



Planning and Highways Committee

Date: Thursday, 3 June 2021

Time: 2.00 pm

Venue: Council Chamber, Level 2, Town Hall Extension

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Membership of the Planning and Highways Committee

Councillors

Curley (Chair), Shaukat Ali, Andrews, Baker-Smith, Y Dar, Davies, Hutchinson, Kamal, Kirkpatrick, J Lovecy, Lyons, Riasat, Richards and Stogia

Agenda

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

3 - 24

Further Information

For help, advice and information about this meeting please contact the Committee Officer:
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This agenda was issued on **Tuesday, 2 June 2021** by the Governance and Scrutiny Support Unit, Manchester City Council, Level 3, Town Hall Extension (Lloyd Street Elevation), Manchester M60 2LA

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 3 June 2021

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 3 June 2021

Item No. 5

Application Number 128864/00/2020

Ward Gorton & Abbey
Hey Ward

Description and Address

Outline application with all matters reserved except for access and layout for a residential development comprising 25 x 2 storey dwellinghouses (Class C3).

Land Opposite 83-87 Vine Street, Manchester M18 8SR

1. Consultees/Outside Bodies

Arboricultural officers - a condition is required to stipulate the methodology for construction works to the rear of two street trees to be retained

2. Applicant/Agent

The planning agent has advised that the reference by a local resident that there has been an addition of 62 homes in a previous development by Southway to the south of the site on Vine Street within the last 5 years is inaccurate, with the Southway development only comprising 46 dwellings.

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

The image below is for information to show the three existing street trees on Vine Street.



Condition no.3 which relates to Specified plans needs to be updated to include reference to Excavation Strategies report revision V0 received 21st May 2021; and The Highway and Transport Technical Summary, [VN201796] dated 23rd March 2021 received 26th March 2021.

The recommendation remains to MINDED TO APPROVE - subject to a section 106 legal agreement is proposed in order to ensure that 20% of the properties are affordable and would remain so in perpetuity.

**APPENDIX TO AGENDA
(LATE REPRESENTATIONS)**

Planning and Highways Committee 3 June 2021

Item No. 6

Application Number 128698/FO/2020

Ward Longsight Ward

Description and Address

Erection of a detached building with a ground floor and four floors above (maximum height of 5 storeys) comprising 39 residential units (Class C3), 8 retail/commercial units (Class E) to the ground floor, formation of a 22-space car park and servicing area accessed via Siddall Street, boundary treatments, waste storage enclosures and landscaping

Vacant Land bounded by Stockport Road, Swallow Street, Siddall Street and Pennington Street, Manchester

1. Local Residents – Further comments

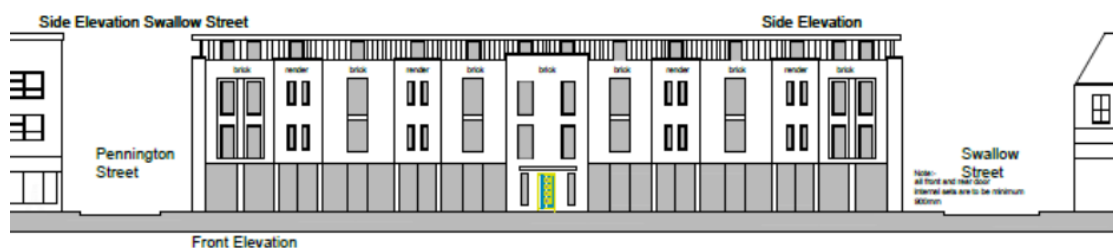
A further email of objection has been received from a neighbouring resident, who is concerned that the development may be harmful to residential amenity and well-being. The concern specifically relates to the height of the proposed building, which would be disproportionately large and poorly related to neighbouring 2-storey housing. There is concern that the development would have an oppressive impact on neighbouring housing and harm the outlook from windows currently enjoyed by residents.

