



Planning and Highways Committee

Date: Thursday, 23 September 2021

Time: 2.00 pm

Venue: Council Chamber, Level 2, Town Hall Extension

This is a supplementary agenda containing additional information about the business of the meeting that was not available when the agenda was published

Access to the Council Chamber

Public access to the Council Chamber is on Level 2 of the Town Hall Extension, using the lift or stairs in the lobby of the Mount Street entrance to the Extension. **There is no public access from the Lloyd Street entrances of the 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

Supplementary Agenda

- 1a. Supplementary Information on Applications Being Considered
The report of the Director of Planning, Building Control and
Licencing is enclosed. 3 - 14

Further Information

For help, advice and information about this meeting please contact the Committee Officer:
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This supplementary agenda was issued on **Wednesday, 22 September 2021** by the Governance and Scrutiny Support Unit, Manchester City Council, Level 3, Town Hall Extension (Mount 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 23 September 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 23 September 2021

Item No. 5

Application Number 130394/FO/2021 &
130395/LO/2021

Ward Ancoats 7 Beswick
Ward

Description and Address

Refurbishment, removal/demolition, repair and reconfiguration of Brunswick Mill to create work spaces, retail and community uses (Use Class E and Use Class F2) (2034 sqm) at the ground floor and creation of 153 residential apartments (Use Class C3a) with the upper floors following demolition works together with the erection of a part 6, part 8 storey building to form 100 residential apartments (Use Class C3a) and a 5 storey buildings to form 24 residential apartments (Use Class C3a) (277 apartments in total across the 3 buildings) with associated car parking, roof top amenity space, access and servicing, landscaping, pedestrian access to the Ashton Canal and other associated works

Brunswick Place, Bradford Road, Manchester M40 7EZ

1. Public opinion

One further letter has been received from a resident regarding the increase in traffic through Halmore Road due to the number of apartments/businesses and limited on site parking. Halmore Road is already used by traffic trying to beat the traffic lights on Bradford Road with congestion caused by vehicles parking on both sides of the road and on pavements on football match days and concert days. The proposal would be exasperated once the new arena is built and Halmore Road should be turned into a cul-de-sac or a residents parking scheme introduced?

A letter has also been received on behalf of the owner of the strip of land between Brunswick Mill and Beswick Street, fronting the Canal, that bisects the mid and corner building at the site. Detailed discussions have taken place between the two landowners to explore a mutually beneficial masterplan for the land next to the listed mill to ensure quality placemaking and development opportunities for both landowners.

They are committed to progressing an independent scheme on their land and acknowledge that they each require mutual cooperation to ensure delivery. In particular, the landowner is of the view that the corner building within the application could not be constructed or maintained without access being required from their land.

The landowner wants to ensure that there is sufficient certainty that both schemes can indeed be delivered independently and, by granting these applications would not prejudice the delivery of their site.

Whilst the landowner provides their overall support to the principle of refurbishing Brunswick Mill and providing high quality new residential development, this is offered on the basis that there is comfort around future collaboration between them. The letter suggests that there is an agreement between the parties to an appropriately worded planning condition which would agree the extent of this collaboration prior to any works commencing at the site both in respect of the construction and future maintenance at the site.

The letter goes on to state that should the City Council not recommend inclusion of the condition they would not be able to support the planning and listed building applications and would insist that its concerns around deliverability and future maintenance of the application, and risk to precluding the future development the landowners land, are made known to the Members of the Committee.

2. Director of Planning – further observations / modification to conditions

The comments of the local resident are noted. Consideration has been given to the impact of the development on the local highway network, appropriate level of car parking and how to encourage residents and visitors to the site to use active travel. The development is not considered to generate an unacceptable level of traffic and car parking levels are appropriate being close to walking, cycling and public transport options.

The comments of the adjacent landowner are also noted. Documents within the planning submission have demonstrated that the proposal would not preclude the adjacent site from being redevelopment. This would allow both sites to be comprehensively developed and realise place making objectives.

It is acknowledged that there would need to be agreement between the parties during construction. In particular, there is likely to be a requirement to access the adjacent land for the purposes of constructing the corner building in order the interest of buildability and health and safety.

