

**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 17 January 2019**

**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** 17 January 2019

**Item No.** 6

**Application Number** 121401/FO/2018

**Ward** Miles Platting &  
Newton Heath Ward

**Description and Address**

Erection of 57 properties with a mix of two and three storey semi-detached / terraced properties and six apartments in one block with associated road access, parking and landscaping.

Land Adjacent To Bourdon Street, Holland Street, Manchester, M40 7DB

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**1. Applicant / Agent**

The applicant has submitted the following amended plans in response to issues raised by Citywide Support Highways and the Canal and Rivers Trust.

Drawings numbered:

AA7328 2011 Rev R- Proposed site plan. Shows the reduction in the length of the new internal road that serves plot 11 – 13 from 23 metres to 20 metres. This negates the requirement for a turning head and results in greater soft-scape rather than hardstanding. It also shows the additional tree planting (81 new trees, giving a total of 85) by way of mitigation, and the proposed hedges to be planted to the rear of the timber knee rails to soften up the boundary to the canal.

AA7328 2012 Rev D- shows the distribution of the 2 brick colour mix across the development site.

AA7328 2013 Rev G- shows the boundary treatments which now includes the timber knee rail requested by the Canal and Rivers Trust to safeguard against vehicles accidentally entering the canal.

**2. Head of Planning – further observations / comments.**

The changes made to the submitted plans are considered acceptable, incorporating additional safety measures and enhancements to the scheme. Therefore condition number 2 should read as follows:

location plan 2001 Rev B 13:11:2018, Existing site Plan AA7328 2010 Rev C dated 04:01:2019, proposed site plan 2011 Rev R dated 08:01:2019, proposed brick types 2012 Rev D Dated 08:01:2019, proposed boundary types 2013 Rev G dated 09:01:2019, proposed street scene 2020 dated 09:11:2018, House types Mews 2101 Rev D dated 13:11:2018, Lexington 2102 Rev D dated 09:11:2018, Stateley 2103 Rev

D dated 09:11:2018, Oakley 2104 Rev D dated 13:11:2018, Heartford 2105 Rev D dated 13:11:2018, Kingston 2106 Rev D dated 13:11:2018.

Block 1 elevations 2201 Rev C dated 09:11:2018, Block 2 2202 Rev C dated 09:11:2018, Block 3 2203 Rev C 09:11:2018, Block 4 2204 Rev C 13:11:2018, Block 5 2205 Rev C dated 13:11:2018, Block 6 2206 Rev C dated 13:11:2018, Block 7 2207 Rev C dated 13:11:2018, Block 8 2208 Rev C dated 13:11:2018, Block 9 2209 Rev C dated 13:11:2018, Block 10 2210 Rev C dated 13:11:2018, Block 11 2210 Rev A dated 13:11:2018.

Design and Access Statement AA7328 0107 C part 1 and 2 dated 09:01:2019, Air Quality Assessment dated 28:09:2018, Biodiversity report dated 28:09:18, Crime Impact Assessment dated 28:09:2018, Res dwelling units information dated 28:09:2018, Swept path analysis 28:09:2018, Contaminated land desk study, dated 28:09:2018, Noise survey and acoustic report dated 28:09:2018, Tree survey and constraints dated 28:09:2018, Bat Survey dated 20:12:2018, Bat roost assessment dated 20:12:2018, Flood risk assessment dated 28:09:2018, waste management dated 04:10:2018, Transport and Travel statement dated 28:09:2018.

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 ie **APPROVE**.

**APPENDIX TO AGENDA  
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**Planning and Highways Committee** 17 January 2019

**Item No.** 8

**Application Number** 121014/FO/2018 &  
121015/LO/2018

**Ward** Piccadilly Ward

**Description and Address**

Erection of 23 storey building (land at no. 14-16 Piccadilly) plus plant level and conversion of adjacent building (no. 12 Piccadilly) (basement to fourth floor) to create 356 bedroom hotel above ground floor breakfast room and lobby.

And

LISTED BUILDING CONSENT for works associated with the erection of 23 storey building (land at no. 14-16 Piccadilly) plus plant level comprising conversion of 12 -14 Piccadilly (basement to fourth floor) to create 356 bedroom hotel above ground floor breakfast room and lobby.

12 - 16 Piccadilly, Manchester, M1 3AN

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**1. Head of Planning - Further Observations/Modifications to Conditions**

The site edged red in the Report is wrong and the correct plan is shown below



Revised CGI's of the top of the building and are shown below:



Revised Viewpoint 1 (pages 26 and 33 of Report)



Revised Viewpoint 2 (page 33 of Report)



Viewpoint 5 (page 35 of the report)

This illustrates a clearer distinction between the middle section of the façade and the top. It would simplify the detailing and would be an improvement on the submitted scheme.

