

## Planning and Highways Committee

### Minutes of the meeting held on 8 March 2018

**Present:** Councillor Ellison (Chair).

**Councillors:** Nasrin Ali, Shaukat Ali, Barrett, Chohan, Curley, Kamal, Lovecy, Madeleine Monaghan and Watson

**Apologies:** Councillors Fender and Paul.

**Also present:** Councillors: Davies and Wilson.

#### **PH/18/24 Minutes**

To approve the minutes of the meeting held on 8 February 2018 as a correct record.

#### **PH/18/25 117954/FO/2017 - Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ**

Planning application 117954/FO/2017 for the erection of an additional floor to create 8 no. x 2 bedroom flats to form 44 no. flats in total (Class C3) together with elevation alterations involving the recladding of existing building and creation of new parking area was received.

The building known as Berkeley Court is bounded by Catherine Road to the north, Bury New Road to the south, Melton Road to the west and a three-storey residential end terraced building to the east. The site is partially enclosed by a low level brick wall with hedging behind, with the Catherine Road frontage largely comprising an open tarmaced forecourt.

The host building, built in the 1960s is now showing signs of deterioration. The multi-sided structure incorporates a number of integrated flat roof blocks laid out in a modular, irregular form, arranged around 4 access cores. The part brick, part rendered building presently comprises 36 x 2 bedroom flats.

The application is a re-submission and follows the withdrawal and refusal of two earlier planning applications submitted in 2016. The current proposal seeks to overcome earlier concerns surrounding the quality of external design, the amount of parking provision and the proposed site layout.

A local resident spoke in objection to the plans, and said that if the proposals were approved, it would lead to loss of light and privacy for residents, as well as making existing parking problems much worse. In addition, the proposed additional parking arrangements would mean the loss of mature gardens, which are currently an amenity enjoyed by many residents.

The applicant's agent spoke to the Committee and said that this was an opportunity to improve and update a building that is currently in relatively poor condition. The building has not had any structural repairs or improvements since it was built in the

1960's, and in order for the works to be financially viable, the additional units were required. The applicant's agent asserted that this was a high quality scheme, and that the improvements would benefit current residents as well as providing additional accommodation

The Committee expressed concern that residents would remain in situ during the construction works, and officers confirmed that a detailed construction management plan would be agreed as part of condition 12 attached to any permission granted. On balance, the Committee considered that the proposal represents an appropriate and satisfactory form of development which meets key objectives to provide high quality, residential accommodation which contribute to a vibrant and sustainable neighbourhood.

### **Decision**

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

#### **PH/18/26      114664/FO/2016 - Land Bounded By Jacksons Row, Bootle Street, Southmill Street & 201 Deansgate, Manchester, M2 5GU**

Planning application 114664/FO/2016 for the partial demolition of existing buildings. Development up to 171.6m AOD comprising residential (Use Class C3), offices (Use Class B1), hotels (Use Class C1), place of worship (Use Class D1) and leisure/food and drink uses (Classes A1, A3, A4, A5 and D2). Creation of public spaces and new public realm, provision of basement car parking, highway alterations, landscaping and associated works.

Officers confirmed that since the publication of the report, a further 24 letters of objection had been received, raising similar concerns to those already detailed in the report. In addition officers confirmed that a local Councillor had written stating that many of the changes to the original proposals were welcome but she still had reservations about the proposal. A further letter stated that an on-line petition objecting to the development had grown by 20% since the submission of the revised proposal. Those signing the petition had come from all of the Greater Manchester districts, despite only City Centre residents being notified. The objector stated that in their opinion an expert planning inspector should be appointed by the Secretary of State to examine the proposals before a final determination was made.

Officers reported that Save Britain's Heritage had submitted a further letter stating the public benefits detailed in the report had been significantly overstated and that in their opinion the significant harm that would arise from the development far outweighed any perceived public benefit. They were also of the opinion that the benefits that the planning authority were seeking to achieve could be delivered by an alternative, less harmful scheme.

Officers also drew the Committee attention to the statutory declaration in the late representation, and recommended a further condition requiring a Local Labour Agreement.

