

**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 13 January 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** 13 January 2020

**Item No.** 6

**Application Number** 125474/FO/2019

**Ward** Clayton  
& Openshaw Ward

**Description and Address**

Proposed erection of 23 no. two storey dwellinghouses with associated car parking, hard and soft landscaping and boundary treatments.

Land adjacent to Mayton Street Manchester M11 2AN

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**1. Officers / Outside Bodies**

Environmental Health – Additional land condition and remediation reports have been submitted, which satisfy the requirements of Part A of the land contamination condition. A request has been made to amend the Part A of the previously recommended condition to ensure that the development accords with the submitted reports.

Additional reports have also been submitted and assessed in relation to measures to secure noise attenuation and insulation to the proposed houses. Whilst the conclusions of the report are accepted, it is advised that further information is required relating to the final specification of noise attenuation measures. A condition has therefore been requested to ensure the submission, approval and implementation of satisfactory details as part of the development.

**2. Head of Planning – Further observation / modifications to conditions.**

- i. The section of the committee report concerning ‘Tree removal and landscaping’ has been reviewed and the following comments are made for the purposes of clarity.

The application site includes 17 existing trees comprising:

- a. 2 x Category A (high quality) trees;
- b. 13 x Category B (moderate quality) trees;
- c. 1 x Category C (low quality) tree;
- d. 1 x Category U (poor quality – future removal required).

The proposed development would involve the removal of 11 trees comprising: 2 x Category A, 7 x Category B, 1 x Category C and 1 x Category U.

The remaining 4 retained trees would be incorporated into a landscaping scheme that would include the planting of a total of 85 trees of various species, including 12 fruit trees.

It is considered that the proposed tree removal is essential to the delivery of the development and the proposed replanting arrangements would satisfactorily compensate for the loss of existing trees.

The following further conditions have been recommended to ensure the maintenance and protection of retained trees during construction:

1. In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved plans and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority as detailed on documents and drawings referenced:

Mayton Street Tree Survey Report (Revision B) by TBA Landscape Architects dated August 2019 Ref: PD/6039b/TSR/Rev B/AUG19 (Revised November 2019);  
Tree Survey and Root Protection Area Ref: 6039a.01B;  
Proposed Site Plan - 1914-GWP-01-01-DR-A-(PA) 0003 Rev P03;  
Site Landscaping - 1914-GWP-01-01-DR-A-(PA)-0006 Rev P02;  
Proposed Landscape and Urban Realm Improvements - 1914-GWP-01-01-DR-A-(PA)-0013 Rev P01.

Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction).

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Core Strategy for the City of Manchester.

2. Before the commencement of the authorised development, a scheme shall be submitted to and approved in writing by the City Council as local planning authority detailing measures to protect retained trees and their root system during construction. The approved scheme shall be fully implemented upon commencement of the development and shall be retained in situ throughout the construction period.

The implementation tree protection measures shall be maintained in situ throughout the construction period. The erected fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered nor shall any excavation be made

Reason - In order avoid damage to trees/shrubs within and adjacent to the site, which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Core Strategy for the City of Manchester.

The applicant has been advised of the need to relate the development to the above conditions.

- ii. In response to Environmental Health comments the following is advised:
  - 1. Condition 16 (Contaminated land) be amended to relate to the recommendations of Environmental Health;
  - 2. As the submitted acoustic reports give assurance that satisfactory noise attenuation and insulation is capable of being achieved, the inclusion of an additional noise condition is recommended.

The recommendation remains to APPROVE the application subject to the above planning conditions and those outlined in the report.

