



Planning and Highways Committee

Date: Thursday, 30 July 2020
Time: 2.00 pm
Venue: Virtual meeting - https://manchester.public-i.tv/core/portal/webcast_interactive/485369

Everyone is welcome to attend this committee meeting.

This is a supplementary agenda and contains information not available when the agenda was first published.

**The Local Authorities and Police and Crime Panels
(Coronavirus) (Flexibility of Local Authority and Police and
Crime Panel Meetings) (England and Wales) Regulations 2020.**

Under the provisions of these regulations the location where a meeting is held can include reference to more than one place including electronic, digital or virtual locations such as Internet locations, web addresses or conference call telephone numbers.

To attend this meeting it can be watched live as a webcast. The recording of the webcast will also be available for viewing after the meeting has ended.

Membership of the Planning and Highways Committee

Councillors

Curley (Chair), Nasrin Ali (Deputy Chair), Shaukat Ali, Andrews, Y Dar, Davies, Flanagan, Hitchen, Kamal, J Lovecy, Lyons, Madeleine Monaghan, Riasat, Watson and White

Agenda

- 1a. **Supplementary Information on Applications Being Considered**
The report of the Director of Planning, Building Control and Licencing is enclosed.

7 - 44

Meeting Procedure

The meeting (and any site visits arising from the meeting) will be conducted in accordance with the relevant provisions of the Council's Constitution, including Part 6 - Section B "Planning Protocol for Members". A copy of the Constitution is available from the Council's website at <https://democracy.manchester.gov.uk/ecCatDisplay.aspx?sch=doc&cat=13279>

At the beginning of the meeting the Chair will state if there any applications which the Chair is proposing should not be considered. This may be in response to a request by the applicant for the application to be deferred, or from officers wishing to have further discussions, or requests for a site visit. The Committee will decide whether to agree to the deferral. If deferred, an application will not be considered any further.

The Chair will explain to members of the public how the meeting will be conducted, as follows:

1. The Planning Officer will advise the meeting of any late representations that have been received since the report was written.
2. The officer will state at this stage if the recommendation of the Head of Planning in the printed report has changed.
3. ONE objector will be allowed to speak for up to 4 minutes. If a number of objectors wish to make representations on the same item, the Chair will invite them to nominate a spokesperson.
4. The Applicant, Agent or their representative will be allowed to speak for up to 4 minutes.
5. Members of the Council not on the Planning and Highways Committee will be able to speak for up to 4 minutes.
6. Members of the Planning and Highways Committee will be able to question the planning officer and respond to issues that have been raised. The representative of the Highways Services or the City Solicitor as appropriate may also respond to comments made.

Only members of the Planning and Highways Committee may ask questions relevant to the application of the officers. All other interested parties make statements only. The Committee having heard all the contributions will determine the application. The Committee's decision will in most cases be taken under delegated powers and will therefore be a final decision.

If the Committee decides it is minded to refuse an application, they must request the Head of Planning to consider its reasons for refusal and report back to the next meeting as to whether there were relevant planning considerations that could reasonably sustain a decision to be minded to refuse.

Information about the Committee

The Council has delegated to the Planning and Highways Committee authority to determine planning applications, however, in exceptional circumstances the Committee may decide not to exercise its delegation in relation to a specific application but to make recommendations to the full Council.

It is the Council's policy to consult people as fully as possible before making decisions that affect them. Members of the public do not have a right to speak at meetings but the Committee will usually allow applicants and objectors to address them for up to four minutes. If you have a special interest in an item on the agenda and want to speak, tell the Committee Officer, who will pass on your request to the Chair. Groups of people will usually be asked to nominate a spokesperson.

The Council is concerned to ensure that its meetings are as open as possible and confidential business is kept to the strict minimum. When confidential items are involved these are considered at the end of the meeting at which point members of the public are asked to leave.

