

## **Planning and Highways Committee**

### **Minutes of the meeting held on Thursday, 30 July 2020**

**This Planning and Highways meeting was conducted via Zoom, in accordance with the provisions of the Local Authorities and Police and Crime Panels (Coronavirus) (Flexibility of Local Authority and Police and Crime Panel Meetings) (England and Wales) Regulations 2020.**

**Present:** Councillor Curley (Chair)

**Councillors:** Nasrin Ali, Shaukat Ali, Andrews, Y Dar, Davies, Flanagan, Hitchen, Kamal, J Lovecy, Lyons, Riasat, Watson and White

#### **PH/20/30 Supplementary Information on Applications Being Considered**

A copy of the late representations that were received in respect of applications (126669/FO/2020, 126668/FO/2020, 125655/FO/2019, 126648/FO/2020, 125573/FO/2019 and 125635/FO/2019), since the agenda was issued, was circulated.

#### **Decision**

To receive and note the late representations.

#### **PH/20/31 Minutes**

#### **Decision**

To approve the minutes of the meeting held on 12 March 2020 as a correct record.

#### **PH/20/32 126669/FO/2020 - Land Bound by Old Mill Street and Great Ancoats Street, Manchester, M4 6EE - Ancoats and Beswick Ward**

The application relates to the erection of a Part 16/ Part 11 storey building to form 106 no. apartments (C3 Use Class) together with ground floor commercial uses (Use Class A1, A2 A3 and/or B1), with associated ancillary space, surface car parking, landscaping and associated works.

The proposals would be in the form of a stepped development with the 16 storey element being sited at the junction of Great Ancoats Street/ Old Mill Street and the 11 storey element being sited on the northern corner of the site facing towards Old Mill Street and the recently completed Phase 3 building which rises to 10 storeys closest to the application site.

Residents would access the building on foot via the main foyer located on the Old Mill Street frontage or via a level access ramp from the car parking area, a separate access for the ground floor commercial unit is also provided from Old Mill Street. A bike store providing 106 spaces would be sited on the ground floor accessed directly from an entrance on Old Mill Street.

Surface car parking for 19 cars including 4 disabled access spaces, together with 9 electric vehicle charging points which would be sited to the rear and side of the building adjacent to the Islington Wharf Phase 1 building accessed via a secure gate from the existing access road leading from Old Mill Street. This unadopted access road also provides access to the car parking associated with the Phase 1 development together with access to the Phase 3 development. Waste collections takes place from this road which would remain unaltered as part of these application proposals.

The ground floor also provides a bin store for the apartments accessed internally via the foyer and a commercial bin store located to the rear of the building.

The applicant's agent attended the meeting and addressed the Committee.

The Chair invited the Committee to comment and ask questions.

Members raised concerns regarding the non-inclusion of affordable housing as part of the development

The planning officer reported that there was no requirement for affordable housing as part of the proposal for the reason that the proposal is exempt under the Council policy. It was reported that there is an overage agreement in place where the Council may receive a sum from profits made from the development that could be used on affordable housing.

A member referred to the arrangements for water drainage and flood management of the site and whether the proposed condition was sufficient to address this.

It was reported that Flood Risk Management Team had been consulted and were satisfied that the proposed scheme would deal with water run-off from the site.

A member made reference to public realm provision on the site and that the trees would be sited within large planters and making the point that the life span of trees planted in this way was much shorter than trees planted in the ground. Officers were asked if it was possible to add a further condition to ensure trees are planted in the ground where possible and to avoid underground services.

The Planning Officer suggested that an additional condition be added to request officers to explore the possibility of planting trees in the ground where appropriate to avoid underground services and to delegate planting approval to the Director of Planning in consultation with Chair of the Planning and Highways Committee.

A councillor proposed the approval of the application and the Committee gave this their support.

## Decision

To approve the application, subject to the conditions and reasons set out in the report submitted and the Late Representations submitted and subject to the addition of a further condition for the determination of the location for tree planting to be delegated to the Director of Planning in consultation with the Chair of the Planning and Highways Committee.

### **PH/20/33      126668/FO/2020 - Land Bound by Silvercroft Street, Crown Street and the Mancunian Way, Manchester, M15 4AX - Deansgate Ward**

The application relates to a proposal for:

- 855 homes with 33 per cent one bedroom, 60 per cent two bedroom, 6 per cent three bedroom and 1 per cent duplexes;
- 244 residents' car parking spaces, with 24 accessible spaces and 24 spaces with electric vehicle charging points (EVCs) (10% provision);
- A public car park with 389 spaces in a three level basement, including 19 accessible spaces (5%) and future proofing for EVCs should the demand arise;
- 855 cycle storage spaces;
- A 0.5ha (hectare) public park;
- Two retail units facing into the public park;
- Ancillary residential amenity space including a private roof terrace and gym;
- A single form entry primary school. Outline planning permission is sought for this part of the development;
- A soft landscape zone to the west of the development;
- A wide lawn and tree planting area located to the south of the development;
- A pedestrian link along Silvercroft Street leading to Great Jackson Street and beyond;
- A shared pedestrian and cycling route along the eastern edge of the public park;
- Infrastructure improvements, such as raised tables, to promote pedestrian connectivity the Crown Street Phase 1 development;
- A servicing road that would run around the perimeter of the site.

