

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 29 July 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 29 July 2021

Item No. 5

Application Number 129327/FO/2021 &
129324/LO/2021

Ward Ancoats & Beswick
Ward

Description and Address

Creation of a bistro (Use Class E) and associated elevational alterations including the installation of a retractable awning

59 - 61 George Leigh Street, Manchester, M4 5DR

1. Public opinion

Five further letters of objection have been received. The comments can be summarised as follows:

- The application will be detrimental to the residents in the immediate area and will introduce food and beverage businesses into a wholly residential area, there are already sufficient premises available in the wider area;
- Local residents regularly experience the issues associated with misuse of such facilities, including litter, broken glass, noise and urinating in the street. To date, there has been no management of the areas by the council or police;
- Since 2008 there has been lots of changes and a majority of the changes have become a fantastic addition to area, housing, restaurants, various eateries, shops, bars, etc. The influx of people has increased and a good sense of interaction has developed between old and new residents and a good community spirit has grown.
- The proposed use is concerning as no consideration has been given to people living above where the Bistro is being planned to be open;
- The outside seating could possibly be an obstruction to residents, noise levels, more vehicles, transportation of goods and drunken rowdy behaviour;
- The addition of another eatery in the area is unnecessary and it is not believed that thought has been given to the elderly people who live in the Victoria Square complex. There are poorly people residing there and it is totally unfair and a total disregard for their wellbeing.
- Whilst change is welcomed, the proposed development is opposed and daytime friendly development should be proposed instead;
- There is already too much traffic in the area with all the apartments being built. Residents are struggling to find parking and access to properties.
- There would be more people out and about late in the neighbourhood;
- The area is subject to crime due to anti social behaviour in the area Residents already suffer from noise caused by people in the bars/restaurant especially late at night;

- Victoria Square houses over 130 elderly and infirm people, a number of which require regular medical care from district nurses, doctors and other health professionals.
- Due to the positioning of the wine bar, there will be noise due to people gathering outside mainly due to the table and chairs.
- Although the premises closes at 11pm, people are bound to linger while residents are trying to sleep. Many retire to bed early depending on their circumstances.
- The proprietor has stated that people will be prevented from sitting outside from 9pm however there are concerns regarding how this would be managed;
- The tables and chairs being provided outside will also be a hazard to pedestrians as the furniture will take up space on the pavement and reduce access. Victoria Square has busy side roads and, due to the proximity of the tables and chairs, this could cause accidents;
- The property will have insufficient disabled person amenities.
- There are many wine bars in the area, there is no need for another especially being installed in what is a virtual “Care Home”.
- Concerns that Manchester is not an age friendly city.
- Concerns that communication from residents has ‘fallen on deaf ears’.
- Question whether the council requires extra income from one property.

2. Director of Planning – further comments / modifications to conditions

Members are advised that the City Council has an interest in the site as landowner and are therefore reminded that they must disregard this and exercise their duty as Local Planning Authority only.

The additional comments received in respect of this matter are noted. The printed report provides detailed consideration of the impacts of the development on residential amenity, highway safety, crime and antisocial behaviour and disabled access.

The application site is located in the city centre which is within walking distance of sustainable transport connections. Staff and patrons are therefore likely to use sustainable travel methods to the premises other than the private car. A condition is included which seeks to secure cycle arrangements for staff and patrons to encourage sustainable transport.

The impact of the proposed use on residents within Victoria Square and nearby has been fully considered. It is recognised the premises would generate a degree of additional noise and disturbance from comings and goings particularly as the premises has been vacant for a number of years. The size of the unit however restricts the number patrons to 23 internally. The outside seating area could accommodate a further 24 patrons.

The premises would have limited opening hours which are in line established commercial operating hours which exist across all commercial premises in Ancoats.

Noise transfer to the upper floor residential accommodation, from activity within the premises and from the kitchen extraction system, would be minimised through an acoustic attenuation scheme. The appropriateness of the acoustic measures would be verified through post completion testing and secure additional mitigation should this be required before the premises is brought into use.

It is also recommended that a condition is imposed which requires that all windows and doors are to be shut from 19:00 onwards (daily) to reduce noise breakout impacts. This condition should state:

All windows and doors of the premises are to be shut from 19:00 onwards (daily)

Reason - To safeguard the amenities of nearby occupiers, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

Level access would be created to the ground floor of the premises. The size and layout of the listed building premises precludes access from being created to the basement toilet area without unacceptable harm to the listed building.

