

## **Health and Wellbeing Board**

### **Minutes of the meeting held on 23 January 2019**

#### **Present**

Councillor Richard Leese, Leader of the Council (MCC) (Chair)  
Councillor Bev Craig, Executive Member for Adult Health and Wellbeing (MCC)  
Councillor Garry Bridges, Executive Member for Children's Services (MCC)  
Kathy Cowell, Chair, Manchester University Hospitals Foundation Trust (MFT)  
Dr Ruth Bromley, Manchester Health and Care Commissioning  
Dr Murugesan Raja, GP Member Manchester Health and Care Commissioning  
David Regan, Director of Public Health  
Rupert Nichols, Chair, Greater Manchester Mental Health NHS Foundation Trust  
Vicky Szulist, Chair, Healthwatch

#### **Also present**

Peter Blythin, Director SHS Programme – Manchester University Foundation Trust  
Michael McCourt, Chief Executive – Manchester Local Care Organisation  
David Houlston - Strategic Lead, Policy and Strategy  
Sarah Doran - Strategic Lead, Population Health and Wellbeing, Manchester Health and Care Commissioning (MHCC)  
Dr Sohail Munshi, Chief Medical Officer, Manchester Local Care Organisation

#### **Apologies**

Councillor Sue Murphy, Executive Member for Public Service Reform (MCC)  
Jim Potter, Chair, Pennine Acute Hospital Trust  
Mike Wild, Voluntary and Community Sector representative  
Paul Marshall, Strategic Director of Children's Services  
Dr Vish Mehra, Central Primary Care, Manchester  
Dr Tracey Vell, Primary Care Representative, Local Medical Committee

### **HWB/19/1 Minutes**

#### **Decision**

To agree as a correct record, the minutes of the meeting of the Health and Wellbeing Board held on 31 October 2018.

### **HWB/19/2 Manchester Local Care Organisation - Update**

The Board received a report from the Chief Executive – Manchester Local Care Organisation (MLCO) which provided an update on the development of the Manchester Local Care Organisation. The report provided an overview on:

- Integrated Neighbourhood Team Development;
- New Models of Care;

- Winter resilience and system escalation;
- Phase 2 development; and
- Clinical Advisory Group.

The Board was informed of the activities that had taken place in the first 10 months of the MLCO which had focussed on four key functions:

- Prevention Services;
- Integrated Neighbourhood Team;
- High Impact Primary Care
- Work with hospitals to access care in the community to prevent hospital admission and quicker discharge from hospital.

The Chair invited questions.

A board member commented that a key principle of the MLCO, when it was established, was the work with citizens on service improvement and on a design model of care and asked how this was working. Reference was also made on issues regarding the forwarding on of patient's paperwork to care homes on their discharge from hospital. It was reported that NHS procedures does not allow email to non NHS email accounts and has made the process difficult and prolonged.

It was reported that co-production was a theme in the design of the key functions and this included the engagement of citizens on access to and the delivery of care and would continue to be a feature of the organisation. A report supporting work on engagement would be submitted to a future meeting of the Board. The matter of the NHS procedure not emailing to non NHS accounts would be taken back and discussed with the MHCC and MLCO in order to address the issue.

The Chair reported that work was ongoing to further develop Neighbourhood Working to harmonise working boundaries for services provided by the Council and health.

## **Decisions**

1. To note the report submitted and specifically, the following points:
  - The significant progress made in the establishment of a Local Care Organisation (LCO) for the City of Manchester initially outlined in the LCO Prospectus and realised from April 2018 through the establishment of the MLCO.
  - The signing of the Partnering Agreement by each of the partner organisations of the MLCO; Manchester University NHS Foundation Trust, Manchester City Council, Manchester Primary Care Partnership, Greater Manchester Mental Health NHS Foundation Trust and Manchester Health and Care Commissioning, enabling the MLCO to establish in April 2018.

