

MANCHESTER CITY COUNCIL

PLANNING AND HIGHWAYS

**APPENDIX TO AGENDA
(LATE REPRESENTATIONS)**

**on planning applications to be considered by
the Planning and Highways Committee**

at its meeting on 11 January 2018

This document contains a summary of any objections or other relevant representations received by the Department since the preparation of the published agenda. Where possible, it will also contain the Head of Planning, Building Control & Licensing's own brief comment. These summaries are prepared on the day before the Committee. Very late responses therefore have to be given orally.

**APPENDIX TO AGENDA
(LATE REPRESENTATIONS)**

Planning and Highways Committee 11 January 2018

Item No. 5

Application Number 118127/FO/2017

Ward Bradford Ward

Description and Address

Erection of two storey building (incorporating mezzanine) to form drive-through coffee shop (use class A1/A3) and commercial unit (A1/A3), together with associated parking, landscaping and new access

Open land to the south of Ashton Old Road and north of Whitworth Street, currently bisected by Redby Street, Manchester M11 2NP

1. Head of Planning – Further observations/modifications to conditions

Amendments are made to conditions 4 (local labour agreement) and 11 (construction management).

Condition 4 now should read:

Prior to development commencing, a local labour agreement to include labour arrangements both during construction and when the site is operational, shall be submitted to and agreed in writing with the City Council as local planning authority. The approved scheme shall be in place prior to first occupation of the development and shall be kept in place thereafter.

Reason - To safeguard local employment opportunities, pursuant to pursuant to policies EC1 of the Manchester Core Strategy.

Condition 11 should now read:

Prior to the commencement of the development a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include;

- *Display of an emergency contact number;*
- *Details of Wheel Washing;*
- *Dust suppression measures;*
- *Compound locations where relevant;*
- *Location, removal and recycling of waste;*
- *Routing strategy and swept path analysis;*
- *Parking of construction vehicles and staff; and*
- *Sheeting over of construction vehicles.*

The development shall be carried out in accordance with the approved construction management plan.

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy.

In addition, condition 18 (air quality) has been removed and a new travel plan condition has been included. This has resulted in the renumbering of the conditions.

Given that no demolition is involved with the proposal and as the site will result in an uplift in tree cover along an existing busy route for a use anticipated to cater for pass by trade only, any impact upon air quality is considered to be negligible in this instance.

Condition 21 (Travel Plan) now reads:

Before the development hereby approved is first occupied a Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:

- i) the measures proposed to be taken to reduce dependency on the private car by those [attending or] employed in the development.*
- ii) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.*

The agreed measures shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel to the school, pursuant to policies SP1, T2 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD (2007).

**APPENDIX TO AGENDA
(LATE REPRESENTATIONS)**

Planning and Highways Committee 11 January 2018

Item No. 6

Application Number 117846/VO/2017

Ward Gorton South
Ward

Description and Address

City Council Development. Erection of a three storey detached school building with rooftop plant, detached single storey indoor sports facility with double height sports hall and studio, with associated access, parking and circulation areas, formation of outdoor sports facilities, external play space, landscaping, boundary treatment and associated works.

Nutsford Vale, Matthews Lane, Manchester

1. The Public / Local Opinion

Comments were received from Councillor Suzanne Richards and were omitted from the report.

Councillor Suzanne Richards – has expressed concerns about plans to build a secondary school on Nutsford Vale. She has advised that she has thought long and hard before taking a position on this matter, and has spent time on the Vale itself, spoken to many local residents and has also met with the Friends group on a number of occasions. She advises that at the outset she met with the Executive Member and the senior responsible Council Officer when the draft proposals were outlined to her. She therefore feels that she has taken on board views from all sides.

She wishes to make clear that she does not oppose building a school and would work with the Council and Councillors in the surrounding areas to help identify a more suitable site. However, there are a number of reasons why she does not feel able to support an application to build a school on this site, which are outlined below.

1. Impact on surrounding area - the proximity to the Education Village means that there are multiple schools within very close proximity to each other including a special school on the opposite side of the Vale. She does not feel that the impact building another secondary school will have on footfall and traffic has been properly and adequately considered. This is an area which is already under pressure at busy times of the day and an additional 1,200 or 1,800 place school is going to significantly add to that.
2. The Vale itself - Nutsford Vale is a unique space in Manchester, which is tended and supported by a very active friends group. What makes it

so special is that it is genuinely 'owned' by residents and the community - that sense of ownership of the space has been key to its survival and how it has blossomed from a former tip site to a sanctuary in the city. We just don't have green spaces like this in the area. Much of the surrounding housing stock has small yards only, which means the Vale provides a special and unique community garden. There are of course some parks in the area however, you only have to visit the vale to see it really is nothing like a park and what it offers to residents is totally different to what you get from a park.

3. Environmental and safety concerns - there are quite rightly a number of environmental and safety concerns, which have through the consultation process been outlined by the Friends group and other residents in detail.

An approach is needed which looks strategically at plans for housing building, demand for school places and available land, and understands the pressure for school places which is driving this proposal. The context of place and residents views have not been adequately accounted for in the decision making process in this instance, and therefore wishes to register her objection and have the opportunity to speak when the application is heard.

Local Residents -

A letter of objection has been received from a resident at The Beeches in Didsbury. On the grounds of the loss of a quiet green space, the increase in traffic and congestion. Concerns are expressed in regard to air pollution and developing a school on contaminated land.

2 further letters have been received from a household on Guildford Road who wish to add further points to those they raised previously.

- Need to know 100% that this ground is safe and obviously if we do not know what is there inch by inch, it is not.
- Concerned about the water remediation. Having read in the Below Ground Drainage Strategy Report that there is no room on this part to put a Detention Basin, so it will have to go on the Park site. Residents are losing nearly a half of the Vale already and some of this part cannot be easily traversed in winter already because of sitting water. Two of the best paths will be lost to the build i.e. the two from Matthews Lane to the end of Red Rose Forest.
- The Friends of Nutsford Vale has provided grass cutting and litter/debris removal for free but now a school is in the pipeline people will be paid for these services. On the plan of what they will do to the Park they say the maintaining will be done by "others". Who are the "others"?
- In Dec 2016/Jan 2017 site tests were undertaken at Nutsford Vale. Paths were churned up, and the land disturbed, including the wildflower meadow. The wild flower meadow still has not been reinstated. This cost over £6000 as it had to be a special mix of wildflower seeds from Liverpool University as the Vale is so

wet. Concerns are expressed in relation to the carrying out of the proposed mitigation works.