The applicant's agent addressed the Committee and said that clear and precise justification had been provided that the harm caused by the development had been outweighed by the public benefits. He confirmed that the applicant had consulted widely with all interested parties and had changed the scheme substantially to minimise the harm and maximise the public benefits. The mid-rise elements would have a neutral effect on the historic setting, and the low rise elements would enhance the historic environment. He also pointed out that Historic England, who are the statutory body involved in this instance, have concluded that individually and cumulatively this harm from the high rise elements of the proposal would be less than substantial.

A local councillor spoke to the Committee, and said that while she welcomed the fact that the applicant had listened to local people and substantially changed the proposals, she still had doubts that this was the right scheme for this particular location. She also said that the impact on the view of the Town Hall, specifically from St Peter's Square would be unacceptable. She did acknowledge that there would be public benefits from the scheme, but questioned whether they would outweigh the harm caused. She also pointed out that the Victorian Society has questioned whether the viewpoints in the report and late representation had been chosen to show the scheme in the best possible way, an opinion shared by the Twentieth Century Society and the Georgian Group. The lack of a tall buildings policy meant that the decision that the Committee had to take had been made much harder.

The Committee very carefully considered the report and all of the representations that had been made. The Committee did express concern that the high rise element of the proposal may be too high, but after discussion accepted that whilst the harm was significant, it would be less than substantial. On balance and having considered all matters very carefully, including the considerable weight that must be given to preserving the setting of the listed buildings and the conservation areas as required by virtue of S66 and S72 of the Listed Buildings Act, they believed that the public benefits would outweigh the harm that would occur and would meet the requirements set out in paragraphs 132 and 134 of the NPPF. The Committee also requested that the public seating is designed with the needs of older people in mind and officers confirmed that this could be managed through an existing condition.

The Committee also asked for clarification regarding whether the public realm elements would be available to the public at all times, and officers advised that the ground floor public realm areas would be open to the public at all times, to ensure that permeability is not compromised, but that in particular the 11<sup>th</sup> floor public space would be managed to protect the amenity of existing and new residents and hotel guests.

## **Decision**

Minded to approve (subject to a response from the Secretary of State) and subject to the conditions and reasons in the report and the late representations.

**PH/18/27      118683/FO/2017 - Land Bound By River Street, A Premier Inn And Associated Carpark, Mancunian Way And Garwood Street, Manchester, M1 5BG**

Planning application 118683/FO/2017 for the demolition of the existing structure and construction of a part 32, part 10 and part 5 storey building comprising 807 student bed spaces (sui generis), amenity space, landscaping, cycle provision and associated highways works was received.

The applicant's agent spoke to the Committee stating that the site and structure had been derelict since 2006. The concrete frame is unsightly, and sits at a key gateway to the City Centre which has a negative impact on the surrounding area. Several proposals had been made to develop the site in the intervening period, but none had come to completion. The proposal would comprehensively redevelop the site and deliver a high quality building that would provide much needed, affordable, Purpose Built Student Accommodation. He believed that there is a lack of affordable student accommodation in or near to the City Centre, and the proposal would deliver a wide range of units which would include studios, cluster accommodation and rooms with shared communal facilities. The proposal also includes the provision of high quality public realm which would improve the connectivity of the Great Jackson Street area with the University Quarter and the rest of the City Centre. The applicant wishes to commence work on site as soon as possible, so the benefits of the scheme would be delivered quickly.

The Committee requested further information about the size of the units. Officers confirmed the bedrooms sizes would be comparable with other student accommodation in the City, but some of the unit sizes would be small overall because two or three people would be sharing rather than six or eight, Officers stated that the more affordable accommodation could be attractive to students who could not afford higher City Centre rents and could help to reduce the occupation of HMO's in south Manchester which would be an attractive alternative. Officers also confirmed that the applicant had responded positively to discussions about the type of accommodation that they would offer in this development, even though this was not their preferred business model.

The Committee also asked for clarification of what recycling facilities would be available, and officers confirmed that this development would provide off-site recycling, where waste would be removed in bulk, then sorted and recycled where possible by an outside contractor. Officers also confirmed that this is a responsible approach to recycling, but different to arrangements in most other areas of the City.