- The continued progress made in implementing and delivering the New Care Models associated with the Greater Manchester Transformation Fund and Adult Social Care Grant and continued development of Integrated Neighbourhood Team hubs.
  - The creation of a co-designed and all-encompassing approach to the MLCO key deliverables for 2018/19 to ensure that it is best placed to meet the needs of communities and neighbourhoods of Manchester regarding integrated health and social care.
  - The proposed priority of the Clinical Advisory Group to develop a clinical strategy for Manchester and the resourcing required to enable the Group to deliver a clinical strategy.
2. To approve the proposal to recognise the Manchester Local Care Organisation - Clinical Advisory Group as the clinical and professional leadership group for Manchester reporting to the Manchester Health and Wellbeing Board.
  3. To note the comments raised.

#### **HWB/19/3 Clinical Advisory Group – 2018/19 Progress and Priorities for 2019/20**

The Board received a report from the Chair of the Clinical Advisory Group (CAG) which provided an update on the work of the Clinical Advisory Group in 2018/19 and the Group's priorities for 2019/20. The CAG first met in December 2017 and is made up from a wide range of stakeholders from across health related services and interested organisations.

The Chair invited questions.

Board members welcomed the work and activities being undertaken by the Clinical Advisory Group and commented that it was important to ensure that connections were established with other organisations to maintain communication and avoid duplication of work streams. Reference was also made on the broader representation on CAG, in particular the inclusion of patient groups and university student representatives. The point was also made that involving representatives with relevant skills on particular matters would help to use the Group's time efficiently. The Chair of MHCC highlighted the need to ensure that there was a unified approach and that it would be useful to have further discussions about the interface with MHCC Clinical Committee.

#### **Decisions**

1. To note the report submitted and the work of the Clinical Advisory Group in 2018/19.
2. To approve the approach that the Clinical Advisory Group will take in 2019/2020.

## **HWB/19/4 Manchester Child Death Overview Panel – 2017/2018 Annual Report**

The Board received a report from the Consultant in Public Health/ Chair of the Manchester Child Death Overview Panel (CDOP), which provided a summary of the key issues that have been identified by the panel regarding deaths reviewed and closed between 1 April 2017 and 31 March 2018. The review of the deaths related to children that are normally resident in the area of the City of Manchester and aged between 0 to 17 years (excluding still birth and legal terminations of pregnancy). The CDOP is a subgroup of the Manchester Safeguarding Children's Board and has a statutory requirement to produce a local annual report based on the cases closed and their findings.

The Chair requested that the minutes of the Manchester Children's Board be submitted to future meetings of the Health and Wellbeing Board to raise awareness of the board's work.

### **Decisions**

1. To note the report submitted.
2. To agree that the Manchester Child Death Overview Panel will report to the Health and Wellbeing Board via the Manchester Children's Board from 2019-2020.
3. To request that the minutes of the Manchester Children's Board are circulated to the Health and Wellbeing Board members for information.

## **HWB/19/5 Infant Mortality Strategy**

The Board received a report from the Director of Population Health and Wellbeing which provided information on current trends, patterns and risk factors associated with infant mortality in Manchester. The report also highlighted the increasing level of infant mortality rates since 2011-2013 following a long period of year on year reductions. The report included for approval, the final version of the five year, multi-agency strategy to reduce infant mortality and support those affected by baby loss. The strategy also contributes to the Manchester Population Health Plan "First 1000 days" priority.

The Chair invited questions.

A board member referred to modifiable risk factors listed in the report and asked and what work was being done to address other modifiable risk factors such as consanguineous marriage.

It was reported that consanguineous marriage is an issue in areas in Greater Manchester and a genetic counselling referral service is available at hospitals where a family history is identified as a modifiable factor.

A board member referred to the importance of anti-natal care and asked what was the level of non-take up and how this could be delivered as part of an inclusive health programme.

It was reported that an inclusive health programme will include access to good quality anti-natal care on time to reducing the risk of infant mortality. The late booking of anti-natal appointments prevents pregnancy checks taking place to help to detect issues early in pregnancy and allow action to be taken.

A board member referred to the target date for the rollout of the Baby Clear Programme and asked if this was still on track to start in March 2019.

The report was welcomed for the reference made to the importance of housing conditions in particular safe sleeping arrangements and housing conditions provided by private landlords and in temporary accommodation.

