

Planning and Highways Committee

Minutes of the meeting held on 9 March 2017

Present: Councillor Ellison (Chair).

Councillors: Ahmed Ali, Shaukat Ali, Barrett, Chohan, Curley, Dar, Madeleine Monaghan, Paul, Siddiqi and Watson.

Apologies: Councillor Fender, Nasrin Ali and Kamal

Also present: Councillors: Davies, Leech and Midgeley.

PH/17/20 Minutes

To approve the minutes of the meeting held on 9 February 2017 as a correct record.

PH/17/21 114283/FO/2016 - Land At The Siemens Campus Princess Road To Nell Lane Manchester M20 2UR.

A planning application 114283/FO/2016 for the erection of three storey commercial building (for a flexible B1 office or D1 non-residential healthcare use) together with associated car parking, landscaping, highway works, associated works and the reconfiguration of existing car parking was received.

An interested party spoke to the Committee and said that the application contained inadequate provision for parking given the scale of the development proposed. In addition, he said that the increased traffic and subsequent air pollution should the application be approved would have a detrimental impact on local residents.

In his opinion, air quality around the site was already poor, and the increase in traffic generated by both the construction and subsequent occupation of the site would exacerbate this. The interested party also said that public transport provision around the site was poor and as a consequence would not be a viable option for users of the site, who would then be forced to park cars on surrounding streets further increasing congestion.

A local elected member spoke to the Committee and said that they supported the development in principal, and welcomed the commitment to local employment opportunities. However, she also said that Elected members supported the concerns raised by the West Didsbury Residents Association, particularly with reference to future junction upgrading at Nell Lane/ Princess Rd, Barlow Moor Rd/ Princess Rd and site exit onto Barlow Moor Rd. She said that on a practical level, the increased traffic at this location could cause a problem, especially given the proximity of local schools. She requested that consideration be given to adding a condition that the upgrading work to this junction be brought forward rather than left to the final phase of the development of the site.

The Committee requested clarification as to whether the development would be occupied by Siemens operations or would be commercially let to other organisations.

The planning officer confirmed that the intention was that the development would be let on a commercial basis and that Siemens would not necessarily occupy any of the building. The planning officer also confirmed that the application proposals are supported by a framework travel plan, enhanced pedestrian route through the site, cycle spaces (20no.), and that this together with the sites location close to public transport networks is considered to be the appropriate balance and provides employers and employees a range of access modes. A condition of any approval is proposed relating to the development of a travel plan for the building.

The Committee noted that during daytime off-peak periods there are 10 buses per hour that service the site as a whole, and that there are 9 or 10 trams per hour at the nearby Metrolink station. They considered that the site was therefore a sustainable location in terms of public transport options.

With regard to poor air quality, the Committee determined that this was a wider issue for the conurbation as a whole and while they acknowledged the concerns of all parties with regard to pollution and air quality, this was an issue that should be addressed in a broader city wide forum.

Decision

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

(Councillors Chohan and Madeleine Monaghan were absent for part of the discussion and took no part in the decision)

PH/17/22 114529/OO/2016 - Land At The Siemens Campus Princess Road To Nell Lane Manchester M20 2UR.

A planning application 114529/OO/2016m for an Outline application for development comprising: Erection of a part 4 part 6 storey building to form 44 no. residential apartments (Class C3) and 23 no. residential dwellinghouses (Class C3) with associated access, parking, landscaping and other associated works: and; Outline application for the erection of a maximum of 25 residential dwellings and associated access with all other matters reserved was received.

An interested party spoke to the Committee and said that they were concerned that the proposed access road would not be adopted. He said that this would lead to problems with parking that would not be able to be addressed in the usual way, which would be exacerbated by overflow parking from people associated with the previous item, application 114283/FO/2016.

He raised the issue that the proposals contained no provision for affordable housing, which in his opinion was regrettable given the strain on affordable housing provision that he identified in the immediate area. He also said that the flat roof design of the buildings was unpleasant and not in keeping with the immediate area. He did however welcome the increased recycling which formed part of the proposals.