- The proposed location for the replanting of the orchard is next to a path that runs from Spectrum Walk to Longsight Road which is a throughfare and it will quadruple the possibility of vandalism. Furthermore, the ground is boggy which is not suitable for orchard trees.
- Whilst in principle the mountain bike hump on the Vale for the Grange School is a good idea, concerns are expressed as over the years problems have been experienced with off road motorbikes and with antisocial behaviour and the bike hump will promote this.
- Removal of undergrowth will lead to the loss of wildlife habitat.
- Residents still have not been told if they can have a Covenant on the land or Village Green status. FONV needs clarity if this build is passed. FONV advise they have worked for free on this land litter picking and maintaining it and also holding community events, many times out of their own pockets, to try to help a community that is very impoverished and are of the view that it would have been nice to acknowledge them rather than taking away the land they love and making them feel a nuisance for complaining about the loss of the "flagship amenity green space".
- The remainder of the Park will not be big enough for a lot of the animals to breed or survive in such a narrow space.
- The former Gorton Mount School is to be made operational again. Where will the parking be for this facility? Will the northwest corner of Nutsford Vale be used?
- Are the staff who would be based at this site aware of the sensitivity regarding the ground conditions at this site?

An e-mailed letter of objection signed by 40 local parents in Gorton South and Levenshulme wards has been received on 10th January 2018. They raise objections in regard air pollution levels and advise that air pollution is in breach of limits; worsening air quality within an AQMA; that the proposed development is inconsistent with Policy EN 16 of the Local Plan and of the National Planning Policy Framework (NPPF); the local road network is already at full capacity and further congestion and air pollution cannot be tolerated by residents, particularly children, elderly and people with existing health conditions; this site is wholly unsuitable in transport terms, will further enhance traffic and congestion on local roads already over capacity, and most crucially, will worsen air pollution where it is already high and where there are vulnerable local children; there is insufficient assessment of and disregard to the local air quality impacts of the development could open the council up to legal challenge; mitigation measures proposed will not "secure a reduction in air pollution from traffic" ; no traffic counts or projected traffic modelling on Broom Lane are in the Transport Assessment; would have unacceptable impacts on green space, wildlife, health and safety; alternative options were not made available publically available; the decision is being taken without adequate consultation; and that approval could be open to legal challenge.

Oglesby Charitable Trust - An objection has been received on behalf of the Trust. The Trust state they are committed to improving Greater Manchester's green canopy, at landscape and urban streets level. To this end, the Trust co-created the City of Trees brand as a founding partner alongside Red Rose Forest and Creative Concern, and to date has donated over £600,000 of charitable grant funding to this work.

Their objection to the Nutsford Vale school development is based on the following grounds:

1. Diminution of scarce natural green space in an under-resourced part of the city.
Even if the proposals demonstrate a net biodiversity gain, they are of the view that they represent a significant loss of green space in an urban area in which it is currently of great value to local people.
2. Threat to City of Trees legacy on the site.
The City of Trees charity and its former incumbent Red Rose Forest has been working with the residents in Gorton South for 15 years to create an invaluable natural resource for local schools and the wider community. To enable this resource to be created, City of Trees has secured in good faith in excess of £500,000 and invested significant officer time in the process. The proposed development would eradicate the impact and benefit of City of Trees' long-term commitment to Nutsford Vale and its community.
3. Damage to the City of Trees movement and brand.
Essential to developing planting, and woodland management work on the ground has been partnership development work, which has included relationship building with civic leaders, local authorities, corporate landowners, local community groups and more. They have invested significantly in building the City of Trees movement and brand through these routes and have built a strong network of cross-sector support. As a Trust, they consider that the change of use of the Nutsford Vale site will have a detrimental effect on public confidence on the City of Trees brand, as well as adversely affecting future partnerships and funding awards due to concerns about the long-term commitment that City of Trees is able to give to its projects.
4. Under-use of existing sites
They understand that, for example, Cedar Mount secondary school has been highlighted as being significantly under capacity and there has been a call for it to be removed from the Bright Futures chain and returned to local authority control. They are not aware that this site has been fully considered as an option for redevelopment to increase pupil intake.

City of Trees - Have sent a further email objecting to the proposal, advising that in their view there is nothing in the Local Development Framework that would support the development of a school on Nutsford Vale and likewise this is the case with regards to Section 74 of the NPPF. They state this point was made in their earlier representation, and make reference that Policy EN10 of

the LDF (Core Strategy) is referred to in the committee report, and state that in their view the three tests in policy EN10 are not met.

They reiterate their concerns that if Manchester City Council permits the development of the school on Nutsford Vale without any LDF (Core Strategy) basis then this sets a precedent which going forward would potentially jeopardise other important open spaces in Manchester.

They raise concerns only 4 alternative sites have been considered, and feel that the decision behind the selection of this site has not been based on policy but on cost and convenience because it is owned by the City. They are of the view that there has been no demonstrable consideration to the value that this resource currently provides for the local community.

Greater Manchester Pedestrian Association (GMPA) - Wish to make further representations. They wish to draw attention to a recently published document (GM Moving (an action plan) 2017-2021, which identifies the need for Council's to take up a range of measures to meet the criteria in the plan. Specifically, there is a commitment for lead policy, legislation and system change to become a central feature in policy and practice which relates and gives support to promote active lives.

The Association are of the view that the delivery of the good practice within the action plan would conflict with the development envisaged by the planning application, as they feel it would serve to lessen the priority of the community if implemented. The GMPA have also stated their concern over the costs in association with developing the new school.

An e-mail has been received from the Association of Manchester Open Space Societies (AMOSS) They wish to object the application, and recommend that it is refused, or recommend a site visit is carried out so the Friends of Nutsford Vale can show the park and its great landscape, biodiversity and wildlife, then reconsider the proposal at Planning Committee meeting a month later. They state that are not opposed to the development of schools, but strongly feel there is no need for additional schools in this area as there are currently three secondary schools within two miles of the proposed site, two of them built in the last couple of years and one under-subscribed. Most importantly the site should not be built on as it is an important part of the city's Green & Blue Infrastructure. The impact of the buildings proposed would be completely unacceptable.