2. Applicant / Agent – Further comments

- i. The applicant's agent has requested an amendment to condition 5 to facilitate a potential restaurant / café use within the ground floor Class E units. A re-drafted condition has been submitted that would require that any permitted restaurant café use be subject to approval and implementation of a scheme that requiring appropriate ventilation and fume extraction before the related use commences.
- ii. The applicant has agreed to all other recommended conditions.
- iii. A revised design and access statement has been submitted that accords with the proposed bin storage capacities identified for the apartments, i.e., eight 1100 litre Eurobins (four general waste, two pulpable waste and 2 mixed recycling) and one 660 litre bin (food).
- iv. A revised proposed site layout plan has been received that confirms the provision and position of four electric vehicle charging points within the car parking area.

3. Director of Planning, Building Control and Licensing – Further comments:

- i) Local objection – The development will have some visual impact and change the relationship of the site to neighbouring two storey houses. However, it is considered that the design of the development, including the graduated reduction in height from east to west, would secure appropriate relationships to neighbouring houses on Siddall Street and Pennington Street.
- ii) Principle of a mixed use development – The site benefits from a previous planning permission ref: 117411/FO/2017, which was approved on 21 November 2018 and remains extant. The permission established the principle of a four storey building comprising apartments above ground floor retail and commercial units with a rear car parking area accessed via Pennington Street. However, the current proposal would significantly improve to the quality of the related urban design and thereby improve the appearance of Stockport Road and Levenshulme District Centre. The returning elevation to Pennington Street would form a cohesive relationship to the streetscene and strengthen the connection to Stockport Road. A fifth floor element to the building would represent an increase in height but would be related predominantly to the junction of Stockport Road and Pennington Street. A graduated reduction in the roof height would secure appropriate relationships to houses on Siddall Street and Pennington Street. Comparative illustrations of the permitted and proposed elevations are shown below in Fig.1.



Elevations to Stockport Road (approved under ref: 117411/FO/2017)

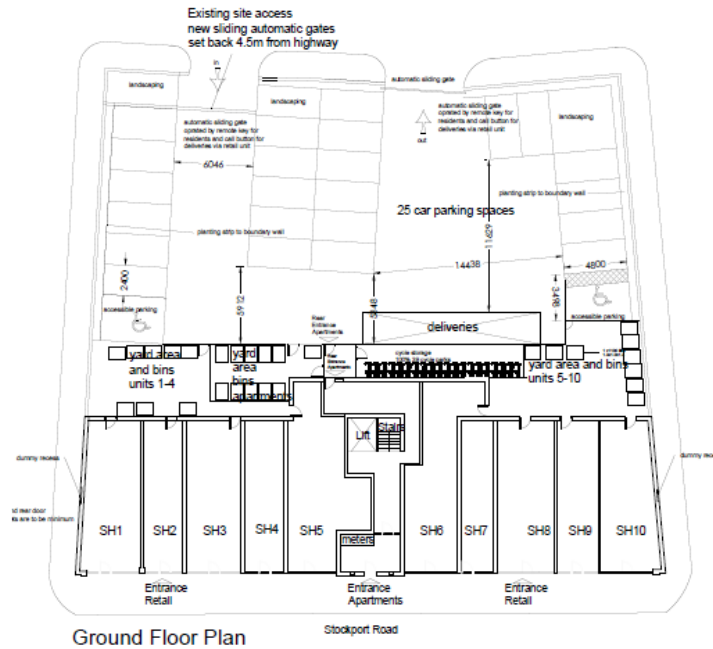


Proposed elevations to Stockport Road

Fig.1 – Comparative elevations

The proposed development also locates car parking to the rear of the building with access via Siddall Street. However, it is considered that the prominence of parked vehicles would be significantly reduced by the screening afforded by the returning elevation to Pennington Street and the quality of the boundary treatment to the street. The proposed layout has been improved to enhance

quality and functionality of the apartments and Class E units, including arrangements for waste management, servicing, car parking and cycle storage. Comparative details of the permitted and proposed layouts are illustrated below in Fig. 2.



