect on the character and significance of the Conservation Area and listed structures.

Summary

- 6.19. It is considered in the light of the above, the impact of the development within views to and from the heritage asset are Low, with the magnitude of impact being Imperceptible/None.
- 6.20. Local planning authorities have a duty to consider the impact of the proposals upon listed buildings and their setting and to have special regard to the desirability of preserving the architectural or historic interest of listed buildings.
- 6.21. It is considered that the proposed development would accord with these requirements, and as such should be approved.
- 6.22. It is demonstrated in this submission that the proposed development would not impact on the setting, which contributes towards the significance of the Viaduct and Basin, nor would it cause harm to the character and appearance of the Conservation Area.
- 6.23. Therefore, the character and setting of the Viaduct and Basin would be preserved and protected as a result of the development in accordance with UDP Policies DC18 and DC19 and the guidance set out within the National Planning Policy Framework.



7. CONCLUSION

7.1. Overall, the development proposals have been assessed against the development plan and the objectives of NPPF and within this statement we have demonstrated full accordance with those policies. Furthermore, there are no material considerations which indicate the application ought to be considered otherwise.

7.2. We therefore respectfully request that the application is granted allowing the proposal to:

- utilise a piece of vacant land adjacent to the Bridgewater Canal for moorings contributing towards the vitality of the Castlefield area
- unlock this vacant land by allowing a modest proposal that keeps the built element to the minimum required to enable the land to function as moorings
- enhance the character and appearance of the area, introducing features (the service pillars, elsan, canal footpath) that are common features in this canal side setting

- improve the character, appearance and setting of the heritage assets.
- encourage healthy and active lifestyles and social interactions.

APPENDIX 1

RELEVANT DEVELOPMENT PLAN POLICY

Relevant Core Strategy (CS) Policies

- **Policy SO6** seeks to support recreational opportunities.
- **Policy SP1** states the Regional Centre will be the focus for economic and commercial development, retail, **leisure** and cultural activity alongside the high quality **living**.
- **Policy CC4** states the City Centre will be the focus for culture and **leisure** in the City Region.
- **Policy EN3** encourages development that complements and takes advantage of the historic and heritage features of its districts and neighbourhoods, including those of the City Centre.
- **Policy EN9** seeks to maintain existing green infrastructure, which includes the Bridgewater canal corridors and support

the continued development of the network and improvements to quality and accessibility.

- **Policy EN14** outlines that development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding.
- **Policy DM1** sets out the specific development management issues that development should have regard to including siting, scale and massing, appropriate materials and detail, vehicle access and car parking, built heritage and refuse storage and collection.

Relevant Saved Manchester City Unitary Development Plan (UDP) Policies

1.1 Whilst somewhat dated, there remain extant Development Control policies within the UDP.

- **Saved UDP Policy DC18** seeks to preserve and enhance the character of its designated Conservation Areas.

- 
- **Saved UDP Policy DC19** seeks to secure the retention, restoration, maintenance and continued use of listed buildings and to protecting their general setting.

APPENDIX 2

RELEVANT MATERIAL CONSIDERATIONS

The Framework

The Framework (February 2019) sets out the Government's policies for the planning system and the expectation for them to be applied positively and pro-actively. It confirms that applications for planning permission must be determined in accordance with the Development Plan unless materials considerations, including the Framework, indicate otherwise, and that due weight should be given to the development plan policies according to their consistency with the Framework (Paragraph 47).

Paragraph 11 requires local planning authorities to **apply the presumption in favour of sustainable development** in their plan-making and decision-taking. Paragraph 11 (c) requires that planning permission to be granted for proposed development that accords with an up-to-date development plan.

The NPPF recognises in paragraph 91 that **sustainable rural tourism** and **leisure developments** can help to foster social interaction and enable and

support healthy lifestyles in accordance with the key objective of the Framework "Promoting healthy and safe communities".

The site is within the Castlefield Conservation Area and adjacent Castlefield Railway Viaduct, Bridgewater Canal Basin and Potato Wharf accordingly paragraphs 189-202 of the Framework is relevant in determining this application. This establishes that planning policies and decisions should considering the impact of a proposed development on the significance of a designated heritage asset by:

- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- c) the desirability of new development making a positive contribution to local character and distinctiveness.