When the development becomes operational, there are also likely to be circumstances where access to the adjacent may be required for the purposes of maintenance. This is again likely to be in the context of the corner building.

Condition 9 within the printed report recommends a construction management plan is agreed. It is considered that this condition should be amended to include references to dialogue with relevant interested parties particularly in respect of any necessary access.

Condition 9 should be amended as follows:

9) The development shall not commence until a detailed construction management plan outlining working practices during construction have be submitted for approval in writing by the Local Planning Authority, which for the avoidance of doubt should include;

- *Display of an emergency contact number;*
- *Details of Wheel Washing;*
- *Dust suppression measures;*

- *Compound locations where relevant;*
- *Consultation with local residents/local businesses and relevant interested parties regarding construction and necessary access arrangements to adjacent land;*
- *Location, removal and recycling of waste;*
- *Routing strategy and swept path analysis;*
- *Parking of construction vehicles and staff; and*
- *Sheeting over of construction vehicles.*

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

The development shall be carried out in accordance with the approved construction management plan.

Reason - To safeguard the amenities of nearby residents, interested parties and highway safety, pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy (July 2012).

It is not considered appropriate to impose a planning condition which would require consultation with the adjacent landowner in respect of future access for maintenance of the application site and its buildings. Should these issues arise, this would be a matter for the respective landowners and not a matter for the Local Planning Authority.

The recommendation remains **Minded to Approve** subject to the conditions in the report and amendment to condition 9.

**APPENDIX TO AGENDA
(LATE REPRESENTATIONS)**

Planning and Highways Committee	23 September 2021	Item No.	6
Application Number	128446/FO/2020	Ward	Chorlton Park Ward

Description and Address

Erection of a part 3/part four storey building to form a commercial use on the ground floor (Class E - 214m² floorspace) and 13 self-contained flats above (7 x 1 bed, 6 x 2 bed), with associated car parking (5 spaces) and cycle storage, following demolition of existing property.

479 Barlow Moor Road, Manchester, M21 8AG

1. Director of Planning - Further observations / modifications to conditions

The following additional conditions are suggested:

23) The cycle store shown on drawing no. 383(PI)10-rev C, stamped as received on 15 July 2021, shall be in place prior to first occupation of the development hereby approved and thereafter retained and maintained in situ.

Reason – In the interests of pedestrian and highway safety and air quality, pursuant to Policies DM1 and EN16 of the Manchester Core Strategy.

and

24) Prior to the commencement of above ground works, a scheme of off-site highway works designed to protect pedestrian and highway safety, 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:

a) The provision of dropped kerbs and tactile paving on Malton Avenue

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

Reason - In the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy.

The following condition is to be amended:

21) Above-ground construction works shall not commence until drawings and specifications of the terrace screens and window louvres have been submitted to and approved in writing by the City Council as local planning authority. Thereafter the screens and louvres shall be installed prior to first occupation of the residential element and remain in-situ in perpetuity.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Manchester Core Strategy.

The recommendation remains unaltered: **APPROVE.**

**APPENDIX TO AGENDA
(LATE REPRESENTATIONS)**

Planning and Highways Committee	23 September 2021	Item No.	7
Application Number	124234/FO/2019	Ward	Didsbury West Ward

Description and Address

Erection of a two-storey office building and associated car parking following the demolition of the existing building

The Lodge Rear Of Old Town Hall, Lapwing Lane, Manchester, M20 2NR

1. Local Residents/Members of the Public

Local Residents – Two further letters of objection have been received from a local resident, the comments are summarised as follows:

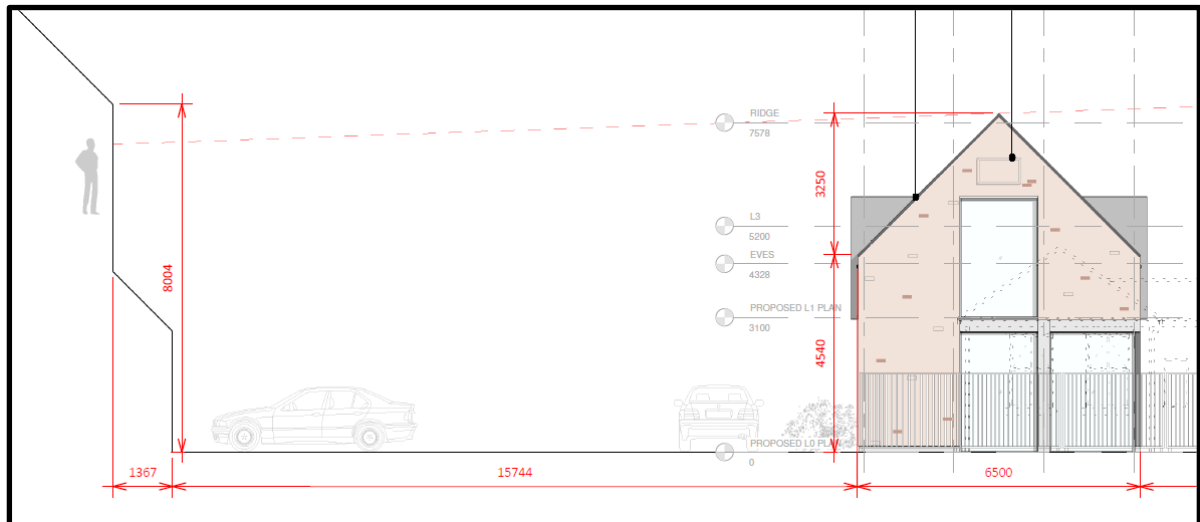
- There is no provision for delivery trucks. The management company will enforce parking restrictions on the entrance to Raleigh Close that will prevent this being used for unloading and loading so some form of provision is required in the plan to make it workable or if they want to receive deliveries at least. The easements only concerns access to the back gate not using the street for commercial purposes.
- This is not just a 'solicitors' but a data processing/ call centre for 'Deal with my Claim' to my understanding. This produces lots of deliveries and other servicing requirements. The use of the front of the former town hall as staff parking would result in servicing being pushed down Raleigh Close.
- Raleigh Close Management Company Ltd were con consulted about the proposal.
- Contrary to the report, the new building would be closer to nos. 6 to 10 Raleigh Close than the existing building.
- The traffic survey should be inadmissible as it has been undertaken by the applicant.
- The development plans to modify the pavements on Raleigh Close which is private land. The application form is therefore incorrectly completed. The applicants should complete Certificate B and serve notice on the owners.

2. Director of Planning - Further observations/comments

Servicing of the site – The existing service arrangement, either from Raleigh Close or via the car parks at the front and rear are considered acceptable for the type and extent of use that exists on the site.

Consultation – Local residents and the civic society were consulted and a site notice was erected adjacent to the site. There is no statutory obligation to consult a management company.

Siting of the Building – The new building would be closer to nos. 6 to 10 Raleigh Close. However, as this distance is still 17 metres and the building has been designed to prevent overlooking, it is still considered that the siting of the building would not have a detrimental impact on existing levels of residential amenity. This gap is shown below:



Traffic Survey – It is not unusual for an applicant or their appointed consultant to undertake a traffic survey in order to understand how their workforce commutes to work. The fact it has been undertaken by them does not render the survey “inadmissible”. Notwithstanding this, the applicant is required by condition to submit a detailed Travel Plan and once submitted it would be assessed by the Travel Change Team and only if a deemed acceptable would the condition be discharged.

Off-Site Highway Works – Notwithstanding the fact that the applicant has indicated their willingness to provide tactile paving on the Raleigh Close pavement, condition no. 20 only requires them to provide it at the junction of Lapwing Lane and Raleigh Close, i.e. on the public footpath. If the Raleigh Close Management Company Ltd decides not to allow the applicant to undertake improvements further down Raleigh Close, improvements that would no doubt benefit the residents of Raleigh Close, then that would not warrant refusal of this application.