The outside seating area would be located on the adopted highway. A sufficient footway width of 2 metres could be retained. The seating area and awning would therefore not impact on the movement of pedestrians including disabled users.

The premises would increase natural surveillance to George Leigh Street and Sherratt Street and an operational management plan would be required to manage patrons both internal and external areas to the premises in the interest of residential amenity and minimising anti-social behaviour.

The recommendation remains **Approve** subject to the conditions in the report and the inclusion of the above condition.

**APPENDIX TO AGENDA
(LATE REPRESENTATIONS)**

Planning and Highways Committee 29 July 2021

Item No. 6

Application Number 128191/FO/2020

Ward Ancoats & Beswick Ward

Description and Address

Erection of an 8 storey building to form Mobility Hub including ground floor commercial unit (Use Class E(b)) (221 sqm), delivery hub, 150 cycle spaces and 408 car parking spaces with associated landscaping, access and other associated works following demolition of existing structures

Land at Poland Street Manchester M4 6BR

1. Public opinion

14 individual letters of supports have been received for Manchester and Ancoats based businesses. The comments can be summarised as follows:

- The Hub supports progress towards Manchester's Clean Air and Net Zero targets
- The different types of mobility in the Hub will likely benefit businesses in the area and further enhance Ancoat's reputation as a pioneer of place-making and urban design;
- The centralisation of parking to enable new developments to be car-park free is an innovative and welcome concept that would transform design and future-proof buildings. Furthermore, the reduction in traffic across Ancoats so as to make it more people-friendly is a step in the right direction for a neighbourhood clearly suffering from the boom in online ordering;
- The facility would enable people to think about the transport choices they make and how the environment is put first. Undoubtedly, it's one of the most critical developments in Ancoats, and hope other neighbourhoods take it as a blueprint to do things better;
- The Hub would have 150 cycle spaces with lockers, showers and changing facilities all available to the public. There would also be improved public realm around the hub with investment in walkways and cycleways and the ground floor café would be built around this theme;
- The Hub would reduce traffic (the equivalent of 1200km each day) by ensuring delivery vehicles go to the hub rather than each home. This will make the air cleaner by reducing carbon emissions and will make the neighbourhood safer for cyclists too. Over time it is planned to reduce vehicle access even further, and there is a proposed 'Beelines' network (what will eventually be the UK's largest joined up system of walking and cycling routes) through Ancoats and New Islington;

- The long term aim to discourage car ownership and promote sustainable modes of travel - like cycling. This is not just good for the health and wellbeing of individuals, it is good for the environment and essential if we are to meet net zero targets;
- There would be 102 electric vehicle points, rising to 408 on demand, which would provide people living in an area of increasing density with the ability to choose greener transport options which would otherwise not be possible;
- The success of other sites in the Poland Street zone and wider Ancoats and New Islington area is linked to the success of the proposed Ancoats Mobility Hub. If the Hub provides sustainable, affordable travel options for customers and ensures the streets are a safer, cleaner and better place to spend time by prioritising people over cars then it can only be a good thing;
- The delivery component of the mobility hub, preventing such vehicles from entering the neighbourhood, is fantastic. In addition, there is an ongoing wider-scale public realm strategy being prepared which when combined with the hub will lead to streets being redesigned for people over vehicles. This is exactly what Ancoats needs

2. Consultees

Transport for Greater Manchester (TfGM) support for an urban mobility hub in Ancoats.

The proposal is aligned closely with Greater Manchester's 2040 Transport Strategy and the City Centre Transport Strategy to 2040 (CCTS), developed jointly by Manchester City Council, Salford City Council and TfGM has the vision to deliver a liveable city that responds to growth, clean air and net zero ambitions. The Hub is highlighted in the CCTS, as a scheme which aims to meet the parking requirements of residential and commercial development in Ancoats, removing parking from individual schemes and promoting a modal shift by providing infrastructure that offers sustainable alternatives.

3. Director of Planning – further comments/modifications to conditions

Condition 21 should be amended as follows to allow an additional half hour Monday to Saturday in the morning:

Deliveries, servicing and collections including waste collections to the commercial unit and delivery hub, as indicated on drawing 9032-BA-XX-00-DR-A-(04)000 Rev P0 stamped as received by the City Council, as Local Planning Authority, on the 3 June 2021 shall not take place outside the following hours:

Monday to Saturday 07:00 to 20:00
Sundays (and Bank Holidays): 10:00 to 18:00

Reason - In the interest of residential amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

An additional condition is also required in respect of the car park management to support the transition from usage by commuters or residents as development activity in the area increases.

