

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 28 June 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 28 June 2018

Item No. 5

Application Number 118206/FO/2017

Ward Didsbury East Ward

Description and Address

Erection of a two storey restaurant/hot food takeaway (Class A5/Class A3 use) with basement, car parking (including electric charging bays), landscaping including new pedestrian access and associated works

Tesco Stores Ltd, Land At Tesco Car Park, Parrs Wood Lane, Manchester, M20 5NP

Late Rep Details

1. Head of Planning - Further observations/comments

The application has been **WITHDRAWN**

**APPENDIX TO AGENDA
(LATE REPRESENTATIONS)**

Planning and Highways Committee 28 June 2018

Item No. 6

Application Number 118398/FO/2017 &
118399/LO/2017

Ward Deansgate Ward

Description and Address

79 Mosley Street, Manchester, M2 3LQ

Creation of 1 x basement unit for A1 (retail), A3 (restaurants/cafes), A4 (drinking establishments), B1 (offices) and 1 x ground floor unit for A1 (retail), A3 (restaurants/cafes), A4 (drinking establishments) with offices (Class B1) above (floors 1 to 5) following refurbishment of building to include internal demolition works, excavation works to create a level basement, construction of replacement floors and associated internal structure, mansard roof extension, roof-top plant, refurbishment of the facade and windows and exposure / reinstatement of original shop frontage (77a Mosley Street) and associated works

Listed Building Consent for internal and external works associated with the Creation of 1 x basement unit for A1 (retail), A3 (restaurants/cafes), A4 (drinking establishments), B1 (offices) and 1 x ground floor unit for A1 (retail), A3 (restaurants/cafes), A4 (drinking establishments) with offices (Class B1) above (floors 1 to 5) following refurbishment of building to include internal demolition works, excavation works to create a level basement, construction of replacement floors and associated internal structure, mansard roof extension, roof-top plant, refurbishment of the facade and windows and exposure / reinstatement of original shop frontage (77a Mosley Street) and associated works

Late Rep Details

1. Statutory Consultees

Historic England have reiterated their objection and have commented further that the approach to marketing has not, in their opinion, complied with the requirements of the NPPF, specifically paragraph 132 and 133.

They have referred to advice in Enabling Development Guidance and state that the marketing has not been carried out in an appropriate manner.

2. Head of Planning - Further Observations/Modifications to Conditions/Reasons for Refusal

The proposal could be considered to meet the definition of "enabling development" set out within the guidance which recognises that cases can often involve balancing the impact of a proposal on one aspect of the historic environment against another.

HE's advice relates to para 133 of the NPPF 133 and they believe that the marketing has not met the test. The Committee report explains that the initial test in para 133 is met as there are substantial public benefits which outweigh the substantial harm. If this view is considered to be wrong, the test in the second part has also been met.

The guidance which HE's refer to says that an applicant **normally** need to demonstrate that real efforts have been made, without success, to continue the present use or to find compatible alternative uses and this should **normally** include the offer of the unrestricted freehold or long leasehold (125 years or more) on the market at a realistic price reflecting its condition. The guidance recognises that there will be exceptions particularly where a property has been unsuccessfully marketed properly during the previous 18 months, or where it has recently been acquired for a price which reflects its condition.

This document is guidance and need not be followed if there are good reasons for doing so which is considered to be the case. The key considerations therefore relate to whether the proposals are compliant with the legislation and policy, such as the Listed Buildings Act, the Development Plan, the NPPF and the compliance with these have all been addressed in the Committee report.

The use of the word "normally" indicates that there are situations where it might not be necessary to do what is suggested otherwise words like "must" or "always" would be used. This is reinforced by a recognition that there will be exceptions.

This property has been sold 4 times in the last decade but has remained vacant throughout that period. It seems reasonable to assume that no alternative compatible use could be found, otherwise one of those previous owners would have brought something forward. This is especially so when during this period there have been two good economic cycles in which a significant amount of development has come forward. Therefore, it is considered that this is an exceptional case and an exception to the normal rule on marketing in the guidance is justified.



**APPENDIX TO AGENDA
(LATE REPRESENTATIONS)**

Planning and Highways Committee 28 June 2018

Item No. 7

Application Number 118338/FO/2017

Ward Piccadilly Ward

Description and Address

Change of use of the ground and first floors to an amusement centre (sui generis), with external alterations, and associated works.

Wellington House, 39 Piccadilly, Manchester, M1 1LQ

Late Rep Details

1. The Public/Local Opinions

3 further representations have been received 2 have objected and 1 supports the plans. The objections reiterate issues regarding anti-social behavior and crime and disorder and that it would be contrary to the positive changes that are needed in the Gardens area.

2. Applicant

The applicant has requested more flexibility in the actual hours of opening which would be no more than 20 hours in the period between 08.00 and 04.00.

3. Statutory Consultees

Some additional security measures in relation to cash delivery and collections have been suggested by GMP (Design for Security) and the applicants have detailed how these will be dealt with. GMP (Design for Security) are satisfied with the approach to this now being proposed in this respect.