**APPENDIX TO AGENDA  
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**Planning and Highways Committee** 17 January 2019

**Item No.** 10

**Application Number** 121142/FO/2018

**Ward** Rusholme Ward

**Description and Address**

Change of use from Chapel (Class D1) to Student Accommodation (sui generis) and associated external alterations including erection of a single-storey extension, external fire escapes, and associated elevational alterations and conversion of garages into amenity block with outside terrace

Allen Hall, 281 Wilmslow Road, Manchester, M14 6HT

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**1. Local Residents**

One further letter has been received making the following points.

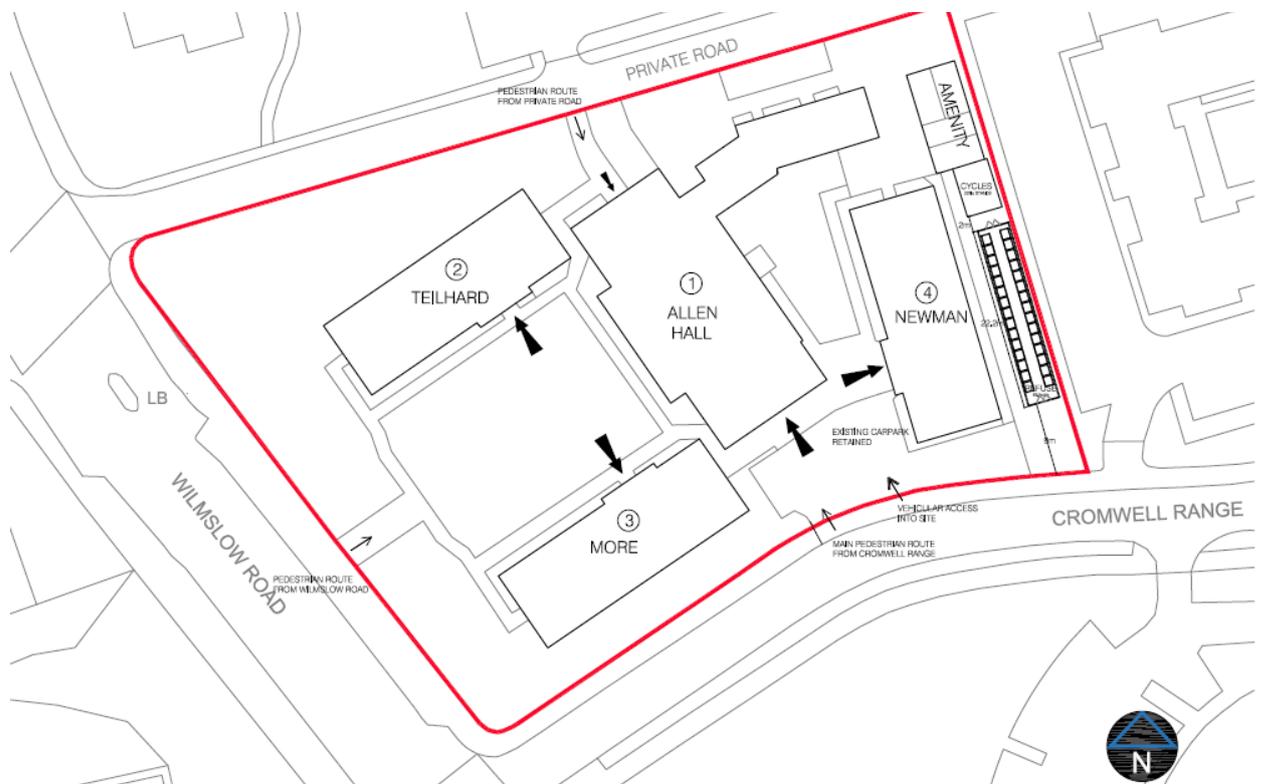
Overall the writer considers that it is a positive step to bring the site back in use as a student accommodation. The location and the setting are perfect and the mature landscape contributes to the area. However, four new issues are raised.

1. Concern is expressed about the potential elevational treatment: It is believed that the original brickwork should be retained and could be celebrated by adding some new elements such as new windows with contemporary frames and fenestrations and perhaps entrance canopies. It would be better aesthetically and environmentally friendly.
2. The aluminium cladding will come with flammable insulation that caused a horrible fire in Grenfell Tower. It will be allowed as the buildings are all below 18 m.
3. The existing mature trees should be preserved as they contribute to the ecological value of the site and provide a strong visual amenity along Wilmslow Road. Minimal changes to the facade would minimise requirement for scaffolding.
4. Tree preservation plan is required as a part of the submission and as a planning condition.

