

Planning and Highways Committee

Minutes of the meeting held on 6 April 2017

Present: Councillor Ellison (Chair).

Councillors: Ahmed Ali, Nasrin Ali, Shaukat Ali, Barrett, Chohan, Curley, Dar, Kamal, Paul and Watson.

Apologies: Councillor Fender, Madeleine Monaghan and Siddiqi.

Also present: Councillors: S. Newman.

PH/17/33 Minutes

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

PH/17/34 114462/FO/2016 - Land To The Rear Of 1-11 Greenlea Avenue And 14-24 Wayland Road South Manchester M18 7TE.

A planning application for the erection of ten, 2-storey dwellinghouses, car parking, boundary treatment and vehicular access from Rainshaw Lane was received.

This application relates to an area of open land, surrounded by residential properties, in the Gorton area of Manchester. The site has an irregular shape with a wider element to the north and a smaller element to the south. The site is grassed and generally flat, although it does fall away towards the western boundary of the site. To the west and south the site is bounded by former Council housing and in recent years the land to the north and east has been developed with an estate of private dwellings. At the north-east corner of the site one of the access roads, to that estate, forms a partial boundary and this is to be utilised to provide vehicular access to the site.

Decision

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

PH/17/35 114818/FO/2016 - Surface Car Park Bound By Ducie Street To The South / Rochdale Canal To The North And West & The City Centre Ward Remainder Of The Car Park Manchester.

A planning application for the erection of 9 storey building to provide 137 hotel bedrooms (Use Class C1) with associated ancillary hotel operated restaurant (Class A3) and bar (Class A4) uses to include 14 cycle parking spaces, an external seating area, public realm, landscaping and highways works was received.

A local resident spoke in objection to the proposals and said that the development would had a significant adverse impact on the residential, heritage and cultural amenity for surrounding buildings. In addition they pointed out that the SRF indicated

that development in the area should be residential rather than commercial. The resident also said that there would be no possible mitigation for the loss of car parking space which would put further pressure on parking in the streets surrounding the site with a detrimental effect on all residents and businesses in the vicinity.

The applicant's agent spoke to the Committee and said that the proposals would deliver a high quality development which was consistent with the key design principles of the Piccadilly Basin SRF. They pointed out that little remains of the historic streetscape of Ducie Street and the condition and appearance of this site harms the setting of adjacent listed buildings and the listed canal, as well as the quality and character of the townscape. It erodes the character of the historic street pattern and interrupts the prevailing building alignment and as a result the urban form lacks cohesion. This adversely affects and weakens the character and appearance of the area. They conceded that it is inevitable that development on sites such as this, would impact on the levels of amenity enjoyed by existing properties. However the building would fill the site and reinstate the historic building lines, in accordance with good urban design principles. The proposed height is in keeping with the plot height for this site as outlined in the Piccadilly Basin SRF and Masterplan.

The planning officer confirmed to the Committee that the proposals had been negotiated over a significant period and that when submitted were completely appropriate for the aims of the Piccadilly Basin SRF. He also confirmed that the form and scale of the development was acceptable in the street scene in the vicinity. He also confirmed that all of the objections had been taken into consideration when assessing the application and when making their final recommendation.

The Committee confirmed that they had some concerns about the cumulative impact of the loss of car parking spaces, as notwithstanding the Council's policies to encourage sustainable forms of transport such as cycling and increased use of public transport, it was inevitable that residents and visitors to the City would wish to use private cars. In addition the Committee discussed transport and parking facilities for disabled people who often had limited access to sustainable forms of transport and were reliant on private vehicles. However, the Committee also agreed that the proposals were appropriate to the site and decided to approve the application accordingly.

Decision

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

PH/17/36 114991/FH/2017 - 6 Sark Road Manchester M21 9NT.

A planning application for the erection of a single storey side and rear extension to form additional living accommodation was received.

The property is a semi-detached dwelling in a residential area with gardens to front and rear.

Planning permission was sought for the erection of a 'wrap-around', single-storey side and rear, mono-pitch extension, to the existing house, to form additional living accommodation, to include one off-street car parking space and bin storage to the front of the property. The external materials of the extension are proposed to be white rendered walls (to match that on the first floor front elevation) in Pure white silicone thin coat render finish, terracotta pantile roof tiles, with white uPVC window frames.

A local resident spoke to object to the proposals and explained to the Committee that the development would have a significant detrimental impact on neighbouring properties due to loss of light and overshadowing and overbearing neighbouring properties. They said that the proposals were not in keeping with the area and would be an inappropriate overdevelopment of the site.

The applicant's agent spoke to the Committee and said that while they had sympathy for the neighbouring property, they had negotiated over a period of time and amended the proposals as a result. They said that the development would provide high quality living accommodation for the applicant and his family who were keen to move in and become part of the local community.

A local Elected Member also spoke in support of the objectors and said that they supported all that the objectors had said. In particular they said that the development would have an unacceptable negative impact on the quality of life of the residents of the neighbouring property and was an overdevelopment in terms of the appearance of neighbouring properties.

The Planning officer told the Committee that there would be some impact on number 4 Sark Road due to the proposed side extension being located in very close proximity to the common boundary, and due to the orientation of the property there would be some loss of light. It must also be noted that there is a side window at number 4 Sark Road, which is a window to a kitchen and this would face the extension, being located a distance of 2.50 metres away.

However, the extension is single storey and incorporates a hipped roof which slopes away from the common boundary. As it is considered that the impact on number 4 Sark Road would not be so undue in terms of loss of light or overshadowing appearance so as to warrant a refusal of planning permission.

The Committee acknowledged that there would be some impact on neighbouring properties, but on balance decided that the proposal was acceptable in terms of the Manchester's Core Strategy including policies SP1 and DM1 and extant policy DC1 of the Unitary Development Plan and to the general guidance contained within the National Planning Policy Framework.

Decision

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

PH/17/37 114188/FU/2016 - 136 St Werburghs Road Manchester M21 8UQ.

A planning application for the change of use of existing office (Class B1) to Gym (Class D2) was received.

The site sits between St Werburghs Road and Park Brow Close, a short residential cul de sac. To the south is the gable elevation of a short terrace of residential properties fronting Park Brow Close. Facing the gable wall of the application site are the front elevations of houses across Park Brow Close to the north is another Listed building, this time a former barn now converted to residential. There are residential properties facing the other gable to the property across St Werburghs Road.

The applicant spoke to the Committee and explained the scope and concept of the proposals. They also explained how the application had been designed to minimise any detrimental impact on local residents and neighbouring properties.

Decision

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