Joanne Roney OBE
Chief Executive
Level 3, Town Hall Extension,
Albert Square,
Manchester, M60 2LA

Further Information

For help, advice and information about this meeting please contact the Committee Officer:
Andrew Woods
Tel: 0161 234 3011
Email: andrew.woods@manchester.gov.uk

This agenda was issued on **Thursday, 30 July 2020** by the Governance and Scrutiny Support Unit, Manchester City Council, Level 3, Town Hall Extension (Mount Street Elevation), Manchester M60 2LA

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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 30 July 2020

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 Director 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 30 July 2020

Item No. 5

Application Number 126669/FO/2020

Ward Ancoats & Beswick Ward

Description and Address

Erection of a Part 16/ Part 11 storey building to form 106 no. apartments (C3 Use Class) together with ground floor commercial uses (Use Class A1, A2 A3 and/or B1), with associated ancillary space, surface car parking, landscaping and associated works

Land Bound By Old Mill Street & Great Ancoats Street, Manchester, M4 6EE

1. Director of Planning

Waste – As set out in the printed report the proposed building has dedicated internal bin storage rooms for both the ground floor commercial use and the residential apartments above. All apartments have adequate floorspace that exceed the space standards and would enable adequate storage capacity for waste bins. The ground floor communal bin stores can be accessed internally by residents from the ground floor foyer area via the lifts and staircases serving the apartments. The size of the residential ground floor bin store is in excess of the Council's guidance and would provide space for the full range of waste streams to be separated for collection by the Council.

The management company for the site would be charged with moving bins out for collection by the Council on to the access road, this is similar to the arrangements in place for the existing phases of development that are serviced from this road. Environmental Health and Highway Services have confirmed their acceptance of these arrangements although further details would be required in relation to the commercial unit when a final occupier is identified, this is to be secured by way of appropriately worded condition.

Construction jobs – It is anticipated that the development would generate a significant number of construction jobs. The applicant has agreed to a local labour condition being attached to any approval and this is set out in the published report.

For clarification, the plan on page 36 of the printed report sets out distances between the proposed building and existing phases of the Islington Wharf development. Please note Phase 1 comprises two buildings – Block A (9 storeys) and Block B (21 storeys)

The distance between the proposed building and the 9 storey building to the south east (Phase 1 – Block A) is 10 metres. The distance between the proposed building and the 21 storey building of Phase 1 (Block B) is 47 metres (the middle measurement on the plan). The distance between the proposed building and the 10 storey Phase 3 building to the north east (the top measurement) is 11 metres.

Page 41 – A correction is required to the last paragraph on this page to read:

In addition, the side windows in the gable wall of block **A** were designed with the potential redevelopment of the adjacent site in mind as can be seen from the photograph below.

As the site is subject to a development agreement between the Council and the developer. Any additional profit realised above the level as specified in the development agreement would be subject to an overage payment. This would require that an agreed percentage of this additionally identified money would be paid to the Council, in accordance with the terms of the relevant clause.

Amendments are required to the wording of the following:

Condition 2 – Drawing ref. RYD 00 XX DR A 3901 REV P03 – Bay study 02 – This should be Rev P2

An amendment is required to condition 13 to make it clear the proposed measures are required in relation to air quality as well as noise.

13. (a) Within three months of the commencement of development a scheme for acoustically insulating the proposed residential accommodation against noise from the local traffic network and surrounding commercial uses together with full details of the ventilation of residential accommodation shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved noise insulation and ventilation scheme shall be completed before the first occupation of the development.

Noise survey data must include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary.

(b) Prior to the first use of the residential element of the development, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority, and thereafter retained and maintained in situ.

Reason - To secure a reduction in noise from traffic or other sources and to ensure adequate ventilation of the apartments in order to protect future residents from noise disturbance and air pollution pursuant to policies SP1, EN16, H1 and DM1 of the Core Strategy (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

An amended is required to condition 20 in relation to permitted development rights.

20. The commercial unit, as indicated on drawing RYD 00 00 DR A 3000 REV P07 as received by the City Council, as Local Planning Authority, on the 6th April 2020, shall be occupied as either an A1, A2, A3, or B1 use and for no other purpose in the Town and Country Planning (Use Classes) Order 1987 or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification. The first use of the commercial unit to be implemented shall thereafter be the permitted use of that unit.

Reason - For the avoidance of doubt and in order to secure a satisfactory form of development due to the particular circumstance of the application site, ensuring the vitality of the units and in the interest of residential amenity, pursuant policy DM1 of the Core Strategy for Manchester.

