

Planning and Highways Committee

Minutes of the meeting held on 30 June 2016

Present: Councillor Ellison (Chair).

Councillors: Ahmed Ali, Nasrin Ali, Barrett, Chohan, Curley, Fender, Kamal, Paul, Siddiqi and Watson.

Apologies: Councillor Shaukat Ali, Loughman and Madeleine Monaghan.

PH/16/62 Minutes

Decision

To approve the minutes of the meeting held on 2 June 2016 as a correct record.

PH/16/63 244 Burton Road, Didsbury, Manchester, M20 2LW.

A planning application 110997/JO/2016/S1 for the variation of condition 5 attached to planning permission 104978/FO/2014/S1 granted on appeal APP/B4215/A/14/2219730 to amend the refuse storage and collection arrangements was received.

This application relates to the ground floor commercial unit of a two storey property at the end of a parade of commercial units. In August 2014 planning permission was granted on appeal, application reference 104978/FO/2014/S1 for the change of use of the premises from retail (Class A1) to a restaurant / bar (Sui Generis), this use has commenced. The upper floors comprise residential accommodation, not related to the use, with access from the alley at the rear.

The property is located within the Burton Road local centre and Albert Park Conservation Area. The property has frontages to Burton Road and Nell Lane, both of which have large display windows. There is a single storey rear extension which occupies the whole of the rear yard.

The property is adjoined to the rear by residential properties on Arley Avenue, facing the site across Burton Road is a former church now used as the headquarters of the British Mountaineering Council, a food store and residential properties. To the south across Nell Lane is Withington Community Hospital.

In allowing the appeal the Planning Inspectorate attached a number of conditions. Condition 5 addressed the storage of refuse. The full text being:

“The approved scheme for the storage of refuse as detailed in the planning application forms and Refuse Management Strategy (received 13 March 2014) shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation. All refuse and material for recycling shall be stored in the designated area except when it needs to be placed on street on the day of collection. “

In fitting out the premises for the use, the applicant incorporated the area to be used for refuse storage area into the kitchen and stored refuse in the alley and on the Nell Lane frontage.

The Committee considered the late representations and the revised scheme submitted by the applicant. The Committee were satisfied that the revised scheme was acceptable subject to the implementation of appropriate conditions.

Decision

To be minded to **approve** the application subject to the conditions and reasons detailed within the report, and to delegate authority to the Head of Planning in consultation with the Chair of the Planning and Highways Committee to make further amendments to conditions as appropriate.

PH/16/64 36 Ladybarn Crescent, Withington, Manchester, M14 6UU.

A planning application 112279/S106A/2016/S1 to discharge Section 106 obligation attached to planning permission 091212/FH/2009/S1 which restricts the occupancy of the house in multiple to no more than six unrelated people was received.

This application relates to a modern three storey end terraced property. The property has a small front garden and a single parking space set behind a deep forecourt containing a drive giving vehicular access for all five of the properties in the terrace. There is a narrow passage at the side of the property giving access to a long irregular shaped rear garden. There is a large single storey extension at the rear and side of the property.

The development which the application site is part of is a modern infill built in the 1980's. The site is adjoined on three sides by residential properties. There is further residential accommodation across Ladybarn Crescent.

Originally built as a four bedroom house on three storeys, in March 2010 planning permission 091212/FH/2009/S1 reference was granted for the retention of a single storey side and rear extension in connection with the use of the premises as a single family dwelling class C3. The approval was subject to an obligation under Section 106 of the act which precluded the use of the property as a House in Multiple Occupation for more than 6 persons. The full text of the obligation is set out below, however, it should be noted that at that time the use of a dwelling as a house in multiple occupation for up to six persons was a class C3 use and consequently planning permission was not required for a change in use. Following changes to legislation in April 2010 the old class C3 was split into 2 separate classes. Class C3 for dwelling houses and class C4 for small houses in multiple occupation for between 3 – 6 people.

The 2009 application also predated the adoption of the Core Strategy and the City Council's subsequent adoption of the Article 4 Direction which now precludes changes from class C3 dwellings to Class C4 small Houses in Multiple Occupation without express planning permission.

Decision

To refuse the application for the reasons set out in the report.

PH/16/65 3 Norview Drive, East Didsbury, Manchester, M20 5QF.

A planning application 111984/FH/2016/S2 for the erection of two-storey side extension and single-storey rear extension to provide additional living accommodation was received.

The semi-detached property is in a residential area and is within a short distance of Didsbury District Centre, which contains a variety of retail services and amenities.

The applicant is seeking planning permission to erect a two-storey side extension and single-storey rear extension to provide additional living accommodation.

The property is sited on a right hand curve in the road, with garden widening to the rear. The site has a south/south westerly direction to the front and a north/north easterly direction to the rear of the property.

Decision

To approve the application subject to the conditions set out in the report.

PH/16/66 Former Centura Foods, Altrincham Road, Sharston, Manchester, Manchester, M22 9AH.

A planning application 111680/FO/2016/S2 for the erection of a Class A1 foodstore with a retained and modified vehicular access/egress, new internal vehicular access road, car parking, servicing area, and hard and soft landscaping was received.