**APPENDIX TO AGENDA  
(LATE REPRESENTATIONS)**

**Planning and Highways Committee** 13 January 2020

**Item No.** 7

**Application Number** 124972/FO/2019

**Ward** Piccadilly Ward

**Description and Address**

Phased creation of circa 2.4 ha (6 acres) of public park, including hard and soft landscaping and new bridges across the River Medlock; erection of 9 storey office development above basement with mezzanine and plant level (Class B1) with ground floor Class A1 (Shop), A2 (Financial and Professional Services), A3 (Café and Restaurant), A4 (Drinking Establishment) B1 (Office) uses, rooftop amenity spaces and terrace levels, associated public realm and riverside walkway; erection of 11 storey Multi-Storey Car Park to provide 581 car parking spaces with associated landscaping; highways and infrastructure works including the creation of new junction from London Road to provide access to the multi-storey car park (MSCP) (Use Class Sui Generis); works to Baring Street, stopping up of Bond Street and Nether Street (alongside associated Traffic Regulation Orders to manage unrestricted parking to Buxton Street, Berry Street and Travis Street (to be delivered and implemented prior to the MSCP becoming operational)) alongside enabling works comprising phased demolition and site clearance, earthworks including re-profiling and construction of retaining walls

Land bounded by the Mancunian Way to the south, Mayfield Depot to the north, Baring Street to the west and Hoyle Street to the east Location Land Bounded By Mayfield Depot Building, Hoyle Street, Mancunian Way (A635), Baring Street, Buxton Street & Berry Street (inclusive) & McDonald Hotel Along With Associated Roads & Junctions, Manchester, M1 2AD

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**1. The Public/Local Opinions**

A further representation has been received which whilst welcoming the development as a whole, objects to the car park in the plans due to the council's climate emergency declaration. Encouraging driving is unnecessary given the presence of public transport. The space saved through omitting the car park could be used for green purposes.

**2. Head of Planning - Further Observations**

The issues raised above have been covered on the Committee Report.

A set of existing and proposed images for the site have been provided to Members.

**APPENDIX TO AGENDA  
(LATE REPRESENTATIONS)**

**Planning and Highways Committee** 13 January 2020

**Item No.** 8

**Application Number** 124302/FO/2019

**Ward** Hulme Ward

**Description and Address**

The demolition of the existing building on site and the erection of a residential-led mixed use development within two build blocks ranging from 8 to 18 storeys in height. The development consists of 366 residential units (C3); 217 sq.m of commercial floor space (Use Classes A1, A2, A3, A4, B1 or D2); associated car and cycle parking within a basement level; public realm and landscaping; access and servicing arrangements and other associated works.

Land Bounded By Chester Road, Hulme Hall Road & Ellesmere Street,  
Manchester, M15 4JY

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**1. Third Parties**

The Britannia Basin Community Forum have requested a Committee site visit.

**2. Head of Planning**

The viability assessment, which has been independently assesses external shows that the developer's profit would be 14.37% on cost (circa 13% of the Gross Development Value (GDV)), which is lower than the minimum guidance in the NPPF.

**3. Images of scheme**

**Existing and Proposed Views from Chester Road**

**View 1**



Existing



Proposed

## View 2



Existing



Proposed



**APPENDIX TO AGENDA  
(LATE REPRESENTATIONS)**

**Planning and Highways Committee** 13 January 2020

**Item No.** 9

**Application Number** 125654/FO/2019

**Ward** Hulme Ward

**Description and Address**

Erection of a nine-storey purpose built student accommodation building comprising 62 units and associated landscape and highway works, following demolition of existing structures

Former Church Inn, 84 Cambridge Street, Manchester, M15 6BP

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**1. Further representations and objections**

A petition objecting to the application due to the following has been received: Daylight reductions below recommended levels; massive overshadowing, overlooking and loss of privacy inside properties and gardens; no provision for adequate means of access for increased traffic generation due to servicing the building or parking which would compromise safety; and, noise, disturbance and anti-social behaviour of such a dense population of teenagers on local elderly and child residents. The petition contains 94 names from 68 properties within the wider local area and beyond.