A further condition is required in relation to permitted development rights in relation to further upwards development of any approved building.

Notwithstanding the General Permitted Development Order 2015 as amended by the Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus) Regulations 2020 or any legislation amending or replacing the same, no further development in the form of upward extensions to the building shall be undertaken other than that expressly authorised by the granting of planning permission.

Reason - In the interests of protecting residential amenity and visual amenity of the area in which the development is located pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

An amendment is proposed to condition 25 relating to the car parking provision and that this is monitored following occupation to ascertain whether further accessible car parking spaces are required.

25. Prior to the first occupation of the development hereby approved the car parking layout as indicated on drawing RYD 00 ZZ DR L 2101 REV P03 as received by the City Council, as Local Planning Authority, on the 6 April 2020 shall be surfaced, demarcated and made available. The approved car parking layout shall be implemented and thereafter be

retained and maintained. The requirement for further accessible car parking spaces to be provided on the site shall be monitored during the first three months of the first use of the building and thereafter from time to time and where further such spaces are identified as being required these shall be demarcated and provided.

Reason - To ensure sufficient car parking is available for the development and that there is adequate provision for disabled people resident at the development pursuant to policies SP1, T1, and DM1 of the Manchester Core Strategy (2012).

Some further photographs of the site and its immediate context are set out on the following pages.

The recommendation remains to **APPROVE** the application.



View towards Old Mill Street along access road – Phase 3 to the right
application site to the left



View towards application site (centre), Phase 3 to the left and phase 1 to the right site – taken from central reservation in Great Ancoats Street



View along access road from Old Mill Street (Phase 3 to the left – Phase 1
(Block B and entrance to car park central / Block A to the right)



View across the hoarding around the site toward Block A and Block B of phase 1



View across the site towards the Oxygen development taking place on the opposite site of Great Ancoats Street to the south west

APPENDIX TO AGENDA (LATE REPRESENTATIONS)

Planning and Highways Committee 30 July 2020

Item No. 6

Application Number 126668/FO/2020

Ward Deansgate Ward

Description and Address

Full planning permission for the erection of two 52-storey residential buildings (Use Class C3) each incorporating a podium accommodating residential amenity facilities and ground floor and first floor commercial units (Use Classes A1, A2, A3, or D1), private and public basement car parking, landscaping and a public park, servicing and access arrangements, highways improvements, and associated works (Phases A, B, and D as defined on Drawing Reference: 10292Z1SHPG000PL00B5D802 and 10292Z1SHPG000PLB1B5D801). Outline planning permission (with all matters reserved) for an educational facility (Use Class D1) (Phase C as defined on Drawing References: 10292Z1SHPG000PL00B5D802 and 10292Z1SHPG000PLB1B5D801)

Land Bound By Silvercroft Street, Crown Street, And The Mancunian Way, Manchester, M15 4AX

1. Director of Planning – Further Observations

Photographs of the site are attached for information:







APPENDIX TO AGENDA (LATE REPRESENTATIONS)

Planning and Highways Committee 30 July 2020

Item No. 7

Application Number 125655/FO/2019

Ward Deansgate Ward

Description and Address

Full Planning Permission for the erection of 32 storey plus two basement level mixed use building (sui generis), comprising co-living units, amenity space, gym and flexible commercial space, landscaping, access and other associated works

Water Street, Manchester, M3 4JQ (referred to as T1)

1. The Public/Local Opinions

An objection has been received from Councillor Johns supported by Councillor Jeavons on the following grounds. The application was validated on 16th March 2020, and the statutory consultation period took place after the lockdown related to Covid-19 commenced. This may have suppressed community involvement.

Co-living as a concept Co-living as a concept is untested in Manchester and the UK. The Council has agreed a cautious approach but the 870 bedspaces proposed alongside the 806 in (126648) is neither cautious or restrictive. The 1,676 bedspaces would represent an additional 10% of Deansgate ward's 16,726 population.

Co-living will not build a coherent community with a long-term interest in the city centre's success and these proposals will promote transience and disengagement in local community activity and encourage political disengagement. This runs counter to the goals of a thriving and sustainable city where we have a strong sense of citizenship and pride as described in the Our Manchester Strategy.