## **Decision**

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

**PH/18/28     118568/FO/2017 & 118568/LO/2017 - Great Northern Complex  
Encompassing Great Northern Warehouse, Great Northern  
Square, 223-255 Deansgate And Goods Yard Entrance,  
Manchester, M3 4EN**

Planning application 118568/FO/2017 for the refurbishment, restoration and re-use of Great Northern Warehouse building as mixed-use development including retail units

(Use Classes A1 shop, A3 restaurant/cafe and A4 drinking establishment), gym (Use Class D2), casino (sui generis) and 118 no. residential apartments (Use Class C3), refurbishment, restoration and extension of 223-255 Deansgate Terrace and Goods Yard Entrance to accommodate ground floor retail units (Use Classes A1 shop, A3 restaurant/cafe and A4 drinking establishment) and 24 no. residential apartments (Use Class C3) on upper floors, reconfiguration of Great Northern Square to allow for redeveloped and additional public realm, to include hard and soft landscaping, and formation of Dean Street parallel to Deansgate, together with associated highway works, access, car parking, servicing, rooftop plant, removal of non-original modern installations and making good and associated works and Listed Building Consent 118569/LO/2017 for internal and external alterations in association with refurbishment, restoration and re-use of Great Northern Warehouse building as mixed-use development to include retail units, gym, casino and 118 no. residential apartments, and refurbishment, restoration and extension of 223-255 Deansgate Terrace and Goods Yard Entrance to accommodate ground floor retail units and 24 no. residential apartments on upper floors and associated works was received.

The applicant's agent addressed the Committee stating that this is a strategically important site and the applicant has developed a conservation led approach to create a cultural, leisure and residential destination. Wide ranging consultation that had been undertaken with responsible authorities, residents and statutory bodies would ensure that the refurbishment, adaptation and reuse of the site would maximise the benefits including the physical restoration and viable use of the buildings.

The proposals would deliver housing and employment in an accessible location. Underutilised areas of the site would be converted to residential use, while retaining the character of the listed buildings. There would also be shared amenity space and significantly improved public realm. The creation of Dean Street, that would include leisure and retail space, would improve permeability.

A local Councillor stated that residents had welcomed the open nature of the consultation, and this was a much appreciated departure from the usual methodology for developments of this size and scale.

Officers confirmed that an additional condition, as outlined in the late representation would be required regarding the provision of full and final details of the works proposed to the City Council prior to the commencement of any works.

The Committee welcomed the application and they fully supported the proposed vision for the area. They also recognised the cost involved in bringing the Grade II\* and II listed buildings back into full use along with the provision of new and improved public realm and acknowledged that on this basis it would not be possible to provide a contribution to affordable housing as well.

## **Decision**

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

**PH/18/29 118869/VO/2018, 118870/LO/2018, 118871/LO/2018, 118872/LO/2018, 118873/LO/2018 & 118874/LO/2018 - NCP Car Park, Manchester Central, Lower Mosley Street, Midland Hotel, Peter Street, Central Library, St Peters Square, Manchester Art Gallery, Mosley Street, Town Hall Extension, St Peters Square and Manchester Central Convention Complex, Windmill Street, Manchester**

Planning applications were received for full planning permission to: (i) construct and operate a combined heat and power (CHP) Energy Centre (with a total thermal capacity of approximately 27MW, fuelled by natural gas) together with externally located ancillary infrastructure including HV switch-room; gas-meter room; thermal stores; mezzanine gantry; access ladders and staircases, dry air coolers, supply / extraction fans and ductwork and security fencing ("The Energy Centre") and (ii) install a network of underground insulated heating pipes, electrical cabling, communications ducting beneath sections of the following adopted highways ("The Civic Quarter Heat Network").

In addition Listed Building Consent applications were received for internal alterations to the basement levels of:-

- NCP Car Park Manchester Central, Lower Mosley Street, Manchester, M2 3GX
- Midland Hotel, Peter Street, Manchester, M60 2DS
- Central Library, St Peters Square, Manchester, M2 5PD
- Manchester Art Gallery, Mosley Street, Manchester, M2 3JL
- Manchester Town Hall Extension, Albert Square, Manchester, M2 5DB
- Manchester Central Convention Complex, Windmill Street, Manchester, M2 3GX

The Manchester Civic Quarter Heat Network (MCQHN) is part of the Greater Manchester Heat Network Programme, and has been designed to facilitate the efficient, cost-effective development of heat networks across the ten authorities of Greater Manchester, to support carbon and energy policy commitments both locally and nationally. The Executive Committee agreed in February 2011 to support the concept of a city centre heat network and the delivery of the MCQHN is the first cluster in its development, subject to a viable business case and planning approval.

