

Planning and Highways Committee

Minutes of the meeting held on 12 April 2018

Present: Councillor Ellison (Chair).

Councillors: Nasrin Ali, Shaukat Ali, Barrett, Chohan, Curley, Kamal, Lovecy, Fender, Paul and Watson

Apologies: Councillors: Madeleine Monaghan.

PH/18/34 Minutes

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

PH/18/35 118881/JO/2018 - 16 Kent Road West, Manchester, M14 5RF

Planning application 118881/JO/2018 for the Variation of Condition No.2 (specified plans) attached to planning permission ref: 116173/FH/2017 to form additional door and window

The property is a semi-detached red brick two storey house in an established residential area which is characterised by family dwelling houses, many with original boundary treatments, such as the red-brick boundary wall.

The orientation of the property faces in a south-easterly direction to the rear and north-westerly direction to the front. The boundary of Victoria Park Conservation Area finishes on the opposite side of Kent Road West.

The original planning permission 116173/FH/2017, was for the erection of a single storey rear extension to provide additional living accommodation, together with the insertion of an additional window on the side elevation of the property.

Planning permission is now sought for a Variation of Condition number 2 in respect of the specified plans attached to the approved planning permission 116173/FH/2017. This is to allow the insertion of a door and window on the side elevation of the previously approved extension.

The application is being brought to Planning and Highways as the applicant is a local ward councillor.

The report of the Head of Planning set out the planning issues for the Committee to consider. At the meeting further representations were made by the Head of Planning. The applicant did not attend the meeting. A local resident addressed the Committee objecting to this planning application and said that the inclusion of an additional window and door would completely compromise their privacy, as it would directly overlook the side window in their own extension. They were also very unhappy that the solution offered by the applicant was that they should install a higher trellis on the adjoining fence. The resident also said that the picture shown in the late representation was misleading and did not accurately represent the view of

her property from the proposed new window as the picture had been taken by the applicant from deep inside the proposed extension.

The local resident also commented that they felt that the notification of the meeting had not been adequate, and were unhappy that photographs that they had submitted as part of their objection had not been included in the report.

Officers confirmed that the notification given was the standard period of notification that was given to all participants in Planning and Highways matters. Officers also confirmed that the photograph in the late representation had not been taken by the applicant but had been taken by officers located at the boundary of the building and not deep inside the building.

Officers also confirmed that the arrangement of the additional window and door was not unusual, and was very similar to the arrangement in the extension at the neighbouring property at 18 Kent Road West that had been approved in 2012.

The Committee confirmed that the proposed new window and door would be opposite an existing window in the neighbouring extension, and concluded that the proposal was acceptable in this location, without affecting the amenities of the occupiers of the neighbouring properties, and there were no material considerations of sufficient weight to indicate otherwise.

Decision

To **approve** the application subject to the conditions and reasons detailed within the report and late representation.

(Councillor Paul did not take part in the decision as he was not present for all of the discussion)

PH/18/36 118156/FO/2017- Land to the rear of No's 48-68 Darley Avenue, Manchester, M21 7GG

Planning application 118156/FO/2017 for Erection of five pairs of semi-detached, three -storey dwellinghouses and a terrace of three x three-storey dwellinghouses (13 houses in total) with associated parking, landscaping and boundary treatment.

This application relates to a broadly rectangular site of 0.295 hectares located at the rear of the Christie Fields office park. The site is currently used as a park and ride car park for staff at 'The Christie' hospital nearby, the permission for which expires in April 2019, and is accessed from Christie Way a short, un-adopted, cul de sac from Derwent Avenue which serves the office park. There are rise and fall barriers across the Christie way to prevent unauthorised access, although it appears to be raised throughout the day.

The site is adjoined to the south and west by the rear gardens of modern three storey residential properties on Darley Avenue and Derwent Avenue. The rear boundaries to these properties being 2metre high close boarded fences. To the north of the site is a large car park serving a three storey office building within class B1 with access

from Christie Way. Across Christie Way to the north east of the site is a more modern two storey office building, to the east of the site is a small car parking area to a nursery that fronts Princess Road.

Permission is sought to erect a residential development comprising 13 three storey houses. The properties would be in a contemporary style informed by the new housing that backs onto the site. The pallet of materials would comprise brick, render and timber cladding and a tile roof. Nine of the properties would be provided with integral garages. The accommodation in these properties would comprise on the ground floor in addition to the garage an open plan living area and a wc. The first floor would contain a lounge, a bedroom and a bathroom and the second floor three bedrooms and a bathroom. The remaining four properties would have on the ground floor a lounge/kitchen/diner and a wc, on the first floor a second small lounge, a study, a bedroom and a bathroom. On the second floor would be three bedrooms one with an en-suite.

