



**Canal &
River Trust**

Making life better by water

Manchester City Council
PO Box 532
Town Hall
Manchester
M60 2LA

Your Ref CDN/22/0917

Our Ref CRTR-PLAN-2023-38438
CRTR-PLAN-2023-37954

Wednesday 8 March 2023

Dear Jennifer Atkinson

Proposal: Additional Information. Discharge of listed building conditions 4 (lock steps and planters), 5 (external materials (ramp)), 6 (interface between the, existing lock tail bridge and the proposed bridge), 7 (balustrades), 8 (interface, levels and relationship between the regraded ramp), 9 (Lock landing area and mooring rings) and 10 (Proposed Balustrades - Interface with the Bascule Bridge) associated with Listed Building Consent 131346/LO/2021

Location: Lock Number 3 Along the Ashton Canal Towpath, Manchester

Waterway: Ashton Canal

Thank you for your consultation relating to the discharge of conditions on a planning permission.

We are the charity who look after and bring to life 2000 miles of canals & rivers. Our waterways contribute to the health and wellbeing of local communities and economies, creating attractive and connected places to live, work, volunteer and spend leisure time. These historic, natural and cultural assets form part of the strategic and local green-blue infrastructure network, linking urban and rural communities as well as habitats. By caring for our waterways and promoting their use we believe we can improve the wellbeing of our nation. The Trust is a statutory consultee in the Development Management process.

The Trust previously provided comments on these details submitted to discharge planning conditions in our letter dated 24th January 2023. We provided further comment on the outstanding conditions 4, 6, 8, and 9 below. The Trust has reviewed the additional details and has the following advice:

Condition 4 – Lock Steps and planter

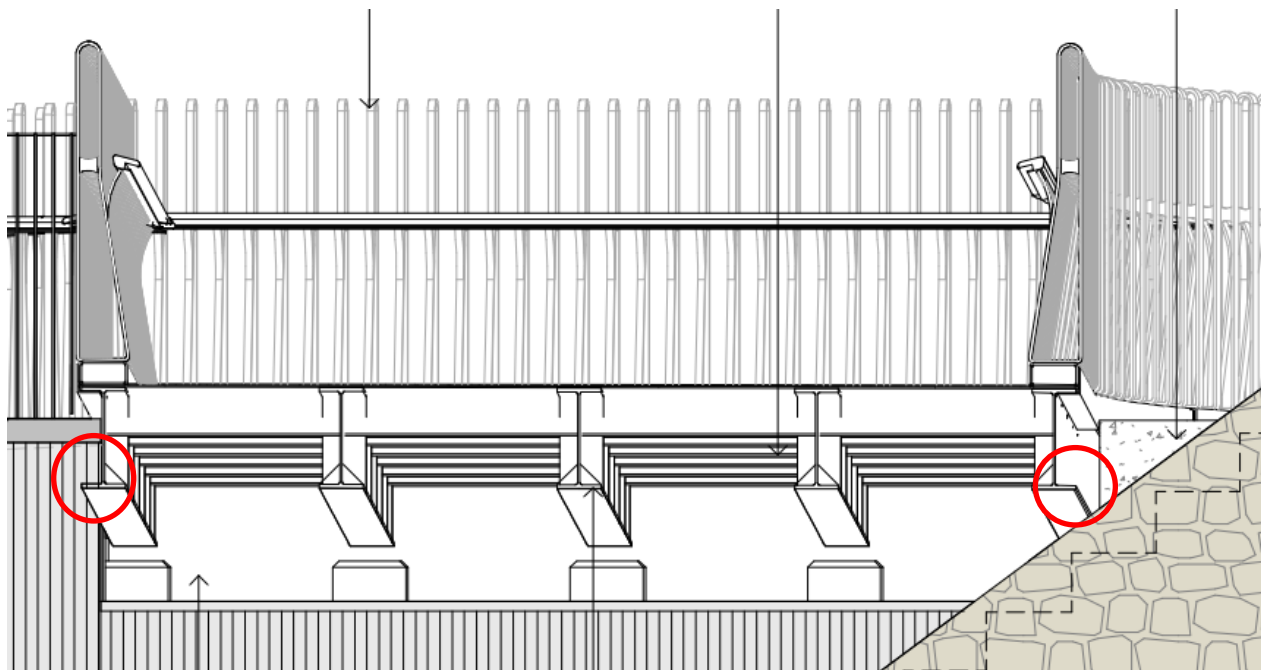
The requested details in relation to a solution to remove the dead space/litter trap/potential anti-social space between the bridge abutment/planter and lock steps on the towpath side have now been provided. These show metal plates would be fabricated to fill the voids next to the locksteps and bridge abutment and on the bearing shelf.