Layout (approved under ref: 117411/FO/2017)

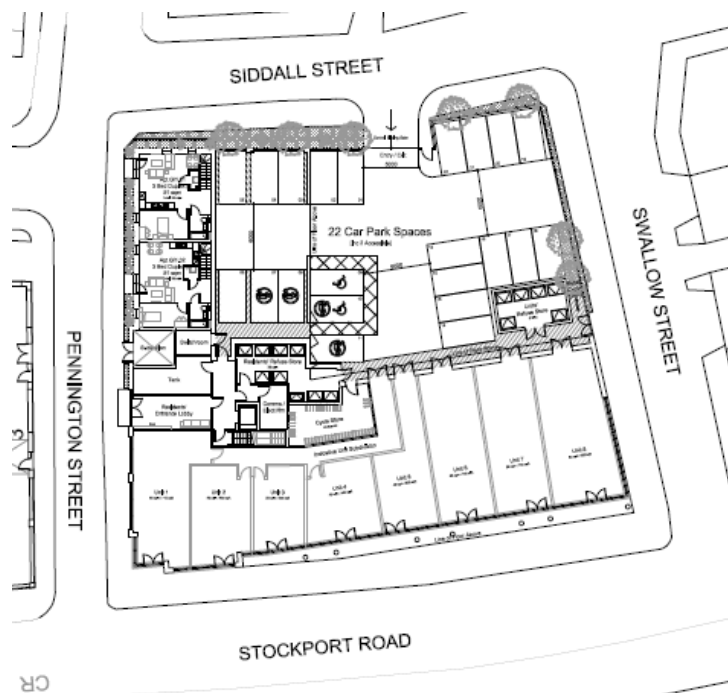


Fig.2 – Comparative layouts

It is considered that the proposal would be appropriately related to the established principles of development within the site. Furthermore, the quality of the proposed design and its relationship of the surrounding context would positively contribute to the local area.

- iii) Exemption from a contribution towards affordable housing – The capacity of the development to support a contribution towards the delivery of affordable housing is set out in more detail below.

Policy H8 requires that development should contribute to the City-wide target that 20% of new housing is affordable. A provision of 20% is thereby applied used as a starting point for calculating affordable housing and homes should be available for social or affordable rent or affordable home ownership. If this is not provided on site, an equivalent financial contribution should be made to off-site provision. The level of required affordable housing should reflect the type and size of the development and take into consideration factors such as an assessment of a particular local need, any requirement to diversify housing mix and the need to deliver other key outcomes, particularly regeneration objectives. Should a viability assessment demonstrate that a scheme cannot deliver affordable housing, the applicant may request an exemption from providing affordable housing or provide a lower proportion, a variation in the mix of affordable housing or a lower commuted sum. Examples of these circumstances are set out in part 4 of the Policy H8.

The application proposes 39 apartments for sale on the open market. The proposal would regenerate a brownfield site with active street frontages, including the formation of ground floor shopfronts to Stockport Road related to retail and commercial uses (Class E) to be delivered as part of the development. A high quality of development would be achieved in relation to its design, appearance and compliance with the Manchester Residential Quality Guidance.

An independent assessment of the submitted viability report indicates that a 20% profit margin anticipated by the developer is unlikely to be achieved. Whilst the viability of the development is marginal, it is considered that a fully open market scheme of 39 apartments with associated ground floor commercial space can deliver a margin of 16.72% equating to £1,203,871 in profit to the developer. In making the above assessment, reference has been made to the following costs associated with the delivery of the development:

- A site value of £ 193,500;
- Construction costs of £ 4,664,755;
- Total costs at £ 5,919,911.

The applicant has also indicated that if a 20% affordable housing were to be required, the site would achieve a negative residual land value of -£260,181.