In addition to this a further two representations have been received objecting to the application, a summary of the comments made is set out below:

The Land over which the developers are claiming full access rights for all purposes, between Chevril Close and their site, is privately owned amenity space for the sole use of residents of Elmdale Walk who pay for its use and maintenance through rents and service charges. The developers have neither sought, from the landowners, nor been granted any license to cross this land at any time. All residents of Elmdale Walk are vehemently opposed to this proposal and would not consider granting access.

It is requested that Committee are made aware, of the number of objections made to the 2 previous withdrawn applications for the proposed development of a large student block on this tiny site. As previous objectors to those proposals are under the impression that registering an objection to an earlier proposal still 'counts' and they would like their ongoing opposition to the proposed development to be recorded in some way.

The site for the proposed development is too small to sustain and service a building of this size and density.

The quality of the design proposal is weak and not of equal quality to the existing building on the site. The height of the block is of awkward proportions and fails to make any connection with the surrounding building. The use of 'supergraphics' on the top story is crass considering no element of the 'CHURCH INN' is intended to be retained.

The proximity of the building to the immediate neighbouring structures is detrimental to the existing residents of these buildings.

The height of the block goes against the council's design principles of making landmark buildings on road junctions. This proposed building is taller than the current building on the corner plot which does fit with the principle of being the tallest building at the junction.

The loss of one of the last remaining historic buildings within Hulme should be given more consideration in light of the poor design quality of the proposed replacement.

An issue is raised with regard to the comments on servicing at page 317 of the printed report which refers to 'Both parties agree that deliveries can be directed to Chervil Close.' An explanation of who these two parties are and if they are the developers and the highways officer then concern is raised to understand if these parties are empowered to make such a decision without consultation?

The prior proposals for this site always stated that all servicing traffic would be directed to the Cambridge Street frontage of the proposed building and a change to this intention is fundamental to the proposal, as this change has a direct and long standing impact on the existing residents who would be severely impacted by the increased volume of refuse collections, other deliveries and student arrivals and departures.

The space allocated for the storage of refuse would seem to be undersized and in an awkward position to extricate the bins from the proposed building, giving rise to the potential of an overflow of refuse and excessive noise during the extrication of the bins.

The refuse issue is compounded by the inclusion of a 'Managed Drop off Car Space (5.0m x 2.5m) in the 'amenity space' adjacent to Elmdale Walk. This indicates the intention to manage the drop off and collection of students from the Elmdale Walk side of the proposed building. Having lived with the increasing number of students who live in halls in the neighbourhood the objector is aware of the disruption that occurs during the arrival weekends.

If the highways officer has legitimate concerns over the impact of collections and deliveries to the front of the building, which is already a busy thoroughfare, then why is it not considered an equal detrimental issue to make a quiet cul-de-sac into a much busier traffic route? This servicing issue has an overwhelming detrimental impact on the existing residents and this relates to Policy H12 Section 4:

“...student accommodation should closely integrate with existing neighbourhoods to contribute in a positive way to their vibrancy without increasing pressure on existing neighbourhood services to the detriment of existing residents.” The detriment to the quality of life to the existing residents is apparent and palpable.

There is an additional factor relating to the proposal to undertake the servicing of both the refuse collection and student arrivals and departures from Chevril close / Elmdale Walk and this relates to the permission to cross a privately owned portion of land which constitutes the residents parking area in front of the Elmdale Walk properties. This land is owned by One Manchester, the local housing association and One Manchester have not made any agreement with Alumno to grant access to cross the residents parking area.

Reference is made to the Oxford Road Strategic Spatial Framework by the objector and that the proposals does not makes a response to its context and is only detrimental to the amenity of the existing residents.

The representations received indicate there wish that Committee undertake a site visit especially as five new members of Committee have not had the opportunity to fully appreciate the impacts of this proposal. This would allow consistency in the decision making process on this application so it can be made with same level of insight as the two previous failed applications.

