

Planning and Highways Committee

Minutes of the meeting held on 28 July 2016

Present: Councillor Ellison (Chair).

Councillors: Ahmed Ali, Nasrin Ali, Shaukat Ali, Barrett, Curley, Loughman, Paul, and Watson.

Apologies: Councillors Fender, Madeleine Monaghan and Siddiqi.

Also present: Councillors Leech, Moore and Lone.

PH/16/80 Minutes

Decision

To approve the minutes of the meeting held on 30 June 2016 as a correct record.

PH/16/81 Undercroft Car Park Store Street Manchester M1 2GH.

A planning application 112296/JO/2016/C2 for the variation of conditions 1 and 2 attached to application ref no 108607 (Temporary change of use (for 2 periods (Sept 2015 to Jan 2016 and Sept 2016 to Jan 2017) from a car park to a car park and entertainment venue (dual use) for dance events, live music acts and DJ performances (Sui Generis)) (as amended by application ref no 109657) to allow operation on all Thursdays September 2016 to Jan 2017 from 19.00 to 02.30 was received.

The application relates to approximately 4,915 square metres of floorspace located beneath Piccadilly Station Approach which is accessed from Store Street. The space is used for car parking during the day.

This area has changed significantly over the last 10 -15 years, largely as a result of City Council's regeneration initiatives including: Piccadilly Triangle a commercially led mixed use scheme; a number of residential schemes around Store Street; the refurbishment of Piccadilly Gate; a new Premier Inn on Dale Street; a 330 bed Motel One hotel on London Road and a 303 bed Holiday Inn on the site of the Former Employment Exchange on Aytoun Street. Gateway House is currently being refurbished as an apart-hotel. The area is now a strong commercial destination, characterised by a mix of uses including offices, hotels, residential and leisure facilities including pubs and clubs such as Monroes, the Bulls Head and the Star and Garter.

The nearest noise sensitive properties to the site are the Premier Inn on Dale Street, The Place Apartment Hotel on Ducie Street, 14-16 Whitworth Street, Motel One, Home 2 City Centre Warehouse Apartments on Sparkle Street, properties at the Junction of Jutland Street and Store Street, 5 Piccadilly Place and Monroes on London Road. The nearest of the above is approximately 95m from the venue.

Permission is now sought to use the premises for Warehouse Project events on a further 6 dates during the 2016/17 season to allow its operation for 6 Thursdays between 1st September and 31st January 2017. The proposed hours of opening on these nights would be 19.00 to 02.30. The number of days has been reduced from the original submission of every Thursday during the above season.

Planning permission was granted for the refurbishment of Gateway House to create a 182 suite apart hotel (application ref no 106793) in January 2015. This development has now commenced on site but will not be completed before the current consent 108607/FO/2015/C2 expires. Any future applications to extend the current permitted use would have to take into account the potential for there to be a further noise sensitive use in this location.

As with the other permitted dates, the car park use would operate between 06:00 to 19:00.

An Acoustic Report, which includes a Recommended Noise Management Plan and addendum and, a Dispersal Procedure and Operations Policy, were considered as part of the application for the 2016 and 2017 seasons (108607). Specific measures required to ensure that there is no unacceptable level of noise break out from the premises were a condition of the June 2015 consent for which this application seeks additional dates.

The Planning Officer told the Committee that a late representation had been submitted from Councillor Peel objecting to the application on the grounds of potential noise nuisance. The Planning Officer also advised that the conditions proposed for the application, as well as the reduction in the number of proposed events would be sufficient to alleviate the concerns that Councillor Peel raised on behalf of residents.

Decision

To approve the application.

PH/16/82 Undercroft Car Park Store Street Manchester M1 2GH.

A planning application 110986/FO/2016/C1 for the erection of a 4 storey annexe building to the School of Physics and Astronomy Schuster Building was received.

The site is located within the Oxford Road Campus, at the junction of Upper Brook Street, and Brunswick Street and measures 1.717 hectares. The site is adjacent to the Schuster Building which forms part of the main campus Quadrant, the other quadrant buildings include; Williamson, Simon and Chemistry. The site is not adjacent to any listed buildings and does not lie within a conservation area.

University buildings create an elevation along Upper Brook Street which is permeated by routes into the campus. Brunswick Street is one of these and connects directly into the residential area of Ardwick and the Brunswick Estate.

Planning permission is sought for the construction of a four storey building plus roof plant accommodation. The building would be known as the Schuster annexe and would be connected to the existing Schuster building. The building would be used for teaching and associated uses along and have a recreational area. Hard and soft landscaping is also proposed.

The building would have direct and level access from the existing Schuster Building. The design aims to a contemporary response to the surrounding area. The proposed red brick would complement the Schuster Building. The Annexe facade would express the spaces within the building, and its textured appearance would add depth and interest to the eastern and western elevations in particular. A metal bridge would link the buildings.

Windows would be a mix of flush with brickwork and set back within a reveal. Vertical zinc fins would be fitted adjacent to some of the windows. The ground floor elevation would have a folded glass base to reflect the 'twist' in geometry between the main Schuster building and the proposed annexe. This geometry is also reflected in the roof top screen which would be artist designed perforated metal.

The gable elevation to Brunswick Street would have a large 3-storey picture window with a ceramic fritted pattern applied to the glass. The Link Building is clad in zinc panel rainscreen in a vertical stretcher bond pattern. Windows are punched into this pattern format.

Parking spaces for disabled people would be provided via the campus service road. Visitor, student and staff parking is provided by campus wide car parks. Existing cycle parking is located outside the main entrance of the Schuster Building. Additional cycle parking is proposed for the Annexe building and would comprise a further 11 cycle parking spaces within the existing cycle parking area of the Schuster Building.

Refuse, recycling and other service access would be maintained via the existing Schuster Building loading bay, goods lift, and adjacent stores accessed via the campus service road.