It was reported that the rollout of the Baby Clear programme is being negotiated across Greater Manchester and is expected to be introduced in a phased approach. It was anticipated that the north Manchester phase could be adapted and be in place by the end of March 2019 with smoking cessation services in south and central Manchester by the end of July. Services and advice for cessation of smoking in pregnancy will continue to be offered to pregnant mothers through brief interventions and it was anticipated that full city wide coverage will be in place by the end of July 2019.

The board was informed that safe sleeping was crucial for baby health. Many cases of baby death had been attributed to a baby sleeping in the same bed as its parent. Other factors included poverty, poor quality accommodation, overcrowded rooms, fuel poverty and damp properties raise the risk of serious illness in children and increased infant mortality.

## **Decisions**

1. To note the report and the comments raised.
2. To approve the Manchester Reducing Infant Mortality Strategy.

## **HWB/19/6 Operational Local Health Economy Outbreak Plan - Manchester**

The Board received a report from the Director of Population Health and Wellbeing which set out the response arrangements of emergency responders to an outbreak of infectious disease within Greater Manchester requiring multi-agency coordination.

The Outbreak plan is owned by the Greater Manchester Resilience Development Group on behalf of the Greater Manchester Resilience Forum and is authorised by the Greater Manchester Resilience Forum and the Local Health Resilience Partnership.

In addition to the Greater Manchester Multi-Agency Outbreak Plan, each local health and care economy has been asked to produce a local Operational Outbreak Plan to clarify local arrangements in the event of outbreak situations.

The Operational Local Health Economy Outbreak Plan for Manchester has been developed in partnership with all organisations who may be involved in the event of an outbreak and has been tested and validated through real outbreak scenarios that we have dealt with in the past 12 months.

### **Decisions**

1. To note the report submitted.
2. To approve the Operational Local Health Economy Outbreak Plan for Manchester.

### **HWB/19/6 Manchester and Greater Manchester Local Industrial Strategies**

The Board received a report from the Deputy Chief Executive which provided an update on the development of the Manchester and Greater Manchester Local Industrial Strategy and the respective engagement approaches. The Strategies support the delivery of the Our Manchester Strategy and the Greater Manchester Strategy by setting out priorities to deliver a more inclusive city and city region. To support the report, the Board received a presentation “Developing Manchester’s Industrial Strategy”.

The Chair invited questions and comments on the Strategy.

A member referred to the research to be commissioned relating to a Low Productivity Review and made the point that rather than taking the view of this area in a productivity sense could focus be given to developing existing foundational economies and industries as areas of growth and as a benefit in and of themselves. The presenting officer was asked what views they have on this suggestion and where that focus may lead the review.

A member commented that it was important for the strategy to recognise the work within the childcare and young people sector and the importance of enabling those involved to develop their skills and develop the value of their work.

The Chair referred to the Greater Manchester Independent Prosperity Review and the range of experience of the panel members involved. The Chair stated that evidence suggests that much of the employment created over the past decade is insecure, part-time work. This situation presents an area of challenge within the foundation economy in work sectors such as social care to improve wage levels,

conditions of service and productivity factors. The Chair stated that the Greater Manchester Local Industrial Strategy is an agreement with the Government, however the delivery of the strategy would be hindered due to a dysfunctional national educational skills system that will require further negotiation with the Government. The Chair suggested that it was likely that other issues would be raised from the evidence produced by the review which will not form part of the agreed local industrial strategy. As a result, the Local Industrial Strategy was unlikely to form the economic development policy at a local level or GM level and further challenges would be presented outside of this.

A member questioned what the strategy will mean for people living within Manchester

In response to the points raised it was reported that there are challenges within the sectors and occupations referred to and it was recognised that there were fewer mechanisms to build upon social value work in those areas. It was reported that the Council is supporting the GM Good Employment Charter and an Ethical Care Charter had helped to take this work forward. Work on social care was currently underway involving external partners which has focussed on the wider benefits as well as productivity. It was reported that the strategy was ongoing and would reflect the responses on productivity sectors and foundation economies and will recognise many areas of work across the city. It was reported that the communications team is involved in the process to present key messages in a meaningful way to engage with residents to improve access to good quality employment.