The application is a phased hybrid application seeking full planning permission and outline planning permission. Full planning permission comprises three phases:

Phase A: a 52 storey building (building C4), comprising 414 homes, a perimeter servicing and access route, public realm, including partial delivery of a public park and landscaping, and a private residential basement car park.

Phase B: a 52 storey building (building C5), comprising 441 homes, a perimeter servicing and access route, public realm, including delivery of the remaining area of public park and landscaping, and a private residential basement car park.

Phase D: A three storey, publically accessible, basement car park.

Outline planning permission with all matters reserved is sought for:  
Phase C: A 3 storey single entry primary school with outdoor play facilities on the roof, between these buildings and Crown Street Phase 1.

The towers would be linked by a two storey podium that would be situated on the south eastern part of the site. The buildings would look out onto the public park on the north western part of the site. The podium would accommodate double height concierge spaces for each tower, with access from the park, with a lounge and amenity space, including a gym and sauna. The podium would accommodate two double height retail units fronting the park. The towers would begin at second floor with a residents' garden on the roof space of the podium between them. There would be amenity space comprising flexible spaces, such as meeting rooms and private dining areas, looking out on to and with access to the residents' garden. The top two levels of each tower would each accommodate four three-bed duplexes. The roof top of each tower would have a building maintenance unit screened by the same elevational treatment as the floors below.

The applicant's agent attended the meeting and addressed the Committee.

The Chair invited the Committee to comment and ask questions.

Members of the Committee welcomed the proposal, in particular the inclusion of a park, medical facility and a school building which would help to promote and support sustainable living for residents living in the city centre.

A member referred to the construction management plan and asked officers if the plan is sufficiently robust to protect the quality of life of residents in neighbouring areas in Hulme and Castlefield.

The Committee were advised that the scale of the construction site is large enough to include a concrete production site which would mean that there will be no vehicles carrying concrete to the site. The developer involved has been constructing buildings within the city centre over a number of years and uses a tried and tested management plan which had so far resulted in no complaints being received.

A councillor proposed the approval of the application and the Committee gave this their support.

## **Decision**

To approve the application, subject to the conditions and reasons set out in the report submitted and the Late Representations submitted.

**PH/20/34      125655/FO/2019 - Water Street, Manchester, M3 4JQ -  
Deansgate Ward**

The application relates to a planning permission previously granted for the demolition of all buildings and structures and the erection of a 32 storey residential building

comprising 350 homes (Class C3) with retail uses at ground floor (Classes A1/A2/A3/A4); an 8 storey mixed use building comprising workspace (B1), with retail uses (Classes A1/A2/A3/A4) and residential live/work uses; and, the creation of new public realm, landscaping, car and cycle parking, access and other associated works.

The application would supersede the Tower 1 element of the previous permission with a 32 storey building comprising 390 Co-Living Apartments with 210no. 2-, 3- and 4-bed shared apartments and 180no. studios with 870 Bedspaces. There would be ancillary amenity space on four floors consisting of residents' amenity space, a gym, commercial space, and self-storage. There would be 152 cycle spaces in the building and 40 Sheffield stands in the public realm.

80% of the 870 bedspaces would be within the Duo, Trio or Quad units which would all be single occupancy. The Duo, Trio and Quad (2, 3 and 4 bed) units could be a primary residence and would only be available on tenancies from 6-months upwards. When single occupancy is taken into account, each of the shared units meets or exceeds NDSS, without taking into account access to shared amenity. Bedroom areas would provide as much useable floorspace as possible. Each apartment will have a shared communal kitchen and lounge.

The studios would be available solely on short-term lets, up to 6 months in length, so would not be a primary residence. This would be controlled via the Section 106 Agreement and subject to action if there is a breach of the agreement. The one bedroom units in development are targeted at those requiring a short term base in the city centre.

The applicant's agent attended the meeting and addressed the Committee.

The Chair invited the Committee to comment and ask questions.