2. Officers/Outside Bodies

Neighbourhood Team Leader (Arboriculture) – Further comments have been received which advise that recognising the City Council's need to provide for the provision of new schools, mitigation planting measures could take place to offset the loss of existing trees and woodland that would be incurred by the development of the new school.

Greater Manchester Ecology Unit – Have provided additional comments confirming their view that they believe there is no over-riding substantive reason for refusal of the proposal on ecological and biodiversity grounds, and remain of the view that mitigation currently proposed for the losses to natural greenspace including proposed mitigation both the areas within the red line *and* the blue line indicated on the plans submitted in support of the application is barely sufficient and that additional mitigation/compensation for greenspace losses should be sought if possible. Additional mitigation could include improvements to the natural environment of the wider area on council-owned land.

Highways Services – Further comments have been received which request a condition relating to the submission of a car park management strategy to be attached to any approval.

MCC Flood Risk Management (9/1/2018) – Have advised that the following conditions are attached to any approval.

Condition 1: No development shall take place until surface water drainage works have been implemented in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards and the Below Ground Drainage Strategy, Rambol, December 2017 that has been submitted to and approved in writing by the Local Planning Authority.

In order to avoid/dischARGE the above drainage condition the following additional information has to be provided: • Hydraulic calculation of the proposed drainage system; • Overland Exceedance routes from failure of inlet structures and proposed below ground drainage; • Construction details of flow control and SuDS elements.

Condition 2: No development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details.

Those details shall include: • Verification report providing photographic evidence of construction as per design drawings; • As built construction drawings if different from design construction drawings; • Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Environmental Health – Further comments have been received listing additional information which will be required to be submitted before the recommended contaminated land condition can be discharged, which are outlined below.

- Additional consideration of long-term risks to neighbouring properties from changes to the ground gas regime due to the development, including consideration of the role of the existing vent trenches;
- Additional gas monitoring during the construction phase, including for additional trace gases as included in the Environment Agency document 'Guidance for monitoring trace components in landfill gas' (LFTGN04) and, if necessary, an updated final ground gas risk assessment for approval (including risks to site workers in confined spaces);
- Consideration of whether weekly monitoring is an appropriate frequency in order to assess any potential alterations to the ground gas regime;
- Further consideration of potential gas migration risks to off-site receptors along existing utilities and drainage pathways;
- The inclusion of all relevant environmental controls, cross-referenced in both the RS and CEMP where appropriate;
- Further definition of what constitutes an elevated count with respect to radiological contamination.

3. Head of Planning - Further Observations/Modifications to Conditions

Condition 32 requires specification of the proposed mitigation works to Nutsford Vale (including works to Japanese Knotweed) to be submitted for approval. This would enable the recommendation by GMEU to re-explore the mitigation and landscape proposal. It is, however, recommended that this condition is rephrased to include a requirement for the information to be submitted prior to commencement of development, and the approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied.

Furthermore, it is proposed to rephrase condition no.34 to require that ' If no ground works are commenced on site before July 2018 , a survey to identify whether badgers are present on the site shall be submitted to, and approved in writing by, the City Council as local planning authority, together with mitigation measures prior to commencement of development . Any mitigation measures which are approved shall be implemented within a timeframe to be agreed with the City Council as local planning authority'.

In addition it is proposed to rephrase condition no.16 as detailed below

Notwithstanding the Noise Assessment, prior to the occupation of the school the premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises, and a scheme of acoustic treatment (including any acoustic measures to the boundaries of the playing pitches /MUGA) that has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented in full before the use commences.

In view of the observation by Highways Services a condition relating to the management of the car park is proposed which is outlined below:-

Prior to the first occupation of the development hereby approved a management plan for the car parking and drop-off area within the development shall be submitted to and approved in writing by the City Council as local planning authority.

The plan shall include:

- Measures to marshal the use of the staff car park and drop off area;
- Measures to discourage use of drop off areas for longer term car parking;
- Measures to be employed to discourage inappropriate drop off of pupils.

A further condition to require the submission of route levels, widths and gradients, to ensure accessibility for all, and a condition relating to the submission of the finalized details of elevational designs and colouration of boundary treatment re also proposed.

It is noted that the Greater Manchester Ecology Unit have suggested mitigation may need to be outside the site edged red/blue. It is therefore proposed to further amend condition no.32 to make reference to any necessary off site mitigation works.

In relation to the conditions recommended by MCC Flood Risk Management, the second of the conditions appears in the report as condition no.22. It proposed to revise condition no.21 in the light of the recently received observations.

The recommendation remains to Minded to Approve.

**APPENDIX TO AGENDA
(LATE REPRESENTATIONS)**

Planning and Highways Committee 11 January 2018

Item No. 7

Application Number 117274/FO/2017

Ward Levenshulme
Ward

Description and Address

Erection of an apartment block with a maximum height of 5 storeys (excluding roof top plant) and comprising 27 units (26 x two bedroom and 1 x one bedroom) with car parking, amenity space and boundary treatments and 4 two storey houses with roof space accommodation with garden areas, car parking and associated walls and fencing and vehicular access from Kingsway and Moseley Road following the demolition of the existing public house

Kingsway Hotel, Moseley Road, Manchester, M19 2LJ

1. Levenshulme Ward Councillors

Councillor Dzidra Noor – Having reviewed the proposed development, Councillor Noor, has confirmed that she wished to withdraw her objection to the proposed development. Councillor Noor has requested that the applicant considers the provision of a pedestrian crossing on Moseley Road as part of the proposed development.

2. Applicant / agent

The applicants' agent has provided the following additional comments:

- i. Additional elevational drawings have been submitted, which include indicative details of how the height parameters of the proposed development have been informed by and related to the existing building. The agent has indicated that although a maximum of 5 storeys would be formed, the resulting internal floor to ceiling heights would allow the proposed development to be related to the height of the existing building. Furthermore, the proposed building would have a lesser depth than the existing building with reduction in height to 4 and 3 storeys as it moves towards the northern boundary. Thereby it would reduce the impact of the development on the surrounding context. These additional visualisations have been appended at Appendix 1.
- ii. The agent has confirmed the applicant Cube Great Places Ltd is the private sector arm of Great Places Housing Group, which was established in 2007 to carry out profitable activity and funds to subsidise Great Places' charitable activities. Cube develops high quality homes for market sale and private rent. Although affordable

housing is provided as part of the proposed development, Cube's profits are Gift Aided back to the Great Places Housing Group to fund affordable housing and other services that support vulnerable people. Cube's developments are marketed, let and sold under the Plumlife brand. Great Places are based in Manchester and seek to maximise investment in affordable, high quality and sustainable homes that respond to local housing need.