However, the anticipated profit margins are within the 15 – 20 % of gross development value and would thereby accord with an appropriate developer return as set out in the relevant PPG relating to viability. As the development is on the margins of viability, it would not be capable of providing policy compliant levels of affordable housing and/or an off-site s.106 contribution. It is considered that the benefits of delivering the development comprising new apartments, would off-set the absence of an affordable housing contribution. Notwithstanding the above, the applicant has agreed to enter into a legal agreement relating to a reconciliation appraisal of the performance of the development at a future stage. This would potentially facilitate the payment of a contribution towards affordable housing, if the delivered development higher values at an agreed point. On this basis, it is considered that policy H8 would be accorded with.

iv) Daylight, sunlight and overshadowing analysis

- a. The applicant has provided visual representations relating to the submitted daylight, sunlight and overshadowing analysis. Extracts of these details are shown at Fig.3 and relate to analysis of daylight movement throughout the daytime and into the evening at three seasonal points, i.e., March, June and December. The comparable periods of the day have been selected where overshadowing would be potential at its most significant.

21 March



15:00



16:00

21 June



17:00



18:00

21 December



13:00

Fig. 3 – Transient Shadow Study

- b. The applicant has demonstrated that during the March and June periods, the height of development would not produce overshadowing that have a significant impact on existing properties to the west and south of the site. Any overshadowing that may occur would be relates to the courtyard in response to the configuration of the eastern and southern wings of the building. More notable overshadowing may occur to the east of the site. However, this would not affect residential amenity as nearest properties on the opposite side of Stockport Road are in retail and commercial use. The analysis during

December present similarly findings with overshadowing being more notable within the site and across is courtyard but with a lesser impact the east.

- c. It is considered that the applicant has demonstrated that the development would not cause undue harm to residential amenity as a result of overshadowing.
- v) Amendments to recommended conditions
 - a. The applicant's request for an expansion of the range of uses permissible under Class E to allow ground floor cafes and restaurants is considered to be reasonable. However, the amendment to condition 5, as proposed by the applicant, may potentially lead to the introduction of Class E uses that may be less compatible with the residential uses above generate volumes of traffic, e.g., day nurseries, fitness centres. It is therefore recommended that condition 5 be amended to include cafes and restaurants. Condition 18 addresses any requirement for noise insulation of external plant and equipment in support of the Class E uses and would be applicable to cafes and restaurants. The following additional condition recommended to ensure that any permitted café / restaurant use would be operated in accordance with an agreed scheme for fume extraction and ventilation:

Before the occupation of any of the authorised ground floor Class E uses for the operation of a cafe or restaurant, for the extraction of any fumes, vapours and odours from the premises and any required additional ventilation shall be submitted to, and approved in writing by, the City Council as local planning authority. The approved scheme shall be implemented prior to the commencement of the café or restaurant at all times thereafter whilst use is in operation.

Reason - In the interests of the amenities of the occupiers nearby properties in order to comply with for the City of Manchester and policies SP1 and DM1 of the Core Strategy of the City of Manchester and saved policy DC10 of the Unitary Development Plan.

- b. Condition 9 has been amended to reference the submitted air quality assessment;
- c. Conditions 24 and 25 have been amended to respectively and specifically relate to the implementation of car parking and cycle storage arrangements.
- d. The waste storage capacities confirmed in the revised design and access statement accord with Council guidance. Condition 2 has been amended to reference the updated statement.
- vi) Other comments

Members are advised of a typing error on page 66 of the report, which should state that the 'principle of a mixed use residential and retail development was established on 21 November 2018 by planning permission ref: 117411/FO/2017.'

The proposed development is considered to be acceptable for the reasons set out above and within the committee report. The recommendation to Members therefore remains one of:

Minded to Approve subject to a s.106 Agreement to secure a reconciliation re-appraisal to determine if the delivered development should be related to an affordable housing contribution.

