

Planning and Highways Committee

Minutes of the meeting held on Thursday, 19 December 2019

Present: Councillor Curley (Chair)

Councillors: Andrews, Y Dar, Davies, Flanagan, Hitchen, J Lovecy, Lyons, Riasat, Watson and White

Apologies: Councillors Nasrin Ali, Shaukat Ali and Madeleine Monaghan

Also present: Councillors: Rawson, Wheeler and Karney

PH/19/108 Supplementary Information on Applications Being Considered

Decision

To receive and note the late representations.

PH/19/109 Minutes

Decision

To approve the minutes of the meeting held on 14 November 2019 as a correct record.

PH/19/110 122160/FO/2018 – Belle Vue Stadium, Kirkmanshulme Lane, Manchester, M18 7BD – Longsight Ward

The application submitted relates to the proposed residential development comprising of eighty apartments within one part three, part four storey block and one 3 storey block and the erection of one hundred and sixty-seven, two and two and a half storey dwellings with associated car parking, boundary treatments and landscaping, the creation of new roads and access points off Kirkmanshulme Lane, site remediation and other associated engineering works following the demolition of the existing buildings.

The application site is approximately 4.82 hectares in size and is bounded by Kirkmanshulme Lane to the north, Mount Road to the east, existing residential properties on Stanley Grove to the south and the Belle Vue Sports Village, Leisure Centre and Speedway track complex to the west.

The site is located approximately 550 metres to the north-west of Gorton District Centre and approximately 4 kilometres to the south-east of Manchester City Centre. The topography of the site is predominantly flat but does have some areas of mounding due to previous earthworks and movements around the site. The site is regular in shape and is currently occupied by the Belle Vue Stadium and associated

car parking and operational areas around the track. The stadium is currently used for regular greyhound racing and stock car racing and the site is also used by the MSM Motorcycle Training Centre.

The Chair indicated that in view of the interest expressed in the application from various groups in attendance he would, on this occasion, allow more than one speaker to address the Committee.

The Planning Officer drew the Committee's attention to the late representation that had been submitted regarding comments received from a member of the public supporting the need for affordable homes and stating that greyhound racing is no longer viable at the race track. Further comments had also been received from representatives from Friends of Belle Vue and Startax Oval Motorsport Ltd which presented reasons opposing the application. A ward Councillor had also commented on the location of the development welcoming the mix of housing and the possibility of achieving 20% affordable housing contribution. The applicant/ agent had provided further detail on boundary treatments and plans for the development. The Head of Planning had provided reasons in response to the objections raised.

An objector spoke as a local resident against the application and expressed concern on the level of affordable housing within the proposal (14%) and quoted the national guidance which recommends 20% affordable properties. Reference was also made to the human rights considerations and the loss of the amenity through the loss of the race track which had been used by millions of visitors to Belle Vue since 1926.

An objector spoke on behalf of the Friends of Belle Vue Stadium highlighting the loss of a working class sport and valuable facility within the city that has been in place since 1926 and continues to hold numerous sporting events each year. Reference was made to the granting of an Asset of Community Value order and the ongoing viability of the of the businesses associated with the race track and the welfare of the animals involved in racing. The site currently provided car parking for the adjacent speedway track which will be moved on to residential streets if the development proceeds. The point was made that the reports used in the application have included misleading information.

The applicant's representative addressed the Committee on the application.

The Planning Officer responded to issues raised and advised the Committee that the site of the proposed development does not fall within the Council's Core Strategy, UDP or the MCC Citywide Open Spaces Sports and Recreation Study. The sports of greyhound racing and stock car racing do not fall within the sports protected under Sport England. In considering and balancing the issue of the loss of a sporting spectator facility it is considered that the demand for housing outweighs the loss of the facility. The issue of affordable housing has been tested and this will take place again to test on profits made from any uplift in the value of the properties. The issue of a community asset has been taken into account as part of the planning process. The issue of animal welfare is the subject of separate legislation.

The Chair invited Committee members to ask questions and comment on the application.

A member referred to:

- The covenant in place on the site regarding its use for leisure and asked for clarification from officers.
- Tree cover, in view of the comments from the arboricultural officer that more trees could be included in the landscaping proposals, could conditions 13-17 be amended to require the planting of additional trees.
- In view of the proximity of the development site to the city centre, could conditions be included to ensure that the properties are for private family residential use only to prevent them from being used for private rental purposes.