Members expressed concern at the small size of the one bedroom units and referred to the mitigation that the tenancy agreement for the units is limited to six months only. The point was made that the units' limited space could impact on the quality of life of residents living there. Co-living is a new concept and untested in Manchester and there were concerns that this may not be an appropriate development for the city and should be tested on a smaller scale first. Concern was expressed that the proposal would conflict with policies on space standards and sustainable communities and the cluster. Reference was made to the limited number of mobility adaptable units (25) and the absence of on-site disabled parking for the development. Reference was made to the meeting of the Executive – Minute number Exe/20/75 Co-living in Manchester and the conflicting nature of the planning proposal to the terms for co-living set out the Executive report.

It was proposed that the committee be minded to refuse the application on the basis of the scale of the development and number and size of co-living units and the lack of disabled parking bays proposed are in conflict with current space standard and community sustainability policies and the terms set out within the 'Co-living in Manchester' report to the Executive (3 July 2020). That was put to the vote and carried.

## Decision

Minded to refuse on the basis of the scale of the development and number and size of co-living units and the lack of disabled parking bays proposed are in conflict with current space standard and the terms set out within the Co-living in Manchester report to the Executive (3 July 2020).

The application was deferred and the Director of Planning asked to bring a report back which addresses the concerns raised and whether there are reasons for refusal that could be sustained.

### **PH/20/35      126648/FO/2020 - Water Street, Manchester, M3 4JQ - Deansgate Ward**

This application relates to planning permission previously been granted for the demolition of existing structures and the erection of a 36-storey residential building (Class C3) with retail uses at lower levels (Classes A1, A2, A3 or A4); new public realm and landscaping, including the first phase of a new riverside park and walkway, provision of external seating areas, car and cycle parking, access arrangements and highways works, rooftop plant and other associated works". (ref:114723/FO/16).

The proposal would supersede the Tower 2 element of (114723/FO/16). Given the changes to the baseline context since the original permission was approved, a fresh standalone EIA has been undertaken in support of the planning application.

This proposal would supersede the Tower 2 element of the previous permission with a 36 storey building comprising Co-Living Apartments with 188 no. 2-, 3- and 4-bed shared apartments and 186 studios with 806 Bedspaces. There would be ancillary amenity space on four floors consisting of residents' amenity space, a gym, commercial space, and self-storage. There would be 412 cycle spaces in the building and 12 Sheffield stands in the public realm.

77% of the bedspaces would be in the Trio or Quad units which would all be single occupancy. The Trio and Quad (2, 3 and 4 bed) units could be a primary residence and would only be available on tenancies from 6-months upwards. When single occupancy is taken into account, each of the shared units meets or exceeds NDSS, without taking into account access to shared amenity. Bedroom areas would provide as much useable floorspace as possible. Each apartment will have a shared communal kitchen and lounge.

The studios would be available solely on short-term lets, up to 6 months in length, so would not be a primary residence. This would be controlled via the Section 106 Agreement and subject to action if there is a breach of the agreement. The one bedroom units in development are targeted at those requiring a short term base in the city centre.

The applicant's agent attended the meeting and addressed the Committee.

The Chair invited the Committee to comment and ask questions.

Members in considering the application indicated that the application be minded for refusal on the basis that the application is not consistent with Core Strategy Policies: CC3, CC6, CC9 (impact on St Johns Conservation Area) and CC10 current Space Standards and the terms of the Executive report 'Co-living in Manchester' (3 July 2020) and the inadequacy of the Section 106 agreement which seeks to correct the conflict with the council's Space Standards, scale of the development and detrimental impact on the surrounding area. Reference was also made to the limited number of disabled parking places for the development.

It was proposed that the committee be minded to refuse the application on the basis of the scale of the development and number and size of co-living units and the lack of disabled parking bays proposed are in conflict with current space standard and community sustainability policies and the terms set out within the 'Co-living in Manchester' report to the Executive (3 July 2020). The vote on the proposal to be minded to refuse was lost and Committee then voted on the substantive recommendation to approve, and that was carried.

## **Decision**

To approve the application, subject to the conditions and reasons set out in the report submitted and the Late Representations submitted.

### **PH/20/36      125573/FO/2019 - Plot 11 First Street Comprising Land Bound by Hulme Street to the North, Wilmott Street to the East, the Unite Parkway Gate Development and Mancunian Way to the South and Medlock Street to the West, Manchester - Deansgate Ward**

This application relates to the erection of four buildings ranging from 10 to 45 storeys linked by areas of public realm and private amenity space. 2 of the buildings would sit on a podium. The gas main on Newcastle Street has informed the layout and distribution of the buildings. Block A would be 10 storeys at the corner of Hulme Street and Wilmott Street and step up to 18 storeys and then 22 storeys along Hulme Street. (70.6m high). Block B would step from 18 storeys to 22 storeys and then to 26 at the corner of Chester Street and Wilmott Street (82.3m high). Block C would be 17 storeys fronting Mancunian Way and step down to 13 and then 10 storeys into the heart of the site (52.3m high). Block D would be a 45 storey tower (138.9m high).