## **2. Further response from the applicant**

In relation to objections received about the location of a “managed drop off space” to the rear and that title to this land has been claimed by an objector. The applicant has confirmed that this area has a fence line that has been moved illegally onto land in the ownership of Manchester City Council. The applicant has agreed to purchase the land from the City Council and legal agreements are being concluded.

## **3. Further observations of the Director of Planning**

The current application proposals are new proposals subject to their own notification and consultation processes. The letter sent to residents informing them of this application makes it clear that if they wish to make comments these should be submitted to the Council and there are a variety of methods in which responses can be received. As such whilst there have been previous applications submitted for the development of this site the current proposals have been considered on their own merits as a separate process to any previous applications.

In response to the matters raised with regards to servicing the proposed building and the arrangements for students moving in and out of the accommodation, condition numbers 14 and 16 in the printed report set out that both an access strategy and servicing strategy for the development will be required to be submitted for approval by the Council. Highway Services have confirmed that they are satisfied that these matters can be determined through the proposed conditions.

In addition to the comments regarding impacts on residential amenity the servicing arrangements taken from Chervil Close and given the frequency (twice weekly) of collection of bins are not considered to give rise to unduly adverse impact on residential amenity.

### Daylight and Sunlight assessment

The printed report sets out the conclusions of the submitted Daylight and Sunlight report in relation to impacts on Manchester House, Cavendish Street. In addition to what is set out in the printed report the assessment looked at 20 windows within this building.

The 10 windows in the north elevation to Manchester House are located close to the site boundary and directly face the application proposals. The assessment indicates that the Vertical Sky Component (VSC) to the north facing windows would be reduced to between 40% and 63% of the existing values. The assessment indicates that these rooms are currently very well-lit for an urban setting meaning that these retained figures represent disproportionately large percentage reductions.

Following submission of further information in relation to the demolition of the building on the site a further condition is proposed to be attached to any approval of the application proposals. The proposed condition is:

All ecological measures and/or works shall be carried out in accordance with the details contained in Bat Reasonable Avoidance Measures Method Statement (RAMMS) by TEP ( Ref 8080.001) and dated February 2020 as received by the City Council as local planning authority on the 11<sup>th</sup> February 2020.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with policy EN15 of the Core Strategy.

The recommendation of the Director of Planning remains to APPROVE this application.

**APPENDIX TO AGENDA  
(LATE REPRESENTATIONS)**

**Planning and Highways Committee** 13 January 2020

**Item No.** 10

**Application Number** 117960/FO/2017

**Ward** Rusholme Ward

**Description and Address**

Conversion of High Elms and erection of a part 3/part 4 storey building to form a total of 110 one bedroom serviced apartments, with associated car parking (4 spaces), landscaping, energy centre, cycle and refuse storage following demolition of existing extensions

High Elms, Upper Park Road, Manchester, M14 5RU

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**1. Applicant/Agent**

This application has been withdrawn by the applicant.

**APPENDIX TO AGENDA  
(LATE REPRESENTATIONS)**

**Planning and Highways Committee** 13 January 2020

**Item No.** 11

**Application Number** 117961/LO/2017

**Ward** Rusholme Ward

**Description and Address**

Listed Building Consent for the conversion of High Elms and erection of a part 3/part 4 storey building to form a total of 110 one bedroom serviced apartments, with associated car parking (4 spaces), landscaping, energy centre, cycle and refuse storage following demolition of existing extensions

High Elms, Upper Park Road, Manchester, M14 5RU

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**1. Applicant/Agent**

This application has been withdrawn by the applicant.

**APPENDIX TO AGENDA  
(LATE REPRESENTATIONS)**

**Planning and Highways Committee** 13 January 2020

**Item No.** 12

**Application Number** 123188/FO/2019

**Ward** Rusholme Ward

**Description and Address**

Installation of fencing and gates to campus boundaries between 2.4 m and 2.7 metres in height

Xaverian College, Lower Park Road, Manchester, M14 5RB

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**1. Further representations and objections**

A further 11 objections have been received since the report was printed together with a further representation from Manchester Civic Society. A summary of the comments made is set out below:

Although I understand the reasoning for the new proposals, the height for the railings should be a continuous 2.1 meters along Lower Park Road and Crescent. This would make a much better appearance and be more in keeping with the character of the Conservation Area and still fulfil the college's requirements. The height of the gates should be the same.