The Planning Officer reported that the covenant on the site is not a matter for planning and would be for the developer to address separately. With reference to trees on the site, it was reported that there are one hundred trees proposed for the site, as part of a landscaping plan yet to be agreed. Through negotiation, planning officers will push for the inclusion of additional trees with the developer which are appropriate for the location. It was reported that legal advice had been sought and officers were satisfied that the proposed conditions were sufficient to enable enforcement action to prevent properties being used as houses in multiple occupation, hostels or bed and breakfast accommodation.

A member referred to arrangements for parking in view of the adjacent leisure facility and asked officers if these are sufficient to deal with the demand for parking of visitors to the speedway track.

It was reported that there is over 100% parking arrangements for houses and 61 spaces for the apartments and 100% cycle parking. The parking management plan has been assessed by officers from Highways and the plan is considered to be acceptable, in view of the traffic calming and other highways works. The adjacent speedway track is subject to a management strategy to address major events and car parking arrangements.

A member referred to the major road junction of Mount Road and Kirkmanshulme Lane and asked officers if any conditions had been included in the proposal, and had community use of the new stadium been factored into the closure of the Bell Vue Stadium.

It was reported that a traffic impact assessment had been submitted as part of the application and the impact on nearby junctions had been assessed including the junction of Mount Road and Kirkmanshulme Lane and a package of off site highway works were proposed including a cycle lane and were to be delivered as part of a highway works Condition. Community facilities are available at the adjacent speedway stadium for community use.

The Chair made reference to the comments received from Councillor Richards (ward Councillor) that the scheme addresses the need for affordable housing and the future uplift from the increase in value of the properties could be used to contribute to future affordable housing.

The Committee was informed that the financial uplift would be tested at two separate points in the future as part of a legal agreement to be included in the planning agreement.

Decision

The Committee were Minded to Approve the application, subject to:

- The conditions and reasons set out in the report and as amended (Condition 2) in the late representations submitted.
- The signing of a legal agreement for the delivery of affordable housing at the site.

(Councillor Hitchen arrived after consideration of the application had started and did not take part in the consideration or the decision.)

PH/19/111 121099/FO/2018 – Land at Portugal Street East, Manchester, M1 2WX - Piccadilly Ward

Decision

To defer consideration of the matter to allow a site visit to be carried out by the members of the Committee.

PH/19/112 121467/FO/2018 – Land Bounded by Adair Street, Portugal Street East, Longacre Street and Great Ancoats Street, Manchester, M1 2WX – Piccadilly Ward

Decision

To defer consideration of the matter to allow a site visit to be carried out by the members of the Committee.

PH/19/113 124888/FO/2019 - Land Bound by Addington Street, Marshall Street, Cross Keys Street and Chadderton Street, Manchester, M4 4RJ - Piccadilly Ward

The application was for an erection of a six to nine storey residential building (Use Class C3) comprising eighty dwellings including nine townhouses and seventy-one apartments with a resident's lounge, refuse, plant, new substation, cycle storage, an internal landscaped courtyard and improvements to the adjacent footways on Marshall Street, Chadderton Street, Addington Street and Cross Keys Street and other associated works following removal of existing car park. The site measuring 0.12 hectares is bounded by Marshall Street, Cross Keys Street, Chadderton Street and Addington Street/Ring Road and is rectangular in shape.

The planning officer did not add anything further to the report submitted.

No objector to the application attended the meeting.

Councillor Wheeler addressed the Committee in his capacity as ward Councillor (Piccadilly) and welcomed the proposal, in particular the design and use of materials including red brick externally. Reference was made to the level of affordable housing settlement (£220,000) commuted sum and the need to ensure that an uplift assessment takes place to provide potential future funding for affordable housing schemes.

The applicant addressed the Committee on the application.

The Planning officer informed the Committee that the affordable housing appraisal had taken place and was referred to in the report had been independently tested. The assessment produced a figure of 2% affordability settlement. There is an opportunity to increase this amount under the 106 agreement to test the figure at two points in the future, in the event of the uplift of the property's value. In addition, environmental improvement works are to be included in the proposal.

The Chair invited Committee members to ask questions and comment on the application.

Members referred to the sum reached as part of the affordable housing settlement, in view of potential profit (17%) from the development members considered the settlement to be low and it was suggested that a 5% contribution would be more appropriate.

A member commented on the Condition 10 of the proposal and requested Planning Officers to ensure that the landscaping plan is made more robust to ensure the inclusion of specific tree types and planting arrangements and to set out the planning officer expectations of the developer.

The planning officer reported that the approved drawings package will include full details of the planting of trees and other plants to be included within the landscaping plan. The officer also reiterated the advice that the viability assessment had been thoroughly tested and the financial contribution set out in the report was in accordance with national guidance and policy. On this basis the proposal is in accordance with relevant Core Strategy policy.