**APPENDIX TO AGENDA
(LATE REPRESENTATIONS)**

Planning and Highways Committee 3 June 2021

Item No. 7

Application Number 129251/FO/2021 &
129252/LO/2021

Ward Deansgate Ward

Description and Address

Change of use of upper floors and erection of three storey rooftop extension, including plant level, to Kendal Milne building to provide offices on floors 1-9 (Use Class E), together with change of use of ground, lower ground and basement levels of Kendal Milne building to flexible commercial spaces (Use Class E, F2 and /or Sui Generis (Drinking Establishments) and associated elevational alterations and works; Demolition of adjacent Fraser Building and link bridges and erection of 14 storey office building (Use Class E), including plant level, together with associated amenity space and ground and basement floor flexible commercial units (Use Class E, F2 and / or Sui Generis (Drinking Establishments)) and basement areas for cycle storage and plant; Highways landscaping and public realm works, engineering and infrastructure works and other associated works

98-116 Deansgate And 35-47 King Street West, Manchester, M3 2GQ

1. Consultations

City Centre Growth and Infrastructure are supportive of the proposals. The St. Mary's Parsonage Strategic Regeneration Framework (SRF) sets the strategy for growth and this iconic building is one of the most prominent within the area and provides a significant opportunity to positively contribute to place shaping. The proposal supports the objectives of the SRF and celebrates its architecture and heritage. The combination of new and old architecture is sensitive and well thought out, the new will revitalise and respect the listed building. The area benefits from a range of unique assets which will be complemented through the repurposing of the Kendal Milne building.

The new building is an innovative and efficient use of space and new modern uses which will ensure the rejuvenated vibrancy and vitality of this iconic Manchester building. Consumer and retail behaviour changes has been exacerbated and accelerated by the Covid-19 pandemic and that any future use would include a much-consolidated retail offer. The lower and ground floor active frontages would provide a focal point on Deansgate. The office market remains strong with growth following the Covid-19 pandemic, therefore we are supportive of the proposals for office use and consider there is ongoing demand in this location. Office take-up during the pandemic remained high and consistent with previous year's figures, whilst continued delivery of grade A office space such as this will support the economic recovery of the city.

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

Condition 9 to be amended as follows:

Prior to the commencement of the development hereby approved, archaeological investigations shall be carried out in accordance with Archaeological Desk-Based Assessment prepared by Salford Archaeology, received by the City Council as Local Planning Authority on 5 February 2021.

No development-related groundworks shall take place (except for demolition and clearance) until the applicant or their agents or successors in title has secured the implementation of a programme of archaeological works. The works are to be secured through and undertaken in accordance with a Written Scheme of Investigation (WSI) prepared by the appointed archaeological contractor and submitted to and approved in writing by Manchester City Council as Local Planning Authority. The WSI shall cover the following:

- 1. A phased programme and methodology of site investigation and recording to include: i) active presence, monitoring and recording of geotechnical investigations ii) targeted archaeological evaluation through trial trenching iii) dependent on the above, targeted open area excavation or 'strip, map and excavate' recording (subject to a separate WSI) iv) an archaeological watching brief during construction groundworks.*
- 2. A programme for post investigation assessment to include: - production of a final report on the significance of the below-ground archaeological interest.*
- 3. Deposition of the final report with the Greater Manchester Historic Environment Record.*
- 4. Dissemination of the results of the archaeological investigations commensurate with their significance possibly including publication as part of the 'Greater Manchester's Past Revealed' series.*
- 5. Provision for archive deposition of the report and records of the site investigation.*
- 6. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.*

The development hereby approved shall be carried out in accordance with the approved WSI.

Reason - In accordance with NPPF Section 12, Paragraph 199 - To record and advance understanding of heritage assets impacted on by the development and to make information about the heritage interest publicly accessible.