- iii. The agent has indicated that the following amendments to the proposed development, as detailed within the Proposed Boundary Treatment Plan (ref: 17-068/114 Rev C) have been discussed with GM Police Design for Security:
 - a. A continuous 1800mm high railing enclosing the boundary of the apartments;
 - b. Automated 1800 mm sliding vehicle access/egress gate to the Moseley Road car parking area;
 - c. Protection to the pedestrian access lobby proposed directly off Moseley Road with a 1800mm high gated railing enclosure as part of a building access strategy to optimise personal safety of residents and visitors;
 - d. Natural surveillance would be maximised with habitable room windows overlooking all public and shared spaces.
 - e. Soft planting/hedges delineate defensible space to all ground floor properties.

GM Police Design for Security have accepted the above measures subject to the pedestrian gates being self-closing / locking and fob operated by residents.

In addition, the applicant has indicated that the development would be implemented in accordance with the physical security arrangements set out the submitted crime impact statement subject to the following amendments:

- a. 1000mm high railings would be sited at the back of pavement to the proposed houses to segregate public and private space;
- b. Car parking spaces have been set back 1200mm, from the back of pavement, so as to allow gates to be installed at a future date if the residents of each respective property wish to do so. The applicant does not propose to install the gates to the houses, as part of the construction phase, due to housing management issues associated with maintaining these gates and risks associated with gates hitting residents vehicles.

GM Police Design for Security has accepted the above measures.

3. Head of Planning - Further Observations/Modifications to Conditions

- i. For the avoidance of duplication conditions 4 and 32 has been merged into the following single condition (4):

'Before the occupation of the apartments and houses hereby approved, details of the specification and position of gates, walls, fencing, railings and other means of enclosures relating to the boundaries of the authorised apartments and dwellinghouses shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be fully implemented in accordance with the approved details prior to the occupation of the authorised apartments and dwellinghouses to which the details relate and maintained in situ thereafter.

Reason - in the interests of residential development pursuant to policies SP1, EN1 and DM1 of the Core Strategy for the City of Manchester.'

The agent has indicated that, with the exception of brick piers to the apartment entrance, no walls are proposed to the street boundary have been proposed. The agent has requested that the submitted boundary treatment plan (ref: 17-068/113 Rev B) be included within the schedule of drawings (Condition 2). However, whilst improvement have been made to the proposed boundary treatments, it is considered that the final details need further review. The submitted boundary treatment plan has therefore been excluded from the schedule of drawings (Condition 2). Notwithstanding the above the further comments of GM Police Design for Security have been related the recommended secured by design condition.

- ii. Amendments have been made to Condition 2 (schedule of drawings) to accurately reflect the reference numbers of drawings considered as part of the assessment of the planning application. Members are advised that a supplementary drawing has been appended to Appendix 1, which correctly illustrates the inclusion of a small window to the principal roof plane adjacent to the dormer roofs to each of the proposed semi-detached dwellinghouses. It is considered that these windows would complement the composition and appearance of the proposed dwellinghouses.
- iii. Condition 5 has been amended to delete reference to of a residents' lounge and now states:

Condition 5 - The planning permission hereby granted relates to the formation of 27 apartments (Class C3) and 4 houses (Class C3) as shown on the approved drawings.

Reason – For the avoidance of doubt and in the interests of residential amenity pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

- iv. Condition 9 has been updated to reference the drawing numbers relating to the proposed houses.

- v. Condition 10 relating to the provision of obscured glazing has been duplicated at condition 23. It is therefore recommended that condition 23 be omitted.
- vi. It is recommended that condition 14 relating to the provision of separate foul and surface water drainage be omitted to secure a greater degree of flexibility in the management of drainage within the site. It is considered that the details of condition 13 would allow the comprehensive site drainage, including foul and surface water management.
- vii. Condition 21 has been amended to make reference to the hard surfacing details as shown on the submitted landscaping drawing referenced 080-02- Rev E. The amended condition is set out below:

Condition 21 - Before the occupation of the authorised apartments hereby approved, car parking areas and service road shown and all hard surfaced external areas as shown on drawings referenced Proposed site plan 17-068/101 Rev E and Landscaping GA 080-02 Rev E. A shall be demarcated, surface and made available for use. The car parking area and access road shall be maintained in situ prior to the occupation of the authorised apartments and remain in situ thereafter.

Reason - In the interest of residential amenity and pedestrian and highways safety pursuant to policies SP1, T1, T2 and DM1 of the Core Strategy for the City of Manchester and the National Planning Policy Framework.

- viii. The submitted design and access statement makes a commitment to the provision of level access and egress to all of the proposed dwellings and external approaches to them from within the application site. However, for the avoidance of doubt, the following additional condition has been recommended:

Before the construction of above ground construction works, a scheme showing the provision of arrangements to enable people with disabilities to access and egress the authorised apartments and dwellinghouses shall be submitted to and approved by the City Council as local planning authority. The agreed scheme shall include details of levels, gradients and threshold specifications to external doors and shall be implemented as part of the authorised development prior to the first occupation of the respective dwellinghouses and apartments and maintained in situ thereafter.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions of policy DM1 of the Core Strategy for the City of Manchester.

- ix. The comments of Councillor Noor have been considered. However, in the light of the findings of the traffic impact report, the findings of which have been accepted by Highways Services it is not considered that the provision of an additional pedestrian crossing to Moseley Road would be a justifiable or proportionate requirement for the proposed magnitude of development.

The Head of Planning maintains that the issues raised above have been considered as part of the above scheme but acknowledges the need to amend some of the recommended conditions on the basis of the submitted supplementary information. As no new material consideration have been brought forward the recommendation remains one of **APPROVE**.

Appendix 1: Visuals of the proposed development



Fig.1 – View from Kingsway Roundabout



Fig. 2 – View of proposed building from Moseley Road.