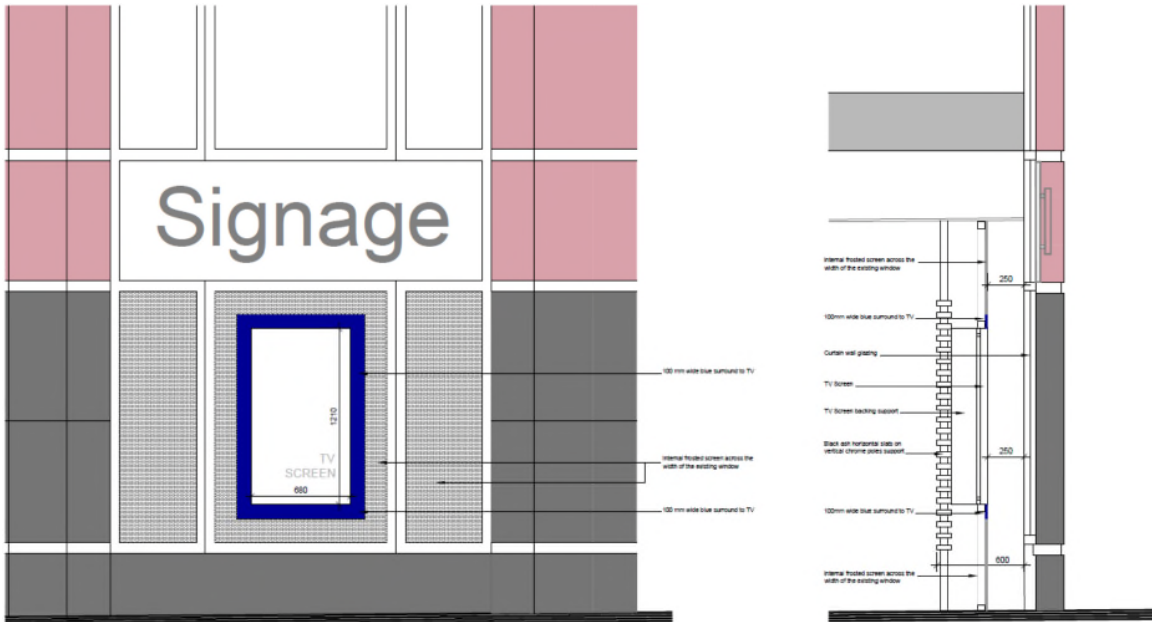
4. Head of Planning - Further Observations/Modifications to Conditions/Reasons for Refusal

In terms of the applicants request for more flexibility around hours of opening. Given that there are other premises in the area that are open later than 03.00 this is considered to be acceptable.

Further information about the nature of the proposed window displays which is considered to strike an appropriate balance between ensuring that street level visibility is maximized whilst retaining the necessary level of operational privacy for the applicant has been submitted. [The drawings which

illustrate this will now form part of the approved drawings (condition 2) and condition 7 will not be omitted.

Condition 2 is to be amended to include approval of the details of the additional security measures as a condition of any consent granted.



**APPENDIX TO AGENDA
(LATE REPRESENTATIONS)**

Planning and Highways Committee 28 June 2018

Item No. 8

Application Number 119265/FO/2018

Ward Piccadilly Ward

Description and Address

Construction of a building of ground floor (including mezzanines) plus 16 upper storeys comprising a new hotel (Use Class C1), with ancillary uses at ground floor (bar, restaurant and public area, business suite), together with associated landscaping, servicing, cycle parking, and other associated works

55 Portland Street, Manchester, M1 3HP

Late Rep Details

1. Third parties

The Friends of Manchester's Gay Village have withdrawn their objection following discussions with the developer and hotel operator, who have agreed to include a number of elements into the scheme to provide a LGBTQ+ friendly environment.

2. Applicant

In response to design comments, including those made by the Manchester Conservation Areas and Historic Buildings Panel, the applicant has provided images to show an alternative buff sandstone material colour to the elevations.

An extra cycle space would be provided (so there would be a total of 33 spaces) to comply with Manchester City Council standards.

3. Head of Planning

It should be noted that the application site is within the Piccadilly Ward, rather than the City Centre Ward as stated in the committee report.

Condition 2 should read as follows:

The development hereby approved shall be carried out in accordance with the following drawings and documents:

7410-AL(02)001 Existing Site Location Plan;
7410-AL(05)002 Proposed Site Location;
7410-AL(05)010 Basement Floor Plan;
7410-AL(05)011-01 Ground Floor Plan;
7410-AL(05)011-02 Mezzanine Floor Plan;
7410-AL(05)012-01 1st Floor Plan;
7410-AL(05)012-02 2nd Floor;