The application site extends to approximately 0.72 hectares in size and is located at the southern edge of Sharston Industrial Estate, the site fronts onto the eastbound carriageway of the A560 (Altrincham Road) between two roundabout junctions, an operational railway line lies to the north of the wider site, with industrial units to the west and Sharston Post Office to the east. There are two existing vehicular accesses into the site from Altrincham Road located towards the front eastern and western sides of the site. The site is located approximately 230 metres east of residential properties on Roundwood Road, whilst residential properties to the south are located approximately 80 metres away on the other side of the east and west bound carriageways of the A560 and M56 .

The site forms part of a wider site (1.49 hectares) that previously contained a factory building which was demolished in 2010 leaving a cleared vacant site which has not been in use since this time. The current application site occupies the southern half of the wider site, the northern half is currently subject of construction works in relation to part implementation of planning permission granted in 2015 (reference 108522/FO/2015/S2 - see the planning history section below for further details).

In terms of the wider site context the site is located within the Sharston industrial estate that mainly contains businesses falling within B1, B2 and B8 use classes. The district centre of Northenden is 1km to the north whilst Wythenshawe Town Centre is approximately 1.9km to the south. For the purposes of the application proposals which are set out in the following section the site is considered to be 'out of centre'.

The proposal relates to the development of the site to form an Aldi foodstore with a gross external area of 1807m², 103 no. dedicated customer and staff car parking spaces and 14 no. covered cycle spaces, additional cycle spaces are to be located within the building for staff. The car park is to be time limited to prevent longer term car parking on the site.

The store building has been positioned along the western boundary of the site with the shop frontage facing onto Altrincham Road. The building would be single storey and is of a contemporary design incorporating a white render finish to the majority of the building and extensive areas of glazing on the elevations facing towards Altrincham Road and the store car parking area which is predominately located on the eastern portion of the site.

The proposals incorporate pedestrian links into the site off Altrincham Road as well as links to the existing cycle network located in this area.

The vehicular servicing for the development will be taken from the existing main access to the east off Altrincham Road and the estate road access. The foodstore's servicing area will be positioned on its northern side (north-western corner of the site), and would be located approximately 140 metres away from the nearest residential properties.

The proposals incorporate hard and soft landscaping including low level screen and tree planting along sections of the Altrincham Road frontage and within the car park.

The remainder of the site is located on the northern half of the site and is currently subject to construction works as part of a planning approval granted in July 2015. That planning permission granted consent for a mixed use development comprising the erection of a two storey car dealership and maintenance workshop/ancillary MOT testing facility and erection of a two storey builders' merchant (planning approval reference 108522/FO/2015/S2). It should be noted that that planning approval covered the wider whole site and it is the builders merchants building which is currently under construction on the northern half, the current application proposals would occupy the southern portion of the site and if granted permission would cover the area that was proposed to be occupied by the car dealership element of that planning approval.

Decision

To approve the application subject to the conditions set out in the report.

PH/16/67 Land Bounded By Owen Street, Pond Street, Deansgate And The River Medlock, Manchester, M15 4QA.

A planning application 111719/FO/2016/C1 for the construction of four residential buildings, ancillary amenity building for residents accommodating a tennis court, swimming pool and gym facilities (Use Class C3), ground floor retail units (Use Classes A1, A2, or A3), amenity space for residents within residential buildings, new public realm and landscaping, basement car parking and related highway, access, servicing, engineering and associated works was received.

The site is within the Great Jackson Street Area at a key entry point to the city centre. It is 1.5 ha and bounded by Owen Street (an unadopted road), Old Deansgate, the River Medlock and Pond Street (an unadopted road). The site operated for a number of years as a 600 space surface level car park and archaeological and site investigation works are now underway.

Residential permissions have previously been granted on the site, the most recent being in 2008 (ref: 085107/FO/2007/C3) for the erection of five buildings ranging from 14 to 49 storeys incorporating. It proposed 1,094 apartments (Class C3), 100 serviced apartments, a hotel (Class C1); 813 basement car parking spaces; office space (Class B1 (a)); retail (Classes A1, A2, A3, A4 and A5); community facilities (Classes D1) including a crèche, a healthcare facility; new artist's and sculptors' studio and display gallery; leisure uses (Classes D2) including a health spa and fitness centre including a swimming pool; new landscaped public open space adjacent to the River Medlock with related access, servicing and associated works. The principle of major high-rise residential-led mixed use development has therefore been established on the site.

The surrounding area is characterised by the following uses:

- residential properties, notably along City Road East and Old Deansgate/Castlefield;
- office developments in Knott Mill;
- vacant cleared sites such as the site of the former Tom Garner car showroom;
- light industrial uses and temporary car parking around Great Jackson Street;and.
- in the wider area, there is a considerable amount of residential development within Castlefield and beyond the Mancunian Way in Hulme.

The site is not in a conservation area, but is adjacent to the Castlefield Conservation Area and the development would affect views from within a number of other city centre conservation areas. In addition the development could affect the setting of a number of listed buildings, most directly the former Bridgewater Canal Company offices (Grade II listed) at the junction of Chester Street/Great Jackson Street.

The proposal involves the regeneration of the site for a mixed use development of four residential towers (referred to as buildings A-D) with an amenity building (building E) for residents and a large landscaped publicly accessible area. The application comprises:

- 1,508 apartments (Class C3);
- Four retail units (Use Classes A1, A2 or A3);
- Community leisure facilities for the residents, including a swimming pool, tennis court, gym facilities, residents' lounge and a roof terrace;
- 651 car parking spaces within a three storey basement across the site;
- 755 cycle parking spaces for residents within the basement, a further 35 spaces within the public realm areas for visitors;
- An area of landscaped public open space adjacent to the River Medlock covering over 60 per cent of the site;
- access, servicing and associated works.