The Committee queried whether the development would include the reinstatement of green infrastructure, including trees, that had been removed as part of the pre development preparation at the site, and were told that the plans included the creation of a linear green park with sufficient tree planting to offset those already lost.

Decision

To approve the application.

**PH/16/83 Unit 6 Bentinck Street Industrial Estate, Bentinck Street, Hulme,
Manchester, M15 4LN**

A planning application 111679/FO/2016/C1 for the redevelopment of the site with a mixed use development comprising 60 residential apartments (Use Class C3) and a

ground floor commercial unit (to include Use Classes A1, A2, A3, A4 or B1), with associated car parking and public realm was received.

The application site is a rectangular plot of land on the north west side of Chester Road within St Georges and measures 0.09 hectares. It is bounded by Arundel Street; Chester Road; low level light industrial/warehouse units; and a site currently being developed for townhouses at 1 Ellesmere Street (the Roof Gardens). The site is occupied by an industrial/commercial unit, which backs onto Chester Road, with a service road to the north of the site (which is part of the former Church Street). There is a grass verge planted with trees within the site on the Chester Road frontage.

Castlefield Conservation Area is to the north west on the opposite side of Ellesmere Street and to the north of Arundel Street. There are listed buildings within close proximity to the site including: the Church of St George (grade II* listed) with associated churchyard walls, gate piers and gates (grade II listed), which lie adjacent to the site on the opposite side of Arundel Street; and 215-219 Chester Road (grade II listed), which is to the south west of the site on the opposite side of Chester Road. The grade II listed buildings of Albert Mill on Ellesmere Street and the former Turville public house at 252 Chester Road (Grade II) lie further away from the site to the west.

There is a mix of uses in the area including residential, warehousing, light industrial units, an auto-repair centre and commercial uses. A number of contemporary apartment buildings and older buildings that have been converted into residential use have been developed over the past 20 years. On the opposite side of Chester Road are offices with the majority of the area occupied by low level housing and a couple of high-rise apartment blocks.

The application is to demolish the existing industrial unit and erect an apartment building comprising 60 apartments (Use Class C3) on the upper floors and a ground floor commercial unit (to include Use Classes A1, A2, A3, A4 or B1) on the ground floor, along with associated car parking and public realm.

The building would be 11 storeys in height. The ground floor commercial unit (105sqm) would be in the north east portion of the building with entrances off Chester Road and the former Church Street; a reception hall running through the middle of the ground floor with lift access to the apartments; and a car park, waste storage and plant area within the south western portion of the ground floor, providing six car parking spaces and 60no (100 per cent) cycle parking spaces. The internal communal bin store on the ground floor would cater for refuse, paper, glass and cans within 9no 1100 litre and 15no 240 litre eurobins. Access to the car park would be from the rear where a shared surface public realm area (re-opened Church Street), six further parking spaces and an external seating area for the commercial unit would be provided. Public realm works would be carried out to the surrounding highway around the site, including the hard landscaping to the footpaths and tree planting (14 trees proposed).

The upper floors would be occupied by 60 apartments comprising 20no 1-bed apartments (33%) and 40no 2-bed apartments (66%). All apartments would have

private terraces, as well as a communal roof terrace, which would include communal allotments, orchard and residents' terrace.

The building would be constructed from contemporary building materials, predominantly consisting of glass fibre reinforced concrete panels and planks in a warm grey colour, with aluminium framed glazing and dark grey aluminium cladding panels. The elevations of the building would have a vertically proportioned grid constructed from reinforced concrete panels arranged to frame two storeys of glazing, which would be set back deep within the reveals of the concrete grid. A vertical section of the south and north elevations closest to St George's Church would have solid concrete panelling and planks, with the panelling to the middle six floors being chamfered to create a sculptural effect to the building. The same treatment is used for the whole of the west elevation. The east elevation, which faces St George's Church, would have a similar concrete grid and glazing pattern to the two main elevations but each glazing panel within the grid would be chamfered by fifteen degrees to create a faceted appearance.

Councillor Amina Lone expressed general support for the proposals, but said that there must be mitigating conditions to alleviate parking issues around the site. Councillor Lone told the Committee that the area and streets adjacent to the site suffered from people parking to access the City Centre, and that this had a detrimental impact on residents. She requested that this issue be looked at in more detail. The Planning Officer told the Committee that there was a travel plan within the report and proposals that addressed this issue satisfactorily.

The Committee expressed concern that this was another major development that did not provide any affordable housing, due to the assertion that the scheme would not be viable if this was provided. The Committee were told that Strategic Housing carry out stringent viability testing for every scheme and that the viability assessment did indicate that this development was not suitable for affordable housing to be included.

The Committee also requested information about the minimum unit size guidelines for developments of this type, and were assured that this would be made available to them.

Decision

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

PH/16/84 The Cooperative Academy Of Manchester, Plant Hill Road, Higher Blackley, Manchester, M9 0WQ.

A planning application 112021/FO/2016/N1 for the erection of new 2 storey extension (with projecting theatre space element at roof level) to north east of existing school building, laying out of new 90 space car park within existing school site, formation of replacement grass sports pitch and running track and diversion of existing footpath on public open space to west of existing school site, new hard and soft landscaping, replacement tree planting, new boundary treatment and associated works was received.

This application relates to an existing school known as the Co-operative Academy that is located on Plant Hill Road in the Blackley area of North Manchester, as well as an area of public open space known as Tweedle Common immediately to the west of the existing academy site. Tweedle Common was formerly a tip site but has been reclaimed and now contains a large grassed area with mature trees in places together and a number of footpaths. The area surrounding the application site is residential in nature.

The academy offers secondary school places for 11-16 years olds and also has a small sixth form offering for 16-19 year olds. The application site is 3 miles from Manchester City Centre and is close to the northern part of the M60 motorway. The site is well connected to other areas of Manchester as ten bus routes run within a short distance of the academy site.