20% of do not comply with the City Council's space standards of 37 sq m for a one bed dwelling and therefore is restricted to 6 month lets. This is an entirely unacceptable solution. The acceptable solution is for the units to meet minimum space standards. They are a threat to the health and wellbeing of residents given their size of 19.5, 16.5, and 27 sq m.

Though the application is classed as 'sui generis', the Executive decision requires co-living developments to meet the Manchester Residential Quality Guidance. As co-living is not affordable housing, it should contribute in accordance with the city's affordable housing policy.

There are significant problems with co-living and social distancing and other infection control methods. Sharing spaces could be unpopular as people seek to protect themselves from the virus. Residents could be required to self-isolate in these spaces to the detriment of their health and wellbeing.

Waste management and traffic - The collect 'as necessary' waste management strategy could lead to several refuse collections per day. This is entirely unacceptable and contradicts the objective that most of the service vehicles would avoid periods of high pedestrian activity. This will impact on local roads and adversely affect the pedestrian and cycling environment in the St John's. The demand on local roads from taxis and food delivery services has been improperly and insufficiently assessed. It is likely that this will cause significant pressure on local roads. If the constraints of the Council's weekly waste collection are not sufficient, the development should be refused. Private waste collection is not an acceptable.

Management proposals - The Executive resolution requires co-living proposals to be safe and secure. The application does not consider future residents' anti-social behaviour as part of a safe and secure design.

2. Officers/Outside Bodies

Environmental Health – Have recommended conditions included in the report.

Highway Services – No objections. Conditions are attached in report to cover cycle parking (Condition 28) and co-living drop-offs (Condition 30).

City Centre Regeneration - No comments received.

Greater Manchester Ecology Group – No comments received.

Manchester Airport, Civil Aviation Authority and NATS Safeguarding – Radar Mitigation Scheme required (Condition 36, as included in report).

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

The applicant is Union Living Manchester 1 Ltd

The principle of Co-living in the City was endorsed by the Executive in July but on a limited basis and in a limited number of locations, St Johns was one of the locations where it was considered to be acceptable. People will live in the building, some on a short term basis and some on a longer term basis. The majority of units would be space standard compliant and their occupancy would be very similar to others who rent apartments in the City Centre. Many of those who choose the short term options may already occupy short term space in hotels or serviced apartments in the City Centre. If the consented scheme were implemented, it would support a similar number of people.

Waste collection by a private contractor is a regular occurrence in the City Centre and there is no policy that requires waste collection by the City Council on a weekly basis.

There is no evidence to suggest that residents in a co-living scheme would be likely to cause more anti-social behaviour than those living elsewhere. The difference here is that there would be a 24 hour management presence to manage any anti-social issues.

Photographs of the site are below





APPENDIX TO AGENDA (LATE REPRESENTATIONS)

Planning and Highways Committee 30 July 2020

Item No. 8

Application Number 126648/FO/2020

Ward Deansgate Ward

Description and Address

Full Planning Permission for the erection of 36 storey plus basement level mixed use building comprising co-living units, amenity space and flexible commercial space (Sui Generis), co-work (Use Class B1), landscaping, access and other associated works.

Water Street, Manchester, M3 4JQ (referred to as T2)

1. The Public/Local Opinions

An objection has been received from Councillor Johns supported by Councillor Jeavons on the following grounds. This Application was validated on 30th March 2020, and the statutory consultation period took place after the lockdown related to Covid-19 commenced. This may have suppressed community involvement.

Co-living as a concept Co-living as a concept is untested in Manchester and the UK. The Council has agreed a cautious approach but the 806 bedspaces proposed alongside the 870 in (125655) is neither cautious or restrictive. The 1,676 bedspaces would represent an additional 10% of Deansgate ward's 16,726 population.

Co-living will not build a coherent community with a long-term interest in the city centre's success and these proposals will promote transience and disengagement in local community activity, and encourage political disengagement. This is counter to the goals of a thriving and sustainable city where we have a strong sense of citizenship and pride as described in the Our Manchester Strategy.