The buildings and distribution of uses within them is as follows:

Building A would be situated at the corner of Owen Street and Pond Street in the southern most corner of the site. It would comprise 64 floors above the podium and incorporate 496 apartments. It would be 200.5m measured from ground floor.

Building B – would be situated in the eastern section of the site adjacent to Pond Street and near to the end of River Place. It would comprise 50 floors above the podium and incorporate 386 apartments. It would be 158m measured from ground floor.

Building C – would be situated in the middle of the site. It would comprise 37 floors above the podium and incorporate 276 apartments. It would be 121m measured from ground floor.

Building D – would be situated at the north eastern end of the site adjacent to Deansgate. It would comprise 44 floors above the podium and incorporate 350 apartments. It would be 140m measured from ground floor. It would have a retail unit on the ground floor.

Building E – would be situated along part of the south eastern side of the site adjacent to Owen Street. It would comprise ground plus 3 storeys (16.95 m AGL). The ground floor would accommodate two retail units and lobby space, whilst the upper floors would provide the residents' indoor tennis court, swimming pool (20m x 10m with sauna, steam room and relaxation area) and gymnasium facilities, with a shared residents' garden at roof level.

Residential buildings A, B and C would have a common lobby on the ground floor with an adjacent lounge, exhibition space and seminar facilities, and a cinema on the mezzanine floor. Tower D would have its own lobby located on the ground and lower ground floor levels.

The proposed mix of residential units is as follows:

- 1 beds – 303 (20%)
- 2 beds – 1,000 (67%)
- 3 beds – 189 (13%).

Ninety nine per cent of the apartments meet or exceed the Councils interim space standards. The layouts are arranged to maximise double aspect apartments and minimise single aspect and north facing apartments.

651 car parking spaces and 755 cycle parking spaces would be provided on three basement levels. Five per cent of the car parking would be fully accessible. Access to the car park would be via a vehicular ramp off Deansgate. The basement areas would also contain servicing and plant space and back of house areas. Level changes along the western site boundary allow the lower ground floor level to include a retail/restaurant unit, at the entrance to the public realm from Deansgate.

The proposed scheme would create 10,950 sq m of public amenity space across the whole site equating to 61% of the total site area. The proposed core public realm adjacent to the River Medlock is circa 4,600 sq m, which is a similar size to Exchange Square, providing a new destination with café spill out space. A terraced river side area would be created, linking in with the existing riverside walkway that runs from City Road East. Further elements of public realm are provided at the main drop off and entrance area for the residential developments on Owen Street, and it is proposed to provide tree lined streets along Owen Street and Pond Street. A private roof garden is proposed for residents over two levels. The roof garden is circa 1,585 sq. m. Green roofs are proposed to three of the towers.

All four towers have the same design with a four point star-shaped footprint, created by indenting each face of the towers by 1m, which creates a vertical crease, breaking down each elevation into two narrower planes. The facades of the towers would be fully glazed and would have a regular uniform grid, comprised of a combination of coloured, fritted and clear double glazed panels formed using a unitised curtain walling system. The adjacent faces of the towers would have different colour tones: light grey and dark grey (anthracite). Building E would consist of a fully glazed façade system using a combination of transparent and insulated opaque double glazed units in white. The ground floor facades across the site would consist of double glazed vision units, apart from the service bay along Pond Street, where a fully louvred façade is proposed to provide ventilation for the transformer rooms and car park.

The City Council has a land interest in the site relating to highway land. The Committee were mindful that in considering this matter, they are discharging their responsibility as Local Planning Authority and must disregard the City Council's land interest.

A representative of local residents spoke in objection to the scheme and raised the issue that the proposals did not include any provision for improved or increased infrastructure, despite the fact that the implementation of the scheme would mean that the local population would approximately quadruple. They also raised concerns about the lack of parking spaces provided for in the proposals, with the increased congestion that would result being a major disamenity to residents.

Local elected members spoke strongly in support of resident concerns and said that they were also very disappointed that a scheme of this scale should have no provision for affordable housing.

The Committee also raised concerns that again affordable housing was not being proposed in a very large development due to an apparent viability assessment of the scheme overall and expressed scepticism that a development of this scale would not be feasible with any provision for affordable housing.

The Committee were assured that their concerns about waste management, affordable housing and general infrastructure would be addressed with the existing conditions in the report and the modified conditions contained in the late representations.

Decision

To approve the application subject to the conditions in the report and the amended conditions in the late representations.

PH/16/68 John Dalton House, 121 Deansgate, Manchester, M3 2AB.

A planning application 111925/FO/2016/C1 for the change of use from Office (Use Class B1) to form a 215 suite Hotel (Use Class C1), with existing ground floor retail uses and associated units retained in situ (Use Class A3), reconfiguration and external refurbishment and alterations, including new facades to the building and ground floor retail units, 2 storey roof top extension, provision of associated roof level plant, new lift cores, public realm works including the enhancement of Mulberry Square, new pedestrian entrances to the hotel at ground floor, other access and servicing arrangements, and associated works was received.

The Site is occupied by an 8 storey office building known as John Dalton House at the junction of Deansgate and John Dalton Street within the Albert Square Conservation Area. It covers an area of approximately 0.259 ha and includes an area of public realm to the rear called Mulberry Square which is currently used for servicing arrangements for John Dalton House, 123 Deansgate and Brazennose House. The ground floor of John Dalton House contains two restaurants, who have long-term leaseholds and would be retained as part of the proposals.