Prior to the first use of the Mobility Hub, a Hub management plan shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include detailed management arrangements for the Hub including arrangements for supporting the shift from usage by commuters to a residents as developments in the Poland Street area are completed.

The approved details shall then be implemented and be in place prior to the first use of the development and thereafter retained and maintained in situ.

(b) The management plan shall be reviewed annually as part of the travel plan requirements of condition 36 of this planning permission (commencing from the date of this permission). A revised management plan shall be completed within 7 days of each annual review date and the revised management plan shall be provided to the City Council within 7 days thereafter. Any additional measures identified as part of this review shall be implemented within two months of approval of the annual agreement.

Reason - In the interest of ensuring the Hub is appropriately managed and supporting the transition for usage by commuters to residents as the residential developments in the Poland Street Zone are completed pursuant to policies SP1 and EN16 of the Manchester Core Strategy (2012).

The additional letters of support are noted.

The recommendation remains **Approve**.

**APPENDIX TO AGENDA
(LATE REPRESENTATIONS)**

Planning and Highways Committee 29 July 2021

Item No. 8

Application Number 130356/FO/2021 &
130357/LO/2021

Ward Ancoats & Beswick
Ward

Description and Address

Creation of 39 residential apartments (Use Class C3a) within retained and refurbished facades of the former Ancoats Dispensary Building facilitated by partial demolition works and the erection of a ground plus 5 storey extension, re-instatement of the central tower, removal of the entrance steps and lowering of the ground floor together with associated external cycle and bin store, boundary treatment and other associated works

And

Listed Building Consent for the creation of 39 residential apartments (Use Class C3a) within retained and refurbished facades of the former Ancoats Dispensary Building facilitated by partial demolition works and the erection of a ground plus 5 storey extension, re-instatement of the central tower, removal of the entrance steps and lowering of the ground floor together with associated external cycle and bin store, boundary treatment and other associated works

Ancoats Dispensary, Old Mill Street, Manchester M4 6EB

1. Director of Planning

The report makes a recommendation of **Minded to Approve** in respect of planning application 130356/FO/2021.

There is no requirement to refer the decision of the Local Planning Authority to the Secretary of State. As such, the recommendation should be amended to **Approve**.

**APPENDIX TO AGENDA
(LATE REPRESENTATIONS)**

Planning and Highways Committee 29 July 2021

Item No. 11

Application Number 129923/FO/2021 &
129924/LO/2021

Ward Hulme Ward

Description and Address

Full planning permission for the creation of the Embassy Village (Sui Generis) comprising 40 single-occupancy residential accommodation pods; a site reception pod; a flexible multi-use 'Village Hall' providing internal amenity space, and a staff accommodation pod, four car parking spaces and cycle parking provision; soft and hard landscaping; drainage arrangements; servicing and access arrangements; and other associated works.

And

Listed Building Consent for the installation of drainage infrastructure adjacent to and within the canal wall.

Land Bound by The River Medlock, Bridgewater Canal, Hulme Lock Branch Canal and Egerton Street, Manchester, M15 4LE

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

The applicant has stated that the application applied for full planning permission and a permanent permission. All of the supporting information was based on this being a permanent facility.

They have requested that any consent granted is for a permanent and not for a temporary period. It is recommended that a permanent permission is granted.

**APPENDIX TO AGENDA
(LATE REPRESENTATIONS)**

Planning and Highways Committee 29 July 2021

Item No. 13

Application Number 124335/JO/2019

Ward Chorlton Ward

Description and Address

Vary part b of Condition 3 attached to Decision Notice Reference 093164/FO/2010/S1 to have the floodlights operational for 24 occasions, in each period between 1 August and 31 May (relating to a football season) between the hours of 7pm and 10pm on weekdays.

West Didsbury and Chorlton Football Club, Brookburn Road, Manchester, M21 8FE

Vary part b of Condition 3 attached to Decision Notice Reference 093164/FO/2010/S1 to have the floodlights operational for 24 occasions, in each period between 1 August and 31 May (relating to a football season) between the hours of 7pm and 10pm on weekdays.