7410-AL(05)013-01 3rd, 4th, 7th & 8th Floor Plan;
7410-AL(05)013-02 5th, 6th, 9th & 10th Floor;
7410-AL(05)014 11th-12th Floor;
7410-AL(05)015-01 13th Floor Plan;
7410-AL(05)015-02 14th Floor Plan
7410-AL(05)016 15th Floor Plan
7410-AL(05)017 16th Floor Plan;
7410-AL(05)018 Roof Plan;
7410-AL(05)020 Portland Street Elevation;
7410-AL(05)021 Sackville Street Elevation;
7410-AL(05)022 Major Street Elevation;
7410-AL(05)023 Abingdon Street Elevation;
7410-AL(05)030 Section A-A;
7410-AL(05)031 Section B-B;
7410-AL(05)200 Proposed Refuse;

Design & Access Statement Rev 01 February 2018 by Stephenson Studio;
Environmental Statement Volume 1: Non-Technical Summary by How;
Environmental Statement Volume 2: Main Text by How;
Environmental Statement Volume 3: Appendices by How;
Air Quality Assessment reference 1090-1r2 dated 27 October 2017 by Redmore Environmental;
Archaeological Desk-Based Assessment dated September 2017 by CgMs Consulting;
Supporting Planning Statement dated February 2018 by How;
Sustainability Statement Rev A by Scott Hughes;
Tall Building Statement dated February 2018 by How;
TV Reception Survey Report dated 3 October 2017 by SCS Technologies Ltd;
GIA Schedule Rev 01;
GEA Schedule Rev 02;
BREEAM Stage 2 Pre-Assessment Report Rev A by Scott Hughes;
Energy Statement dated 15 February 2018 by Ridge and Partners LLP;
Ventilation Strategy Report dated 15 February 2018 by Ridge and Partners LLP;
Crime Impact Statement Version B: 2nd November 2017, URN:2015/0857/CIS/02;
Environmental Noise Study reference PR0581-REP01B-MPF, dated September 2017 by Fisher Acoustics;
Ecological Assessment and Bat Inspection dated October 2017 by Penny Anderson Associates Limited;
Technical Daylight and Sunlight Amenity Impact Assessment dated November 2017 by grayscanlanhill;
Flood Risk Assessment & Drainage Statement Revision A dated 30 October 2017 by Shepherd Gilmour Infrastructure Ltd;
Phase 1 Geo-Environmental Site Assessment reference 10-681-r2 Rev1 dated October 2017 by e3p.
Waste Management Strategy Rev 02 by Stephenson Studio;
Appendix E Proforma for Planning Applications Waste Management Strategy dated 23/02/2018.
Interim Travel Plan 2156-01-TP01d dated February 2018;
Transport Statement 2156-01-TS01d dated February 2018.

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies SP1 and DM1 of the Core Strategy.

A condition should be added to require final details of the design of the ground and first floor Portland Street elevation of the building to be agreed.

4. Images



Ground floor layout



Proposed view from Portland Street



Proposed View from Sackville Street



Proposed view from the Portland Street/Princess Street junction



Proposed view from George Street

**APPENDIX TO AGENDA
(LATE REPRESENTATIONS)**

Planning and Highways Committee 28 June 2018

Item No. 9

Application Number 119380/FO/2018

Ward Deansgate Ward

Description and Address

Erection of a 32 storey building to form 603 student apartments (Use Class Sui Generis) with associated ground and first floor commercial unit (use class A1, A2, A3, A4 and A5 and D1) (232 sqm) following demolition of existing buildings and other associated works

1-5 New Wakefield Street, Manchester, M1 5NP

Late Rep Details

1. Local Councillors – Councillor Joan Davis

Cllr Davis has stated that residents in the immediate area already face considerable restriction on road access to their homes. This is difficult for essential car journeys, transport for residents and visitors with disabilities or with ill health, as well as presenting difficulties for deliveries.

Cllr Davis has asked that residents be consulted during the development on the construction management rather than simply being informed of the outcome.