Within the site currently is the main school building, a separate sports hall building (to the north of the main school building), a building known as 'The Hive' that is on the eastern edge of the academy site which is a community use building, a grass sports pitch (to the east of the main school building), an artificial grass pitch (to the west of the main school building), a hard paved sports area (to the north-west of the main school building) and associated car parking areas.

The existing academy site is relatively flat, although the sports hall on the eastern part of the site is set 1.5m higher than the main school building. Immediately to the western boundary of the existing school site, within Tweedle Common, is a public footpath that links the residential roads to the north of the academy site to Plant Hill Road.

The main academy building is part 2, part 3 storeys in height and gained permission in 2010 after the previous Plant Hill School was proposed to be replaced by a new academy as part of the Building Schools for the Future programme. The sports building has been in place since 2001 when it was built as an expansion to the previous school on the site.

The academy site is used widely by the local community and the site is open from 8am until 9pm every day. The site is used by external groups such as the Police, cadets, a local music service and various sports clubs, as well as for Christmas parties and bingo nights.

Planning permission is sought for the erection of a new 2 storey extension (with a projecting theatre space element at roof level) to the north east of the existing school building, the laying out of a new 90 space car park within the existing school site, formation of a replacement grass sports pitch and running track and diversion of the existing footpath on the public open space to west of the existing school site (Tweedle Common), new hard and soft landscaping, replacement tree planting, new boundary treatment and associated works.

The Committee were assured that Bat activity will be closely monitored throughout all phases of the development. The Committee were also told that the Head of Planning, Building Control and Licensing thought it appropriate to add conditions to

mitigate against loss of residential amenity and to ensure that the environmental impact of the scheme was minimised.

Decision

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

PH/16/85 Land On The Corner Of Moston Lane East And Welling Road, Moston, Manchester M40 3QS.

A planning application 111791/FO/2016/N1 for the erection of a pair of semi-detached bungalows (Class C3) with associated landscaping, parking and boundary treatment was received.

This Planning Application relates to a prominent area of green open land, which is designated as part of the Moston Brook river valley, a tributary of the River Irk, located on the corner of Welling Road and Moston Lane East, Moston.

The Application site is a relatively flat section of semi-natural grassed land, surrounded by trees, which falls steeply away to Moston Brook below. The site is part of a wider swathe of greenspace and river valley, which to the immediate vicinity of the site, slopes down the length of the southwestern side of Welling Drive, to the junction of Welling Drive with Moston Lane East.

The river valley area, within which the site is located, is part of an integrated network of high quality and multi-functional green infrastructure. Field Footpath 79 crosses the Application site, and there may also be other rights of way established by usage on the site. The "City Wide Open Spaces, Sport and Recreation Study," establishes the Application site is within an area of semi-natural space, and green open space. The Green and Blue Infrastructure Strategy (2015), identifies this area as part of a "biodiversity opportunity area."

The Application site lies on a former landfill site; therefore, the land is likely to be contaminated. A public sewer managed by United Utilities (UU) crosses the site. UU require an access strip width to the sewer of twelve metres; six metres to either side of the centre line of the sewer.

Housing is located on the opposite side of the highways to the greenspace and Application site. Housing is also situated along both sides of Rishworth Drive, which is located above Welling Drive and the swathe of greenspace within which the Application site is situated. Housing in the vicinity is dominated by family dwellinghouses, predominantly bungalows, including opposite the site on Welling Drive. There are also two-storey dwellings, including 10 and 12 Moston Lane East, which are also located opposite the site.

Planning Permission is sought for the erection of two semi-detached dormer bungalows, to be 5.9 metres to ridge height, and constructed in brick and tiles. Each bungalow is proposed to incorporate three bedrooms, and associated family living accommodation, including surrounding curtilages. The external curtilages are

proposed to each include: a segregated waste management area to the rear, surrounding amenity spaces, and space to park two cars off-street side by side, to be located to each side elevation of the properties.

The roof spaces of the properties are shown to provide two en suite bedrooms. The ground floors are shown to provide the remainder of the internal family accommodation, with a bedroom and a utilities room occupying the front portion of the properties, opposite the highways. The access into and out of the houses is within the side elevations of the properties, adjacent to the proposed car parking spaces. It is proposed that one property's parking spaces will be served by an access onto and from Moston Lane East, and the other by an access onto and from Welling Road.

It is proposed the properties will include front garden areas, thereby setting the houses back by a maximum of 4 metres from the highway on the corner of Welling Road and Moston Lane East. The front boundary of the properties with the highways is proposed to be bounded by stone built walling, to a height of 0.5 metres. The rear and side boundaries of the properties are proposed to be bounded in close-boarded timber fencing, to a height of 2 metres. Indigenous tree and shrub planting is also proposed in the location of the boundaries.

Decision

To refuse the application for the reasons contained in the report and the late representations.

PH/16/86 11 Bent Street, Cheetham, Manchester, M8 8NF

A planning application 111490/FO/2016/N1 for the installation of 7 stacked container units to the rear of existing building and reconfiguration of existing building to form a total of 11 wholesale cash and carry units (sui generis) together with elevational alterations to existing building and new car parking layout was received.

The application site relates to an existing part single, part two-storey, red brick, former school building situated within the heart of the established warehouse district.

In recent times the building has been used for wholesale cash and carry purposes and has undergone extensive refurbishment by the current owners following a period of disrepair. The building has previously had planning permission to be used as 7 individual wholesale units.

To the rear, is an area of hard-standing, enclosed by Paladin fencing accessed from Torah Street which also forms part of the application site and may have previously been used for parking.

In terms of the immediate surroundings, the site is neighboured by similar uses on either side and to the rear by a single storey, pre-fabricated warehouse which shares the access along Torah Street.