West Didsbury and Chorlton Football Club, Brookburn Road, Manchester, M21 8FE

1. Local Residents

A letter has been received from two residents commenting on the Committee report.

The letter states that the report infers that the noise reading taken by residents was recent and comment that this is not the case and was taken in 2010. They comment that crowd noise is increasing all the time and have offered to fund a noise survey during a match.

The noise assessment submitted fails to mention how many spectators were present and is therefore meaningless. 50% of readings were taken out of match time. Residents say it is the peak noise experience and the fact that it is unpredictable and repeated that is so environmentally damaging for residents surrounding the ground – with impact extending widely to local streets.

The report also concludes that control and management of the noise from the PA system should be implemented, and yet noise from the crowd (of which we know not the size) is measured at only 0.6 dB lower. It therefore follows that the crowd noise also needs to be controlled as it is more or less at the same level and could be significantly higher, depending on the size of the crowd.

The noise survey was done in 2019 for a different application and residents therefore question its validity. Residents state that the applicant has copied a different

document from another application, modified it slightly, and submitted it for a different purpose and completely different application.

Residents query the impact that as the floodlighting columns will have on residential amenity, heritage and the green belt. They feel if the lights are used for twice as long they will have twice the impact.

The Club have given no argument to support a change of circumstance except wanting it for 'contingencies'. Residents understand no material change in circumstance except that the Club wishes to expand further its activities, has already increased documented crowd sizes 6-fold, breached existing conditions of use on many occasions since 2010, and stated in writing they have no limit on their further expansion plans.

The report fails to mention that there has been a six-fold increase in attendance at matches. Further larger crowds result in more noise to the detriment of amenity.

The site is defined in the adopted development plan as 'open countryside', neither 'urban' nor 'residential' and residents therefore, believe E2 is the appropriate category.

E2: Areas of low ambient brightness. Outer urban or rural residential areas.

The site is part of the green belt and the E2 description fits perfectly.

Residents request a site visit to establish the zoning of the area and to assess the impact during a match.

The club has persistently and regularly breached planning control by using the lights when it shouldn't, which residents claim is well documented, also, the club has failed every year for the last ten years to comply with condition 3b, namely: "The applicant shall submit a statement at the end of each season outlining the occasions on which the floodlights were used for as long as the floodlights are in place."

2. Director of Planning – Further comments

The noise survey carried out by the applicant was prior to the submission of the application. It has been assessed by the relevant officers in the Council who have raised no issues with the validity of the report.

The noise from the public address system is something that can be controlled through a condition and is a recommendation of the noise survey.

In respect of the impact of the floodlights on residential amenity, heritage and the Green Belt, as the report states these issues were considered when the original planning application reference 093164/FO/2010/S1 was considered by the Committee.

The planning system has no control over the size of crowds attending matches at the ground. Whilst the size of the crowd influences noise levels, the usage of the

floodlights does not determine how many people will attend the match and the consequent level of noise generated.

Whilst any organisation or business would seek to plan for the future, circumstances do change and thus whilst in 2010 it may have been acceptable for the club to limit the use of the floodlights on 12 weekdays within the season, 10 years later it is not unreasonable for this to be reviewed.

On the Mersey Valley Character Area, the Core Strategy says “This is a wide, flat valley with heavily managed open space and tree cover largely found on the valley perimeter where there are localised significant changes in level. The Mersey Valley acts as an important visual break between the South Area and Wythenshawe Environs. Extensive long-range views exist from the valley sides and the major road network which bisects and runs along the valley.

Developers will need to ensure that any development within or to the periphery of the valley maintains the sense of openness and accessibility.” It is considered that the Mersey Valley is a green finger bisecting residential areas and that therefore the E3 category is appropriate rather than E2 which relates more to areas on the fringe of urban areas.

In respect of breaches it is accepted that the club failed to provide the requisite end of season report on the midweek usage of the pitch, although this information has now been provided. This confirmed that in two seasons the club used the floodlights on more occasions than permitted. In respect of the failure to submit the end of season reports any enforcement notice would have required the submission of the information which has now been provided.

Whilst there may have been breaches on occasion in respect of the conditions attached to planning permission reference 093164/FO/2010/S1, there is no evidence that the club has continuously operated the floodlights in breach the conditions. Enforcement action can only be taken in respect of an ongoing breach where there is demonstrable harm caused.

The Director of Planning recommendation remains to **approve**.