The I beams on the underside of the bridge would also have an angled plate welded onto them to prevent bird perching/nesting. We welcome these however we note that the drawing does not show these plates on the outside edge of the I beams at either end of the bridge as highlighted below by the red circles. It is presumed this is just a drafting error, but ask this is **amended before the condition is discharged**.

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We welcome that these interventions are being designed at the outset and will provide a uniformity, as opposed to trying to retrofit a solution at a later date. It will be important to ensure that all flanges and materials that might be visible from canal corridor are treated in the same way with the same metal finish to provide a uniformity and elegance (as far as practicable).

The metal plates design includes handholds to remove the plates for maintenance, we presume that these will be fixed and will only be able to be removed by authorised people.

We also note that the drainage detail from the planters have been amended to remove the direct outfall to the canal from the planters, instead drainage from the planters would be diverted to the rear wall drainage away from the canal. This would be an improvement and remove a couple of outfall pipes to the canal.

Overall subject to the slight amendment as outlined above to include the plates on the outside I-beams, we consider that the condition can be **discharged**.

Condition 6 – External materials ramp

The Trust has raised serious concerns in relation to the use of a rippled concrete finish on the ramp elevation along the canal and have not been convinced by this materiality on the canal corridor. It is also disappointing how we have got to this situation in terms of feeling coerced to having to accept this materiality.

Since our last comments the architects have produced a physical sample on site with two colour pigments added to provide a white and buff finish. Neither colour are particularly appealing to the Trust when viewed in the context of the historic listed lock. We do however note the comments of Paul Mason (MCC Heritage & Urban Manager) and that in his view the white concrete is *‘allowing the heritage asset to retain its full identity, heritage values and special significance. I feel it is a suitable setting to the lock’*.

We don’t agree with that assessment, but we do concur that *“special attention needs to be given to ensuring that this [material finish] is both of a high quality finish and appearance.”*

It will mainly be canal users who would be impacted by the aesthetics of the concrete material finish as views of the concrete wall will only really be readily seen from the canal. As stated, the Trust remain disappointed with how we have got to this situation and the feeling that we have to accept this material finish here.

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Overall, the Trust supports the wider aims of the project to provide connectivity and do not wish to delay the delivery of the scheme. We therefore remove our objection to this condition being **discharged and defer to the comments and advice of the Council's Heritage & Urban Manager.**

Condition 8 Interface between ramp and listed lock side

As set out under condition 4 above, subject to the slight amendment to the I beam anti-nesting plates we consider that this condition can be **discharged**, subject to full compliance with the submitted details.

Condition 9 - Lock landing area and mooring rings

The Trust previously agreed to the revised lock landing area as set out in our letter dated 24th January 2023.

We asked for the detail in relation to the mooring rings to be included within the condition discharge details. We note that the Specification document that has been shared with us includes reference to these mooring rings.

"The contractor shall design the detail for the mooring ring installation at the mooring area. Refer to drawing 651-279-010. The mooring ring fixings shall be submitted to the Principal Designer and TAA 4 weeks prior to the commencement of works."

We have been unable to locate the drawing that has been referred to, however the exact detail of these mooring rings will need to be agreed with the Trust's Works Engineer as part of the Trust's Code of Practice to ensure that there specification is acceptable to waterway users. Subject to this we consider that the condition can be **discharged**.

Please do not hesitate to contact me with any queries you may have.

Yours sincerely,

Tim Bettany-Simmons MRTPI
Area Planner

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<https://canalrivertrust.org.uk/specialist-teams/planning-and-design>

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