The application site is situated within the Strangeways Employment Area and sited in the Cheetham Hill district of the city. This part of Cheetham Hill is dominated by wholesale buildings and employment generating uses and contains a variety of building which large floorplates.

In this case, planning permission is sought for the installation of 7 stacked container units over two levels to the rear of existing building in order to form additional wholesale business units (*sui generis*), together with elevational alterations to the existing building and a new car parking layout. The units will be situated on an area of existing hardstanding.

The proposal aims to complement the existing building and turn both the existing building and the new development into one hub forming a total of 11 units, with ancillary space for creative small businesses in the fashion and garment industry.

The rentable spaces are aimed at small to medium sized tenants with the units orientated around the internal central hall and an external courtyard directly connected to the existing building via a proposed new opening in its rear wall. The courtyard creates a new entrance to the building, directly adjacent to the car park

It is proposed that the existing building remain relatively unaltered with the exception of some minor alterations including the reinstatement of windows to south and north elevations and a new opening to form a connection to the proposed new build elements.

The application as submitted did not include the unadopted highway and the access lane to the north of the existing site within the site edged red location plan. It is necessary to include these elements as they allow facilitate access to the site from Bent Street. It is also necessary to serve notice on affected landowners who use the access and may have an ownership stake in the access gates at the junction of Torah Street and Bent Street.

Given the above, the applicant amended the site edged red location plan to include the access points. An amended land ownership certificate (certificate B) was also submitted to confirm notice had been served on adjoining landowners who use the shared access points. The application was re-registered accordingly.

Objectors addressed the Committee and said that the proposals would exacerbate existing parking and traffic problems, leading to difficulties in accessing their businesses. They explained that the streets were very narrow in the vicinity of the site, and that this had led to problems with access and deliveries that had an adverse impact on the operation of their own business premises. The objectors also told the Committee that a footpath had been removed from Torah Street without the proper consent, and that adjoining properties and businesses had not been correctly notified of the proposals.

The applicant also addressed the Committee and said that while they were aware that parking in the vicinity of the premises was problematic, this was as a result of the objectors persistently parking several vehicles on the street on a regular basis, so in effect if there were problems with access and deliveries, the difficulties were of the

objectors own making. In addition the applicant assured the Committee that all alterations to the unadopted road, and surrounding area had been done with all the correct permissions and conditions in place. The applicant also said that they had ensured that all the correct notifications had been made, and that this had been confirmed with the Planning Officer responsible.

The applicant said that the development would provide units for small start up businesses, and would therefore have a positive impact on the area as it would provide additional employment opportunities for local people, which was confirmed by the contents of the report of the Planning Officer.

The Committee discussed whether it was appropriate that the development consisted of converting containers into business units, and were told that while containers may not be appropriate for use in some instances, in this case the merits of the proposals outweighed any perceived disadvantages.

The Committee were also told that as the majority of Torah Street was unadopted, any further action in objection to the proposals would be a civil matter and not for the consideration of the planning authority.

Decision

To grant the application subject to the conditions contained in the report and the amended condition in the late representation.

(Councillor Shaukat Ali declared a personal interest in this matter and took no part in the decision)

PH/16/87 Land Bounded By Oldham Road, Marshall Street, Chadderton Street And Bendix Street, Ancoats, Manchester, M4 5FR

A planning application 112015/FO/2016/N1 for the erection of a part 10, part 8 storey block and a part 8, part 6 storey block to form 274 residential apartments in total together with ground floor commercial units facing Oldham Road (342 sqm) (Use Class A1, A2, A3 and B1) with associated car parking, hard and soft landscaping, new public realm following the closure of Goulden Street and other associated works following demolition of existing buildings was received.

The application site is approximately 0.5 hectares and is located within the New Cross area of Manchester. The site is bounded by Oldham Road to the east, Marshall Street to the south, Chatterton Street to the west and Bendix Street to the north.

The site consists of two plots of land spanning across Goulden Street, the road that runs between the two plots.

- Plot A (to the south) – Land bounded by Goulden Street, Oldham Road, Marshall Street and Chadderton Street. The plot current comprises a surface car park.

- Plot B (to the north) – Land bounded by Goulden Street, Oldham Road, Bendix Street and Chadderton Street. The plot currently comprises a single storey building which is operated by Europcar with a forecourt onto Oldham Road.

The topography of the application site is relatively flat and comprises predominately hard standing with the exception of plot B which contains the single storey commercial building. The public realm and footways around the application site are in a relatively poor condition. Access to plot A is via Chadderton Street whilst there are multiple entrances for plot B from Chadderton Street and Bendix Street.

The surrounding area is a mixture of residential and commercial developments. To the north east of the application, along Bendix Street, is the Central Locksmiths unit beyond this is the Wing Yip Chinese supermarket situated along Oldham Road. To the south east along Oldham Road is a three storey terrace building with ground floor commercial and residential apartments above. To the north of the application site is the grade II Listed former police and ambulance station which briefly comprises a tall rectangular chimney and curtain walling. To the west along Marshall Street is a further surface car park.

The application site falls within the New Cross Development Framework which sets out the vision for the regeneration of the area. Currently the area suffers from limited activity, a poor quality built environment and public realm. As a result of the framework, the area is, however, in transition with the framework setting out the form and nature of development to come forward within the area. As a result, 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 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 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.

This applicant is seeking planning permission for the erection of a part 10, part 8 storey block and a part 8, part 6 storey block to form 274 residential apartments in total together with ground floor commercial units facing Oldham Road (342 sqm) (Use Class A1, A2, A3 and B1) with associated car parking, hard and soft landscaping, new public realm following the closure of Goulden Street and other associated works following demolition of existing buildings.