The preservation of the trees in Victoria Park should be paramount and anything that is done should take that into consideration so that the roots of mature trees will not be damaged.

Extra-tall gates and railings along Lower Park Road would have a negative impact on a setting of three Grade II listed buildings: Ward Hall, Maryland and Firwood.

New railings and gates at Firwood and Maryland will result in damage to existing mature trees

The proposal if implemented in its current form will result in a loss of visual amenity for the community and general public as Lower Park Road is a popular pedestrian route into town.

The proposal should be revised to suit the character of the area while also achieving college's objectives.

The proposal sets up a negative precedent for other plots and gardens adjacent to listed buildings in the Victoria Park Conservation area.

The proposal lacks details for the gate design

There is agreement I believe that boundaries will need to be improved to meet standards required for educational institutions. However, what is proposed remains particularly brutal for what is meant to be a conservation area with particular architectural styles.

Consideration should be given to: Replacing iron boundaries with natural hawthorn hedges which can be purchased at quite substantial maturity heights. Again the proposers should visit the property corner Upper Park Road and Oxford place to see what is possible.

Deep excavations for ironwork will damage mature and semi mature trees. The proposers need to make it absolutely clear where the deep excavations for iron supports or gate supports are going to be.

The notion of installing well-designed continuous railing and appropriate gates around college's perimeter is a great opportunity to improve the area. The current proposal, however, would have the opposite effect on the character of the area and the setting of the listed and historic buildings. The applicant didn't use the expertise of a chartered conservation specialist. Views along the main street are not included in the application. Those would illustrate the negative impact.

The remains of the original railing could still be found on the cupping stones of the perimeter walls. A shallow continuous railing that would bring the wall to a total height of 2.1m, with the matching gates, would be an appropriate solution. At 2.4m fragmented rails would obstruct the views and overpower the garden-like character of the area. Total height along Regent Place corner and the gates in that location could be at 2.3-2.4m.

Existing gates at Thurloe Street entrance should be re-used.

More information is required on

- setting out of the railing;
- level changes;
- wall repair strategy;
- gates and their design;
- gates setting out and root protection zones.

The required safety strategy will be achieved even at 2.1m overall height. I am, however, questioning, whether the proposed hoops/circles would help to grab the rails when climbing over? Perhaps a simpler design with ornate spikes would be more appropriate.

Manchester Civic Society - We understand that this proposal has been made because, in the interests of safeguarding Xaverian College's students, OFSTED have perceived a need to provide a deterrent for a staged lock-out operation at Xaverian College, should it be required. This planning application aims to address that need by an increase in the heights of the railings on the



perimeter of the Xaverian campus. There is no prescribed height to be achieved and the actual design is down to the institution itself.

The settings of seven historic buildings (six of which are listed) are affected by the proposed railings. In addition, this proposal has an overall negative impact on the character and appearance of the Victoria Park Conservation Area.

We acknowledge that Xaverian College has made efforts to engage constructively with the particular challenges that the need for safeguarding generates in the very special historic environment of the Victoria Park Conservation Area, and thank them for doing so. In particular, we welcome the meeting to review the current proposal that has been held between Xaverian College staff and representatives from the vicinity. These included local residents, local historians, a committee member of the Rusholme and Fallowfield Civic Society.

Although we welcome the modifications that have been made to the initial proposal, Manchester Civic Society considers that some relatively minor adjustments are still needed to ensure that the proposals conform fully with Manchester City Council's adopted planning Policies. These Policies are designed to ensure that the Council's responsibilities to conserve and enhance the heritage assets within its care are fully observed.