The site is bound by John Dalton Street, Deansgate, Ridgefield and Mulberry Street, in close proximity to Spinningfields, the Civic Quarter including the Town Hall and Albert Square and the main shopping area. The surrounding area comprises predominantly commercial properties including offices, retail, bars, restaurants and public houses. To the south and east is Lincoln Square and Brazennose Street that include further office buildings and is due to undergo substantial investment in the near future. To the north, further along Deansgate, the land uses become increasingly focused toward retail and leisure uses.

The main pedestrian access to the vacant office space is from Deansgate and vehicular access is from Ridgefield, which leads onto Mulberry Street.

The building is located on the periphery of the Albert Square Conservation Area and is adjacent to the Parsonage Gardens, Deansgate and Upper King Street Conservation Areas. The Site is also in close proximity to the Grade I Listed John

Rylands Library, the Sawyers Arms Public House (Grade II Listed) and 105-113 Deansgate (Grade II Listed).

The site is within a short walking distance of .Metrolink stops at Moseley Street and St Peter's Square. Piccadilly, Salford Central, Oxford Road and Victoria rail Stations are all within 20 minutes' walk. The "Metro shuttle" service stops in both directions on King Street.

The application proposes the use of the upper floors as a hotel, the erection of two additional floors and changes to the external appearance of the building. The proposals would provide the following:

- A 215-bed hotel with associated food and beverage facilities;
- A two-storey rooftop extension providing 53 bedrooms;

Improvements to the landscaping surrounding John Dalton House and ensuring integration with the wider Lincoln Square Landscaping Masterplan;

- A first floor level roof terrace to the rear overlooking Mulberry Square;
- Alterations to the ground floor restaurant frontages; and,
- New ground floor entrance to upper floors and new lift cores to provide full access to the hotel floors above.

The development would involve the refurbishment of approximately 7,606 sq. m. of floorspace for hotel use, including reception, servicing areas and ancillary facilities with an additional 1,500 sq. m in the additional two floors. The hotel reception area on the ground floor would be double height and there would be a restaurant and bar at first floor level.

The scheme would largely follow the massing and footprint of the existing building with the additional two storeys creating a ten storeys building. The building would be stripped back to the sub-structure and re-clad. The new glazing would incorporate a double-height entrance space off John Dalton Street, which would match the treatment of the existing ground floor tenants giving a consistent appearance to the building at ground floor level. A pale gold metallic screen would then be applied to the John Dalton Street and Deansgate elevations and to all intents and purposes this would appear to be a new building.

A Travel Plan establishes a commitment to sustainable transport. Sixteen secure cycle parking spaces would be provided at ground floor level and six on street cycle spaces. A taxi and coach drop would be situated on John Dalton Street. It is expected that travel to the site by car would be minimal and parking space is available in nearby multi-storey car parks.

A comprehensive landscaping and public realm strategy has been prepared for the site. A number of site's in the vicinity are coming forward for redevelopment at

similar timescales and a comprehensive landscaping masterplan that ties all the developments together with consistent public realm treatments is being prepared. A central recycling and refuse area would be provided in the service yard. Management staff would transfer waste bins to their own collection point to coordinate with collection times. The size of the bin stores have been calculated in accordance with Manchester City Council's 'Waste Storage and Collection Guidance for New Developments'. The following allocation of bins would be accommodated within the Refuse Area of the service yard in addition to the required floor space for each bin:

Hotel: 4 no. refuse euro bins (1,100 litres); 1 no. paper euro bins (1,100 litres)
Restaurant units: 2 no. refuse euro bins (1,100 litres)

The above allocation of bins is calculated on the basis of less than 2 No. collections per week. It is envisaged that the development as a whole would be serviced by a refuse collection contract with a third party

It is expected that the proposed development would support the creation of around 70 full time jobs.

Decision

To approve the application subject to the conditions in the report and the amended conditions in the late representations.

PH/16/69 Brazennose House, Brazennose Street, Manchester, M2 5BP.

A planning application 111805/FO/2016/C1 for the demolition of Brazennose House and associated structures and development of a new office building (Use Class B1), with ground floor retail uses (Use Classes A1, A2 and A3), basement car parking, servicing and cycle parking, highways works to Mulberry Street, new public realm and landscaping, and associated works was received.

Brazennose Street is a key route between Spinningfield and the Civic Quarter. Whilst these areas have seen a considerable level of investment during the past decade, this site and the wider Brazennose Street/Lincoln Square area has seen little investment since the 1980s. As such, the area is underutilised and acts principally as a route for pedestrians. The development of the site could act as a catalyst for regeneration by delivering high quality architecture, attractive uses and increased levels of activity within an improved public realm context.

Planning Permission was granted in 2012 for a 12 storey office building with retail use at the ground floor, (ref. 096929/FO/2011/C1) which has now expired. The previous application reflected prevailing market conditions and it has been necessary to re-evaluate the scheme in response to emerging development constraints and a revised and reduced scheme is now proposed. The cut back element of the previous scheme to reveal St. Mary's Church 'The Hidden Gem' has been retained.

The site is bounded by Brazennose Street, Mulberry Lane and Mulberry Street. The predominant use in the immediate surroundings is offices with ground floor retail

outlets, including cafes and restaurants. The Hidden Gem lies immediately to the north of the site and is directly adjacent to Brazennose House's existing basement car park.