The applicant confirmed that the proposed development would provide modern contemporary design residential buildings. It is considered that the proposals would form an important phase of part of a wider development of the Siemens Campus. As such the proposals are considered to accord with local and national planning policies as well as the principles set out in the recently approved Development Framework for the Siemens Campus. The applicant also confirmed that affordable housing was being dealt with as part of the land transaction rather than through a, a section 106 agreement. With regard to the design of the buildings, the applicant confirmed that this had undergone a full consultation and was considered appropriate for the site.

A local Elected Member spoke to the Committee and said that while all Elected Members in the Ward welcomed the development, they were also disappointed at the lack of affordable housing contained within the proposals, but accepted that affordable housing contributions are to be made through the land transaction with the City Council.

The planning officer confirmed that the scheme had been deliberately designed so that the roads contained within the scheme would remain unadopted when all the development was complete. He confirmed that the roads would be maintained by a management company, and that a condition would be attached to any permission that would ensure that this factor was managed on an ongoing basis.

The Committee noted that an affordable housing contribution would be made through the land transaction with the City Council, and remarked that they would be happy to receive further information about where such affordable housing would be located, as well as approximate timescales for any such developments if possible.

Decision

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

PH/17/23 111258/FO/2016/S2 - Garden To The Side Of 1 Pine Road Didsbury M20 6UY.

A planning application 111258/FO/2016/S2 for the erection of a two storey detached dwellinghouse with living accommodation in the roof space and garage with associated boundary treatment and landscaping was received.

The applicant spoke to the Committee and said that he had worked for several months with both the Conservation Society and planning officers to develop a scheme that is entirely sympathetic to the Conservation Area.

A local Elected Member spoke to the Committee and said that they support the proposals, but queried whether the proposed garage was large enough to accommodate modern vehicles. The planning officer confirmed that the garage did comply with the space recommendation and that there was additional off-road parking included in the scheme.

Decision

To approve the application subject to the conditions and for the reasons in the report.

**PH/17/24 114416/FO/2016 - The Woodstock 139 Barlow Moor Road
Manchester M20 2DY.**

A planning application 114416/FO/2016 for the erection of single-storey timber building to form bar servery and pizza kitchen under the existing pergola was received.

The Woodstock (139 Barlow Moor Road) is a large 2 storey detached property dating from the late 19th Century. Originally built as a house, it was then occupied by the British Council and used as offices before it was converted into a public house. The Woodstock is a Grade II listed building. Trees within the site are covered by a Tree Preservation Order.

A local resident spoke to the Committee to object to the proposals. He said that residents find the noise levels from the premises is currently just about acceptable, and that to increase the number of customers by building this outside servery would increase the noise levels so that they became unacceptable. In addition the impact on wildlife from alterations to the trees and the additional uplighting would be a considerable detriment. He also said that an increase in customers would lead to more parking problems, which already caused a significant disamenity.

In addition, the proposed bar/servery was considerably larger than the existing BBQ, and that the increase in seating had not been properly considered. The resident also said that the acoustic insulation from the mature belt of trees around the site would be lost if the proposed tree works were allowed to go ahead.

The resident also said that the report asserted that conditions imposed by the Premises Licence would be sufficient to alleviate any disamenity, but he disputed this.

A local Elected Member also spoke to the Committee and supported all of the objections made by the resident. He also said The Woodstock is listed, and the development will negatively impact the appearance of the listed building. The proposal will encourage additional outside activity, which is already a noise problem during nice weather and which has a negative impact on the amenity of nearby residents. He said that the increased intensity of use that would result from the construction of the bar servery and pizza kitchen was unacceptable, and that a potential subsequent application to reduce the trees and noise barrier that they provided would result in significant and intolerable disamenity.

The Committee noted that this is an existing beer garden that is frequently used in the summer months already, and that additional table and chairs would not in themselves require planning permission. The Committee also sought clarification as to the status of the existing trees on the site and the planning officer confirmed that there are a number of trees that are subject to TPO's, so any works to the trees would require permission before it was carried out. The planning officer also

confirmed that the current application under consideration did not require any work to be carried out to the trees on site.

Decision

To **approve** the application subject to the conditions and for the reasons in the report.