23% of do not comply with the Council's space standards of 37 sq m for a one bed dwellings and therefore is restricted to 6 month lets. This is an entirely unacceptable solution. The acceptable solution is for the units to meet space standards. They are a threat to the health and wellbeing of residents given their size of 19.5, 16.5, and 27 sq m.

Though the application is classed as 'sui generis', the Executive decision requires co-living developments to meet space standards. As co-living is not affordable housing, it should contribute in accordance with the city's affordable housing policy.

There are significant problems with co-living and social distancing and other infection control methods. Sharing spaces could be unpopular as people seek to protect themselves from the virus. Residents could be required to self-isolate in these spaces to detriment of their health and wellbeing.

Waste management and traffic - The collect 'as necessary' waste management strategy could lead to several refuse collections per day. This is entirely unacceptable and contradicts the objective that most of the service vehicles would avoid periods of high pedestrian activity. This will impact on local roads and adversely affect the pedestrian and cycling environment in the St John's. The demand on local roads from taxis and food delivery services has been improperly and insufficiently assessed. It is likely that this will cause significant pressure on local roads. If the constraints of the Council's weekly waste collection are not sufficient, the development should be refused. Private waste collection is not an acceptable.

Management proposals - The Executive resolution requires co-living proposals to be safe and secure. The application does not consider future residents' anti-social behaviour as part of a safe and secure design.

2. Officers/Outside Bodies

Environmental Health – Recommend conditions included in the report.

Highway Services – No objections. Conditions are attached in report to cover cycle parking (Condition 27) and co-living drop-offs (Condition 29).

City Centre Regeneration - No comments received.

Greater Manchester Police (Design for Security) – Recommend the Secure by Design Accreditation (Condition 8) included in report.

Greater Manchester Ecology Group – No comments received.

Environment Agency – The Flood Risk Assessment demonstrates that there would be no unacceptable risk of flooding or exacerbate flood risk elsewhere and they have no objection subject to conditions, regarding Flood Risk Assessment Compliance, a Site Investigation / Remediation Strategy / Verification Plan, a Verification Report, Previously Unidentified Contamination and Piling.

United Utilities – No objections and suggest an additional condition relating to surface water drainage.

Work and Skills – Request a Local Labour condition which is included in report (Condition 42).

Manchester Airport, Civil Aviation Authority and NATS Safeguarding – Radar Mitigation Scheme required (Condition 41, as included in report).

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

The principle of Co-living in the City was endorsed by the Executive in July but on a limited basis and in a limited number of locations, St Johns was one of the locations where it was considered to be acceptable. People will live in the building, some on a short term basis and some on a longer term basis. The majority of units would be space standard compliant and their occupancy would be very similar to others who rent apartments in the City Centre. Many of those who choose the short term options may already occupy short term space in hotels or serviced apartments in the City Centre. The consented scheme would accommodate a similar number of people.

Waste collection by a private contractor is a regular occurrence in the City Centre and there is no policy that requires waste collection by the City Council on a weekly basis.

There is no evidence to suggest that residents in a co-living scheme would be likely to cause more anti-social behaviour than those living elsewhere. The difference here is that there would be a 24 hour presence to manage any anti-social issues.

Photographs of the site are below





APPENDIX TO AGENDA (LATE REPRESENTATIONS)

Planning and Highways Committee 30 July 2020

Item No. 9

Application Number 125573/FO/2019

Ward Deansgate Ward

Description and Address

Construction of four buildings of heights varying from 10 storeys to 45 storeys together comprising Co-living bedspaces (use class sui generis) and associated amenity facilities, with ground floor commercial units (Use classes A3 (Café / Restaurant and D2 (Gym)), private amenity space and public realm comprising hard and soft landscaping, car parking and cycle facilities and other associated works.

Plot 11 First Street Comprising Land Bound By Hulme Street To The North, Wilmott Street To The East, The Unite Parkway Gate Development And Mancunian Way To The South, And Medlock Street To The West, Manchester.

1. The Public/Local Opinions

Greater Manchester Housing Action (GMHA) have serious misgivings about the application and are extremely concerned that the Council's caution about co-living may be forgotten when co-living becomes less desirable model due to Covid-19.