The site is located within the Albert Square Conservation Area and is adjacent to the St. Ann's and Deansgate / Peter Street Conservation Areas. There are a number of Listed Buildings in the immediate vicinity including the Town Hall (Grade I), Albert Memorial (Grade I), Abraham Lincoln Statue (Grade II), St Mary's Church 'The Hidden Gem' (Grade II), statues in Albert Square including Bright's, Fraser's, Gladstone's, and Heywood's (all Grade II).

Brazennose House was constructed in 1964 and comprises 6 storeys of largely vacant offices above shops, with ancillary basement car parking. The few remaining occupiers are on short-term leases. The building is outmoded owing to the level of work required to maintain it and replace outdated mechanical and electrical services. The office space is inflexible with restrictive floor to ceiling heights and poor insulation. The level of investment required to refurbish the building to attract occupiers and secure an acceptable rental return is not economically viable and therefore it is considered that the refurbishment of Brazennose House is not a feasible option. The building does not meet current environmental policy standards, is inefficient and is not attractive to modern day occupiers. The site is easily accessible by a range of means of transport including vehicle, by foot, rail, metrolink and bus.

The redevelopment proposes an office building that would provide six floors of Grade A accommodation (13,252 sq m) with three retail / restaurant units, use class A1/A2/A3 (932 sq m) on the ground floor. 37 car parking spaces (including 2 disabled spaces) and 50 cycle spaces, changing facilities, showers and lockers would be provided in the basement. A roof terrace would be provided at the 6th floor and public realm and landscaping, including the creation of a new piazza, would be provided adjacent to St Mary's Church. Vehicular access to the basement parking area is gained from a ramp off Mulberry Street. Access can then be gained to the remainder of the building via the lifts or stairs. The office entrance foyer would front onto Lincoln Square and would have a double height volume.

The retail units would provide an active frontage along Brazennose Street and would strengthen and animate Lincoln Square and the link between the Town Hall and Deansgate. Further activity would be created to the east and the west elevations, through the use of shopfront glazing and the introduction of the new square. The square would open up views to the 'The Hidden Gem' providing an improved setting to the listed Church.

The building would be 7 storeys in height which is similar to the existing building. The design aims to provide a modern interpretation of the principles used in some of the areas historic buildings. The Town Hall and John Rylands Library both have a strong vertical expression with a strong order of the top, middle and base. The façade of the proposed building has been developed using these strong formal arrangements as a basis.

The main body of the façade along Brazennose Street incorporates strong vertical piers along its length and these elements provide mass and an appearance suited to its civic setting. The piers sit on larger base piers which help to ground the building within Lincoln Square. The building is topped with a lighter pavilion reducing the overall mass of the elevations.

The base is recessed from the main body of the Brazennose Street frontage adding further depth to the elevation. Piers are angled and directional, leading pedestrians to the main office entrance. Each face of the ground floor piers would be pre cast concrete with an acid etched finish. Shop front glazing would provide transparency to the retail provision.

The top would be formed from a light weight metal system with a bronze anodised aluminium finish. Together with the glass between the panels, they would form a reflective crown to the building.

There would be level access at the office entrance and into the retail units. The building would offer high quality facilities for both cyclists and runners that are easy to access and used to help encourage green travels plan.

The elevation to Mulberry Square would retain the crafted quality of the precast concrete with the regular recesses but in a simpler geometric form, flush with the building line. Bronze fins would provide depth to the elevation. Between the fins, sand blasted glazed units with bronze detailing would create a lighting feature to mask the car park ramp behind, whilst providing a unique design feature and night time illumination to the square.

The remainder of the elevation does not contain recesses. The bronze fins module tightens and the depth decreases, forming a screen. Viewed obliquely the screen would be perceived as a solid mass, while more direct views of the elevation would have depth and function. The Mulberry square elevation also contains a vehicular access point to the basement parking area.

Mulberry Square would be reanimated to create a square with public seating. This has resulted in the design of this elevation to be developed in two sections.

Decision

To approve the application subject to the conditions in the report and the amended conditions in the late representations.

PH/16/70 St John Street Chambers, 2 St John Street, Manchester, M3 4DT.

A planning application 111175/FO/2016/C1 for the change of use of part basement, part ground floor and all upper floors of existing mixed use building to 11 no. residential apartments (Use Class C3) together with refurbishment of building, construction of single storey rooftop extension, modification of existing gated entrance and formation of new entrance on St. John Street elevation and replacement windows was received.

St. John Street Chambers is a seven storey building located on the corner of St. John Street and Deansgate. Much of the building is vacant but there are a number of Use Class D1 businesses, predominantly medical and clinical uses, on parts of the upper ground, second, third and fourth floors only. The building has one arched entrance on the western end of the St. John Street elevation. The entrance has steps giving access to the upper ground floor.

The site is adjacent to both the St. John's Street Conservation Area (which runs to the rear of the site) and the Deansgate Conservation Area that is located on the opposite side of Deansgate. A number of listed buildings surround the application site including the Grade II listed Deansgate Terrace opposite. Most of the terraced buildings in St. John Street to the rear of the site are also Grade II listed.