2. Head of Planning

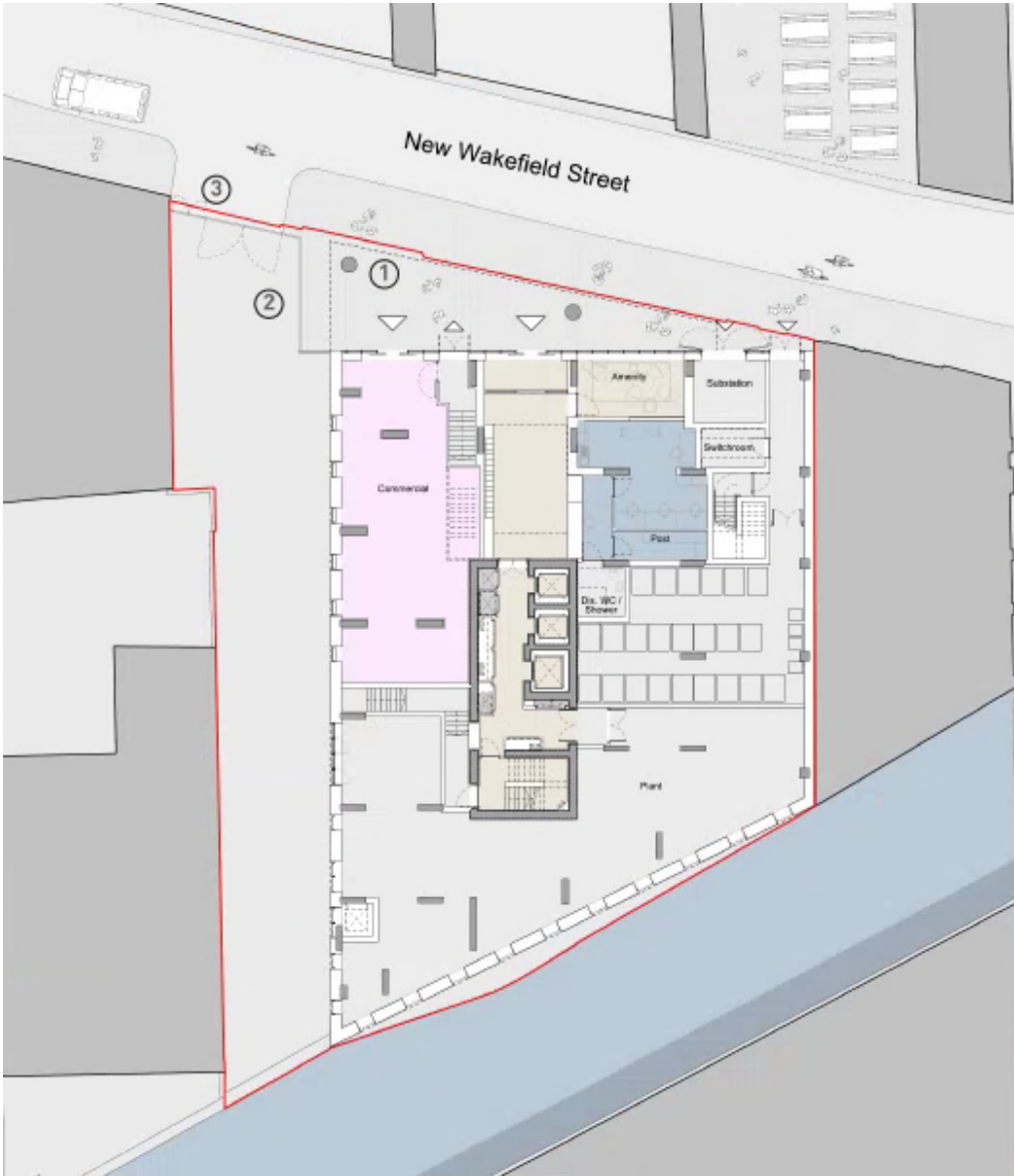
In response to the comments raised by Councillor Davis, condition 9 of the planning approval includes a requirement to agree a communication strategy with local residents.

Condition updates

3. Condition 2

Reference should now be made to the approved details relating to ground conditions and local labour which were stamped as received by the City Council on the 1 June 2018

4. Images



Layout plan



Fin detail



View along Oxford Road



Proposed view looking towards the City Centre



View from Oxford Road train station

**APPENDIX TO AGENDA
(LATE REPRESENTATIONS)**

Planning and Highways Committee 28 June 2018

Item No. 10

Application Number 119806/FO/2018

Ward Deansgate Ward

Description and Address

Erection of two tall buildings (51 storeys and 21 storeys) comprising 664no residential units (use class C3) and commercial space (A1, A3 or D1), provision of two levels of basement parking, alterations to surface level car park, landscaping, highway alterations, access and associated works.

Land Bounded By Chester Road, Mancunian Way And Former Bridgewater Canal Offices,
Manchester

Late Rep Details

1. Highways

Acceptable plans showing the service road and swept path analyses have been submitted.

2. Head of Planning

Conditions

Following the receipt of acceptable swept path analyses, condition 8 should be removed.

Conditions allowing the development to be carried out in a phased manner, specifying the timing for the implementation of the surface level car park and requiring final details of the proposed wind mitigation measures should be attached to any permission. Conditions 3, 5, 6, 9, 10, 13, 15, 16, 17, 19, 21, 27 and 32 should be amended to take into account the phasing and different areas of the development.

Viability Assessment

The City Council has land ownership within the SRF area, and the applicant will require to change long leases to enable them to deliver this scheme, and the remaining phases of the development proposed under the SRF and could not deliver this proposal without securing them.

As the land deal is predicated on the applicant securing planning permission and entering into a build contract, along with reserving the right as landowner to the approval of the funding, delivery and estate management strategies it is considered that the land agreement is the appropriate document to attach scheme-wide obligations, which extend beyond the application site to future phases of development. Consequently, the applicant has provided a viability appraisal that relates to the delivery of the full Crown Street development, outlined in the SRF, which comprises 1892 units.