Therefore, the Manchester Civic Society's objections to this proposal would be satisfied by the following changes:

The RAILINGS should be changed so that:

- a standard overall height is adopted for all the perimeter treatment where railings are to be used. This will enhance the area by creating a coherent appearance, in keeping with the character and appearance of the original design and community values of the Victoria Park Conservation Area.
- That height to be 2.1m. This is in keeping with the proportions of the walls and will act as a sufficient deterrent; taller railings are unnecessary.
- The GATES should be changed so that:
- existing gates are retained to reduce the carbon footprint of the project. The gates at the Thurloe Street/Crescent Range junction are in good condition, in line with the new railing design and measure 2.3m in height. These gates look appropriate for the area and will provide sufficient barrier for the lock-down operation. Gate design therefore should be looked at in more detail to avoid damage to the tress and to fit within the area. We would like to see those included in the application at reduced height along Lower Park Road.

The application does not provide sufficient details for the proposed gates. Once the heights are agreed we would like to see detail setting-out of the gates and railing. This could be provided as a condition to the main application. The overall impact on of the proposed edge treatment the

streetscape and views along Lower Park Road is not shown and therefore cannot be fully assessed.

We note that the proposals will have a specific impact beyond the Xaverian College campus. There are three more listed buildings all of which have views of the proposed boundary treatments, which are outside the Xaverian campus.

## **2. Further comments from the applicant**

The College is mindful of the duty placed upon it in ensuring that its campus is a safe environment within which to study and to work. These considerations are also balanced against the need to continue its exacting stewardship of an estate of historical interest. In considering all aspects of the proposed scheme the College is committed in seeking to meet the expectations of the Department for Education (May 2019 guidance) in providing boundary railings to a minimum height of 2.4m. The College remains committed to consulting with local residents, MCC planners and other interested parties in providing a mutually acceptable detailed design should permission be granted.

## **3. Further observations of the Director of Planning**

Xaverian College have amended their application proposals since they were originally submitted in order to respond to concerns raised by objectors and other interested parties. These amendments have sort to balance the need to ensure that the College Campus is a safe one for pupils, staff and visitors and respecting the Colleges location within Victoria Park Conservation Area and the listed buildings on its campus and those close by. In brief the amendments made by the College are:

- A reduction in height of a majority of the proposed boundary treatments to 2.4 metres in height from 2.7 metres
- Change in types of proposed boundary treatment and removal of weld mesh type fencing from the proposals for a more ornamental type steel railing painted black
- A reduction in the scope of proposed boundary treatments by approximately 130 linear metres particularly along the Lower Park Road frontage of the Campus
- Removal of secondary line of fencing to the front of Ward Hall Listed building

As set out in the printed report the proposals seek to balance the continued successful occupation of the College Campus and its heritage setting. The proposals now presented are the culmination of extensive discussions with the applicant to resolve the concerns raised and in terms of the planning balance exercise needed in this instance provide an appropriate response to the location of the College in Victoria Park Conservation Area and the listed buildings both within the campus and close by. As confirmed in the printed report less than substantial harm is identified both to the Conservation Area and listed buildings, this harm is at the lower scale in magnitudde and the

public benefit derived from ensuring a safe and secure College environment is considered to outweigh this harm.

The recommendation of the Director of Planning remains to **APPROVE** the application proposals.

**APPENDIX TO AGENDA  
(LATE REPRESENTATIONS)**

**Planning and Highways Committee** 13 January 2020

**Item No.** 13

**Application Number** 125186/FO/2019

**Ward** Didsbury West  
Ward

**Description and Address**

Rooftop extension to Block A to form 4 x 2 bedroom apartments and provision of an additional 5 car parking spaces.