Planning permission is sought to convert the upper floors (levels 1-5) to 11 no. apartments together with associated external alterations including replacement windows and a single storey roof top extension. In addition, parts of the lower and upper ground floors at the western end of the building, would be used as entrance points for the residents as well as cycle storage and refuse storage areas. Of the 11 apartments proposed, 1 no. would be a 1-bed apartment, 4 no. would be 2-bed apartments and 6 no. would be 3-bed apartments. Nine of the apartments would be within the existing building and two would be partly within the new roof top extension element (as they are duplex apartments). The apartments would be large with the 1-bed apartment being 60 sq. m, the 2-bed apartments being 86 sq. m and the 3-bed apartments being between 127 sq. m to 160 sq. m.

Decision

To approve the application subject to the conditions in the report and the amended conditions in the late representations.

PH/16/71 Former BBC Site, New Broadcasting House, Oxford Road, Manchester, M60 7HB.

Planning applications 111026/FO/2016/C1 and 111027/FO/2016/C1 were received for:-

- 111026 - Blocks 5 and 6 - Erection of part 17, part 36 storey building to comprise 411 residential apartments (Class C3) (14 studios, 136 x 1 bed, 228 x 2 bed and 33 x 3 bed) with mid and top roof level private dining / media room/ gardens, ground and mezzanine floor residential amenity uses including a gym,, plus lower ground, ground and mezzanine level commercial uses (Class A1 (shop), A2 (Financial and Professional Services), A3 (Restaurant and Cafe), A4 (Drinking Establishment), B1 (Offices), D1(Non-residential Institutions Creche only) and D2 (Assembly and Leisure - Gym only)) and associated junction improvements to Oxford Road / Charles Street, access, servicing, and landscaping.
- 111027 - Blocks 7 and 8 - Erection of 17 storey building to comprise 266 residential apartments (Class C3) (14 studios, 56 x 1 bed, 168 x 2 bed and 28

x 3 bed) with top roof level private dining / media room / gardens, ground and mezzanine floor residential amenity uses including a gym and home working lounge, plus ground and mezzanine level commercial uses (Class A1 (shop), A2 (Financial and Professional Services), A3 (Restaurant and Cafe), A4 (Drinking Establishment), B1 (Offices), D1 (Non-residential Institutions - creche only) and D2 (Assembly and Leisure - gym only)) and associated access, servicing, and landscaping.

At the Planning and Highways Committee on 2 June 2016, a number of items were considered in relation to proposals for Phase 1B at the former BBC site on Oxford Road:

There was an administrative error on the published agenda in relation to the order in which items would be considered by the Committee. The running order at the start of the agenda indicated that ITEM 9 would deal with application number **111025/FO/2016/C1**. However, on the printed committee papers, ITEM 9 related to applications with the reference number **111026/FO/2016/C1** and **11027/FO/2016/C1**. Whilst members discussed and considered the applications as published, it would appear that the error at the start of the agenda caused some confusion which meant that an objector who addressed the meeting did not present her concerns to the committee on applications with the reference number **111026/FO/2016/C1** and **11027/FO/2016/C1**, and members were not therefore made aware of her verbal comments. However, her written views in relation to the application were fully and clearly set out in the report.

As there was an administrative error in the published information, and whilst the Committee did properly consider the matter, in the interest of transparency the application is referred back to committee to allow the objector to present her views on this matter prior to determination.

The objector spoke and told the Committee that she wished them to consider concerns that the scheme did not make sufficient provision for additional infrastructure given the increase in the resident population that the scheme would attract. She also raised concerns that the scheme did not consider the needs of older residents, or the needs of people with younger families.

Decision

To approve the application subject to the conditions in the report and the amended conditions in the late representations.

PH/16/72 Bowker Bank Industrial Park, Bowker Bank Avenue, Blackley, Manchester, M8 6LF.

A reserved matters application 111219/MO/2016/N1 for the approval of appearance, landscaping, scale and layout following outline planning permission for the erection residential development for up to 28 dwellings with means of access (Ref: 104435/OO/2013/N1) was received.

The application site measures approximately 1.43 hectares in area and forms land to the west of the former Bowker Bank Industrial Estate. The site consists of a former reservoir (a man made structure that is now redundant and drained) and a hard surfaced car park used by anglers. Access to the site is achieved along an unadopted tarmac road off Bowker Bank Avenue.

The site is relatively low lying, with the perimeter of the drained reservoir largely covered by existing trees and forms part of the Irk Valley and a site of Biological Importance (SBI). To the east of the site are buildings associated with Bowker Vale Industrial Estate.

In the case of the current application, the proposal relates to a reserved matters application for the approval of appearance, landscaping, scale and layout following outline planning permission for the erection of residential development for up to 28 dwellings with means of access from Bowker Avenue. The reserved matters will be considered in more detail within this report.

Another application for reserved matters (110554/MO/2015/N1) has been submitted in tandem with the current application and relates to an immediately adjoining area which has outline planning permission for residential development of up to 48 units with means of access from Bowker Bank Avenue.

Decision

To approve the application subject to the conditions in the report and the amended conditions in the late representations.

PH/16/73 Bowker Bank Industrial Park , Off Bowker Bank Avenue, Crumpsall, Manchester, M8 4LD.

A reserved matters application 110554/MO/2015/N1 for the approval of layout, appearance, scale and landscaping following outline planning permission for the erection of a maximum of 48 units with means of access from Bowker Bank Avenue (Ref: 100039/OO/2012/N1).

The application site is located on land at the Bowker Vale Industrial Estate, and measures approximately 2.79 hectares in area.