The Committee expressed dissatisfaction with the fact that this was a further major development with no provision for affordable housing. The Committee also expressed concern that the development was classed as a City Centre development, but was located in the Ancoats and Clayton Ward. The Committee said that the boundaries of the City Centre were apparently being pushed into areas that had traditionally consisted of family type housing, and that the expansion of more typical City Centre accommodation consisting of apartments was pushing families out as the developments did not provide the infrastructure to support families. The Committee

expressed concern that the types of accommodation being developed were precluding families from living in or near to the City Centre, and that this was becoming a problem. The Committee asked for a map of the area that is now classified as the City Centre, and were told that one would be provided to them. The Committee were also told that each proposed development is scrutinised on an individual basis and assessed on its own merits.

Decision

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

PH/16/88 811 Stockport Road, Levenshulme, Manchester, M19 3BS

A planning application 111977/FO/2016/N2 for the change of use of ground floor from retail shop (Class A1) to hot food takeaway (Class A5) together with a fume extraction flue to the rear was received.

The application site is located on the eastern side of Stockport Road at its north-east junction with Carrill Grove East. The application site is also located within Levenshulme District Centre. Commercial and other non-residential uses continue on to Carrill Grove East. However, Carrill Grove East is characterised by terraced housing beyond its junction with Cardus Street. Double yellow lines are in place at the immediate junction of Stockport Road and Carrill Grove East (with unrestricted parking along the remaining extent of Carrill Grove East). The adjacent section of Carrill Grove East also has a 20 mph speed limit. Stockport Road (A6) is a main radial route into the city centre and is thereby served by a comprehensive bus services. The site is also within walking distance of Levenshulme Railway Station.

The entire curtilage of the application site extends by 24.25 metres from the back of pavement to Stockport Road to a rear alleyway accessed via Carrill Grove East. The full curtilage of the site is covered with red brick buildings comprising: a 3-storey pitched roof building constructed to the back of pavement to Stockport Road and Carrill Grove East; a pitched roof, 2-storey lean-to extension and a single storey flat roof extension adjoined to a pitched roof storage building. All of the rear extensions and outbuildings are constructed to the back of footpath to Carrill Grove East and incorporates roller shutters with projecting boxes to windows and doors. The adjacent rear alleyway is gated.

The main 3-storey building incorporates a shop front with fascia to Stockport Road and a separate display window to Carrill Grove East. The display windows at ground floor level incorporate roller shutters with projecting boxes. Windows are located at first and second floor levels to the front, side and rear elevations. The application premises are currently vacant. It is understood that the premises were last used as a college / educational facility (Class D1).

The proposed hot food take away use relates to the entire ground floor of the premises including its extension and outbuildings. The proposed layout would comprise of: customer service area accessed via Stockport Road; kitchen; 3x storerooms office and accessible WC. No alterations are proposed to the existing

shop front and separate advertisement consent for the display of signage has not been sought at this stage. The positioning of an extraction flue has been shown to the rear of the building, which breaks through the roof plane of the 2-storey lean-to extension and attached to the rear wall (of the main 3-storey building). The flue would have an exposed height of 4 metres terminating height of the ridge line to the main 3 - storey building.

The applicant proposes the following opening hours:
Monday to Sunday (including Bank Holidays) - 10.00 am to 11.00 pm.

The applicant has indicated that waste bins would be located in the larger rear extension positioned adjacent to the adjacent alleyway with a roller shutter access on to Carrill Grove East.

The Committee were satisfied that the reasons for the recommendation in the report were sufficient to persuade them to agree with the recommendation.

Decision

To refuse to grant the application for the reasons given in the report.

PH/16/89 25 - 33 Wilmslow Road, Rusholme, Manchester, M14 5TB

A planning application 111739/FO/2016/S1 for the erection of a part four, part six-storey building to provide A1/A2/A3 use at ground floor with 54 apartments above (12 one bedroom, 29 two bedroom, 10 three bedroom, 3 four bedroom) with 61 car parking spaces and 56 cycle spaces in two levels of basement car parking with associated landscaping was received.

This application relates to a cleared site of approximately 0.18 ha (0.45 acres) at the junction of Wilmslow Road and Banff Road in Rusholme. The site was previously the location of a petrol filling station and car wash centre. Application ref 084023 received approval in November 2007 - for the erection of a part four, part six-storey building to provide an A3 restaurant and A1 retail unit at ground floor with 54 self-contained flats above and 61 car parking spaces in the basement. Work started on site including clearance, excavation, piling and some of the basement car park columns, but stalled due to financing problems, and the site now consists of hard standing and a deep hole in the ground, currently bounded by hoardings.

The site is in the Rusholme District Centre to the south of the fringe of the City Centre and nearby uses are mixed, but there is terraced housing on Banff Road and directly to the south of the site. There is student accommodation to the rear, fronting Oxney Avenue and on the opposite side of Wilmslow Road there is a four/five storey development of commercial units with flats above. Further north of Banff Road, on the approach to the site from the City Centre, Oxford Road is defined by a number of large, six/eight-storey blocks of commercial premises with accommodation above, and Whitworth Park opposite.

As the previous approval has lapsed the current developers have made a new submission, based on the approved scheme. The proposal is for a mixed use development of residential and commercial units and comprises:

- 54 apartments in a mix of 12 x one- bedroom, 29 x two-bedroom, 10 x three bedroom and 3 x four bedroom units;
- 61 parking spaces (including three for disabled users) and secure storage for 54 cycles;
- 1080 sq m of commercial floor space - A1 shops, A2 financial and professional services and A3 café/restaurants - in eight units.

Parking, storage and plant rooms would be located in the basement and lower ground floors. The commercial units would be located at ground floor together with the residential reception area and the residential units will be on the upper floors. The main element of the building to Wilmslow Road would be six storeys, stepping down at the rear. Vehicular access would be from Wilmslow Road and secondary access taken from Banff Road.

The Committee welcomed the proposals as the development would bring back into productive use a site that is currently dilapidated and in a key position at the entrance to the City Centre.

