

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 18 October 2018

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 Head 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 18 October 2018

Item No. 5

Application Number 120665/FO/2018

Ward Northenden Ward

Description and Address

Erection of a part three to five storey building comprising of a ground floor commercial units for Class A1/A2 and 6 x 1 bedroom apartments and 6 x 2 bedroom apartments (12 in total) together with associated landscaping and car parking.

391 Palatine Road, Manchester, M22 4JS

1. Head of Planning - Further observations/comments

It is recommended that the application be deferred to allow the applicant to submit a daylight/sunlight analysis in order to consider further the impact of the proposal upon any nearby residents.

The recommendation is now one of **DEFER**

APPENDIX TO AGENDA (LATE REPRESENTATIONS)

Planning and Highways Committee 18 October 2018

Item No. 7

Application Number 120896/FO/2018

Ward Hulme Ward

Description and Address

Construction of a part 6, part 11 and part 16 storey building comprising 491 student bed spaces (sui generis), amenity space, cycle parking, landscaping, and associated highways work.

Land Known As Birley Plot E, Stretford Road, Manchester

1. Aquarius Tenants and Residents Association

The Aquarius Tenants and Residents Association reiterate the comments made by residents contained within the original report pertaining to the size of the proposals and the lack of consultation from Manchester Metropolitan University. They believe that there were initially good relationships built with MMU, but that MMU have pulled away from the community.

2. Highways

For the avoidance of doubt Highways would require an amendment to the Traffic Regulation Orders to ensure that students cannot apply for permits.

3. Head of Planning

The following changes are recommended to condition 3:

Above ground construction works shall not commence until samples and specifications of all materials to be used in external elevations of the buildings as detailed on the approved drawings have been submitted to and approved in writing by the City Council as local planning authority. **Details of the proposed hard landscaping around the buildings shall be submitted to and approved by the City Council prior to landscaping works commencing.** Thereafter the development shall be carried out in accordance with those details.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Core Strategy.

The objections raised by the Aquarius Tenants and Residents Association are in line with those received from residents notified of the development proposals.

It is considered that the scheme for development is of an appropriate scale, mass and design having regards to the site context

The application is accompanied by a Statement of Community Consultation that sets out that the developer held three consultation events, one was held at Hornchurch Court, one at Café Grano on Stretford Road in the Birley Campus and a third within the Birley Residences Reception. Details of an extensive area for a leaflet drop that was undertaken have also been provided.

The recommendation of the Head of Planning remains to **APPROVE** for the reasons set out in the committee report

APPENDIX TO AGENDA (LATE REPRESENTATIONS)

Planning and Highways Committee 18 October 2018

Item No. 8

Application Number 118045/FO/2017

Ward Hulme Ward

Description and Address

Erection of a 10 storey residential building (Use Class C3a) together ground floor commercial units (Use Classes A1, A2, B1, D1 and D2) (379 sqm) and the erection of 35 storey residential building (Use Class C3a), following demolition of existing buildings, together with the change of use of the former Department of Transport Building to form a mixed use residential and commercial building (Use Classes C3a, A1, A2, B1, D1 and D2), forming 386 residential apartments in total with associated amenity space, car and cycle parking, access, landscaping and other associated works

Land Bounded By Worsley Street, Arundel Street, Ellesmere Street and Egerton Street, Manchester M15 4JZ

1. Local residents

Additional comments have been received from a local resident. The comments can be summarised as follows:

- Height and mass of the building are excessively overbearing next to the listed St Georges church and therefore detrimental to the church's setting and character;
- That the scheme only provides 0.5% of residential units with more than two bedrooms, and these are penthouse units. The development does not provide any family size units on typical floor plates which is not in keeping with aspirations for a multi-generational and diverse city;
- The residential management strategy does not address whether the units in buildings 2 and 3 will be marketed and primarily to investor owners rather than owner occupiers and whether it will be marketed locally or overseas. Only local owner occupiers will provide sustainable housing for residents;
- The scheme should be commended on its use of building wide heating systems which are more energy efficient.

Britannia Basin Community Forum

Very detailed comments have been received from Britannia Basin Community Forum about the printed report. Due to the nature and length of the comments they have been summarised as follows:

They state that they welcome development in their area which seeks to enhance and improve the area for residents and visitors of our City but believe that this development does not.