The application site lies immediately to the south of the River Irk and includes industrial buildings and associated areas of hard standing, an area of sloped woodland to the south and an existing access road that serves the existing industrial estate and joins to Bowker Bank Avenue. Adjacent to the application site and identified as being in the same ownership are two reservoirs associated with the historic industrial use of the application site and substantial surrounding wooded areas. The site is situated below the existing surrounding residential uses on Blackley New Road, Bowker Bank Avenue and Wilton Road within the River Irk Valley.

The industrial estate contains a number of older industrial buildings and areas of hard standing. This area of built form is bounded to the north and east by the River Irk, to

the south by a wooded embankment leading to rear gardens of properties on Wilton Road and to the west by one of the two reservoirs on the site. Historical information indicates that the industrial use of the site dates back to 1848 when it was originally used as a print works and since 1922 as a bleaching, dyeing and finishing works. The site is currently occupied by a vacant textile related business, primarily for storage and distribution purposes.

There are also two existing dwellings on the site which were formerly occupied by the site caretaker. A further area of hard-standing is located along the existing access road to the south of the two reservoirs which is used as car parking associated with the use of one of the reservoirs for angling.

The two reservoirs are situated adjacent but not within the current application site and are designated as Site of Biological Importance grade C. The reservoir immediately to the west of the application site has been drained, with the other still in use by an angling club.

The trees and woodland on the site and wider adjacent area are covered by a Woodland Tree Preservation Order, confirmed by the City Council on 15th September 2010 (TPO10).

The existing vehicular access to the industrial uses on site is via a tarmac road from Bowker Bank Avenue - a residential cul-de-sac characterised by, two storey, semi-detached dwellinghouses. The Bowker Bank Metrolink stop lies to the west of the application site.

In the case of the current application, the proposal relates to a reserved matters application for the approval of appearance, landscaping, scale and layout following outline planning permission for the erection of residential development for up to 48 dwellings, with means of access from Bowker Avenue.

Decision

To approve the application subject to the conditions in the report and the amended conditions in the late representations.

PH/16/74 59 Eastwood Road, New Moston, Manchester, M40 3TE.

A planning application 111945/FH/2016/N1 for the erection of single storey side and rear extension to form additional living accommodation was received.

This Householder Planning Application relates to 59 Eastwood Road, New Moston.

59 Eastwood Road is a two-storey family dwellinghouse, the end property of an attached row of three properties, located in a residential area.

59 Eastwood Road is located adjacent to a small area of public greenspace, which contains footpaths. This adjacent land is not identified within the Citywide Open Space, Sport and Recreation Study, which audited and mapped the City's accessible open spaces.

Planning permission was granted on 9th April 2015 for the change of use of a section of the public land to garden area within the curtilage of 59 Eastwood Road, together with the erection of a maximum 1.8 metre high timber and concrete post fence to the side elevation, and a 0.9 metre high timber fence to the frontage (ref.108005/FO/2015/N1).

Planning permission is now sought for the erection of a 'wrap-around', single-storey side and rear, mono-pitch extension, to the existing house, to form additional living accommodation. The external materials of the extension are proposed to be red facing bricks, grey concrete tiles, with white uPVC window frames.

The single-storey extension will project by 3.75 metres from the existing side building line of the property, will measure 9 metres in length, and will project by 2.9 metres from the existing rear building line.

The Application site includes the extended area of curtilage. The curtilage of the property has not to date been extended, however, the land is now in the ownership of the Applicant. The current Application includes the erection of boundary treatments to the extended curtilage, including 1.8 metre and 1.5 metre high timber panel fencing to the rear and side elevations of the curtilage, and a brick wall and pier boundary treatment to the front elevation, to match the existing boundary treatment to the frontage. The timber boundary treatment will be 1.8 to the rear and part of the side, stepping down to 1.5 metres in height towards the front.

The submitted proposed layout plan is annotated to show the continued provision of one off-street car parking space within the curtilage of the property. The provision of bin storage for segregated waste recycling is proposed to be within the rear curtilage of the property.

This Application is to be determined by Planning and Highways Committee, as the Applicant is an employee of Manchester City Council.

Decision

To approve the application subject to the conditions in the report.

PH/16/75 Land Bounded By Sharp Street, Baptist Street, Ludgate Hill And Rochdale Road, Ancoats, Manchester.

A planning application 111921/FO/2016/N1 for the proposed erection of a part 7 storey part 9 storey building to create a 221 bedroom hotel (Class C1) with associated reception area, fitness centre, restaurant/bar, basement car parking and taxi drop off area was received.

The application site is located immediately to the north of the City Centre in a key location on Rochdale Road within the Lower Irk Valley area of the City Fringe. The application site measures 0.19ha and is bounded by Sharp Street to the south west, Rochdale Road to the south east, Ludgate Hill to the north east and Baptist Street to the north west. The application site is currently vacant with a rough tarmac finish with

some scrub vegetation along the site edges and is currently bounded by a weld mesh security fence to restrict any access to the public. Prior to the erection of this security fence, the application site was used for public car parking with a capacity to accommodate up to 60 unmarked car parking spaces. There are no buildings on the application site that will require demolition to accommodate any new development.

The application site is not located within a Conservation Area and does not contain or is not located adjacent to any Listed Buildings. The closest listed building is located 55 metres away to the east of the site on Rochdale Road and is the Grade II listed Marble Arch public house.