Fig. 3 – Streetscene elevations with indicative height parameters of existing building



Fig. 4 – Proposed house elevations

**APPENDIX TO AGENDA
(LATE REPRESENTATIONS)**

Planning and Highways Committee 11 January 2018

Item No. 8

Application Number 118057/FO/2017

Ward Ancoats &
Clayton Ward

Description and Address

Erection of a 9 storey building to form a 224-bed apart-hotel (use class C1) with associated public realm, landscaping and other associated works

Land Bounded By Cable Street, Cross Keys Street, Addington Street And Mason Street, Manchester, M4 5FT

1. Head of Planning – Further comments and observations

The following conditions require amendment:

~~5) The development shall be carried out in accordance with the written scheme of investigation (WSI) stamped as received by the City Council, as Local Planning Authority, on the 20 December 2017. No development shall take place until the applicant or their agents or their successors in title has secured the implementation of a programme of archaeological works to be undertaken in accordance with a Written Scheme of Investigation (WSI), prepared by the appointed archaeological contractor. The WSI should be submitted to and approved in writing by the local planning authority. The development shall not be occupied until the site investigation has been completed in accordance with the approved WSI. The WSI shall cover the following: This shall include:~~

- (a) A phased programme and methodology of site investigation and recording to include:
 - an archaeological desk based assessment;
 - Evaluation through trial trenching;
 - informed by the above, more detailed targeted excavation and historic research (subject to a new WSI).
- (b) A programme for post investigation assessment to include:
 - analysis of the site investigation records and finds
 - production of a final report on the significance of the archaeological and historical interest represented.
- (c) A scheme to commemorate the site's heritage'
- (d) Dissemination of the results commensurate with their significance;
- (e) Provision for archive deposition of the report and records of the site investigation
- (f) Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

The development shall not be occupied until the above criteria has been satisfied.

Reason - To investigate the archaeological interest of the site and record and preserve any remains of archaeological interest, pursuant to saved policy DC20.1 of the Unitary Development Plan for the City of Manchester and guidance in the National Planning Policy Framework.

Change condition 8 as follows:

8) Prior to any above ground works, a programme for the issue of samples and specifications of all material to be used on all external elevations of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority, samples and specifications of all materials to be used on all external elevations of the development along with jointing and fixing details, details of the drips to be used to prevent staining in and a strategy for quality control management shall be submitted and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above. The approved materials shall then be implemented as part of the development.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Core Strategy.

17) The development hereby approved shall include a building and site lighting scheme and a scheme for the illumination of external areas during the period between dusk and dawn, ~~or as may be otherwise agreed in writing by the City Council as local planning authority.~~ Full details of such a scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority before the first occupation of the development hereby approved. The approved scheme shall be implemented in full prior to the first use of the development and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using the proposed development in order to comply with the requirements of policies SP1 and DM1 of the Core Strategy.

The recommendation remains: **MINDED TO APPROVE** subject to the signing of a section 106 agreement with regards of off-site affordable housing and/or public realm and infrastructure improvements within the New Cross Area.

**APPENDIX TO AGENDA
(LATE REPRESENTATIONS)**

Planning and Highways Committee 11 January 2018

Item No. 9

Application Number 116089/FO/2017

Ward City Centre
Ward

Description and Address

Construction of a 122 bedroom apartment hotel (Class C1) comprising a part 4, part 5, part 8 and part 13 storey building with basement, public realm and landscaping works. Demolition of existing buildings.

Land Bound By Back Turner Street, Soap Street, Shudehill & High Street,
Manchester, M4 1EZ

1. Further Representations

A late objection has been received from Councillor Davies supported by Councillors Manco and Karney.

They welcome vibrant and appropriate development at this site we but are opposed to certain aspects of this development, namely: The height at Shudehill; the acceptance of decline and loss of buildings which contribute to the character of the Northern Quarter and Smithfield Conservation Area; the impact of increased waste collection; and' the loss of light to some apartments in Jewel House..

She believes that the height at Shudehill is out of line with the run of low rise buildings along Shudehill. A view from across the road, at Shudehill transport interchange would make clear the extent to which the building over dominates the run of buildings from Thomas Street downwards. This run of buildings, with the exception of the Shudehill buildings to be demolished, is typical of sections of Shudehill, the Northern Quarter, and the Smithfield Conservation area. The view with the new building would impose a sharp unwelcome cliff at the edge of the block, damaging the setting of the Grade2 Lower Turks Head which has been sensitively restored. These buildings have recently revitalised; the Grade 2 listed Lower Turks Head was restored and reopened in 2013 after 22 years, with the addition of a roof terrace and a wine bar next door. The former long-running Abergeldie Café has recently become a Turkish Grill.

Regeneration can take place without having to overshadow nearby lower buildings. It is this aspect of the application which has attracted the most criticism, and is a criticism we believe is justified. The planning approach in Manchester appears to support a view that a powerful entry into a city centre is enhanced by strong high buildings on either side of the road. While this can

work in many locations it is not an essential approach to all locations and some city centre approaches and streets are enhanced by variety; this is the reason the Conservation Area was established. The low rise workshops, wholesale merchants and living accommodation are as much a part of Manchester's history as its giant mills and grand buildings, and some element is worthy of preservation even, or particularly, on the city centre's entrance points.

The documents submitted claim that older buildings scheduled for demolition are neither worth saving nor suitable for saving. Residents beg to differ. They are particularly concerned that such approvals give a green light to an 'ignore, decline, demolish' strategy from building owners which negates the effectiveness of Conservation Area status.

Where buildings are in private sector ownership by organisations which need to maximise shareholder value, the points 1 and 2 above might have minimum impact. However only two thirds of this site is in such ownership. However I have recently become aware that one third is owned by a public sector organization which needs to meet the needs of a range of stakeholders. It is not governed solely by the impact of decisions on costs and income, but can choose to take other routes which will meet other objectives. These might at times include retaining and enhancing the aesthetic value of conservation areas, and certainly include making Manchester an area people will enjoy living in and visiting. We're aware that the Planning Committee in reaching its decision must disregard the council's ownership status. It must avoid a conflict of interest. However it is not obliged to ignore the fact that the profit imperative is not so imperative when one third of the land is owned by a public sector organisation.

The narrow Soap Street is to be used for the regular emptying of bins. It is already used for this purpose and the developers argue that it will not be necessary to have large lorries reversing along this street; the bins can simply be wheeled to High Street, collected and emptied from there. The impact of the noise on the residents of the narrow Soap Street and the impact to traffic along that section of High Street, a busy bus route is not clear and is likely to be considerable.