Statutory Consultees

Sport England have clarified that whilst a financial contribution would have been a positive, given the benefits from the scheme in terms of opportunities for physical activity for residents and the local community, they do not object to this application

Ward Members

Cllrs Johns and Jeavons (Deansgate Ward) object to the application on the grounds detailed below.

Adjacent Ward Councillors - Cllrs Igbon and Wright have made a representation in support of the objection from Cllrs Johns and Jeavons and have requested a site visit.

Grounds of Objection:

Loss of social and community infrastructure and impact on the city centre economy: The crèche/day nursery/doctor's surgery included in the extant consent is not included in this proposal. It is inconceivable that this application does not contribute to social and community infrastructure. The lack of

provision of social and community infrastructure is sufficient to reject this proposal.

The excessive private amenity could harm the city centre's economy as they would compete with existing city centre businesses. It would not be accessible to the wider community.

Co-living as a concept: Co-living as a concept is untested in Manchester and the UK. The Council has agreed a cautious approach but the 2224 bedspaces proposed is neither cautious or restrictive. This number of bedspaces would represent an additional 13% of Deansgate ward's 16,726 population.

Co-living will not build a coherent community with a long-term interest in the city centre's success and these proposals will promote transience and disengagement in local community activity, and encourage political disengagement. This runs counter to the goals of a thriving and sustainable city where we have a strong sense of citizenship and pride in the city as described in the Our Manchester Strategy.

39% of do not comply with the City Council's adopted Manchester Residential Quality Guidance of 37 sq m for a one bed dwellings and therefore is restricted to 6 month lets. This is an entirely unacceptable solution. The acceptable solution is for the units to meet minimum space standards. They are a threat to the health and wellbeing of future residents given their extremely unsatisfactory size of 18,20,22,25 and 30 sq m.

Though the application is classed as 'sui generis' the Executive decision requires co-living developments to meet the Manchester Residential Quality Guidance. As co-living is not affordable housing, it should contribute in accordance with the city's affordable housing policy.

There are significant problems with co-living and social distancing and other infection control methods. Sharing spaces could be unpopular as people seek to protect themselves from the virus. Residents could be required to self-isolate in these spaces to detriment of their health and wellbeing.

Height and design: The extent permission was for 9, 22, and 23 storeys, with 624 apartments. This Application almost doubles the height to 45 storeys which is not in keeping with the 2020 First Street SRF.

This height is unacceptable in the context of Hulme and Macintosh Village and the harm to the Grade II listed buildings: Macintosh Mill, Macintosh Mills Chimney, Chorlton Old Mill, and Chorlton New Mill.

There is no compelling reason why over 1600 additional units are required. It does not contribute to the economic or social recovery of the city after Covid-19.

Traffic: Taxis and food delivery services would have an adverse impact on local roads.

Public realm: The public green space and public realm is welcome but its design and layout fails to address Macintosh Village.

2. Director of Planning - Further Observations/Modifications to Conditions

There is no policy requirement to provide social and community infrastructure for a particular number of residents. The proposal amenity provided would be available to occupants and local residents. A healthcare facility will be provided as part of the nearby development at Great Jackson Street. The public benefits of the proposals including economic, social and environmental benefits are set in details within the Report which include £260m of investment, 541 (FTE), local expenditure during construction of 709,955 over a 3-year period, expenditure by residents of £6.3 million annually, the delivery of public realm, around 1.8 m pa in council tax.

The 624 apartments previously approved could have contained 1970 residents i.e. 300 less than the current scheme and not over 1600 as suggested by Cllr Johns. On a gross internal area per occupant basis, this proposal would exceed the Manchester Space Standards within the consented scheme. The proposal would provide an average of 35 sq. m per person which is 25% larger than the 28 sq. m per person provided by the permitted scheme. Compared with the Manchester Space Standards within 3 bed 3 person apartments there would be 17% additional space for residents, within a 4 bed 4 person 26% and a 5 bed 5 person 29% of additional space.