Surrounding the application site is predominantly existing residential apartment buildings. To the north of the site fronting Baptist Street is Skyline Chambers, which is a part 5 storey part 7 storey residential building. To the north east is The Red Building which is located on the corner of Ludgate Hill and Rochdale Road and is a 7 storey residential building with retail uses on the ground floor.

The application site is then bounded by Rochdale Road to the south and this is a main radial route in and out of the City Centre. Opposite the application site on Rochdale Road is a car park located behind a bricked wall, a disused commercial building and the substantial Skyline Central residential development. Finally, to the south west of the site is the Baptist Chapel, which is located on the corner of Rochdale Road and Sharp Street.

The application site is located immediately to the north of the City Centre in an area known as Angel Meadows in the Lower Irk Valley. The surrounding area to the north is predominantly characterised by residential developments with some small scale retail units on the ground floor between Rochdale Road and Angel Meadow Park, which is a public open space. The wider area to the South of the application site on the opposite side of Rochdale Road is a range of light industrial and commercial uses. The area to the west of the site is characterised by a mix of residential blocks and light industrial uses and beyond this is the Noma Masterplan area. Finally, the wider area to the east of the site is dominated by light industrial units.

Planning permission is sought under this application for the erection of a part 7 storey, part 9 storey L-shaped building to create a 221 bedroom hotel under the Class C1 use class with associated ancillary facilities.

Decision

To approve the application subject to the conditions in the report.

PH/16/76 4 Angel Court, Ancoats, Manchester, M4 4HT.

A planning application 110351/FO/2015/N1 for the demolition of existing buildings and structures on site and the erection of 9 storey building to form 64no. residential apartments (Use Class C3a) with a 325 sq. m (GEA) ground commercial unit (Use Classes A1, A2, A3, B1, or D1) with associated works and pedestrian access was received.

The application site is approximately 0.07 hectares and is bounded by Ludgate Street to the north east, Simpson Street to the north, Angel Street to the south west and Dyche Street to the south. The site currently consists of a two storey former warehouse building that is currently occupied for storage purposes. The building is of brick construction with high level windows and a pitched roof. The adjoining building, 11 Dyche Street, does not form part of the application site. This building is also two storey and appears to be in use for B1 light industrial purposes.

The topography of the site is relatively flat, however, there is a slight gradient to Angel Street. There is currently a servicing entrance to the warehouse building fronting Simpson Street.

The surrounding area is a mixture of residential and commercial developments. To the south of the application site is the Angel Public House, a two storey drinking establishment with an ancillary beer garden. To the east of the site are a number of light industrial commercial buildings of varying heights. Immediately to the north of the site along Simpson Street is an apartment block called the Lynx's building. This is an 8 storey residential buildings with pedestrian access off Simpson Street. To the west of the application site is the NOMA regeneration and development area. The land directly opposite the application site to the east is currently cleared ready for development and planning permission has been granted for this site for a part 7, part 34 storey building containing 458 apartments and ancillary commercial development.

The City Centre is within a 15 minute walk of the application site providing access to amenities and public transport facilities.

The applicant is seeking planning permission for the erection of a 9 storey building to form 64 apartments with a ground floor commercial unit (325 sqm) which will comprise with A1, A2, A3, B1 or D1 with associated basement car park following demolition of the existing buildings at the application site.

Decision

To approve the application subject to the conditions in the report.

PH/16/77 Land Bounded By Cable Street, Mason Street And Addington Street, Ancoats, Manchester, M4 5FT.

A planning application 111827/FO/2016/N1 for the erection of part 9, part 8 storey building to form 172 bedroom hotel (Use Class C1) with associated public realm, landscaping and other associated works was received.

The application site is approximately 0.1 hectares and is bounded by Cable Street to the south west, Mason Street to the south east, Addington Street to the north east and a surface car park to the north. The site is uniform in shape and has a relatively even topography reflecting its current use as a surface car park. The site does not contain any built form with the exception of a small single storey structure sited along Cable Street. The site is not currently secured by any boundary treatments and is

open on all sides to pedestrians. Vehicular access is currently provided from Mason Street.

The surrounding area is a mixture of surface car parks and commercial developments in former warehouses which form part of an area called New Cross. The site adjoining the application site to the north is also a surface car park as is the site immediately to the south along Mason Street. Warehouse buildings are located along Cable Street and Addington Street and are occupied by a variety of light industrial users.

The New Cross area is expected to undergo significant regeneration over the coming years as a result of its close proximity to the City Centre through the implementation of the New Cross Development Framework which envisages large scale residential development to be developed as part of meeting the City's population growth.

The close proximity of the application site, and the New Cross area, means that the heart of the City Centre is only a short distance away. The nearest neighbourhood is the Northern Quarter which provides a range of retail, amenities and services along with a vibrant evening economy.

The applicant is seeking planning permission for the erection of a part 9, part 8 storey building to form a 172 bedroom hotel (Use Class C1). There will also be associated public realm and landscaping which will help improve the setting of the development.

Decision

To approve the application subject to the conditions in the report and the amended conditions in the late representation.

PH/16/78 Land at Vale Cottage Inn, 1 Croft Bank, Gorton Manchester, M16 8FF.

An application to confirm a Tree Preservation Order was received.

Decision

To approve the application.

PH/16/79 297 Brooklands Rd, Brooklands, Manchester, M23 9HE.

An application to confirm a Tree Preservation Order was received.

Decision

To approve the application.