Decision

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

PH/16/90 Hollings Building, Old Hall Lane, Rusholme, Manchester, M14 6HR

A planning application 111282/FO/2016/S1 for the change of use, refurbishment, and extension of the Hollings Building (comprising the 'Toast Rack', Clothing Block, U-shaped Admin Block and 'Drum') for residential, retail and leisure purposes including the creation of 150 apartments (Class C3), a gym (2,059m² - Class D2), and 649m² of retail and restaurant/café floorspace (Class A1/A3); erection of an 11 storey building comprising 60 apartments; and associated car parking, landscaping works, boundary treatments and access arrangements was received.

This application relates to the 1.51 hectare site, formerly known as the Hollings Faculty, which is located on Wilmslow Road approximately equidistant between Fallowfield District Centre and Rusholme District Centre, which are 500 metres to the south and north respectively. The site is bounded to the north by Cromwell Range; to the east by playing fields of Manchester Grammar School; to the west by Wilmslow Road; and to the south by Old Hall Lane. On the opposite side of Cromwell Range stands student accommodation in the form of Allen Hall and Weston Court, along with St James Church of England Primary School at the head of the cul-de-sac. On the opposite side of Wilmslow Road stands Manchester High School for Girls, whilst to the south of Old Hall Lane there is further student accommodation in the form of Ashburn Hall.

Within the site sits the Hollings Building, a Grade II listed building that comprises of three distinct elements:

- The Toast Rack Tower – a seven storey classroom block which is set back towards the rear/east of the site.
- The Horseshoe and Drum – Semi-circular building located and attached to the western side of the Toast Rack, used primarily as a restaurant, lecture theatre and administration facilities. The Drum is a modern addition constructed in 1995/6 which replaced a smaller building and which the restaurant block wraps around. Located centrally within the site it was used as a library and encloses a car park courtyard.
- The Clothing Block/Gym – This is a single storey block located to the immediate east of the Toast Rack, and borders the eastern site perimeter. The Clothing Block also abuts a former gymnasium building which was constructed at the same time as the Toast Rack and Horseshoe buildings. The Clothing Block consisted primarily of teaching/workshop facilities.

The applicant is seeking full planning permission for the change of use and extension/alteration of the Hollings Building to create 150 apartments; the construction of an eleven storey 'Gateway' building to create a further 60 apartments; the change of use of part of The Drum and Horseshoe buildings to leisure (Use Class D2) and retail accommodation (Use Class A1).

An objector spoke to the Committee and said that the scale and scope of the proposals was completely out of proportion and an overdevelopment of a relatively small site. The number of residential units will mean that a current problem with car parking will be exacerbated, resulting in a loss of residential amenity to existing residents.

Councillor Moore spoke on behalf of residents of Withington Ward, and said that she was disappointed that the residential units were being marketed to the rental market rather than as owner occupier properties, and this would increase the transient population and attract the student market. This would put increased pressure on local infrastructure including public transport and public services, to the detriment of established local residents. Councillor Moore also said that it was disappointing that there was no affordable housing included in the proposals, and requested that a condition be considered to manage the lettings and management policy should the scheme go ahead.

The applicant spoke to the Committee and explained despite the objectors saying that the scheme was an overdevelopment, they had consulted widely before submitting the proposals, and that the responsible authorities considered the proposals proportionate for the site.

The Committee agreed with Councillor Moore and expressed disappointment that the proposals contained no provision for affordable housing. The Committee agreed that the Head of Planning, Building Control and Licensing should negotiate a condition regarding the Lettings and Management policy of the residential units, and an

additional condition to ensure that the proposed development employ local people during the construction phase. The Committee queried whether Road Safety planning was adequate, given the proximity of the site to several schools, and were assured that the additional conditions contained in the late representation would address this issue.

Decision

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

PH/16/91 Hollings Building, Old Hall Lane, Rusholme, Manchester, M14 6HR.

A planning application 111283/LO/2016/S1 for Listed Building Consent for the refurbishment, and extension of the Hollings Building (comprising the 'Toast Rack', Clothing Block, U-shaped Admin Block and 'Drum') for residential, retail and leisure purposes including the creation of 150 apartments (Class C3), a gym (2,059m² - Class D2), and 649m² of retail and restaurant/café floorspace (Class A1/A3); and associated car parking, landscaping works, boundary treatments and access arrangements was received.

The applicant is seeking Listed Building Consent for the extension/alteration of the Hollings Building in association with the proposal to change of use of the Toast Rack, Horseshoe and Clothing Block elements into 150 apartments and the change of use of part of The Drum and Horseshoe buildings to leisure (Use Class D2) and retail accommodation (Use Class A1).

An objector spoke to the Committee and said that the scale and scope of the proposals was completely out of proportion and an overdevelopment of a relatively small site. The number of residential units will mean that a current problem with car parking will be exacerbated, resulting in a loss of residential amenity to existing residents.

Councillor Moore spoke on behalf of residents of Withington Ward, and said that she was disappointed that the residential units were being marketed to the rental market rather than as owner occupier properties, and this would increase the transient population and attract the student market. This would put increased pressure on local infrastructure including public transport and public services, to the detriment of established local residents. Councillor Moore also said that it was disappointing that there was no affordable housing included in the proposals, and requested that a condition be considered to manage the lettings and management policy should the scheme go ahead.

The applicant spoke to the Committee and explained despite the objectors saying that the scheme was an overdevelopment, they had consulted widely before submitting the proposals, and that the responsible authorities considered the proposals proportionate for the site.

The Committee agreed with Councillor Moore and expressed disappointment that the proposals contained no provision for affordable housing. The Committee agreed that

the Head of Planning, Building Control and Licensing should negotiate a condition regarding the Lettings and Management policy of the residential units, and an additional condition to ensure that the proposed development employ local people during the construction phase. The Committee queried whether Road Safety planning was adequate, given the proximity of the site to several schools, and were assured that the additional conditions contained in the late representation would address this issue.