The principle of Co-living in the City was endorsed by the Executive in July but on a limited basis and in a limited number of locations, First Street was one of the locations where it was considered to be acceptable. People will live in the building, some on a short term basis and some on a longer term basis. The majority of units would be space standard compliant and their occupancy would be very similar to others who rent apartments in the City Centre. Many of those who choose the short term options may already occupy short term space in hotels or serviced apartments in the City Centre.

There is no evidence to suggest that residents in a co-living scheme would be likely to cause more anti-social behavior than those living elsewhere. The difference here is that there would be a 24 hour management presence to manage any anti-social issues.

The proposal would attain zero carbon status in the medium to long term as the Grid is decarbonised.

The approval of a previously lower building does not preclude consideration of a taller building on a site.

Images of existing site











APPENDIX TO AGENDA (LATE REPRESENTATIONS)

Planning and Highways Committee 30 July 2020

Item No. 10

Application Number 125635/FO/2019

Ward Northenden Ward

Description and Address

Conversion of former Tatton Arms public house to create 7 new residential (C3) apartments and development of a further 21 new apartments (C3) to the rear following partial demolition of existing extensions together with associated access, parking and landscaping

Tatton Arms, Boat Lane, Northenden, Manchester, M22 4HR

1. Resident

One further email in support of the application has been received stating that the resident was disappointed that the previous application failed on the grounds that "the benefits of the scheme did not outweigh the harm to the area". The ugliness of the current site is made worse by regular vandalism and litter. The resident understands the need to protect Green Belt land but states that the current situation is that nobody has access to it anyway. The resident criticises the comments of an objector that the site should be developed as a family orientated pub as naive. Pubs and restaurants in the area are struggling for business and this situation is likely to prevail for a long time. Development is a necessity in this case.

2. Elected Members

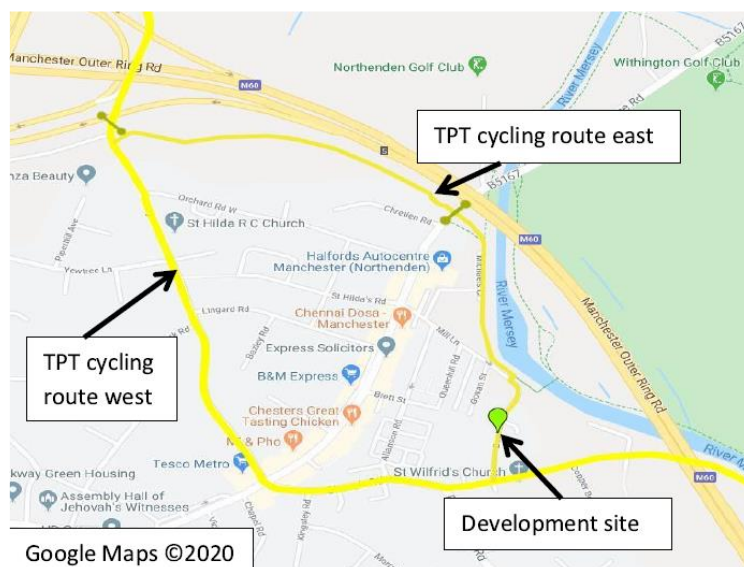
Councillor Sarah Russell and Councillor Sam Lynch set out that should the Committee be minded to grant approval that a condition to secure improvement works to the Trans Pennine Trail is put in place. A request is also made that the Trans Pennine Trail remains accessible both during and after construction works.

Councillors note the Viability Assessment submitted with the application and strongly support the minded to approve resolution subject to the signing of a Section 106 agreement that reviews and retests the viability of the scheme in the future to ensure that the social housing obligations are met if the development generates a certain value.

3. Director of Planning – Further observations/Modifications to Conditions

The proposed plans submitted set out the retention of the route of the existing Trans Pennine Trail (specifically National Cycle Network (NCN) 62), which

enables access to the footbridge across the Mersey and to the Riverside Caravan park to the east.



The Planning Statement submitted sets out that the Trans Pennine Trail is currently accommodated utilizing a permissive right of way over the applicant's land and as part of this application the Trans Pennine Trail will be formalised and offered for adoption, there would also be a new pedestrian pathway alongside the river linking the Trans Pennine Trail from Boat Lane alongside and across the pedestrian footbridge over the river.