Officers confirmed that the development would be located in the City Centre Ward, and not Ancoats and Clayton as had originally been shown in the report. In addition, conditions had been modified as described in the late representation.

Officers also confirmed that the recommendation had been amended to **MINDED TO APPROVE** application reference 118869/VO/2018. Subject to:

- a) referral of planning application reference: 118869/VO/2018 to the Secretary of State;

The applicant explained that this was a very exciting proposal, which would deliver reliable low carbon heat and power to significant buildings in the Civic Quarter. The reduction in CO<sub>2</sub> emissions would be over 12,000 tonnes in the first 15 years of operation, and additional buildings could be connected in future to allow additional reductions in CO<sub>2</sub> emissions. He added that the architectural design was of the highest quality that would make a strong contribution to the regeneration of the City Centre. This is a unique development that demonstrates civic leadership and the delivery of developments of the highest architectural quality.

The Committee welcomed the proposals and agreed that this was an exciting development that would enhance the street scene and the contribution that the proposals would make to the carbon reduction aims of the City overall.

The Committee also welcomed the possibility that the network could be extended to more buildings, and that this capacity would be built in from the start of the project. The Committee asked what would happen to any spare power capacity, and officers agreed to investigate this further and advise the Committee when an answer to this question was established.

### **Decision**

Minded to approve application reference 118869/VO/2018. Subject to:

- a) referral of planning application reference: 118869/VO/2018 to the Secretary of State;  
b) the conditions and reasons in the report and the amended conditions in the late representation

Approve listed building consent applications 118870/LO/2018, 118871/LO/2018, 118872/LO/2018, 118873/LO/2018 & 118874/LO/2018 subject to the conditions and reasons in the report.

### **PH/18/30 118025/FO/2017 - 98 Wilmslow Road, Manchester, M14 5AL**

The Committee considered a request for a site visit. The Committee decided that the members would benefit from viewing on the site the possible impact that the proposals would have on the setting of the site, traffic, residential amenity and the surrounding area.

### **Decision**

To defer consideration of the matter to allow a site visit to be carried out by the members of the Committee.

**PH/18/31 118539/FO/2017 - Land At The Avenue, Bounded By Princess Road, Paupers Wood, Clearwater Drive And The Boulevard Manchester M20 2ED**

Planning application 118539/FO/2017 for the erection of a part two, part three and part four storey school building with associated sports facilities, landscaping, boundary treatments, car parking and associated external works was received.

The application site itself is approximately 2.13 hectares in size and is bounded by residential properties to the east (Clearwater Drive), commercial offices in One Didsbury Point to the north and Princess Road (A5103) dual carriageway to the west. To the south, the site is immediately bounded by Paupers Wood, a small area of private woodland which is subject to a Woodland Tree Preservation Order (Paupers Wood, Nell Lane, Chorlton Park) TPO 2005). Beyond Paupers Wood, Nell Lane runs to the north-west joining with Princess Road. The wider area is predominately residential in use, with commercial properties on Princess Road. To the south-east of the site, on The Boulevard, there is also a small group of commercial uses at Albert Place (comprising a café and a gym).

Officers confirmed that further highway modelling had been undertaken that suggested there would be minimal impact at the junction of Princess Road and Nell Lane/The Boulevard, although there would be some impact at the Cavendish Road/Burton Road junction. Officers proposed that condition 25 be amended to take account of the required mitigation at that junction.

A local resident spoke in objection to the proposals and said that the ecological assessments had been insufficient, and that a high volume of data regarding traffic assessments and the impact of increased traffic on residential amenity had only very recently been published. They also expressed concerns that the proposals would lead to an exacerbation of existing parking problems and resulting air pollution, and that the site was too small to accommodate the proposed development. The resident also expressed concern that the contractors had used dogs and hawks to clear the site of birds and wildlife, potentially breaking the law.

The resident further expressed concern with the proposed removal of several trees protected by TPO's and that the mitigation proposed was inadequate.