PH/17/25 113823/FO/2016 - Tatton Arms Hotel Boat Lane Northenden Manchester M22 4HR.

A planning application 113823/FO/2016 for the conversion of former Tatton Arms public house to create 9 self-contained apartments following demolition of extensions; erection of 14 two and three storey dwellinghouses (4 semi-detached, 5 terraced and 5 detached); erection of a detached riverside café (Class A3) with associated access, parking and landscaping was received.

The application site measures 0.66 hectares and contains the former Tatton Arms public house building, which closed at the end of 2007 and has remained vacant since.

The site is located adjacent to and is located within the River Mersey on Boat Lane, where Mill Lane turns within Northenden Conservation Area, the Green Belt, Flood Zone 2 and the safeguarding zone for HS2 Phase 2B.

The Committee heard representations from a local resident representative who objected to the proposals. They said that the Tatton Arms did need to be refurbished but not at the expense of substantial disruption to the ecology and wildlife in the area. They also said that the proposals would lead to increased air pollution due to the loss of trees, and increased noise pollution as the proposals meant that the trees screening the area from the adjacent motorway would be lost. They also told the Committee that they accepted there had been structures on part of the site previously, but that these had been greenhouses and not permanent buildings.

The Applicant's Agent spoke to the Committee and said that despite the fact that the proposals included development on greenbelt land, the site of the Tatton Arms was worth saving as a community asset. The proposals would mean that the iconic building could be saved rather than left to further deteriorate, which in their opinion made this a special circumstance that justified the development in the greenbelt.

The Committee determined that the re-use of the Tatton Arms would be welcomed, however, the built form that is being applied for in this instance would be inappropriate and cause harm to the special character of this area.

The development of new build in the Green Belt constitutes inappropriate development and the Committee were not satisfied that there are very special circumstances to justify the development proposed. The layout, design, scale and massing of the new build would cause harm to the openness of the Mersey Valley and the Green Belt, causing harm to the character of Northenden Conservation Area.

Decision

To **refuse** to grant the application for the reasons contained in the report.

(Councillor Madeleine Monaghan declared a prejudicial interest in this item as a Member of Wythenshawe Area Committee who had previously voted on this matter. She left the room during the discussion and when the decision was made.)

PH/17/26 114723/FO/2016 - Land Bounded By River Irwell Canal Basin To The North, Water Street To The East, Princes Bridge To The South & The River Irwell To The West Manchester.

A planning application for the demolition of existing buildings and structures to enable construction of 36 storey residential tower (Class C3) with retail uses at lower floors (Classes A1, A2, A3 and A4), new public realm, landscaping including the first phase of Riverside Park and Walkway, provision of external seating areas, car and cycle parking, access arrangements and other associated works was received.

The application site is within land previously occupied by ITV and is within an area that has been identified as a regeneration priority by the City Council. It is bounded by the River Irwell, a canal basin arm to the north, with the Grade II Victoria and Albert Hotel beyond, Water Street to the east and Princes Bridge to the South.

The applicant's agent spoke to the Committee in support of the proposed development and said in summary that the proposed development would provide a major contribution to the economy of the City Centre and the region. It would signal the commencement of the wider ambitions of the St Johns masterplan area, and represent the start of important regeneration development proposals planned for the area over the next ten years and beyond. This significant initiative would ultimately link the heart of the City Centre, and Spinningfields, towards the waterside frontage of the River Irwell. In economic, land use and townscape terms, this represents a key project within the wider regeneration agenda and would make a significant contribution towards the Council's ambition to generate further economic growth for the benefit of the City Region.

The proposals include a high quality design and finish across the scheme. A mix of apartments would be created to ensure choice for a wide range of potential occupants and to help foster a mixed community within the development.

The Committee sought clarification that access to the River Irwell would be unimpeded by the development, and it was confirmed that this was in fact the case and that public access would be maintained. The Committee also queried whether the proposed cycle hub would be operated to maximise usage, and the planning officer confirmed that the cycle hub would be a commercial operation so it would be in their own best interests to maximise its usage.

Decision

To **approve** the application subject to the conditions and for the reasons in the report.