**APPENDIX TO AGENDA
(LATE REPRESENTATIONS)**

Planning and Highways Committee 3 June 2021

Item No. 8

Application Number 129406/FO/2021

Ward Deansgate Ward

Description and Address

Full planning permission for a 28-storey purpose built student accommodation building (Sui Generis)

Land At Deansgate South, Manchester

1. Applicant

The applicant has submitted a revised plan extending the cycle parking to provide 132 spaces (25% provision). Further time would be required to provide a comprehensive response from the transport consultant to the rest of the Highway comments. The extended cycle store would reduce the waste storage area to 10no. 1100L bins requiring 5 no. waste collections per week, comprising the local authority collection supplemented by private collections.

The applicant has responded to matters raised by members of the public and local ward councillors as follows:

Principle of use & H12

The site is a 15-minute walk to Manchester Metropolitan University (MMU) campuses and a 20 minute walk to University of Manchester (UoM) buildings, walking times that are accepted in the 2020 Executive report as appropriate. It is a short walk from high frequency public transport routes, including the 256 bus route, Metrolink and Deansgate train station.

The application demonstrates that there are no significant adverse residual effects, therefore it is compatible with existing developments. The SRF seeks to deliver a “residential-led neighbourhood” distinct from entirely residential, therefore, there is scope to support other uses such as PBSA.

Separation distances have been maximised given the constraints of a small site. The small footprint limits opportunities for public realm demonstrated by the site’s history of previous consents not being delivered. The scheme would contribute to public realm by street tree planting and upgrading the footpaths, amounting to significantly more than the 13% on-site provision proposed within the SRF. The most recent consent had no public realm as the proposed green space was to be gated private space. The SRF reference to 13 storeys was based on the extant planning permission at that time. The application for a taller building has been supported by Places Matter.

There would be no significant residual effect to daylight and sunlight and it is not out of keeping with City Centre developments nor is the impact any greater than the 2017 consented scheme.

An Evidence of Student Need Report has been provided setting out the significant requirement for additional student bed spaces. From 2013/14 to 2018/19 student growth was 3,810 with 1,220 beds developed. 5,513 new beds were developed between 2013/14 to 2020/21, over half of which replaced existing accommodation. The net increase in student bed spaces over this time period was actually only 2,626. Support has been obtained from MMU's Residences Committee, which confirmed their support for both the location and quality of the proposed scheme.

Design, Height, Scale & Massing

Places Matter support the scale, massing and design and welcomed the materiality. The materials take inspiration from and respond positively to the local history and character. The façade facing Deansgate Quay is not window-less – following consultation with Deansgate Quay residents, only part of the ground floor would not contain any windows.

Impact on Castlefield Conservation Area

The Environmental Statement (ES) shows there are no significant residual effects in terms of impact to built heritage. Historic England do not object.

Wind

The ES concludes there are no significant residual effects to the wind microclimate.

Daylight, Sunlight & Overshadowing

The ES concludes there are no significant residual effects to daylight and sunlight. Castle Wharf has not been omitted from the assessment.

Rights to Light

Rights to light issues are civil matters and not a material planning consideration. They would be considered after planning permission is obtained.

Privacy

There are no windows at ground floor facing Deansgate Quay, external terraces are high up and kitchen spaces have been located at the corners of the building to mitigate overlooking.

Loss of Outlook

This is not a material planning consideration.

Residential Amenity

Greater Manchester Police (GMP) do not object. The Resident Management Plan would require residents to sign a contract agreeing to adhere to a code of behaviour, with particular attention to respecting adjoining residents and refraining from activity that might cause nuisance or give rise to complaints. There would be 24-hour management and Fusion are an experienced student accommodation operator employing good neighbour policy at all their sites.

All plant equipment would be screened and Environmental Health have suggested an acoustic condition. Bins would be located internally and moved by the management team at collection times to and from the layby, which is away from Deansgate Quay. The frequency of collections is not unusual or unacceptable in the context of City Centre developments (e.g. the Deansgate Square waste condition was discharged on the basis of “as a minimum, weekly collections ... [to be] increased if operational requirements dictate”).

Increased Crime

Greater Manchester Police (GMP) do not object subject to the recommendations in the Crime Impact Statement (CIS) being incorporated, which is acceptable to Fusion.