The properties would comprise five pairs of semi-detached properties and one short terrace of three. The site would be accessed from Christie Way with the road splitting within the site to form a 'U' shape. One pair of dwellings would be located between the arms of the 'U' backing on to the properties on Darley Avenue. Three pair of semi-detached properties, six dwellings, would be orientated east/west parallel to the western boundary of the site backing onto the rear gardens of dwellings on Derwent Avenue. The remaining pair of semi's and the short terrace would be orientated west/east parallel to the eastern boundary of the site backing onto the nursery car park. The gables of two of the properties would face the office park and these have been modified to incorporate windows to provide surveillance and to create a more interesting facade.

The applicant's agent spoke in support of the application and said that the site was currently in use as a private park and ride facility for staff at The Christie Hospital, who have indicated that they no longer require this facility as they intended to build a multi-story car park closer to the hospital itself. The lease will therefore be terminated in 2019. He said that given the layout of the site, it was highly unlikely that this development would result in further parking problems, as any development on this site would need to provide sufficient parking for the proposals.

He added that the distance between the existing properties on Darley Avenue and Derwent Avenue and the proposed development exceeded national and local guidelines. He added that the representation in the report from the land owner of the access road, Christie Way, had now been withdrawn, and this was confirmed in the late representation.

The Committee asked for clarification as to the impact of the proposals on The Christie Green Travel Plan, and officers advised that the issue of compliance with The Christie Green Travel Plan was not the responsibility of the applicant, which was a completely separate entity. Officers acknowledged that both businesses and residents might prefer that the site remains a car park, but this application for a residential development on the site must be considered on its own merits and permission cannot be refused solely because there is a locally preferred alternative use.

The Committee also asked for clarification as to whether there was a need for a parking control measures on Derwent Avenue and/or Darley Avenue. Officers confirmed that the proposals had been comprehensively assessed by Highways Officers, who concluded that the proposals provided adequate levels of parking on-site, and that the assessment showed that the number of vehicle movements would actually be less than under the current use. However, officers agreed that an additional condition could be added to consider on an ongoing basis whether parking control measures might be required at some point in connection with a Section 278 agreement, which could be delegated through officers to the Chair. The Committee agreed that this would be appropriate.

Decision

To **approve** the application subject to the conditions and reasons detailed within the report and late representation, and with an additional condition requiring ongoing assessment of whether parking control measures would be required.

PH/18/37 118800/FO/2018- Premier Inn, Heaton Park, Middleton Road, Manchester, M8 4NB

Planning application 118800/FO/2018 for the Erection of three storey extension to existing hotel (Use Class C1) to provide 39 new bedrooms (total of 84) together with the reconfiguration of the car park, associated landscaping and ancillary services, including plant equipment.

The application site relates to the rear car park area of an existing three storey, 45 bedroom hotel (Premier Inn) which incorporates areas of soft landscaping with tree planting.

The existing hotel is situated along Middleton Road and is immediately adjoined by an associated, three storey, Beefeater restaurant.

The site is bounded to the north east by Bowker Vale Primary School and its associated grounds to the north-east, an area of riparian woodland and the River Irk to east and a children's day nursery and residential dwellings to the south along Northbrook Avenue.

In terms of its immediate surroundings, with the exception of the neighbouring river valley corridor, neighbouring primary school and Heaton Park on the opposite side of Middleton Road, the immediate area is predominantly residential in context.

With reference to this application, full planning permission is sought for the erection of a three storey rear extension (Class C1) in order to create an additional 39 hotel bedrooms, forming 84 in total. The proposed extension will extend into the rear car park and involves the reconfiguration of the existing car park area and landscaping works.

The applicants agent spoke to the Committee and said that the strong occupancy levels at this hotel had led the applicant to commit an investment of over £2 million to improve and expand the hotel to serve customer demand. In addition the proposal

would allow for the retention of existing jobs at the hotel, as well as creating additional employment opportunities during the period of construction, with the delivery of a Local Labour Agreement.

The Committee welcomed the proposals as they considered it a benefit to increase hotel capacity in this part of the City. However they asked for clarification as to where the new car parking spaces would be, and officers confirmed that the car parking arrangement was a reconfiguration within the site.

The Committee also asked that officers ensure the development was managed with a comprehensive construction management plan to minimise disamenity to local residents, and officers confirmed that this was provided for under condition 12, as detailed in the report.