The scheme would deliver the following public benefits

i)	Medical Centre	Shell and Core	£560K
ii)	31% of overall publically accessible Public Realm		£2,182K
Total Application Site Contribution			£2,742K

As part of the subsequent phase the scheme would deliver the following public benefits

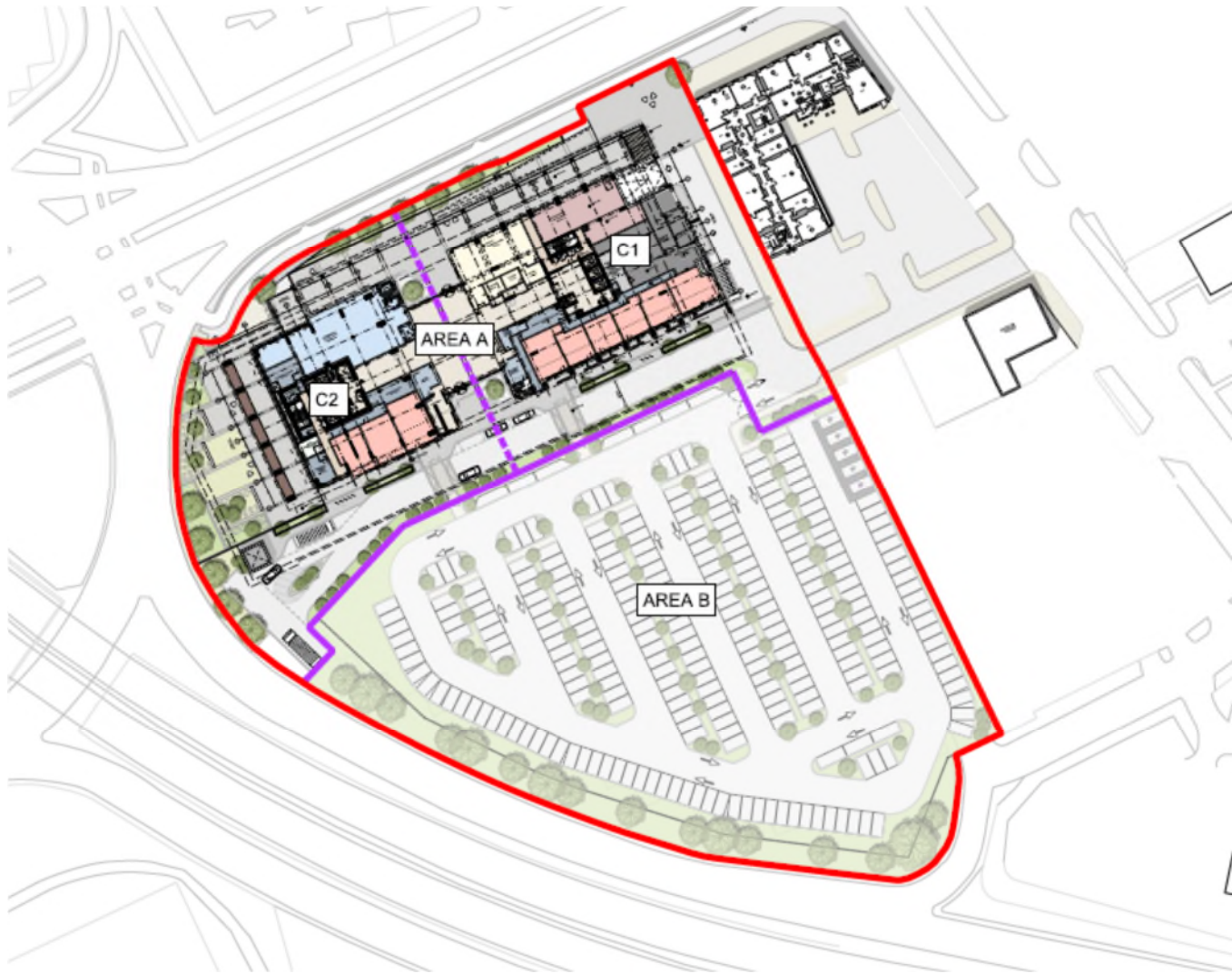
i)	Educational Space	1300m2	£1818K build cost*
ii)	69% of overall publically accessible Public Realm		£4,885K
iii)			
Remaining Phases Site Contribution			£6,703K
Overall Scheme Developer Contributions			£9,445K

The Developer has provided a viability appraisal to demonstrate that the proposal could not support an upfront affordable housing contribution in addition to the public benefits set out above. This is based on an assessment of costs and values evidenced from an adjacent development at Owen Street. This development is of a similar size and massing, and build costs, contingencies, professional fees, sales fees and marketing, finance rates, build periods etc are considered to be comparable and in an acceptable range in terms of market norms for these elements. Build costs are at the upper end of the acceptable range and reflect the fact that the scheme comprises in-part a 51 storey tower scheme. Further supporting evidence has been requested to support this position and this is currently being reviewed. Alongside this the Development Team has undertaken a benchmarking exercise to market norms and market evidence to substantiate and challenge the developer's data.