They welcome the comment of the panel specifically:

- Negative impact on the Castlefield Conservation area and lack of respect for the character;
- Negative impact on local residential community;
- Detrimental impact to the community that we are trying to building;
- Negative impact on the Grade II church;
- The fact that this site is on the other side of the Mancunian Way compared to other tall buildings;
- The lack of provision of affordable housing (5% is not sufficient given the cost of the finished product);
- Doesn't add enough to the area; and
- Lack of parking and pressure in this area.

The statement made at the last committee about the petition is misleading and serves to discredit the views of the 638 signatories. To clarify the mix of the petition is as follows:

- 19 people from outside of the UK (2.97%);
- 80 people from the North West (12.5%);
- 175 people from the UK, some of who may also be Manchester based (27.4%);
- 365 from Manchester (57%).

They state that most modern petitions are collated online, using specialist facilitators. The website verifies its users and their addresses.

There are a number of concerns raised by the local community, councillors and indeed bodies such as the Council for British Archaeology (CfBA), Manchester Conservation Areas and Historic Buildings Panel, Historic England and Manchester City Council's own policy EN2 of the adopted Core Strategy (July 2012) and Tall Buildings Policy which have not been addressed or are in direct contravention.

They have also drawn attention to the following points which they state have either been ignored, omitted or misrepresented throughout the planning process and previous planning committee. These comments are summarised as follows:

- Misleading information to justify height, scale and massing comparison against neighbouring buildings;
- Direct contravention with policy EN2. The development is in a conservation area and does not respond to the local context of local rise buildings with less dense massing;
- Claims of good transport links yet the reality is that these are unreliable, unsafe and oversubscribed;

- Deliberate misrepresentation of statistics to argue that the development caters for a diverse population e.g. families;
- Lack of inclusion of a basement resulting in bin stores at street level facing the only entrances of some neighbouring developments;
- Omission of the Council of British Archaeology concerns from the hearing. They 'strongly believe that the height and massing of the proposed Omission of Council for British Archaeology concerns from hearing. They "strongly believe that the height and massing of the proposed structures will have a high adverse impact on the setting of the listed grade II* Church, other buildings and the character and appearance on this part of the conservation area".
- Previous precedents ignored and breach of Policy DC19.1 of the City of Manchester
- Unitary Development Plan.
- Highways claim traffic / parking impacts are minimal. Strongly disagree with this statement. Nearby roads are already unable to cater for extra traffic. Loss of public parking with suggestion to use alternative parking which is also being taken away by other developments.
- Omission of Manchester Conservation Areas and Historic Buildings Panel concerns and no alleviation of them from hearing – "the tower would diminish the listed buildings and surrounding conservation area".
- Over-reliance on the fact that Historic England did not 'overall object', but no focus on their acknowledgement of, and remedial recommendations regarding detrimental impact.
- Unsubstantiated claims of being able to deliver a reduced need to travel by private car and instead, inconveniencing people.
- The following important safety concerns ignored:
 - o Road safety threatened by risk of dazzling glare from building design. Effect of sunlight reflection on glass building next to a motorway;
 - o Dangerous location of courtyard entry/exit point for vehicles;
- Omission of PlacesMatter concerns and no evidence of consideration of the improvements suggested re. community space and better use of the courtyard area
- Unsatisfied with rationale used to justify exclusion of critical windows from light impact
- Analysis;
- All points within the following policies are argued as being catered for by the development. The points are not catered for and many are contravened within the following policies (amongst others):
 - o MCC policy EN2
 - o Policy DC19.1 of the City of Manchester Unitary Development Plan