The development would contain 1349 units with 609 apartments (284 one bed, 112 two bed, 89 three bed, 46 four bed, 78 five bed) and 875 studios. The studios would include 30 super, 23 deluxe, 240 premium, 309 standard and 273 compact units (2224 bed spaces total). Communal amenity facilities would include a cinema, co-working space, health and well-being facilities, café, a communal kitchen and dining area and a resident's lounge. The development would be run as a single operation

but each building would have a separate entrance with a reception & management offices.

Blocks A and B would contain a café, double height health and wellbeing space, bike store, plant, bin store, substation, laundry and management suite; Ground and First floor shared amenity areas (lounge/ kitchen/ dining) ( 5,562 sq.m and external private terrace and garden areas (2,470m<sup>2</sup>).

Block C would have amenity space, bike store, plant, substation, bin store and management suite; Ground and First floor shared amenity areas (1,157 sq.m) (lounge/ kitchen/ dining).

Block D would have a bike store, plant, substation, car park, management suite and bin store; first floor and 'sky lounge' (44<sup>th</sup> floor) amenity areas (lounge/ kitchen/ dining) (3,146 (GEA) sq.m) and external first floor and external private terrace and garden areas (1636m<sup>2</sup>).

The applicants consider that shared amenity space in centralised zones would encourage more social interaction than space on individual floors. It would also interact with the external green spaces.

For the purposes of this Report a 'unit' is a room within an apartment and a 'studio' is a self-contained single occupancy unit. Just over 10% (149 units) of the shared-living rooms / studios would be fully accessible or adaptable. The proposed wide range of accommodation types would provide a range of options that people could move around in according to their current life circumstances.

All accommodation would be fully furnished and bills would be with all-inclusive and cover rent, resident relations, concierge, superfast internet, all utilities and taxes, daily events and gym membership in one monthly payment' Unlike mainstream residential accommodation, large deposits would not be required. All residents would have access to the communal facilities and external amenity spaces and have a private bathroom and cooking facilities within their own accommodation.

The applicants have stated that Co-living accommodation aims to provide accommodation at a lower price point than more established models such as Private Rental Sector (PRS). The rent for around a quarter of the units would equate to median salary figures for those who obtained first degree qualifications and entered full-time paid work. The price point would be accessible to a range of incomes and deliver cost-effective living options which could be attractive to key workers. The all-inclusive bills should represent a saving over comparable rental accommodation. The reduction or removal of travel costs due to the accessible city centre location should further reduce overall outgoings.

1349 bedspaces would be in accommodation which would comply with the closest applicable National Described Space Standards and Manchester Space Standards. 396 apartments/508 bedspaces would be a mix of 1 and 2 bedroom units some with ensuite bathrooms. 213 apartments/841 bedspaces would be 3 to 5 bed units each with en-suite rooms and shared lounge spaces and kitchens.

The applicant's agent attended the meeting and addressed the Committee.

The Chair invited the Committee to comment and ask questions.

It was proposed that there be a site visit for the reason that it would be helpful for the Committee to see the site and adjacent areas and the impact on listed buildings at Cambridge Mill and MacIntosh Mill. That was voted upon and carried.

### **Decision**

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

(Councillor Riasat left the meeting.)

### **PH/20/37      125635/FO/2019 - Tatton Arms, Boat Lane, Northenden, Manchester, M22 4HR - Northenden Ward**

This application relates to the conversion of the former Tatton Arms public house to create 7 new residential (C3) apartments and development of a further 21 new apartments (C3) to the rear following partial demolition of existing extensions together with associated access, parking and landscaping. The applicant is seeking planning permission for the partial demolition of existing extensions and conversion of former Tatton Arms public house to create 7 new residential (C3) apartments and development of a further 21 new apartments to the rear, with associated access, parking and landscaping. There would be 28 apartments in total, 8 one bed, 18 two bed and 2 three bed.

The development would also involve a detailed landscaping scheme to include tree planting, the formalisation of the Trans Pennine Trail, the creation of a footpath to the north of Boat Lane, car parking for the development and for the neighbouring Boathouse cottages, bin storage, bin storage for the neighbouring Boathouse cottages and cycle parking.

The applicant's agent attended the meeting and addressed the Committee.

The Chair invited the Committee to comment and ask questions.

It was proposed that the committee approve application and the committee gave this their support.

### **Decision**

To approve the application, subject to the conditions and reasons set out in the report submitted and the Late Representations submitted.