The submitted Design and Access Statement commits to maintaining and improving linkages to the Trans Pennine Trail. Improvements would be provided in the form of public realm (maintained by the management company) adjacent to the cycle way and connectivity provided by the provision of a new footpath will run adjacent to the site along the east of Boat Lane.

When notified the Trans Pennine Trail responded that they supported this application.

The following condition is recommended:

Prior to the commencement of above ground works, a scheme for the works to the Tran Pennine Trail shall be submitted for approval in writing by the City Council, as local planning authority.

The approved scheme shall be implemented and be in place prior to the first occupation of the development hereby approved and thereafter retained and maintained in situ.

Reason -To secure improvements to the Trans Pennine Trail pursuant to policies SP1, T1, T2 and DM1 of the Manchester Core Strategy (2012)

The applicant has confirmed that it is their intention for the Tran Pennine Trail to remain open during construction works. However, it is recommended the Construction Management Plan can be altered as follows:

Prior to the commencement of any development a Construction Management Plan shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be implemented in accordance with the agreed Construction Management Plan and shall include:

- The routing of construction traffic;
- Detail the quantification/classification of vehicular activity associated with the construction including commentary on types and frequency of vehicular demands together with evidence (appropriate swept-path assessment);
- Details of the location and arrangements for contractor parking;
- The identification of the vehicular access points into the site for all construction traffic, staff vehicles and Heavy Goods Vehicles;
- Identify measures to control dust and mud including on the surrounding public highway including: details of how the wheels of contractor's vehicles are to be cleaned during the construction period;
- Specify the working hours for the site;
- The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location on the site from the commencement of development until construction works are complete
- Identify advisory routes to and from the site for staff and HGVs;
- A highway dilapidation survey including photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site.
- Details of the impact of construction on the function of the Trans Pennine Trail.

Reason - In the interest of pedestrian and highway safety, and to ensure that the proposed development is not prejudicial or a nuisance to adjacent dwellings pursuant to policy DM1 of the Core Strategy. Details are required prior to works commencing on site as the impacts of construction works to deliver the development require mitigation.

An additional condition is recommended to secure Highways Works that are set out in the planning application, as follows:

Prior to the occupation of the development, a scheme of highway works, in order to provide an adequate pedestrian and vehicular environment in the vicinity of the application site, shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt this shall include the following:

- The footway on the development side of Boat Lane

- Dropped Kerbs to parking spaces fronting onto Mill Lane and Boat Lane
- Highway lighting

The approved scheme shall be implemented and be in place prior to the first occupation of the development hereby approved and thereafter retained and maintained in situ.

Reason -To ensure safe access to the development site in the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

A further condition is recommended to secure the use of local labour during construction works:

a) Prior to the commencement of the development, details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction of the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction of the development.

In this condition a Local Benefit Proposal means a document which includes:

- i) the measures proposed to recruit local people including apprenticeships
- ii) mechanisms for the implementation and delivery of the Local Benefit Proposal
- iii) measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives

(b) Within one month prior to construction work being completed, a detailed report which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority.

Reason - The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy (2012).

Further visuals of the scheme proposals are included below:



INDICATIVE VIEW OF PROPOSAL ACROSS THE RIVER MERSEY



VIEW FROM MILL LANE



BOAT LANE VIEW



VIEW FROM THE WIER



This scheme now under consideration retains an existing non-designated heritage asset in a way that enhances the special character of the Northenden Conservation Area, within which it is located. The heritage benefits from securing the long term future of the Tatton Arms would be significant and it is acknowledged the applicant has sought to address the previous reasons for refusal in order to bring forward a viable high quality scheme.

The new build elements have been carefully considered in terms of impact on the Green Belt; as noted new development would normally be considered inappropriate where land has been designated as Green Belt. The sensitive siting of the extensions is such that they do not constitute disproportionate additions and would only have a minor impact on the openness of the wider area and the applicant has demonstrated very special circumstances to justify the proposal. The public benefits arising from the social, economic and environmental aspects of the proposals are sufficient to clearly outweigh the limited impact.

The recommendation of the Director of Planning is **MINDED TO APPROVE subject to the completion of a Section 106 agreement relating to affordable provision.**