Technical detail is given in reports regarding the loss of light to some apartments in Jewel House. Our comments relate to the impact on a small number of residents of Jewel House who face what is currently open ground and who have no alternative view. These residents invested in a home ten years ago when the Northern Quarter was regenerating. They chose a beautiful converted building; their investment has contributed greatly towards the current attractiveness of the Northern Quarter. In many city centre apartments the windows face only in one direction, and thus a new building placed immediately in front of apartment buildings cuts down the light considerably; the narrower the distance the more severe the effect. Jewel House is sited at 10-20 Thomas Street and can be seen on the map on page 32. It sits on the corner with High Street and backs onto Soap Street. A number of apartments look across Soap Street. Some of these apartments

have a very limited view, straight to the back of 1-5 Back Turner Street, but they were developed and sold with this outlook. Other apartments look across a currently empty plot of land, shown on page 32 as the lighter coloured site within the red boundary. This plot has been empty since the previous 4 storey building was demolished in the early 80s. The Jewel House apartments were developed and sold some time after 2005, over 30 years later. These are the apartments that are described on page 43 of the report as having received 'more than their fair share of light'. This concept of fairness is based on the idea that as there was a four storey building there over 30 years ago, it's unfair that young homemakers, often in their twenties, receive the light that wouldn't have been present had a neighbouring building not been demolished before they were born!

The report presented to Committee asks that you consider it fair that 40 windows will suffer a materially adverse impact on the daylight amenity of the rooms. The amount of daylight they would have received had the adjacent building not been knocked down is what you are asked to consider as fair. It will be clear to committee members that had the building still been in position the owners could well have chosen not to make a purchase, even at what would have been significantly lower asking prices. Soap Street is particularly narrow. It would not be possible for two cars to pass one another, and pavements are not wide.

2. Head of Planning - Further Observations

The issues raised above are addressed in the reports to Committee.

**APPENDIX TO AGENDA
(LATE REPRESENTATIONS)**

Planning and Highways Committee 11 January 2018

Item No. 10

Application Number 117595/FO/2017

Ward Hulme Ward

Description and Address

Conversion of the Talbot Mill complex to create 114 residential apartments (Use Class C3), including rooftop extensions to Mill 1 and 2, and rear extension to Mill 1; demolition of Buildings A, B and C; retrospective application for demolition of Building E; erection of a 9 storey building plus 1 basement level, to provide 88 residential apartments (Use Class C3); and creation of new landscaped courtyard, lighting and other associated works.

Talbot Mills, 44 Ellesmere Street, Manchester M15 4JY

1. Third Parties

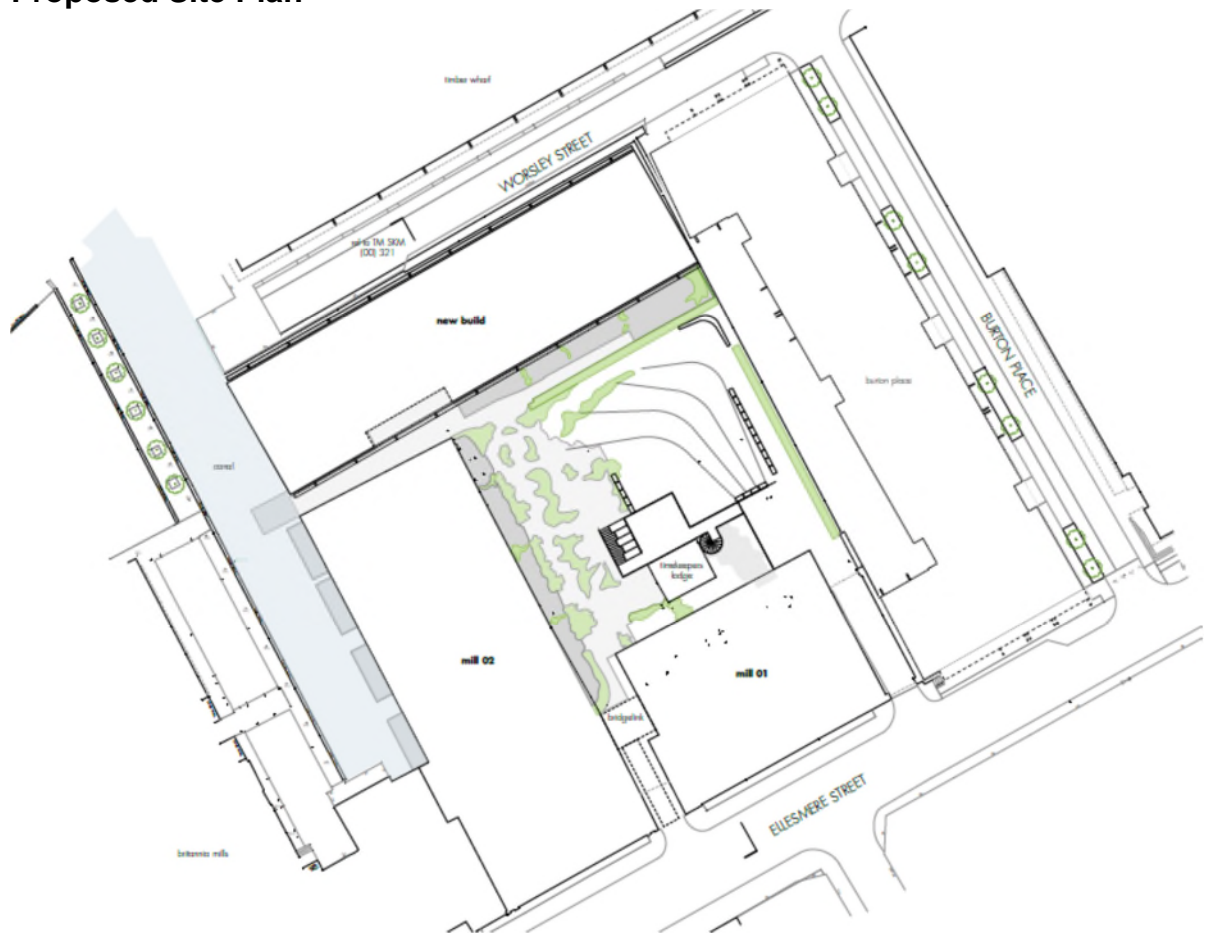
A resident from Albert Mill has expressed concern that the developer did not follow due process by erecting signage on the building (which involved the temporary closure of Ellesmere Street), without obtaining advertisement consent.