Decision

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

PH/16/92 Land North Of Lytham Road, Rusholme, Manchester, M14 6PL.

A planning application 111974/FO/2016/S1 for the erection of a three storey building plus roof plant to form new secondary school with access from Lytham Road, parking and circulation areas, formation of outdoor sports facilities, including 3G all weather pitch and 3 multi use games areas, landscaping and associated works was received.

The application site measuring 3.5 hectares was formerly used by the University of Manchester as a sports facility. The site comprises an area of grass which accommodated a number of playing fields and the slab of a clubhouse / pavilion which has not been used for more than 10 years.

The site is bounded to the north by residential property in 'The Groves' (Handforth, Skelton, Tabley and Hardon) which lead off Old Hall Lane. There is no access to the new school via 'The Groves' as part of this planning application.

To the easternmost boundary there is a telecommunications installation (to be retained), which lies adjacent to the main Manchester to Crewe railway line. On the other side of the railway line lies residential property stretching towards Kingsway.

To the west, the site backs onto properties fronting Birchfield Road, beyond which lies the Manchester University Playing fields and Manchester Grammar School.

To the south, on the opposite side of Lytham Road, is Birchfield Primary School, which has 724 pupils (aged 3-11). All access to the school is proposed from the Lytham Road frontage. Further to the south is the Fallowfield shopping centre, the site lies in Rusholme Ward.

The secondary school proposed would eventually cater to 1050 pupils, aged 11-16, by the academic year 2021/2022, being taught by 234 full time members of staff in a part two, part three storey new build facility.

The applicant states that a number of options have been considered in order to meet the identified need and a strategy of increasing capacity through the extension of existing schools and the provision of new schools is already being deployed. The provision of a new school at Lytham Road is integral to this strategy, endorsed by

Executive Committee, and will secure much needed secondary school capacity in a part of the city where a need has been identified. The school is programmed to be available from September 2017.

The school building would be setback from the back of footpath by 14m at the nearest point. When viewed in its entirety the width of the building proposed at its widest point is 87m.

The building is arranged around a courtyard, with a maximum building depth of 65.5m.

The building itself would have a height of 12m above ground floor level, with roof plant taking the building to a height of 13.8m.

The school would benefit from an all weather pitch and three multi use games areas which it is envisaged will be available for community use during the evenings and at weekends (as would the Sports Hall). No floodlighting forms part of this submission and would require separate consent in the future.

Car parking would be accommodated on site for 79 staff car parking spaces (including 1 disability space), 19 visitor spaces (with 4 additional disability spaces) (102 total) and 3 spaces for coach parking.

The planning statement refers to 63 Sheffield stands being proposed which comprises a capacity of 126 cycle parking spaces. It also states that 5 motorcycle parking spaces are to be provided.

Lytham Road would be made one way from under the railway bridge to the junction with Birchfields Road. Lytham Road would remain two way to the east of the railway line towards Kingsway.

A dedicated drop off facility with an in and out onto Lytham Road would be provided.

A servicing access would utilise an existing dropped kerb to provide a service area with external energy centre.

Alterations would be made to existing traffic calming measures to Lytham Road and new measures would be introduced. The Lytham Road exit to Birchfields Road would be two lane, to provide a dedicated left turn lane to reduce queuing on Lytham Road.

A new puffin crossing would be introduced to the north of the junction of Lytham Road and Birchfields Road on Birchfield Road, which is proposed for safe crossing and to provide breaks in traffic flow to allow egress from Lytham Road during peak traffic flows.

The site lies within Flood Zone 1. A Flood Risk Assessment has been submitted and assessed.

The Committee considered all of the representations, and whilst they appreciated the concerns of local residents were of the opinion that the measures and conditions

contained in the report would be sufficient to alleviate the concerns that the residents had expressed.

Decision

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

PH/16/93 304 Wilbraham Road, Whalley Range, Manchester, M21 0UU.

A planning application 111513/FH/2016/S1 for the erection of two-storey front, side and rear extension and single-storey rear extension to link outbuilding and the main house to create additional living accommodation was received.

The application site relates to a large, two storey, red brick, detached dwellinghouse with front and rear garden areas situated on the northern side of Wilbraham Road. The property incorporates a driveway to the side of the property, off-road car parking, together with a detached single story brick built out-building to the rear. To the western side of the property is adjoined to one side by a semi-detached dwellinghouse and to the eastern side is a similar, large detached property. The rear garden boundary adjoins the playing fields belonging to St. Bede's School immediately to the north. The area is predominantly residential in nature, consisting mainly of two-storey, detached and semi-detached dwellinghouses.

The submitted application is for the erection of two-storey front, side and rear extension and single-storey rear extension to link outbuilding and the main house to create additional living accommodation. The proposed extensions will benefit the needs of three disabled people residing at the property who have mobility issues.

This application is being brought to committee as the applicant is a Ward Member of the City Council.

The Committee considered all of the representations, and whilst they appreciated the concerns of local residents were of the opinion that the measures and conditions contained in the report would be sufficient to alleviate the concerns that the residents had expressed.

Decision

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

PH/16/94 314 Wilmslow Road, Fallowfield, Manchester, M14 6XQ

A planning application 112436/FO/2016/S1 for the change of use from office class A2 to hot food takeaway class A5 and installation of a flue to rear of property was received.

This application relates to a two storey mid parade property comprising a commercial ground floor with the upper floors in use as self contained living accommodation. At the rear of the property is a two storey outrigger with a dormer window, and a small yard. The property was last used as an estate agents office within Class A2. The

upper floors, including the dormer, are in residential use, accessed by an external stair at the rear of the property. There is also an existing flue on the rear elevation.