The members concluded that the application required further consideration and negotiation with the applicant in respect of the concerns raised regarding the affordable housing settlement. The Director of Planning was requested to bring a further report to the next meeting to address members concerns and to advise if there are potential reasons for refusal that could be substantiated.

Decision

To defer the application on the basis that the Committee is minded to refuse the application for the reason it considers the proposed affordable housing settlement is too low and the contribution level should be discussed with the applicant in view of concerns expressed.

PH/19/114 124995/FO/2019 – Land on the Corner of Great Ducie Street and New Bridge Street, Manchester, M3 1WB – Cheetham Ward

The application was for the erection of a five storey educational building (18495 square metres) (Use Class D1) with associated access, servicing, landscaping, public realm and other associated works following removal of existing car park.

This site measuring 0.88 hectares is used as a surface car park and is bounded by Great Ducie Street, New Bridge Street and existing surface car parking. It is roughly rectangular in shape and slopes towards Great Ducie Street. In the south eastern part of the site the topography rises more steeply towards New Bridge Street.

The Planning Officer had no further comments on the report submitted.

No objector attended the meeting.

The applicant addressed the Committee on the application.

Decision

The Committee approve the application, subject to the conditions and reasons set out in the report submitted.

PH/19/115 124495/FO/2019 - Land at Great Ancoats Street, Manchester, M4 7DB - Ancoats and Beswick Ward

The application was for the erection of a twelve storey building to create a two hundred and twelve-bedroom hotel (Use Class C1) with ancillary facilities at ground and first floor level and associated servicing, disabled car parking, drop-off area, public realm and hard landscaping works, with access from Pollard Street.

The site measuring 0.11 hectares occupies a prominent position along Great Ancoats Street. It is part of a larger area of surface parking and is surrounded by a timber knee rail and vegetation. Vehicle access is from Pollard Street. It is bounded by Great Ancoats Street, a five storey office building and seven storey hotel, and apartment buildings ranging from four to eight storeys.

The Planning and Highways Committee at the meeting on the 14 November 2019 was minded to refuse the application and deferred the item requesting officers bring back a report which addressed concerns relating to the provision of parking for disabled guests. The applicant had secured two additional spaces within the car park which would be converted into disabled vehicle bays, making four in total.

The Planning Officer had no further comments on the report submitted.

No objector attended the meeting.

The applicant addressed the Committee on the application.

Decision

The Committee approve the application, subject to the conditions and reasons set out in the report submitted.

PH/19/116 124237/FO/2019 - 419 - 421 Barlow Moor Road, Manchester, M21 8ER – Chorlton Park Ward

The application was for the erection of a five storey building and a three storey building to accommodate thirty-nine apartments (fifteen one-bed and twenty-four two-bed) following demolition of buildings, retention and change of use of Unit 1 as ancillary cycle and bin storage, with associated landscaping and parking.

The site measuring 0.24 hectares is located on Barlow Moor Road opposite Chorlton Park which lies to the east, is bounded by the Shell Garage to the North, Cundiff Road to the south and Oakhouse Drive to the West. Chorlton District Centre lies to the north and the commercial units fronting Barlow Moor Road start to give way at this point to a more residential character.

The Planning Officer drew the Committee's attention to the late representation that had been submitted regarding:

- comments received regarding the inclusion of a security gate.
- Details of a landscaping plan responding to GMP and the GM ecology Unit comments on boundary treatments.

No objector attended the meeting.

Councillor Rawson addressed the Committee in his capacity as ward Councillor (Chorlton Park) and welcomed the development in view of the need for affordable housing. Reference was made to the siting of a security gate to the proposal and the committee were requested to require it to be removed to avoid the creation of a gated community. Access to the properties for local people was also a concern.

The applicant addressed the Committee on the application.

A member referred to the age range of residents to be housed in the properties and if there would be any restriction applied.

In response to the concerns raised regarding the siting of a security gate to the entrance of the development, Planning Officers reported that the recommendation had been made by GMP as part of the comments received from the consultation process. Other measures were available to provide a level of security to areas of the development and a condition was included within the late representation to ensure that this was the case and notwithstanding the submitted plans full details of the location and design of any security gates would be first approved by the Local Planning Authority. With reference to the accessibility of the properties for local people Planning Officers would remind the developer of this requirement. It was reported that there would be no restrictions on age of residents for the properties.

Decision

The Committee were Minded to Approve the application, subject to:

- The conditions and reasons set out in the report submitted and the amendment of the condition to not include a security gate at the entrance of the development and to further consider boundary treatments.
- The completion of a Legal Agreement relating to the provision of affordable housing.