PH/17/27 114385/FO/2016 - Land Bounded By Water Street And The V&A Hotel To The West, The Bonded Warehouse And Railway Viaducts To The South, Atherton Street & Granada House To The East And Quay Street & The Globe & Simpson Building To The North Manchester.

A planning application for the demolition of existing buildings and structures to enable construction of a 36 storey residential building (Class C3) with retail uses at ground floor (Classes A1/A2/A3/A4), an 8 storey mixed use building comprising workspace (B1), with retail uses (Classes A1/A2/A3/A4) and residential live/work uses, and two levels of basement parking for 465 cars and cycle hub storage, together with new public realm, landscaping, provision of external seating areas, access and other associated works was received.

The application site comprises land previously occupied by ITV at Quay Street and is within an area that has been identified as a regeneration priority by the City Council. It is bounded by Quay Street, Granada House and Studios, the Bonded Warehouse, Starlight Theatre, the Grade II Listed Colonnaded Railway Viaduct and Water Street. The site comprises buildings and workshops formerly occupied by ITV, which would be demolished as part of the proposals for the conversion and extension of the Old Granada Studios (OGS).

An interested party spoke to the Committee and said that this was another development in the City Centre that had no provision for affordable housing, and that this omission was regrettable.

The applicant's agent spoke to the Committee and said that the financial assessment detailed in the report supported the contention that the provision of affordable housing was not viable for this scheme.

Decision

To **approve** the application subject to the conditions and for the reasons in the report and the later representations.

PH/17/28 114863/FO/2016 - Former BBC Site Oxford Road Manchester M1 7EN.

A planning application for the erection of 18 storey serviced apartment building (384 units) with ancillary retail (A1, A2, A3, A4), residents' hub and associated access and landscaping was received.

The proposal is part of the next phase of development at Circle Square. It is part of a much larger site bounded by Oxford Road, Charles Street, Brancaster Road, Sorton Street, Cloak Street, Upper Brook Street and the River Medlock which measures 4.68 hectares. It is within The Corridor, which has a high concentration of commercial, cultural and education facilities and is considered to be the heart of Manchester's 'knowledge economy'. The Corridor is a key focus for investment and represents a major opportunity to secure value-added economic growth.

The applicant's agent spoke to the Committee and said that the student market is competitive and Manchester must ensure that its offer is attractive students and has the necessary infrastructure to attract them, including those from outside the UK. The proposal would offer a product that is known to be attractive to international and post graduate students.

The Committee acknowledged that the proposals were not student accommodation in the form that could be found across much of the City, but was a product designed to target a specific post graduate and international market.

Decision

To **approve** the application subject to the conditions and for the reasons in the report.

PH/17/29 113617/FO/2016 - Plot G Slate Wharf Castlefield Manchester.

A planning application for the Erection of a four storey building to form 24 apartments (Use Class C3) with associated hard and soft landscaping and ancillary development thereto was received.

The Committee considered a request for a site visit, but decided that it was not necessary in this instance.

The proposal relates to an irregular shaped, vacant site within Castlefield Canal Basin, which measures approximately 0.1 hectares. The site is bounded by the Bridgewater Canal and an associated tow path/canal side area. This links the footbridge over the canal down to the canal side, running immediately adjacent to the site. Immediately to the north and west of the site are the Slate Wharf residential apartment blocks, which are three storey red brick buildings with pitched slate roofs, built in the 1990s. The Wharf Public House, built soon after the Slate Wharf apartments and in a similar style, lies to the south of the site, with a surface level car park to the rear and an outdoor seating area to the front adjacent to the canal. Beyond that building is the six storey Grade II listed Middle Warehouse (Castle Quay). On the opposite side of the canal to the east of the site is the Grade II listed Merchants Warehouse building, which is a four storey red brick building with a pitched slate roof.