Highway Congestion

Students would not be permitted to own or operate cars within 3km of the site. Highways have confirmed the management of moving in and out periods is acceptable.

Contrary to Manchester Residential Guidance (privacy, light, noise & disturbance)

See comments above.

Impact on Local Amenities

On-site amenities (gym, game zone, study area and wellbeing suite) are provided for residents. The ES confirms that demand for GP and dentist surgeries from the development can be absorbed by existing facilities. The younger demographic typically places less pressure on healthcare services.

Previous Proposals

The landowner, Beech Holdings, confirms that previous proposals for the site have not been viable or deliverable due to their modest size and scale, despite a lack of planning obligations. As such, it is necessary to consider alternative land uses and an increased scale to realise development at the site.

Flood Risk

Flood water levels would be considerably lower than the proposed lowest floor level of the building up to and including a 1 in 100-year flood event. The building would remain fully accessible during such flood events. The Environment Agency have not objected.

Construction Disruption

Temporary disruption related to construction is not a material planning consideration. Nevertheless, the ES sets out the construction methodology and programme with logistics plan, craneage strategy and site parking proposal.

Structural Damage

A Phase 1 preliminary risk assessment report and a factual report on ground investigation have been undertaken, informing the proposed construction methodology, which the project team are confident as being feasible. The substructure works will be carried out in accordance with relevant legislation and construction industry best practice and led by advice from structural engineers so as to not cause damage to existing nearby buildings and structures.

House Prices

Impact to property prices is not a material planning consideration.

2. Director of Planning Licencing and Building Control

The majority of these issues are addressed in the printed report.

**APPENDIX TO AGENDA
(LATE REPRESENTATIONS)**

Planning and Highways Committee 3 June 2021

Item No. 9

Application Number 128248/FO/2020

Ward Piccadilly Ward

Description and Address

Erection of 9 buildings ranging from 8 to 34 storeys in height to form 1202 residential apartments (Use Class C3a) and ground floor commercial uses (Use Class E) (192 sqm) together with associated car parking, new vehicular and pedestrian access, public realm, landscaping and other associated works following demolition of existing structures and buildings

Land Bound By Gould Street, Williamson Street, Bromley Street And Bilbrook Street
Manchester M4 4DD

1. Director of Planning – Further observations

An additional condition is recommended which requires details of the interim treatment of all land not included in phase one to be submitted to and approved in writing by the Local Planning Authority before development commences. All works approved in discharge of the condition to be implemented in full before the first occupation of any home in phase one.

**APPENDIX TO AGENDA
(LATE REPRESENTATIONS)**

Planning and Highways Committee 3 June 2021

Item No. 10

Application Number 127241/FO/2020

Ward Chorlton Park
Ward

Description and Address

Change of use of 515 Barlow Moor Road from ground floor retail (Use Class A1) and 1no. self-contained flat to form a single 2no. bedroom dwellinghouse (Use Class C3), elevational alterations to front and rear, landscaping, and, conversion of no.s 517 to 521 Barlow Moor Road from ground floor retail (Use Class A1) and 6no. self-contained flats to form 11.no self-contained flats (Use Class C3) together with a three storey rear extension to no.s 517 and 519 Barlow Moor Road, 3no front dormers and 3no. rear dormers, associated elevation alterations to front and rear including creation of vehicular and pedestrian access, bicycle and bin stores and formation of 6no. car parking spaces.

515 To 521 Barlow Moor Road, Manchester, M21 8AQ

1. Consultations

Environmental Health – Have confirmed that the refuse storage arrangements for the flats is satisfactory. The applicant has also amended the arrangements for the dwellinghouse to provide 3 no. 240 L bins and a 140 L bin for food waste.

2. Director of Planning – Further observations

The revised waste management details are considered acceptable and there would be a requirement to update the approved plans and waste management condition to reflect these.