Riverside Lodge, 208 Palatine Road, Manchester, M20 2WF

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**1. Local Residents/Public Opinion**

**Jeff Smith MP** – The MP objects to the proposal for the following reasons:

- The development would have a severely negative impact on the residential amenity of residents who currently live in the apartment block. This is due to the noise during construction and disruption to residents caused by the works. It wouldn't be reasonable for the corridors and stairwells to be used by construction staff.
- The proposed construction would render the lift unusable for a period which would affect access for those with physical disabilities.
- The proposal would see the removal of green space in order to provide additional car parking

**Local Residents** – An additional two letter of objection have been received from residents of Riverside Lodge:

- A balcony at the rear of Riverside Lodge will be in total shadow for 24 hours from late autumn to early spring. This strongly suggests that the light survey that was submitted as part of the planning application is incorrect.
- This balcony currently has a reasonable amount of direct sunlight at some point of the day all year round. This will no longer be the case for a significant part of the year if this proposed development is allowed to go ahead.
- Photograph 1 (appended at the end of this late representation) shows a new development along Palatine Road and shows the staged effect from the neighbouring buildings. The planning proposal would remove the staged effect that is present at Riverside Lodge
- Photographs 2 show the proposed location of an additional single cycle bar. It will restrict access to residents postboxes and only allow

storage for one cycle, and most importantly, in the opinion of our insurance fire and safety inspector would have to be removed

- Photographs 3 and 4 show the access road to and from Riverside Lodge. As Britannia hotel has implemented parking charges, this already congested area is under more pressure making challenges for both residents and emergency services at Riverside Lodge and for our neighbours at Riverside Court who use this road to access their property.
- Photograph 5 photograph shows an apartment in block B third floor and the position of the sun clearly shows that information in the applicant's daylight report is incorrect. The report does not reflect the path of the sun and the impact in loss of daylight to the residents of block B.

## **2. Head of Planning - Further observations/comments**

The applicant has stated that the construction process would be actively managed and it is anticipated the lift would be out of action for approximately 2 weeks. Regarding the cycle parking space, it is not considered that the additional space would block the emergency exit and the post boxes could be relocated. However, to ensure that the additional space is located in the most suitable place an additional condition is recommended:

13) No part of the development shall be occupied until space and facilities for additional bicycle parking have been provided in accordance with details to be submitted to and approved in writing by the City Council as local planning authority. The approved space and facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with policies SP1, T1 and DM1 of the Core Strategy.

The impact on the existing parking problems has been addressed in the main body of the report.

In respect of the rear balcony, whilst there will be some overshadowing of the rear balcony, this would be for a short period of time during the winter months when the sun is at its lowest point, it would not be for 24 hours at a time given the sun's trajectory.

The recommendation remains unaltered: **APPROVE**

**APPENDIX TO AGENDA  
(LATE REPRESENTATIONS)**

**Planning and Highways Committee** 13 January 2020

**Item No.** 14

**Application Number** 125299/FO/2019

**Ward** Brooklands Ward

**Description and Address**

Erection of a 3 storey extension to provide new loading bay and storage area with associated vehicle turning area.

Hologic (Warehouse Building), Crewe Road, Manchester, M23 9HZ

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**1. Applicant/Agent**

The applicant has submitted a supporting statement outlining their vision and business case for the site. It has been summarised as follows:

The investment in a new warehouse with office space at the Hologic campus will provide an exciting and highly interactive environment. The warehousing, currently in Milton Keynes and across Crewe Road at Waterside Court, will bring Hologic's stock into one location, much reducing road haulage, time, fuel and third-party warehousing costs. The future provision of new office space within the mezzanine level of the warehouse will also "free up" space within Heron House, for additional laboratories for research and development.

The analysis and assessment, including a review of good practice throughout the UK and the operational experience of developing and managing the Hologic Campus, confirmed the importance of single location within the UK, preferably at this Crewe Road Campus. If the planning application is not successful a further re-location outside Greater Manchester could be a viable option.