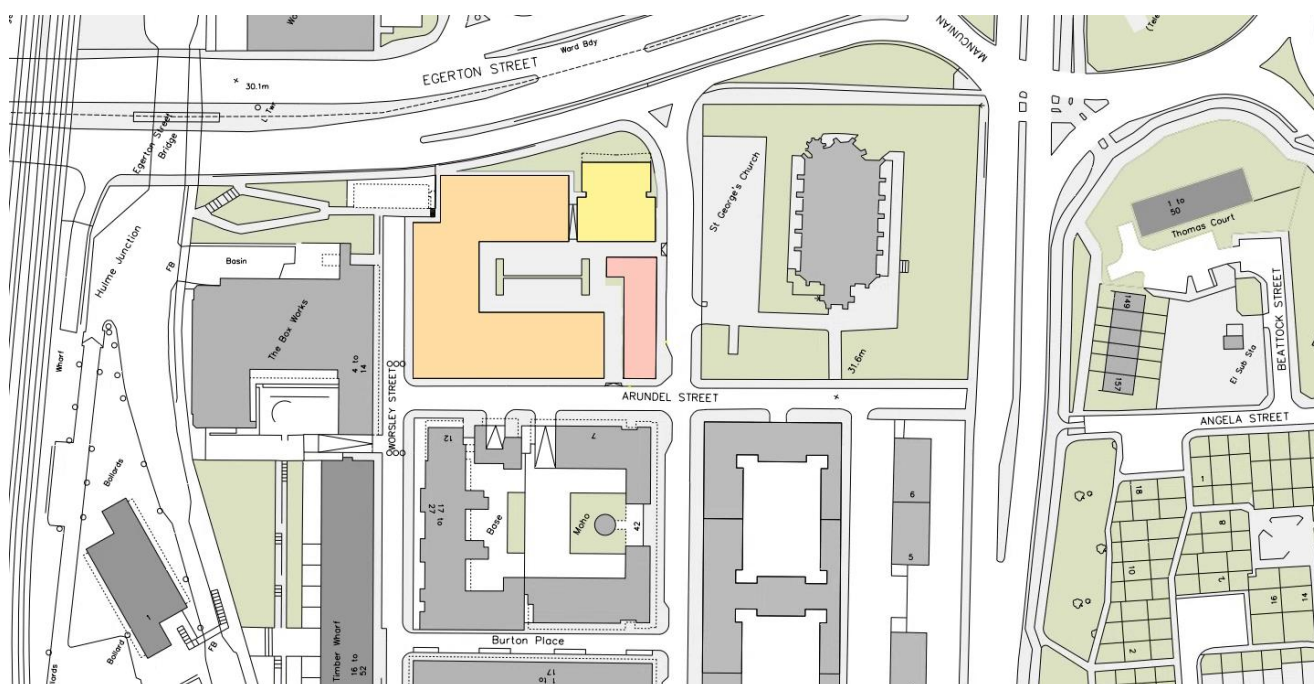
2. Applicant

The applicant has provided a plan showing the footprint of each building:

Building one – Orange – 10 storeys;

Building two – Yellow - Tower '35 storeys;

Building three – pink – former DOT building



3. Head of Planning

The additional comments received in respect of this matter are noted. The printed report provides a detailed consideration of the density, scale and impact of the development on the surrounding heritage assets.

The report includes a breakdown of the locality of the signatures contained within the petition.

The Council for British Archaeology and the Historic Buildings and Conservation Are Panel have been reported within the comments section of the report and are not omitted. A detailed analysis of the impact of the proposal on the historic environment has been carried out within the report.

With regards to the comments of Historic England whilst they consider that the scale of the development *could* impact on the conservation area and cause some dominance, they also acknowledge that the character of the conservation area in this location is fragmented which is caused by the intrusive highway network and the loss of many historic buildings on adjacent site which provides scope to redevelop the site in a distinctive way.

The highways related matters have been carefully considered and Highway Services do not believe that there will be a detrimental impact on the capacity of the local highway network or highway safety. They consider that there is sufficient parking for the development together with cycle parking provision and other travel plan initiatives.

The matter of the light report, and the consideration of windows in the Base apartment building, have been considered. It has been confirmed that in line

with BRE guidelines, it was only necessary to consider 5 out of the 6 bedroom windows within the recess area due to their orientation. The reason why the windows on the main elevation facing Arundel Street were not surveyed is because they do not face within 90 degrees of due south thereby not requiring assessment. The 5 window that were surveyed within the recess do face 90 degrees and therefore required assessment.

APPENDIX TO AGENDA (LATE REPRESENTATIONS)

Planning and Highways Committee 18 October 2018

Item No. 9

Application Number 117470/FO/2017

Ward Piccadilly Ward

Description and Address

Erection of 6 storey building comprising restaurant (Class A3) and retail unit (Class A1) at ground floor level and fourteen apartments above, together with basement parking.

39 Mason Street, Manchester M4 5FX

1. Head of Planning

Minor alterations have been made to the wording of conditions 15 and 17 in terms of the timescale for compliance.

The car park shown in the photograph is currently unauthorised. Whilst it was subject to a temporary planning permission, this has now expired. There are several other car parks within an immediate proximity to the application site.

In addition, for information purposes, further photographs of the application site are provided below:



North westerly view looking at the site which is currently a surface car park



View looking south east