The property is part of a parade of six units located at the southern end of Fallowfield District Centre. The parade comprises one shop (use class A1), one vacant financial and professional services office - the application site - (use class A2), one café (use class A3), one hybrid café/bar (use class A3/A4) and two hot food take aways (use class A5). The properties on either side of the application site are in A3 and A5 use. To the south of the parade is a detached property, in use as a hot food take away and beyond that a drive through restaurant. To the rear of the site and separated from it by a narrow alley is a modern flat development providing accommodation for adults with learning difficulties. To the north is a modern mixed development, comprising commercial properties on the ground floor with flats above. Facing the site across Wilmslow Road is the Friendship Inn and a modern mixed development comprising retail on the ground floor with flats above. Behind the commercial frontages on Wilmslow Road the area is predominantly residential. To the South of the Friendship Inn and the drive through restaurant the character of Wilmslow Road changes from commercial to predominantly residential.

The premises have previously had planning permission for use as a restaurant class A3 reference F00756 in September 1974 and reference F02369 in April 1975. Neither permission was subject to an hour's condition and have been superseded by the change of use to a financial and professional services office within class A2. It is presumed that the flue to the rear of the property was associated with the historic consents.

The current application relates to a proposed change of use of the property from a class A2 financial and professional services office to a class A5 Hot food take away. The submitted drawings show a kitchen, serving area and counter and an 18 space seating area on the ground floor; and, a staff room, office and staff toilet in the basement. Refuse storage is proposed to be located within the rear yard. There is an existing flue on the rear elevation of the property, which will be retained and incorporated into a new fume extraction system or replaced with a new flue in the same location.

The proposed opening hours are 1300 hrs to 0400 hrs seven days a week.

A 2015 survey of Fallowfield District Centre identified 70 commercial units of which 21 are in A5 use (30% of all units) that survey indicated that there were 3 vacant units within the centre.

The nearest school to the application site is Withington High School which is approximately 380 metres away.

The Committee were satisfied that the reasons for the recommendation in the report were sufficient to persuade them to agree with the recommendation.

Decision

To refuse to grant the application for the reasons given in the report.

PH/16/95 228 Fog Lane, Burnage, Manchester, M20 6EL

A planning application 111295/FO/2016/S2 for the change of use from A1 (retail use) to A4 (drinking establishment) was received.

This application relates to the ground floor of a two storey terraced building comprising of a vacant A1 shop unit on the ground floor and residential flat on the first floor.

Permission is sought to change the use of the ground floor from A1 (retail use) to A4 (drinking establishment).

The submitted drawings show a ground floor containing 11 tables, with the bar area in a central position within the property next to the kitchen. The toilet would be at the rear of the building and the rear yard used for the storage of bins and waste only.

At the front of the property would be a small outdoor seating area for two tables.

The building forms a parade of shops on Fog Lane which is identified in the Core Strategy document as a Local Centre.

The applicant spoke to the Committee and said that despite the objections from Environmental Health, there was broad support for the application from local residents, including the local residents association, and that the acoustic survey results showed that the development could be installed without loss of amenity to local residents. The applicant also said that the conversations that they had with Environmental Health had not been reflected in the contents of the report which had disappointed them.

The Committee noted some discrepancies in the report, for example the representations had included concerns about the operation causing a disamenity with "late night noise", but that the proposed hours of operation were limited. In addition, the parade of shops where the premises is located is mixed use, with several other premises already operating longer than the hours proposed by this applicant. The Committee also commented that the fact that residents were actively supporting the application led them to explore the possibility that the recommendation was not correct, given the circumstances.

The Committee requested the Head of Planning, Building Control and Licensing discuss additional conditions with the applicant that might alleviate the concerns of the Responsible Authorities, with these conditions to be considered at the next suitable meeting of the Planning and Highways Committee.

Decision

Minded to approve the application subject to additional conditions to be considered at the next suitable meeting of the Planning and Highways Committee.

PH/16/96 10 Bamford Grove, Didsbury, Manchester, M20 2FF

A planning application 112209/FO/2016/S2 for the demolition of existing dwellinghouse and double garage and erection of two detached dwellinghouses with associated parking, landscaping and amenity space was received.

No 10 Bamford Grove is a vacant 2 storey dwelling situated within gardens approximately 0.11 hectares in size. Work commenced on extending the property several years ago but it was never completed and now the dwelling is in a somewhat dilapidated condition. A detached garage, again in dilapidated condition is located to the north-east of no. 10 Bamford Grove. Pedestrian access to the property is gained via Bamford Grove, which is a small, narrow cul-de-sac off Bamford Road, which in turn is accessed off Hesketh Avenue. Vehicular access to the site is via a shared driveway with no. 16a Hesketh Avenue.

To the north of the site are the rear gardens of nos.101 to 105 Palatine Road, while to the west and south are the rear garden of nos. 32 to 38 Bamford Road. To the east of the site are located no. 16a Hesketh Avenue and nos. 2 to 8 Bamford Grove.

The applicant is proposing to demolish no. 10 Bamford Grove and erect two 5 bed part single/part 2 storey detached dwellings on the site. Pedestrian and vehicular access will be retained from Bamford Grove and Hesketh Avenue respectively and a single storey garage will be sited to the side of each dwelling. The proposed site layout is appended at the end of this report. For the purpose of this report, House A is the dwelling closest to the properties on Bamford Road, while House B is the one sited closest to 16a Hesketh Road.

Councillor Leech told the Committee that he broadly supported the development, but raised concerns about the movement of machinery and delivery vehicles to and from the site. He requested that the Committee consider an additional condition to restrict the access point for construction traffic to prevent access through Bamford Drive in favour of access from Hesketh Avenue only.

The applicant spoke to the Committee and said that there had been a very thorough consultation process throughout the project, and that the proposals had been significantly adapted to take account of concerns that residents had raised.

The Planning Officer told the Committee that a condition to this effect could reasonably be added to any permission given.

Decision

To grant the application with an additional condition restricting access to the site to be routed from Hesketh Avenue only.