The Committee also requested that the additional tree planting be of sufficient maturity as to provide a robust barrier between the site and the closest residential properties, and officers confirmed that this request would form part of the ongoing management of the development. The Committee determined that the proposals were proportionate and acceptable for the site and the circumstances.

Decision

To **approve** the application subject to the conditions and reasons detailed within the report and late representation.

PH/18/38 118805/FO/2018 - Land Off Rayburn Way, Manchester

Planning application 118805/FO/2018 for the erection of two three storey detached school buildings with rooftop plant, attached indoor sports facilities 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, with access from Rayburn Way.

In December 2016, a report presented to Executive outlined the importance of finding sites for new schools based on need. It clearly advised site availability and suitability in the city, particularly for new secondary schools, is limited; however, demand is continuing to be driven by the demonstrable growth in the City's school age population and this must be addressed.

Since that time proposals have been brought forward for both school extensions and new schools across the City.

Prior to the planning submission an extensive consultation process was undertaken with a wide range of stakeholders in addition technical information was commissioned to address some questions raised at this pre-planning application stage. It is acknowledged the application has generated only low key interest. The application site is located at the eastern end of Rayburn Way. It is bounded by Manchester Fort Retail Park to the west, the Travelling Showmen's site to the south (which is accessed from Collingham Street), the Irish World Heritage Centre, and

Goals Soccer facility to the north, and the Metrolink sidings to the east. The site is irregular in shape and covered by rough grass and scrub vegetation. The site formed part of a brickworks with associated clay pits. When the brickworks were closed the clay pit was subsequently used as a refuse tip for domestic and commercial waste. Subsequently, the tip was closed and reclamation works took place to cap the tip and create land for development. The site covers 6.8ha.

The only pedestrian and vehicular access is from the eastern end of Rayburn Way, to the south west of the site, which connects to North Street. An underground culvert crosses into the site at the eastern boundary.

A public right of way runs alongside, but outside the southern boundary of the site. This route continues onto a wider public rights of way network along the boundary of the Showman's Guild site and across toward the Lower Irk Valley.

A representative of a local business spoke to the Committee in objection to the proposals. He said that the traffic impact of the proposals had been significantly underestimated, and that as a result the information available to the Committee to inform their decision was inadequate. He added that the traffic assessments do not fully reflect the traffic impact in the 07:30am to 08:30am peak, no trip modelling had been carried out to account for the 160 parking spaces allocated to teaching staff and as a result the technical analysis omits a significant amount of car travel to and from the site in peak hours, and thus underestimates the impact. As a result, he said that the mitigation offered in the report was not sufficient to relieve the disamenity that would result.

He said that the Council's own Highways assessment concluded that the network could not accommodate the impact of the proposals without significant improvements, and that the measures proposed were trivial and inadequate. He said that the site is isolated and dismissed the claims in the report that the site was readily accessible to the public transport network. He said that the numbers of pupils who were expected to walk to school rather than be transported by car was significantly over-estimated, given the isolation of the site and the lack of residential occupancy in the immediate vicinity.

The applicant spoke to the Committee and said that this proposal offers the opportunity to develop to a brownfield site which has been vacant for many years. It proposes two secondary schools in response to an identified need, which is an essential facility to serve the local community, and includes further opportunity to properly deal with the legacy of contamination on the site as set out in the body of the report. All other issues have been addressed in the report and subject to conditions the recommendation is to approve in line with the relevant policies.

The Committee asked for reassurance that the issue of contaminated land had been fully addressed, and officers confirmed that a full review had been made of the land, and the Contaminated Land Section were satisfied that the proposals contained sufficient remediation measures to address any risk in full.

The Committee concluded that the proposals were satisfactory and decided to grant the application.

Decision

To **approve** the application subject to the conditions and reasons detailed within the report and late representation.

(Councillor S Ali declared an interest in this matter, and left the meeting while the matter was discussed and the decision was made)

PH/18/39 118595/FO/2017 - Land To The Rear Of 53-87 Stamford Road, Land To The Rear Of 48-82 Slade Grove And Land Adjacent To 4 Hawkhurst Road, Manchester, M13 0ST

Planning application 118595/FO/2017 was received for Part Retrospective application for the retention of a 2 storey building to form residential dwelling with undercroft car parking for use by Dar Ul Loom Mosque and associated boundary treatments (resubmission of expired permission 099548/FO/2012/N2)

The application site comprises a linear surface car park located between the existing roads and residential properties on Hawkhurst Road, Beresford Road, Slade Grove and Stamford Road. The car park is owned and used for car parking and storage by the Dar Ul Uloom Islamia mosque, which is located at 1 Hawkhurst Road on the corner of Hawkhurst Road and Stamford Road. The car park has vehicular access points on both Hawkhurst Road and Beresford Road. The site is surrounded by existing boundary treatments and is surfaced in tarmac.