The applicant spoke to the Committee and said that there was a clear need for additional high school places in this area, and that this would be a high quality provision by an organisation with a proven track record of delivery. While they acknowledged the concerns raised by local residents, they pointed out that this site was part of the former Withington Hospital Site, and as such was effectively bringing a former brownfield site back into use. The site has been identified for development for some time, with several other schemes being approved for offices and a hospital, none of which have been completed. He said that there had been extensive consultation with both the Manchester Ecology Unit and local residents, resulting in the green buffer between Paupers Wood and the site being significantly increased.

He added that this was a highly accessible site, with excellent public transport links, and that the scheme has been subject to the thorough Transport Assessment and a



Framework Travel Plan which have been assessed by the Council's Highway Services. The application submission indicates that there would be two pedestrian access to the school the main entrance via The Avenue and the secondary access point from the High Marsh Crescent / Paupers Wood access, the pedestrian access includes the provision of new footways to both sides of The Avenue access. In terms of parking arrangements there would be the provision of 144 secure and sheltered cycle parking spaces for pupils and staff, 90 car parking spaces which would include 7 accessibility spaces which are to be provided within 38 metres of the main entrance, there is also a proposed parent drop off facility within the site. Highway Services have confirmed that they are satisfied with the level of onsite parking provision to be provided for the school.

Officers confirmed that the principle of development on the site was well established (due to the granting of earlier consents), and that they had carefully considered the impact that a development of this particular nature would have. Officers also confirmed that conditions had been put in place to mitigate and loss of amenity to residents, and that the applicant had amended the proposals in accordance with suggested mitigation.

Officers also confirmed that ecology has been a key factor in the impact assessment, and that while the loss of trees was regrettable, this would be mitigated by an ongoing tree planting programme, and conditions regarding biodiversity.

The Committee asked if this site was required given the close proximity of several other High Schools in the area, and officers confirmed that they had been informed that there was a need in this part of the city. Officers also advised the Committee that the school would be a phased occupation, and that the travel plan would evolve over time as occupation levels increased.

## **Decision**

To approve the application subject to the conditions and reasons in the report and the late representation, and the additional condition regarding the use of the external playing pitches.

**PH/18/32      118882/FO/2018 - Scotscroft Building, Towers Business Park, Wilmslow Road, Manchester, M20 2RY**

This application was deferred to allow for further consideration and consultation.

**PH/18/33      116481/FO/2017 - Towers Business Park, Wilmslow Road, Manchester, M20 2RY**

Planning application 116481/FO/2017 for the creation of 52 additional car parking spaces (45 spaces net gain) within the Towers Business Park, including the creation of a 32 space decked car park to the south of Scotscroft House was received.

Originally the applicant proposed an additional 78 spaces, namely the above spaces plus a surface car park on the part of the business park that adjoins the Wilmslow Road/Kingston Road junction. However, following concerns about the impact upon residential amenity and the character of the conservation area the applicant amended the scheme to that now presented to the committee.

Planning permission for the decked car park has previously been granted under ref. 101468/FO/2013/S2 in July 2013. While that planning permission has been implemented and the applicant could erect the decked car park, the applicant has applied again as the location of the access ramp has been amended.

The applicant's agent spoke to the Committee and explained that they had taken the concerns of local residents into consideration. The car parking spaces are rented to businesses in the complex as part of their lease agreements, and that as a provider of high quality office accommodation this was essential provision for the business model. He also explained that spaces are for the occupation of employees of the businesses that rent them only, and that any use by others would result in a breach of the lease agreements. He also told the Committee that the construction of the decked car park had already been given planning consent, and that this application included only minor modifications to this permission. He pointed out that the provision of extra parking would help to mitigate against current on-street parking problems.

A local Councillor spoke in objection to the proposals and said that employees of the businesses at the Business Park were often charged for the use of car parking spaces, and that this provided no incentive for employees to not park on surrounding residential roads. He said that this leads to significant congestion in the surrounding area, to the detriment of residents. He added that previous consent had included a condition regarding a travel plan, and was not convinced that this has been implemented appropriately.

Officers confirmed that a travel survey had been undertaken in June 2017, and that as a result of this and improved shower and cycle parking facilities, a revised travel plan had been attached to this application to further mitigate any issues that residents experience. In addition, there was a specific condition that addressed the monitoring of the travel plan on an ongoing basis.

## **Decision**

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