Hologic's vision is to create a single UK campus and infrastructure, support facilities and advanced technological expertise to help diagnose and cure issues affecting women's health worldwide.

Their objective is to stimulate and accelerate the growth and development of their life saving products, distribute them throughout the UK and worldwide and ultimately position the Crewe Road Campus as an anchor and centre of excellence for the development of Hologic products in the UK.

The benefits of the proposal will be an increase in jobs at the site and a reduction in vehicle movements:

The early version of this project successfully received planning approval (121859/FO/2018) for a small loading bay, which allowed for 25 new jobs, in the warehouse and packaging/ bonding areas. However, if planning approval for the new application is received there is potential to add a further “Flow wrap” machine could provide a further 20 job opportunities. Separately the re-location of administrative staff from the Heron House building on to the mezzanine level in the proposed extension, will free up space for further laboratory-based jobs. These additional jobs will create a need for additional infrastructure, cycle stands, parking etc, which will be subject to a second planning application.

The reduction in third party storage costs, will greatly assist Hologic in becoming more efficient in the UK Operations. Currently there are approximately 10 journeys per week to and from the Milton Keynes Warehouse, some of which are delivering stock from Manchester to be stored in Milton Keynes for onward transmittal to Liverpool and the North West. This new warehouse facility will eliminate the duplication of deliveries and associated fuel & carbon wasted. There are approximately 30 forklift truck journeys per day to associated buildings within the Crewe Road area, these would be potentially be reduced by two thirds if all buildings & warehouses could be re-located on one campus.

The applicant has also submitted information regarding the sustainability of the proposed extension, the details are as follows:

- Internal lighting will be the latest low energy LED lighting throughout. External lighting will be similar with high cut off angles reducing light pollution to a minimum.
- Water systems will utilise rainwater harvesting where possible for secondary water use, flushing toilets irrigation and any vehicle wash facilities.
- Internal office space will be heated using air source heat pump technology to minimise carbon footprint or electrical heaters to reduce fossil fuel use.
- Where photovoltaic generators can reduce the reliance on grid electrical demand these will be considered.
- Natural ventilation will be primarily employed to minimise energy use.
- Floor wall & roof insulation will achieve at least 10% improvement on current Building Regulation Requirements.
- Warehouse space will be heated with “high efficiency” systems controlled by Building Management Systems (BMS). Saving calculated amounts of CO2 per annum.
- Heat Recovery Ventilation Office and toilet areas will incorporate a high efficiency heat exchanger to transfer heat energy from the extract air to the incoming supply air. This minimises the heating load required to each unit.
- High levels of insulation and exceptionally high standard of air tightness mean buildings become less ventilated. This form of energy

efficiency provides that air in the most energy efficient way, reducing costs.

- Energy Efficient Control System Sophisticated control systems and full Building Management System's (BMS) are being considered to maximise the efficiency of the warehouse and ancillary heating systems. They include optimum start / stop, weather compensation controls and automatic cut-off switches for warehouse heating when the doors are open. Full training will be given to staff and an easy to follow manual for help.

## **2. Head of Planning - Further observations/comments**

The importance of the site to Hologic is recognised. As it is considered the imposition of suitable mitigation measures, as detailed in the main body of the report, would reduce any significant impact on local residents the recommendation remains one of **APPROVE**.

In light of the applicant's statement on the sustainability of the proposal the following additional condition is suggested:

13) The development hereby approved shall in full accordance with the measures as set out within the Design and Access Statement Revision B (JDA Architects) stamped as received by the City Council as local planning authority on 11<sup>th</sup> February 2020, including: measures to secure predicted carbon emissions and the attainment of specified environmental efficiency and performance. Within 3 months of the completion of the construction of the authorised development a verification statement shall be submitted to and approved in writing, by the City Council as local planning authority, confirming the incorporation of the specified measures at each phase of the construction of the development, including dated photographic documentary evidence of the implementation and completion of required works.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Core Strategy for the City of Manchester and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.