2. Head of Planning

The applicant has agreed to remove the unauthorised signage.

3. Images

Proposed Site Plan



View from Ellesmere Street



View of new building and Mill 2 from canal



**APPENDIX TO AGENDA
(LATE REPRESENTATIONS)**

Planning and Highways Committee 11 January 2018

Item No. 11

Application Number 117793/FO/2017

Ward Old Moat Ward

Description and Address

Conversion of 2no. six-bed houses in multiple occupation into 7no. self-contained apartments, including the erection of a two-storey rear extension and a two-storey side extension, formation of lightwells and associated works to car parking, landscaping and boundary treatment

5-7 Abberton Road, Manchester, M20 1HQ

1. Applicant/Agent

The applicant's agent has responded to the comments made by the objectors to the proposal:

- Some of the objections refer to the proposal as houses in multiple occupation (HMOs), however the proposal is to convert the properties from HMOs to self-contained apartments, providing longer-term, better quality accommodation, diversifying the mix of house types in the area and contributing towards a sustainable community.
- The objections refer to the refusal at no.16 Abberton Road. This was refused, in part, due to there being no increase in the provision of off-street parking as opposed to this application where there is an increase in line with the proposed number of units. Parking provision is in line with the scheme proposed on the adjacent site at 1-3 Abberton Road and is an improvement on what is currently provided.
- Some objectors have commented that the properties should be single family dwellings. However, if properties such as these were converted back to single houses, the current market value would make them unattainable for a lot of people, whereas apartments assist in providing accessible 'first foot on the ladder', quality accommodation.
- In relation to concerns about the increase in crime, the change to apartments will increase the security through outlook from apartments and with the introduction of the parking to the rear creating more movement. The parking is also to be secured through security gates accessible only to occupants.
- The parking spaces will meet the guidelines for size of private parking spaces.

2. Further Comments of the Head of Planning

The recommendation remains unchanged – APPROVE.

**APPENDIX TO AGENDA
(LATE REPRESENTATIONS)**

Planning and Highways Committee 11 January 2018

Item No. 12

Application Number 117226/FH/2017

Ward Old Moat Ward

Description and Address

Erection of a two storey side extension and single storey rear extension to form additional living accommodation

30 Longton Avenue, Manchester, M20 3JN

1. Local residents/Public opinion

Rutland Avenue Residents Association – The residents association have made the following comments:

There is less concern about pruning the goat willow and the hazel. Both have asymmetrical crowns already so are a bit untidy looking, and the hazel will create new growth from the base which will eventually thicken up and obscure the extension. There is more concern with the proposal for the cherry tree as it currently has a good shape. The proposal is to lift the crown on the west side i.e. the side facing the corner of the Longton Avenue house/extension and the adjoining wall with the garden.

2. Officers/Outside Bodies

City Arborist – The City Arboriculturalist has made the following comments:

- It is not considered that the trees in question would support TPO status.
- The developer has the right to reduce back any overhanging branches back to the boundary. It is not considered that this will structurally unbalance the crown of the trees. The trees may not look as aesthetically pleasing as before, however, if the pruning work is carried out by a qualified arborist the tree will should retain their visual amenity value.

3. Head of Planning – Further observations/comments

The comments of the City Arborist are noted and the recommendation remains **APPROVE**

APPENDIX TO AGENDA (LATE REPRESENTATIONS)

Planning and Highways Committee 11 January 2018

Item No. 13

Application Number 117847/FO/2017

Ward Didsbury East
Ward

Description and Address

Erection of a 7.7 metres to 10.6 metres high tiered car park providing 8 levels of decked parking (semi-basement, ground floor level, levels 1 to 6) and reconfiguration of the surface-level car park with landscaping and associated infrastructure (including access roads, drainage, parking, fences and external lighting), following demolition of two accommodation buildings.

Existing car park off Cotton Lane, Christie Hospital, Manchester, M20 4UX

1. Applicant/Agent

The applicant has confirmed that it has been possible to reduce the scale of the stair core on the southern elevation. It has been confirmed that a lift is not required to meet the DDA requirements and therefore the lift overruns have been omitted. This has resulted in the height of the stair core being reduced by approximately 1 metre and the footprint has been reduced. The reduction is shown below:

Before



After



2. Head of Planning - Further observations/comments

Cllr Reeves submitted comments in support of the application on behalf of her and Cllr Garry Bridges. While they have been reported in the main body of the committee report the Cllrs were incorrectly listed as being Withington Ward Cllrs. For clarity the comments of Cllrs Reeves and Bridges are as follows:

Old Moat Ward Councillors – Comments in support of the proposal have been received from Cllrs Reeves and Bridges, the comments are as follows:

- The Christie Hospital is a world class facility which we are pleased to have in our area. However, this comes at a cost to local residents, with problems associated with parking in the area. As a result we support the application for a new car park. However, we would like to see a significant extension of the residents parking scheme.
- The residents parking scheme which has been in operation since September 2015 and has helped the roads included but has resulted in the displacement of vehicles into previously unaffected areas in the ward. Many residents have voiced frustration at the higher levels of day time parking on their road since the Christie Controlled Parking Zone came into operation. Accordingly, we support the extension of the parking zone to include Ridsdale Avenue, Norden Avenue, Westcott Avenue, Parbold Avenue, Thursby Avenue, Malvern Grove, Stow Gardens, Abberton Road, Langford Road, Goulden Road, Darlington Road, Brixton Avenue, Brooklands Avenue, Rutland Avenue, Newton Avenue, Westburne Grove, Chatham Grove, Sandhurst Avenue, Albemarle Avenue, Hill Street, Patten Street, Strathblane Close, Easthope Close and Hazelbank Avenue

Proposed Amendments - While the proposed reduction in the height of the stair core is welcomed the applicant was requested to limit the height of the stair core to the 5th level to further reduce the height. However, due to fire safety regulations the stair core must continue up to the top floor. The revised submitted drawings are acceptable in planning terms.

As the proposed amendment is considered acceptable, the recommendation remains one of **MINDED TO APPROVE** (subject to the signing of a S106 Agreement in connection with the expansion of the Controlled Parking Zone).

**APPENDIX TO AGENDA
(LATE REPRESENTATIONS)**

Planning and Highways Committee 11 January 2018

Item No. 14

Application Number 117633/FH/2017

Ward Didsbury East
Ward

Description and Address

Erection of a two storey rear extension and a single storey side extension to form additional living accommodation and installation of rooflights to the front and side.

