

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 21 October 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 21 October 2021

Item No. 5

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

- The committee report notes that Core Strategy parking standards are not met by the proposal and the additional floor space requires additional parking as would reasonably be expected. It is unclear therefore why around a 20% shortfall in parking capacity based upon the proposal is being deemed acceptable. The proposal should be rejected until it falls within the Core Strategy Standards.
- A travel plan should have been required to be submitted that shows a realistic and honest representation of the situation on Raleigh Close. The proposal should be rejected until such a document is provided.
- The street has been clear of traffic since the committee agreed a site visit and it would be rational for the applicants to try to give a positive albeit incorrect impression. Photographs of the parking problems experienced on Raleigh Close have been provided by residents.
- The architects however have failed to understand the nature of the dwellings in designing the southern and eastern elevations. These are town houses meaning the bottom floors are mainly garages and the main living space is on the first floor. Moving windows from street level to first floor therefore has the opposite effect and reduces privacy overlooking main living areas.
- Both sides of the access road are used by Pabla and Pabla and their visitors and deliveries for double parking including on the double yellow lines which were put down a few years back have not detracted them. This issue may well be the remit of Raleigh Close MC Ltd as stated on the committee document but experience shows that only the most restrictive measures such as barrier gate entry and parking permits will likely work. The proposal should be rejected until a sufficient travel plan is

provided the development of which further involves full consultation and coordination with Raleigh Close PMC Ltd. A genuine and honest move to more sustainable and environmentally friendly transport usage would be welcomed but the current proposals if anything will lead to further traffic usage.

- It is agreed that refuse collection will take place from the Lapwing Lane entrance. If this is the case the proposal should require other services vehicles and deliveries use this entrance and the Raleigh Close entrance is only used for staff and visitor car park access. However, this proposal for refuse collection would likely lead to a reduction of parking space at the front for onloading and offloading space and there is no such provision in the current plans making it unclear how this would work. The plans should be rejected until clear plans for services vehicles access and parking are provided.
- Although Travel Plan self-surveys may be commonplace it has given an inaccurate and incomplete picture of current business usage of the site. There is a near complete absence of discussion of the business usage of the site of the architects which is material. Given they are currently housed in a garage on the side of the Old Town Hall the proposed building would be an attractive proposition for their future acquisition and business expansion. The proposal should be rejected and one submitted that fully explains the actual business usage of the site.

2. Director of Planning - Further observations/comments

Photographs – Several of the photographs supplied by the local resident are appended to this late representation.

Parking – Though the proposed parking provision falls short of that required by the Core Strategy, given the close proximity of public transport facilities, the fact no new staff are to be employed and a Travel Plan is to be implemented, it is considered that the level of parking on offer, namely 15 spaces, is acceptable.

Travel Plan – Submission of the Travel Plan would be enforced by condition no. 11.

Design and Siting – As stated in the main body of the report, it is considered that the proposed building has been designed and sited in such a way so as to minimise any impact on existing levels of residential amenity.

Servicing – The existing service arrangements, 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.

Use of the Proposed Building – Condition no. 3 restricts the use of the building as ancillary meeting and storage space for the business operating at the Old Town Hall and shall not be used as additional office floorspace and for no other purpose.

The recommendation remains unaltered: **APPROVE**









**APPENDIX TO AGENDA
(LATE REPRESENTATIONS)**

Planning and Highways Committee 21 October 2021

Item No. 7

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

A revised layout plan has been submitted which introduces a landscaped strip approximately 1.5 metres wide to separate bays 10-14 to 15-19.

2. Director of Planning - Further observations/comments

The revised layout plan is considered acceptable. Condition no. 2 is to be amended to reflect this, amendments in bold:

2) The development hereby approved shall be carried out in accordance with the following drawings and documents:

a) **Drawing no. PL0110 REV 8, stamped as received on 23 September 2021**

b) Drawing no. PL0001 REV 5, stamped as received on 31 March 2021

c) Drawing no. PL0002 REV 6, stamped as received on 31 March 2021

d) Drawing no. PL0003 REV 10, stamped as received on 7 June 2021

e) Drawing no. PL0060 REV 4, stamped as received on 17 December 2020

f) Drawing no. PL0061 REV 4, stamped as received on 17 December 2020

g) Drawing no. PL0100 REV 7, stamped as received on 7 June 2021

h) Drawing no. PL0120 REV 3, stamped as received on 31 March 2021

i) Drawing no. PL0121 REV 2, stamped as received on 31 March 2021

j) Drawing no. PL0200 REV 8, stamped as received on 7 June 2021

k) Drawing no. PL0210 REV 9, stamped as received on 7 June 2021

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SP1 and DM1 of the Core Strategy.

The recommendation remains unaltered: **APPROVE**

**APPENDIX TO AGENDA
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Planning and Highways Committee 21 October 2021

Item No. 10

Application Number 131163/MO/2021

Ward Hulme Ward

Description and Address

Reserved Matters Application for the approval of appearance, layout, scale and landscaping, following the approval of Outline permission referenced 118625/FO/2017 for the erection of a part 11, part 15 building to form a 154-bed hotel and 88 bed apart-hotel building (Use Class C1) with associated public realm, car parking, and other associated works following demolition of existing buildings

Land Bounded By Dinton Street, Cornbrook Road, Chester Road And Trentham Street, Manchester, M15 4FX

1. Public opinion

A further objection expresses concern that the proposal does not provide a Chester Road facing entrance to Cornbrook Metrolink stop as proposed in the masterplan. The route to the tram stop feels very unsafe for commuters, particularly at night. The masterplan suggested that this would be delivered through S106 or otherwise.

2. Consultees

Trafford Metropolitan Borough Council have confirmed that on the 9 September 2021, Trafford Council's Planning and Development Management Committee resolved that delegated powers are transferred from Trafford Council to Manchester City Council in accordance with the powers contained within the Local Government Act, subject to the conditions, to enable Manchester City Council to determine Planning Application 131163/MO/2021.

3. Director of Planning

Improvements were made in the vicinity of the Cornbrook Metrolink station as part of the residential scheme including removal of, improved Metrolink signage, lighting to arches, cleaning and installation of pigeon netting and installation of artwork. Public realm improvements were undertaken including hard and soft landscaping and tree planting.

The proposal would further enhance the public realm towards the tram stop and enhance surveillance. Vegetation to the rear of the hotel would be removed and the site surfaced on a temporary basis. These works have made the tram stop environment safer.

Following confirmation of the delegated powers from Trafford MBC the recommendation should be amended to **Approve** subject to the conditions in the report.