The recommendation remains one of: **APPROVE**

**APPENDIX TO AGENDA
(LATE REPRESENTATIONS)**

Planning and Highways Committee	23 September 2021	Item No.	9
Application Number	128916/FO/2020	Ward	Woodhouse Park Ward

Description and Address

Erection of a part two/part three storey building to form Hotel (C1 use) together with associated car parking and landscaping

The Moss Nook, At The Corner Of Trenchard Drive And Ringway Road, Manchester, M22 5NA

1. Applicant/Agent

Additional information has been received in respect of servicing:

- The access gate is set back 5.5m from edge of kerb. This is an appropriate distance to ensure that any vehicles waiting for the gate to open can pull off the highway and won't impact on traffic on Ringway Road.
- Servicing and refuse collection would take place from the kerbside as it did with the restaurant. Notwithstanding this, the submitted swept path shows that a refuse vehicle can safely manoeuvre within the car park.

2. Ward Members

A joint letter of objection has been received from Cllrs Newman and S. Judge. The comments are as follows:

- We request that the Committee agree to defer a decision on the application until it has made a site visit.
- The site is located in a small residential area. The hotel will have 30 beds, but only 24 car parking spaces. There will be 10 cycle spaces. Despite the claims in the Report, it is not within easy walking distance of a tram stop, or frequent bus services, and hotel clients would not choose to walk with their luggage from public transport especially after dusk. The attraction of the hotel will be its proximity to Manchester International Airport. When all the 30 rooms are occupied, they may all need to park their cars. Inevitably, for short return air trips, they will want to park their cars for longer than their stay at the hotel. The supposed attraction of 10 cycle spaces is absurd. Guests will not arrive at an Airport hotel by bicycle, and most of the staff are unlikely to do so.
- This is a small residential neighbourhood. It is not used to night-time comings and goings, and all the noise associated with guests arriving at night. The observation in the Report that the former use as a restaurant would have allowed opening late into the early hours is absurd and not relevant. To be

economically sustainable, the restaurant would have needed an alcohol license for such hours, which would have been unlikely to be granted. Even if guests were parking at some other Airport car park, the hotel would be transporting their guests to and from the hotel to these car parks and the Airport, related to the times of flight departures and arrivals. These often occur late at night or early in the morning.

- As local Councillors we support local business and local job creation and regret that the current restaurant building has been unused for several years. However, this is not a good site for a hotel of this size

3. Director of Planning - Further observations / modifications to conditions

The servicing arrangements as proposed are considered acceptable.

In terms of the level of parking spaces proposed, it is considered acceptable given the proximity of public transport facilities and the introduction of the Travel Plan.

Given the proximity of a number of main roads, the general level of commercial activity in the area (existing public house, petrol station and office buildings), the lack of hours restriction on the existing building and their combination with the management practices proposed by the applicant and the imposition of appropriate conditions, it is not considered that the proposal would have an unduly detrimental impact upon existing levels of residential amenity.

Condition no. 5 should be amended as follows:

5) The car parking hereby approved, which shall only be used by guests of the hotel, shall be laid out, demarcated and made available prior to the occupation of the development hereby approved.

Reason - In the interests of pedestrian and highways safety and to ensure the satisfactory development of the site, pursuant to Policy DM1 in the Manchester Core Strategy.

Condition no. 6 should be amended to read as follows:

6) Prior to the operational phase of the development hereby approved, a detailed Parking Management Strategy shall be submitted to and be approved by the City Council as local planning authority. The Parking Management Strategy, which shall include the following details, shall be in place and remain in perpetuity before the development becomes operational:

- a) Usage of the night spaces between 2200hrs to 0700hrs*
- b) Usage of the ANPR controlled barrier between 2200hrs to 0700hrs*

Reason - In the interests of pedestrian and highways safety and to ensure the satisfactory development of the site, pursuant to Policy DM1 in the Manchester Core Strategy.

The following additional condition is suggested:

20) Before first occupation the windows in the northern elevation, which shall be non-opening, shall be obscurely glazed to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent and shall remain so in perpetuity.

Reason - To protect the amenity and living conditions of adjacent residential property from overlooking or perceived overlooking and in accordance with policies SP1 and DM1 of the Manchester Core Strategy.

The recommendation remains unaltered: **APPROVE.**

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