53 Kingston Road, Manchester, M20 2SB

1. Local Residents/Public Opinion

Letters of objection have been received from Cllrs Wilson and K. Simcock, the grounds of objection are reproduced below:

- This property lies within the Didsbury St James Conservation Area. The impact on trees can only be negative and is even expressed by the applicants' own arboriculturalist report.
- The impact on the integrity of the Shirley house style of property is of concern. This proposed development does not reflect considerations laid out in the Didsbury St James document criteria to maintain sympathy with the style of the properties within the area. This is one of a row of houses and these alterations could set a precedent for remodelling.
- The proposed development is not in keeping with the principles of the Didsbury St James Conservation Area, it is a radical change to the original design and character of the house. This would create a precedent for the redevelopment of Shirley houses which is much more radical than any of the other extensions to the neighbouring properties.
- This development would double the size of the existing home. The extension alone does this. Planning guidance clearly states the size of the home should be subservient to the original. Policy DC1 states that extensions should not be too large or bulky and should be subservient to the original home. This development breaks that principle, e.g. the extension increases the footprint of the home by over 100%.

2. Head of Planning - Further observations/comments

The concerns raised by the two ward councillors have been addressed in the main body of the report.

Trees –While those trees to be felled (two apple trees) have been correctly identified on the tree survey drawing they were identified as trees T3 and T4 in the accompanying report. It should be noted that they are in fact trees T4 and T5. The change in tree numbering has not altered which trees are to be felled.

The recommendation remains one of **APPROVE**.

**APPENDIX TO AGENDA
(LATE REPRESENTATIONS)**

Planning and Highways Committee 11 January 2018

Item No. 15

Application Number 117851/VO/2017

Ward Didsbury West
Ward

Description and Address

City Council Development for the erection of a part two, part three storey school building with associated external works, car parking, landscaping, boundary treatments and creation of a vehicular access from Wilmslow Road

Site of the Former Broomhurst Halls of Residence, 836 Wilmslow Road,
Manchester, M20 2RR

1. Local Residents

Further comments have been received from residents. In summary the points raised are:

- The information relating to traffic pollution cannot have been undertaken under the conditions which would occur on this road if the school were built and being used by 450 children, their families, teachers and associated vehicles each day.
- The school have released a further change in the arrangements detailed in the travel plan released by the school on the last day of term (20th December). A walking bus will be available to those parents who pay for breakfast club and after school club. Parents who do not currently use such facilities (i.e. because they drop off and pick up their children at one site) are going to be extremely unlikely to want to pay for this. I would suggest that the likelihood of parents using a car between sites is extremely likely. I have been advised that the operational arrangements for the split site is a material planning consideration and the transport and travel plan must relate to the proposed arrangements. I would expect that the consultation reflect the new operational proposals released by the school as it could be that many parents were intending to rely on the walking bus and cannot afford to pay for the school for the arrangement.
- Having seen over the last few days that diggers are on the site does this mean our letters will be ignored?

2. Applicant/Agent

In response to queries from residents the applicant has confirmed that works currently being undertaken on site relate to the continued demolition works of the former building on site and treatment of non-native species. They have

confirmed that they are not undertaking any works within our current planning application.

3. Consultees

Manchester Conservation Areas and Historic Buildings Panel - The Panel felt that the proposals lacked architectural quality in terms of the design and materials.

The Panel understood the constraints in terms of programme and budget, but expressed concern over the quality of the school and questioned whether such a short term approach to quality was sustainable. The Panel expressed concern over the number and quality of materials and suggested a simpler higher quality palette. They felt that the choice and mix of materials leads to a confusing treatment and the timber effect cladding should be omitted as it is a weak imitation.

The Panel stated that the car park at the front dominated the setting of the building and asked if a better landscaping scheme could be developed. They also noted that the classrooms face the car park rather than the open green landscaping at the rear and questioned this orientation. The Panel felt that the internal layout and plan form was compromising the elevational design and the building would benefit from more modelling and better landscape setting. The Panel felt that the design could provide better response to its context

Environmental Health – Have considered the submitted application confirm that the waste management strategy for the school is acceptable if adhered to.

It is recommended that conditions relating to, the acoustic insulation of external equipment, fume and odour extraction system, and construction management of the site (including hours of working that meet the Council's guidance Monday –Friday (7.30am - 6pm) Saturday (830am - 2pm) no working on Sunday and Bank Holidays, and details of wheel wash facilities of construction vehicles).

The submitted Air Quality Assessment is considered to be acceptable for the proposal.

4. Head of Planning - Further Observations / Modifications to Conditions / Reasons for Approval

Air Quality

Matters relating to Air Quality have been assessed by Environmental Health who have raised no concerns with the information provided or the proposed development. Conditions are recommended to mitigate the impacts of air quality for both the construction and operational phase of the development in terms of travel planning, provision of adequate cycle parking and measures to control dust during construction of the site.

Travel Planning

In terms of the further concerns raised by residents and parents regarding the measures to assist the movement of pupils between the existing Beaver Road site and the application site, comments of the Head Teacher of Beaver Road are set out on page 25 of the printed report. These measures are acknowledged and will be expected to form part of the School Travel Plan measures to be secured through the travel plan condition recommended on page 36 and 37 of the report.

Conservation Area

The impact of the proposals on the Didsbury St James Conservation Area and the design of the building have been fully considered within the printed report. It is concluded that the siting of the building in the location proposed along with the existence of significant trees around the site and use of materials proposed, would have less than substantial harm to the character and appearance of the Didsbury St James Conservation Area as outlined within paragraph 134 of the NPPF. Further the proposals would deliver substantial public benefits in the form of the provision of a new school building.

Amendments are required to the wording of conditions 12 and 17

12) Prior to the commencement of any works in the vicinity of trees to be retained on site and including: the installation of any boundary treatment, and works to construct the vehicular access, a detailed arboricultural method statement for works within the root protection areas of trees shall be submitted and approved in writing by the city council as local planning authority. The works shall be subsequently carried out in accordance with the agreed details.

Reason – In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies SP1 and DM1 of the Core Strategy.

17) Within 1 month of the commencement of development the details of a hard and soft landscaping treatment scheme including a tree replacement strategy for on and off the site, has been submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and

visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Core Strategy.

The recommendation of the Head of the Planning remains one of **Approve**.