The land value has been adjusted to reflect an 'existing use plus' valuation in accordance with the Government guidance in respect of these matters. The residual profits are considered to be below benchmarks to the Manchester market for a high density scheme of this nature, and considering the essential extensive public realm and social infrastructure contributions the scheme is making as required by the SRF it is considered that there is insufficient require an additional upfront Affordable Housing contribution.

However, as the comprehensive development scheme comprises future development phases, a reconciliation provision will be included within the land deal to review the future performance of the development enabling the Council to recoup contributions to affordable housing.

3. Images



Phasing Plan



View looking east across Chester Road/Mancunian Way roundabout



View looking south west along Chester Road

**APPENDIX TO AGENDA
(LATE REPRESENTATIONS)**

Planning and Highways Committee 28 June 2018

Item No. 11

Application Number 118625/FO/2017

Ward Hulme Ward

Description and Address

Full planning application for the erection of a part 14, part 15 storey building to form 280 residential apartments (C3a) together with ground floor commercial unit (373 sqm) (Use Classes A1, A2 or A3) with associated car parking, landscaping, public realm and other associated works following demolition of existing buildings and;
Outline planning application (with all matters reserved) for the erection of part 11, part 15 building to form a 154 bed hotel and 88 bed apart-hotel building (Use Class C1) together with a single storey retail building (140 sqm) (Use Classes A1, A2, A3, A4 or A5) with associated public realm, car parking, and other associated works following demolition of existing buildings

Land Bounded By Dinton Street, Cornbrook Road, Chester Road And
Trentham Street, Manchester, M15 4FX

Late Rep Details

1. Head of Planning

Conditions

An amendment is proposed to condition 46. The words “(excluding convenience retail)” shall be deleted from the condition.

Viability Assessment

The site is within an area previously occupied by a number of scrapyards and industrial uses. It is adjacent to the Cornbrook Metrolink stop on the Chester Road frontage on a key ‘Gateway’ corner site and is in need of redevelopment. This existing use of the site makes it a challenging redevelopment project with regards to securing appropriate finance.

The scheme would deliver the following public benefits:

Public realm works £512,000

Off site Affordable Housing Contribution £150,000

The viability appraisal demonstrates that the development is able to support an upfront affordable housing contribution as set out above. This is based on an assessment of costs and values of comparable schemes. The Development

team has undertaken a benchmarking exercise to market norms and market evidence and has challenged the developers data.

The residual profits are considered to be below benchmarks to the Manchester market for a high density scheme of this nature and the scheme is providing extensive and necessary public realm improvements and a contribution to off site affordable housing.

2. Images



This application comprises two elements:

- a detailed proposal for a part 14, part 15 storey building, with ground floor commercial, to form 280 apartments available for rent (dark grey); and
- Outline proposal, with all matters reserved, for a part 11, part 15 storey 155 bed hotel and 88 bed apart-hotel, with associated commercial, and single storey retail unit (yellow).



**APPENDIX TO AGENDA
(LATE REPRESENTATIONS)**

Planning and Highways Committee 28 June 2018

Item No. 12

Application Number 118831/FO/2018

Ward Cheetham Ward

Description and Address

Erection of two buildings (a part 17, part 12 storey building and a part 26, part 23 storey building) to form 556 residential units (Use Class C3a) together with the creation of 3490 sqm of commercial floor space (Use Classes A1, A2, A3, B1 and D1) with associated landscaping, access and other associated works

Former Boddingtons Brewery Site, Dutton Street, Manchester, M3 1LE

Late Rep Details

1. Head of Planning

Conditions

There is an error on pages 51 and 52 of the printed report in respect of the car parking provision.

There will be 5 disabled bays on Dutton Street rather than 2 as stated in the report.

Condition 37 on page 69 of the printed report shall be updated to reflect this.

Viability Assessment

This is an area that currently contains low value uses and would be transformed through the delivery of the Strategic Regeneration Framework. This would require significant and essential investment in place making, public realm and the creation of linkages which do not currently exist.

This scheme would deliver:

Public realm improvements throughout the site at	2,000,000
Contribution towards a new crossing	500,000

Total Contribution	2,500,000
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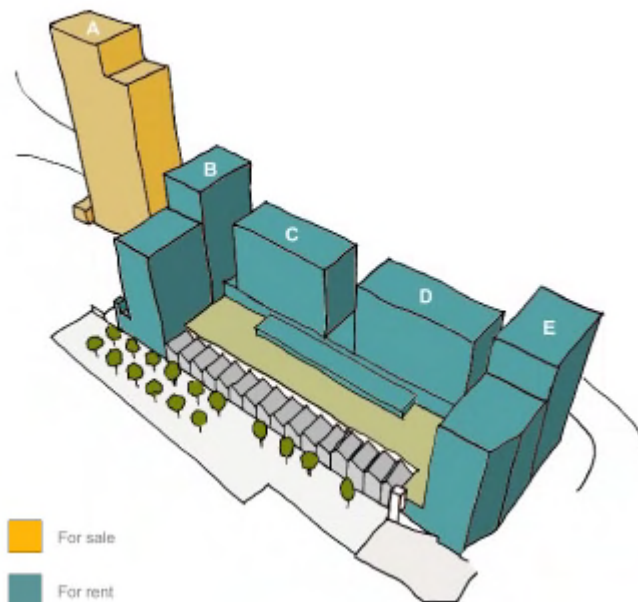
The viability appraisal demonstrates that the development is unable to support an upfront affordable housing contribution in addition to the public benefits set out the above. This is based on an assessment of costs and values of

comparable schemes and the Councils advisors have undertaken a benchmarking exercise to market norms and market evidence to substantiate and challenge the developer's data.