Affordable Housing – The application proposals relate to the provision of 1 no. 2 bedroom dwellinghouse and provision of 11 no. self-contained flats. Adopted Core Strategy Policy H8 ‘Affordable Housing’ relates to residential developments on sites of 0.3 hectares and above or where 15 or more units are proposed. As such, given the proposals would not increase the number of residential units provided at the properties to 15 or more and the site is 0.1 hectares in size, the development proposals are not required by policy H8 to provide affordable housing units.

**APPENDIX TO AGENDA
(LATE REPRESENTATIONS)**

Planning and Highways Committee 3 June 2021

Item No. 12

Application Number 127016/FO/2020 &
127017/LO/2020

Ward Withington Ward

Description and Address

Erection of two storey rear extension to create 9no. self-contained flats together with various other works including internal alterations, the rebuilding of gate piers, the laying out of car parking area and the provision of a cycle store and refuse store

363 Wilmslow Road, Manchester, M14 6XU

1. Director of Planning – Further observations

A further condition is required to ensure that the side windows of the rear extension facing towards 361 Wilmslow Road would be obscurely glazed as these serve en-suites and a stairway to reduce any loss of privacy to future and existing occupiers and the potential to overlook the adjoining property and it's garden area.

The recommendation of the Director of Planning is to **APPROVE**.

**APPENDIX TO AGENDA
(LATE REPRESENTATIONS)**

Planning and Highways Committee 3 June 2021

Item No. 13

Application Number 129835/FO/2021

Ward Northenden Ward

Description and Address

Application to remove Condition numbers: 1 (time period for operation), 2 (personal consent) and 8 (External Seating Area) from planning approval 124313/FO/2019 to allow the business to operate permanently, remove the personal consent and allow the property to be operated by any operator, and to allow an external seating area, and the variation of Condition 4 (opening hours) to amend the opening hours to allow opening between 10am to Midnight 7 days a week and to allow the operation of an external seating area between the hours of 10am and 9pm. Permission is also sought to amend Condition 9 (Management Plan) to reflect changes in management relating to the external seating area

Untapped, 67 Church Road, Manchester, M22 4WD.

1. Residents

Four further emails of support have been received that indicate stating that the business is an asset to the area and that landlord and landlady have created a premium social space in Northenden replicating the successful model in Didsbury and Chorlton, where the mix of nice social spaces and residential really increases desirability of the area and augments the sense of community.

One further objection has been received stating that they are not totally in opposition to the amendments and that they feel that the bar is a great addition to Northenden. They wished to state that they had concerns with regards to the external seating area to Consul Street with regards to noise and people congregating on the road as overspill. That the proposal may increase the amount of traffic which may impact upon the road which is in poor condition. They recommended alternative hours to midnight operation to protect residential amenity, as follows Monday - Thursday 10am-11pm
Friday - Saturday 10am-midnight, Sunday - 10am-11pm.
They also proposed that the outside area was granted on a temporary basis to be reviewed in September.

2. Applicant

With regards to Condition 9 (Cycle Parking) the applicant has confirmed that there is no space to provide cycle parking on site and that the local planning authority have previously accepted this position.

The applicant has provided further information in relation to the boundary treatment to the external seating area to address the requirement of Condition 6 contained within the printed report to Planning and Highways Committee. The type of fence proposed is set out below, it is considered that this type of fencing is acceptable. An amendment to the proposed condition is required to ensure that this fencing is installed prior to the use of the rear outdoor drinking area and retained thereafter.



3. Director of Planning – Further observations

The additional representations received do not raise any further issues to those addressed within the original report to committee. The hours suggested by the objector are the same as the hours recommended in the report to committee.

The response to the report from the applicant with regards to cycle parking is noted, the lack of space for the provision of on-site cycle parking facilities necessitates that recommended Condition 9 is deleted.

The wording of condition 6 is to be amended to approve the boundary treatment details set out above provided by the applicant.

The recommendation of the Director of Planning is to **APPROVE**.