A local resident spoke to the Committee to object to the proposals, and said that Plot G is one of the last few green spaces in and around Manchester city centre and one of the most picturesque green spaces in Manchester. Except for a period of weeks in the 1980s, Plot G has been open space since the 1840s for more than 175 years. She also said the Plot G brings in tourists, has been used by the local residents over the course of the past 20 years (most of whom do not have a garden) and is used by numerous organised groups such as The Manchester Road Runners, dog walking groups and fitness classes. The small patch of grass proposed to be retained to the front of the building is not big enough and would not have the same pull of people to the area, especially if it will be in shade. The other nearest open green spaces are: St Johns Gardens which is heavily enclosed, lacks surveillance and does not feel

safe for young females on their own; and the Roman Gardens, which is not in the heart of Castlefield Basin close to bars and restaurants and free from traffic noise.

The applicant's agent spoke to the Committee and said that this was a very high quality development which would be an enhancement to the area. He pointed out that this plot had always been intended for development, and that several planning permissions have been granted in the past, which if realised would have resulted in a significantly greater degree of development than the current application was requesting. He explained how the conditions agreed in the report would lessen any alleged disamenity, in particular Condition 7 on page 29 of the report requiring a comprehensive landscaping and public realm strategy being approved by the council prior to any work commencing. The applicant's agent explained to the Committee the measures taken and agreed with local residents to improve aspects of the scheme that had caused concern, including a contribution to affordable housing, in the form of a financial contribution towards affordable housing, which would be provided off-site.

A local Elected Member spoke to the Committee and acknowledged the measures taken by the applicant to address resident's concerns. However, she also pointed out that the council had a commitment to green spaces and cleaner air, and family friendly environments. She explained that Plot G currently provided all of these and the loss of this space to development would be a significant loss for the community as a whole.

The Committee sought clarification on how the risk of flooding would be reduced, given that part of the site has suffered from flooding in the past few months. The planning officer said that Environment Agency flood maps show that the proposed building would be located within Flood Zone 1 (low probability of flooding) and would be adjacent to Flood Zone 2, which encompasses the Bridgewater Canal and the canal side area. The site therefore has a low probability of river flooding.

Decision

To **approve** the application subject to the signing of a S106 agreement for a financial contribution towards affordable housing and subject to the conditions and for the reasons in the report and late representation.

PH/17/30 114585/FO/2016 - Princess Street / Whitworth Street Manchester M1 3PE.

A planning application for the erection of three residential buildings (Building 1 comprising 15 storeys plus plant space, Building 2 comprising 11 storeys plus plant space and Building 3 comprising 14 storeys plus plant space) to provide 351 residential units (Use Class C3) 117 x 1 bed, 218 x 2 bed and 16 x 3 bed) al with ground floor commercial uses (Class A1 (Shop), A3 (Restaurant and Cafe) and D1 (Non Residential Institution Use- Art Gallery) and new public space with related access, servicing, landscaping and associated works with parking for 254 vehicles, 224 cycles within 4 levels of existing basement car park was received.

The site is bounded by Whitworth Street, Princess Street, the Rochdale Canal,

Regency House and Amazon House and measures 0.53 hectares. It is situated in a prominent location at the junction of Whitworth Street and Princess Street within the Whitworth Street/Princess Street Conservation Area. It has been vacant since 1993 and has previously been used as a car park.

Planning permission was granted in 2007 (081209/FU/2006/C3) for a mixed-use development comprising a 12 storey hotel fronting the Rochdale Canal, a 6 storey office fronting Princess Street and a 15 storey residential building comprising 180 units fronting Whitworth Street. The buildings were arranged around a central public space with a four level basement car park. The hotel element was increased in height to 17 storeys in 2007.

Planning Permission was subsequently granted in January 2016 for a scheme comprising two residential buildings and a hotel, with ground floor commercial uses and new public space and associated works (110346/FO/2015/C2).

The applicant has reviewed the most recently approved proposal following further market testing in relation to the hotel, which has concluded that there is no market interest for a high quality hotel in this location. They have also reviewed and amended the palette of materials to ensure scheme viability and deliverability.

The applicant's agent spoke to the Committee in support of the proposals, and explained the reasons that the original proposals for a combined residential/hotel development had changes.

The Committee welcomed the fact that should permission be granted, the scheme was viable and capable of delivering a high quality development at a site they considered had been allowed to deteriorate for much too long.

Decision

To **approve** the application subject to the conditions and for the reasons in the report and the late representations.