The residual profits are considered to be below benchmarks to the Manchester market for a high density scheme of this nature and considering the extensive place making that is essential to deliver a development on this site it is considered that the scheme could not sustain an additional upfront contribution to Affordable Housing.

However, it would be reasonable for the Council to continue to engage with the developer in order to assess any further potential to secure a contribution towards an of site affordable housing contribution at some stage in the process.

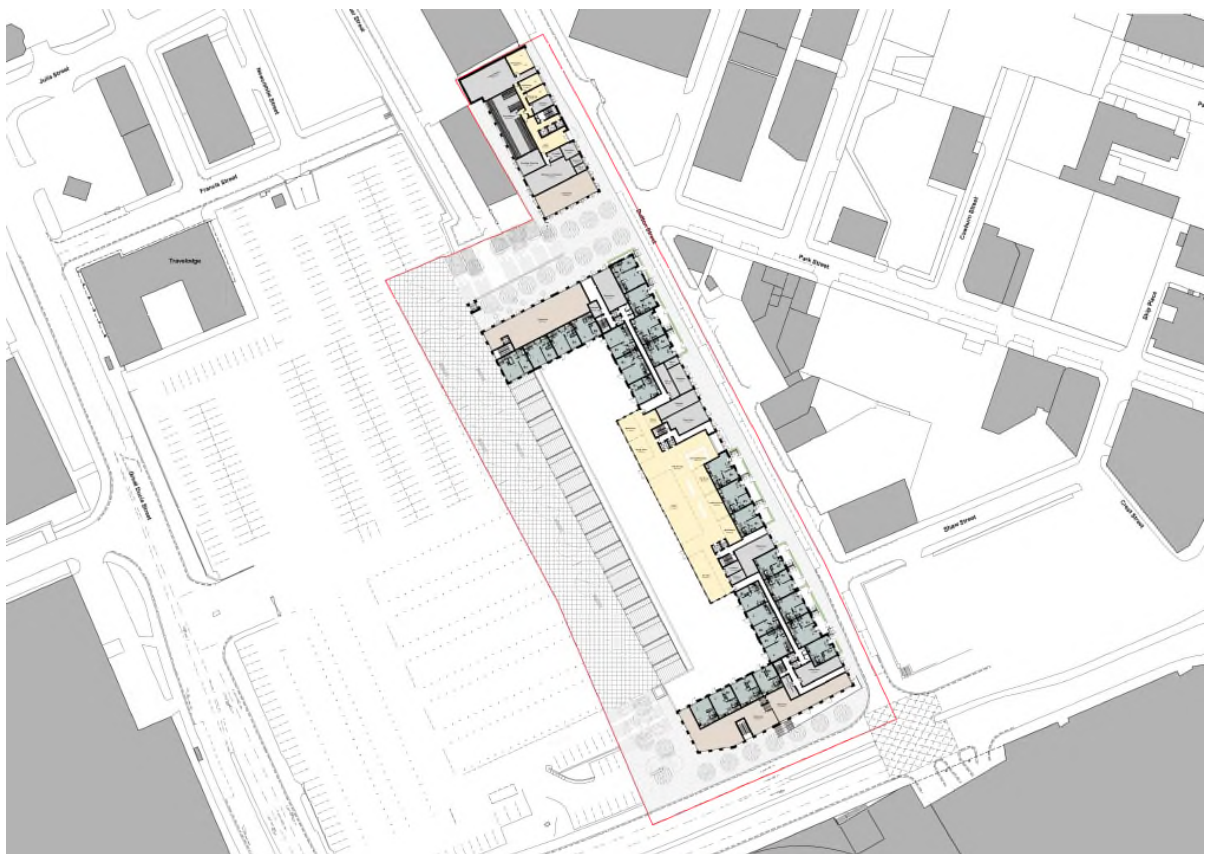
2. Images



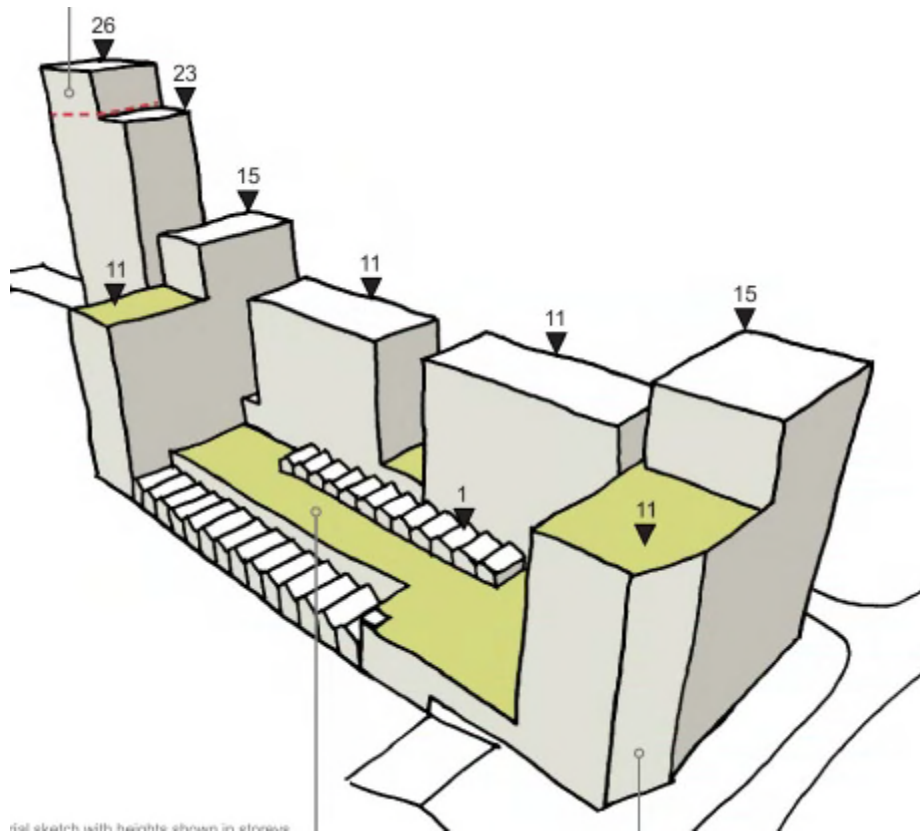
Block types



View of the public realm



Layout plan



Block heights



View at the junction of New Bridge Street and Dutton Street





View along the central avenue



Entrance from Dutton Street (block A and B)

**APPENDIX TO AGENDA
(LATE REPRESENTATIONS)**

Planning and Highways Committee 28 June 2018

Item No. 13

Application Number 119149/FO/2018

Ward Gorton & Abbey Hey
Ward

Description and Address

Erection of a part three, part four storey extra care facility (comprising 106 apartments and ancillary cafe/restaurant and hair and beauty uses) with associated car parking, landscaping and boundary treatment.

Land At Abbey Hey Lane, Manchester

Late Rep Details

1. Officers/Outside Bodies

Highways Services – Advise that they have been contacted by Gorton and Abbey Hey Councillors in relation to this application.

The ward councillors have raised two issues. Firstly, the need to provide traffic calming on Abbey Hey Lane comprising of a traffic/refuge island gateway feature near Constable Street and traffic calming features along Abbey Hey Lane, which are compatible with its use as a bus route. Secondly, the requirement for a puffin/toucan crossing at the High Bank end of Abbey Hey Lane near the school.

With specific reference to this application, Highways consider that a system of traffic calming should be installed on Abbey Hey Lane (between High Bank and Constable Street) via the use of vertical measures such as speed cushions incorporated within a 20mph zone.