**2. Applicant Agent**

A revised refuse storage scheme has been submitted. It indicates that the kitchens will be provided with two 20 litre bins one for recyclable material and one for none recyclable material. The students will be responsible for transferring the waste to the central refuse store located at the rear of the site. The bins are stored in a compound, which can accommodate up to 30 110 litre bins, at the rear of the site and can be accessed for emptying from Cromwell Range. The onsite management team would be responsible for transferring the bins to the roadside for emptying.

In addition the applicant has provide the plan reproduced below showing the access points to the site.



In respect of arrivals and departures of students staying in the accommodation, the management plan produced by the applicant has indicated that Allen Hall will accommodate a range of students including international and post graduates and consequently their arrival is more spread out, with students continuing to arrive into October. Never the less, they would still expect a relatively large contingent of students to arrive on the first weekend of their tenancy, and they have in place processes to minimise impact. For example, all students to complete an online check-in form indicating their date of arrival and timeslot when they would like to check in, also additional staff are available on site to assist with the new arrivals. There are also secure areas on the ground floor for students to leave their possessions in order that cars can quickly vacate the site.

### 3. Further comments of the Head of Planning.

In response to the further representations received from a resident:

1. The alterations to the appearance of the building have been assessed in the report and are considered to be acceptable.
2. Clearly in this post Grenfell environment fire safety is extremely important and as members will be aware this matter is covered by Building Regulations.
- 3/4 No trees are to be removed as part of the development and an appropriate condition is proposed.

The proposed refuse storage and recycling arrangements are considered to be acceptable and it is therefore proposed to amend conditions 4 as follows:

The details of the scheme for the storage of refuse (including segregated waste recycling) set out in the Refuse Storage and Management Plan received on 9 January 2019 shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - To ensure that there are satisfactory arrangements for the storage of refuse pursuant to Core Strategy policy DM1.

The Management Plan for the arrival and departure of students is considered to be acceptable and it is therefore proposed to amend condition 14 as follows:

The access strategy relating for students moving in and out of accommodation set down in the Management Plan for Allen Hall dated 1st October 2018 prepared by the Mansion Group shall be implemented in full and maintained as for a long as the use is carried on.

Reason - In the interests of public and highway safety and the protection of residential amenity, pursuant to policy DM 1 of the Core Strategy for the City of Manchester.

There was a typing error in condition 2 Specified Plans which should read:

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

Allen Hall management Plan by the Mansion Group dated 1st October 2018, the Refuse Storage and Management Plan received on 9 January 2019, drawings 4422-A4-002, 4422-A003, 4422-A4-150, 4422-A101 rev C, 4422-A102 rev D, 4422-103 rev F, 4422-104 rev E, 4422-105 rev C, 4422-106 rev D, 4422-A107 rev C, 4422-108 rev D, 4422-123, 2244-A4-204 rev B, 4422-201 rev G, 4422-202 rev E, 4422-203 rev F, 4422-204 rev A, 4422-A4-303, 4422-A4-304, 4422-A4-403 and 4422-A4-404.

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 of the Head of Planning remains to **Approve** the application.

**APPENDIX TO AGENDA  
(LATE REPRESENTATIONS)**

**Planning and Highways Committee** 17 January 2019

**Item No.** 12

**Application Number** 120302/FO/2018

**Ward** Woodhouse Park  
Ward

**Description and Address**

Creation of a 743 space off-airport car park with access road off Styal Road, installation of 2.4 metre high weld mesh fencing and gates, 45 lighting columns and office cabin with associated landscaping

Heald Green House, Irvin Drive, Manchester, M22 5LS

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**1. Head of Planning**

If the site were to be amalgamated with the adjoining site, which is utilised for airport car parking, control would need to be had over the access into the site / egress from the site. The adjoining site takes access / egress from Irvin Drive, both sites could not be allowed to utilise this access / egress without assessment. It is understood that this does not form part of the applicant's proposals, however, regard must be had to any eventuality.

The application submitted is only acceptable on the basis of the access from Styal Road in the position indicated, as such a condition is recommended that this access / egress should remain for as long as the use is accommodated on site.

It is therefore recommended that an additional condition be appended to any consent which would read as follows:

The approved access / egress shown on the submitted drawings shall remain open and in use for so long as the use is in operation. The access shall only be used in association with land set out within the site edged red accompanying this application and no internal accesses shall be created to adjoining sites without the prior approval of the local planning authority.

Reason – In the interest of Highway Safety having regard to policy DM1 of the Core Strategy.

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