PH/17/31 114604/FO/2016 - Land Bounded By Oldham Road, Baltimore Street And The Gateway Manchester M40 5AU.

A planning application 114604/FO/2016 for the erection of a mixed use development comprising a 120-bedroom hotel (Use Class C1)(7 storeys), office (Use Class B1)(5 storeys), nursery (Use Class D1)(2 storeys and basement), drive-through restaurant/retail unit (Sui Generis), and multi-storey car park(6 storeys) , additional surface car parking, access, servicing, landscaping and associated infrastructure works, following the demolition of existing buildings and structures was received.

The application site fronts onto Oldham Road and The Gateway, and lies within the Central Park strategic employment6 site. The site is bounded to the west by Baltimore Street, and to the north by the Manchester to Huddersfield railway and Metrolink lines. It comprises an area of cleared brownfield land (formerly occupied by St Ann's Church and two industrial buildings), and a row of three storey townhouses (known as St. Anne's Terrace 749-759 Oldham Road).

The application seeks permission for a mixed use development comprising a 120 bedroom hotel (Class C1) (7 storey building, 4,304m²) ; offices (Class B1) (5 storey building, 2,491m²) ; a nursery (two storey 1,537m²) drive thru retail/restaurant use (sui generis 196m²) and a multi storey car park (6 storey 12,027m²).

Decision

To **approve** the application subject to the conditions and for the reasons in the report.

PH/17/32 112127/FO/2016 - 46-48 Osborne Road Levenshulme, Manchester M19 2DT.

A planning application 112127/FO/2016 for the change of use of care home to 14 x 2 bed apartments and 1 x 1bed apartment, erection of 2-storey rear extension and detached bin and cycle store and setting out of 15 car parking spaces was received.

The application buildings incorporate a 3-storey pitched roof building with a pair of 3-storey bays 'bookending' a single storey extension with a lean-to roof above a semi-raised basement. The single storey extension also incorporates a bay frontage with steps and a platform linked to an access ramp. Each of the projecting 3-storey bays would incorporate semi-hexagonal bays to the ground floor and basement. Four dormer extensions are incorporated into the forward roof plane. The substantive elevations, throughout the building comprise, of red-brick, grey slate roofs and sash windows set in brick lintels and stone sills. Ground floor / semi-basement extensions are located to the side elevations. The rear of the building is characterised by a pair of projecting 3-storey projecting hipped pitched dormer outriggers to each side of a centrally recessed elevation.

The external area comprises hard surfaced car parking with some trees along the eastern boundary and in the south-west corner of the site. The site perimeter is enclosed with a mix of brick walls with vehicular access/egress from Osborne Road and Victoria Road.

The proposed development comprises of:

- i. A 2-storey rear extension to the rear elevation and semi-basement, which would also adjoin the side elevation of the western outrigger. The extension would have a depth of 4 metres, 2.75 metre width and a pitched roof to a maximum height of 7.25 metres. Matching pairs of sash windows would be positioned at ground and first floor with stone sills and brick lintels. The proposed windows would follow the alignment of the existing windows. The existing rear access to the basement would be retained.
- ii. Internally, the proposed development would comprise of:
 - a. Basement – 4 x two bedroom flats
 - b. Ground floor – 4 x two bedroom flats

- c. First floor - 4 x two bedroom flats
- d. Second – 2 x two bedroom flats and 1 x one bedroom apartment

Each of the 2-bedroom apartments would consist of: living room/ kitchen; 2 x bedrooms, bathroom and hall. The one bedroom apartment would consist of: living room/ kitchen; 1 x bedroom, bathroom and hall.

- ii. Externally, the proposals would involve the removal of existing trees to allow the formation of 15 car parking spaces distributed adjacent to the site boundary and adjacent to the rear and western side of the building. The existing site entrances would be improved to provide access and egress from Osborne Road and Victoria Road respectively via sliding gates. Bin and secure cycle storage would be provided within a retained 'L-shaped' single storey pitched roof outbuilding situated in the north-east corner of the site.

Decision

To **approve** the application subject to the conditions and for the reasons in the report.