As a result of the impact of the development, Highways consider that the provision of a new controlled pedestrian crossing is not necessary.

2. Head of Planning - Further Observations/Modifications to Conditions/Reasons for Refusal

In regard to matters of highway safety, the proposed development has been fully assessed by Highway Services, who consider that the given the challenging existing road layout, a basic system of traffic calming is required to be installed on Abbey Hey Lane (between High Bank and Constable Street) via the use of vertical measures such as speed cushions incorporated within a 20mph zone. This matter is dealt with by way of condition no.10, which relates to offsite highway works including traffic calming measures on Abbey Hey Lane.

The recommendation remains to APPROVE.
The drawings below are colour versions of those in the report.



1 East Elevation - facing onto Abbey Hey Road
1:200



View from the car park of the entrance and bistro



View from Hollybush Street





**APPENDIX TO AGENDA
(LATE REPRESENTATIONS)**

Planning and Highways 28 June 2018
Committee

Item No. 14

Ward Old Moat Ward

Description and Address

Confirmation of The Manchester City Council (Land at former Old House at Home Public House, Burton Road, Old Moat) Tree Preservation Order 2018

Land at former Old House at Home Public House, Burton Road, Manchester

Late Rep Details

1. Local resident/homeowner

3 further written representations have been received from a neighbouring homeowner/occupier, Withington Civic Society and West Didsbury Residents Association.

In summary all the representations support the confirmation of the TPO. The 2 lime trees are considered to be outstanding specimens which make a significant positive contribution to the visual amenity of both Burton Rd and Darlington Rd, are an important element of the local character and it's biodiversity; they provide a measure of mitigation from traffic and noise pollution and their location on the perimeter of the site should allow the developer to maximize the potential of the site and still retain these trees,

The recommendation remains one of **Confirm**.