A key objective of the NPPF in Paragraph 117 is that planning policies and decisions should promote an effective use of land in meeting the need for uses, while safeguarding and improving the environment and



ensuring safe and healthy living conditions, namely **recognise that some undeveloped land can perform many functions**, such as for wildlife, **recreation**, flood risk mitigation, cooling/shading, carbon storage or food production.

Conserving and enhancing the historic environment:

With regards to the significance of the historic environment to fulfil the requirement given in paragraph 189 of the Government's National Planning Policy Framework which requires:

“an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting.”

In order to inform an assessment of the acceptability of the scheme in relation to impacts to the historic environment, following paragraphs 193 to 197 of the NPPF, any harm to the historic environment resulting from the proposed development is also described, including impacts to significance through changes to setting.

As required by paragraph 189 of the NPPF, the detail and assessment in this Report is considered to be “proportionate to the asset's importance.

6.26. In the NPPF, heritage significance is defined as:

“The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting. For World Heritage Sites, the cultural value described within each site's Statement of Outstanding Universal Value forms part of its significance.”

National Planning Practice Guidance (PPG)

National guidance emphasises the need for new development to be in keeping with local character in terms of scale, use, local patterns of street blocks and plots, building forms, details and materials, style and vernacular.

APPENDIX 3

PLANNING HISTORY

The Planning History available for the site is shown in the table below:

LPA Ref:	Proposed	Decision
14637/TPO/2016	Works to trees - proposed felling of 3 x Sycamore trees immediately adjacent viaduct and crown lift of 3m to an Oak (1A)	Approved 05.12.2016
067291/JO/CITY3/03	Vary condition 1 of Outline Planning Permission (056940/OO/ CITY3/99) to extend the time period by two years	Approved 21.05.2003
056940/OO/CITY3/99	Residential development comprising 60no. residential units and studio workspace	Approved 25.04.2000
057569/LO/CITY3/99	LISTED BUILDING CONSENT works within existing viaduct arches to create studio workspace in association with the development of a wider site for workspace and residential use.	
112484/TPO/2016/C1	Works to trees - proposed pruning works to a group of trees on triangular strip of land immediately adjacent to railway line, Bridgewater Canal and Dawson St Bridge.	
079445/JO/2006/C3	Vary condition No. 1 of Planning Approval 067291/JO/CITY3/03 to extend time period for submission of Reserved Matters and commencement of development associated with Outline Planning Permission 056940/OO/CITY3/99	Approved 07.11.2006
124635/TPO/2019	Works to trees -proposed felling of 18 (T1 - T18) trees and a small group (T19) of various species adjacent to the Bridgewater Canal	Approved 28.02.2020

APPENDIX 4

HERITAGE DESIGNATIONS & LISTINGS

Castlefield Conservation Area

The Conservation Area was designated in 1979. The control of development section in the Castlefield Conservation Area Statement on the Council's website states ***"Present uses in Castlefield are mainly directed towards tourism and recreation, and this is likely to remain the case for the foreseeable future. However, this does not preclude further uses being introduced provided they are appropriate. For instance, in recent years a number of warehouses have been converted to residential use"***.

In addition, the Conservation Area Statement on the Council's website states ***"Historically, Castlefield was essentially an area of industry, transport and warehouses, and trees were of little or no consequence. In recent times, however, the area has switched its attention towards tourism and leisure, and new trees have been planted, especially around the housing development called St John's Gardens. In general, trees are***

an inappropriate addition to the area and must be introduced with discretion".

Castlefield Railway Viaduct

The Castlefield Railway Viaduct from G-Mex to Dawson Street crosses the site and was listed in 1994. Relevant extract from the listing comprises:

Railway viaduct. c.1880. Cast iron and wrought iron (?); red brick to east of Duke Street. Runs south-west from former Central Station, then westwards, dividing into two over Castlefield and rejoining west of River Medlock. Cast iron drum piers rising to square castellated towers supporting metal lattice parapet. Castellated brick piers with stone dressings to Gothic style skew bridges over River Medlock and roadways. To east of Duke Street viaduct is of brick with segmental arches and castellated brick piers. At western end a blue brick bridge over Dawson Street.

Bridgewater Canal Basin

The Bridgewater Canal Basin at Potato Wharf was listed in 1994. Relevant extract from the listing:

Canal basin. Probably c.1760-5, by James Brindley, for Duke of Bridgewater. Branches off north side of Bridgewater canal near Castlefield



terminus. Lined with stone blocks. Forms group with the circular overflow basin slightly to the east (known as Giant's Basin) and with Castlefield Railway Viaduct.