The main area of the site that is the subject of the development proposals included in this application is at the Hawkhurst Road end of the linear car park, located between 4 Hawkhurst Road and the rear of 48 to 52 Slade Grove.

The application site is located within a predominantly residential area with a number of community uses close by, including St Agnes Primary school, religious buildings and some small scale commercial/industrial units.

Planning permission 099548/FO/2012/N2 was approved in February 2013 for the erection of a 2 storey building with additional accommodation in the roof space to form a residential dwelling with undercroft car parking for the Imam and his family associated with the Dar Ul Uloom Mosque. This was on land within the existing linear car park at the Hawkhurst Road end of the site, between No. 4 Hawkhurst Road and to the rear of 48 to 52 Slade Grove. The planning application was approved subject to 13 conditions, including one that restricted the use of the dwelling to accommodation connected to the mosque only, and not for general use under the C3 use class.

Following the approval of application 099548/FO/2012/N2, the Planning Service received a subsequent application 111947/FO/2016/N2 in May 2016 for the erection of a two storey building to form 1 no. 3 bedroom flat (Class C3) on the first floor and 1 no. 2 bedroom flat on the second floor in the roof space with the hearse garage space at the ground floor level. However, this application was withdrawn on the 10th August 2016.

Planning permission 099548/FO/2012/N2 expired on the 1st February 2016, however the Planning Service received notification from a neighbour in July 2017 that work was being completed at the site. An officer from Development Compliance visited the site and advised that as the original permission had expired, work had to stop on site. The property has currently been constructed up to roof level. The applicant was advised that before any further work could be continued at the site, a new full planning permission was required to build the residential dwelling with the car parking for the mosque.

Therefore, planning permission is now sought for the part erection, part retention of this 2 storey 4 bedroom residential property with additional accommodation in the roof space to be used by the Imam from the mosque. The property is located at the Hawkhurst Road end of the linear car park and would have a front garden with landscaping and a car parking space for the occupants of the house, all located behind a brick wall and railing boundary treatment.

The ground floor of the property includes access to the upper floors of accommodation directly from Hawkhurst Road, and two double garages accessed to the side from within the secure car parking area for the use of parking the funeral vehicles for the mosque.

The property then comprises a lounge, kitchen, bathroom and two bedrooms at the first floor level with two further bedrooms in the second floor roof space. The proposals also include the provision of a rear roof dormer overlooking the existing car park to the rear. The site layout plan also shows bin storage area immediately to the rear of the property.

The application also includes the reconfiguration of the existing car park to provide 45 car parking spaces, 4 disabled car parking spaces and a cycle parking for 6 bicycles all within the secure boundary. The car park would have a vehicular entrance off Hawkhurst and egress onto Beresford Road, with crocodile teeth shown at the entrance on Hawkhurst Road to restrict cars from exiting via this access.

The report of the Head of Planning set out the planning issues for the Committee to consider. At the meeting further representations were made by the Head of Planning. The applicant attend the meeting and spoke in support of the application. He said that every attempt had been made to address the concerns raised by residents, and that in response to feedback, a further neighbour notification / consultation was completed to enable all residents and contributors to assess the additional information and submit further comments if they wished to. All of the comments and the additional information have now been fully assessed by the Council, and it is considered that the development proposals are considered to be acceptable and in compliance with policy.

A local resident addressed the Committee objecting to this planning application. He said that the Mosque were not good neighbours, and had shown bad faith by building the current structure without permission. He said that there were serious issues with traffic and noise, pollution, and the blocking of the entrance due to car parking on busy days. The building will make it hard for car manoeuvring in and out of the car

park especially on busy days including Fridays. The car park space is now inadequate and cars are being parked all over the roads/streets of surrounding areas and at times even blocking access to driveways. The application states that the car park is under used, which is a huge under statement, as there are over 1000 worshippers attending on Fridays. Most days when there is a funeral, the cars are overflowing onto the road and people running late just leave their cars in middle of the road causing a disturbance and obstruction.

The Committee concluded that the principle of a building in this location to provide ground floor garage parking for the mosque funeral vehicles with residential accommodation for the Imam above was considered to be acceptable and compliant with Local and National Planning policies and was therefore, subsequently approved by the City Council in February 2013. Since that time, there has been no significant change in policy in that Core Strategy policies SP1, DM1, H1 and T2 are still applicable in this case.

Decision

To **approve** the application subject to the conditions and reasons detailed within the report and late representation.