In noting the comments made the Chair commented that following a science technology audit it was noted that Greater Manchester is globally competitive in the sector of health innovation. The Chair made reference to a review carried out on the state of the city which had identified low economic activity rates within the over 50s age group, which was broadly representative of Greater Manchester. He reported that work was ongoing to take forward the “Working Well” and the “Employment” Programmes on a wider scale and achieving this through the GM Strategy would provide real value.

## **Decision**

To note the report submitted and the comments and suggestions received.

### **HWB/19/7 Manchester University Hospitals Foundation Trust – One Year Post Merger Report**

The Board received a report from the Single Hospital Service Director which provided the Board with a summary of the key achievements and lessons learned in during the organisation’s first year of operation. A copy of the Manchester University NHS Foundation Trust One Year Post Merger Report was also submitted.

## **Decision**

To note the report submitted and welcome the good progress that has been achieved following the merger.



## **Planning and Highways Committee**

### **Minutes of the meeting held on Thursday, 17 January 2019**

**Present:** Councillor Ellison (Chair)

**Councillors:** Nasrin Ali, Shaukat Ali, Clay, Curley, Dar, Kamal, Kirkpatrick, J Lovecy, Lyons, Madeleine Monaghan, Watson, White and Wilson

**Apologies:** None

**Also present:** Councillors: Newman

**PH/19/1. Supplementary Information on Planning Applications on this agenda.**

To receive the Late Representations.

#### **Decision**

To receive and note the Late Representations.

**PH/19/2. Minutes**

To approve the minutes of the meeting held on 13 December 2018 as a correct record.

#### **Decision**

To approve the minutes of the meeting held on 13 December 2018 as a correct record.

**PH/19/3. 121647/FO/2018 - 1 - 4 Sagar Street Manchester M8 8EU**

The Committee undertook a site visit prior to the meeting.

Councillor S Ali having declared an interest addressed the Committee as a Ward member and withdrew from the meeting whilst the item was discussed and determined)

The application site relates to an existing, two storey, flat roof building which occupies an end terrace position at the corner of Bury New Road and Sagar Street.

The building contrasts to the Victorian design of the host terrace and incorporates a flat roof design, with the front and side elevations clad with 'Cobalt Blue' Trespa cladding panels. Traditional red brickwork forms the rear elevation.

Officers advised the Committee that the construction of the extra storage space would result in an additional 3 delivery trips per day, which was considered

acceptable. In addition, officers advised the Committee that servicing would be managed by way of a condition, and that the waste management and servicing arrangements were considered acceptable. Officers confirmed that there were existing issues with fly tipping but advised that these were outside of the remit of the Committee and were a management issue for the local neighbourhood team.

A representative of a local business spoke in objection to the proposals and said that the main area of concern was deliveries and servicing. He said that the applicant had submitted that the main purpose of the businesses was as a showroom with limited storage, but the resident said that this was contradictory with the stated need for storage as a showroom should not need more storage. He said that the current delivery and service arrangements were dangerous for both pedestrians and other road users, and that even just 3 more trips a day would make this worse.

He also explained that the larger vehicles blocked access for the other businesses at the site, for up to 20 minutes at a time. He also pointed out that there were several empty storage units in the vicinity which should be more economically viable to increase storage.

The applicant spoke to the Committee and said that they have fewer deliveries than the other traders at the site. He also said that another reason for the application is to improve the current flat roof which is difficult to maintain satisfactorily. He added that the other units around his building are all a story higher than his building and the problems with the flat roof are made worse by rainwater run off from the other buildings. In addition to the structural improvements, the proposals would improve the visual amenity of the site and therefore add value to the area.

Councillor S Ali spoke in objection to the proposals and said that while he had sympathy for the applicant, any approval would result in an increase in vehicle movements along a very narrow dead end street. He said that vehicles have to reverse back onto a main arterial route which was very dangerous indeed. He also said that the main road had been designated as the intended route of the B-Line Cycle Route, which would further present danger to other road users.

Officers confirmed that the B-Line Cycle Route proposal was at a very early stage of planning, and that any potential routes would be fully risk assessed before any cycle routes were installed.

Officers confirmed that the service plan that has been lodged as part of Condition 5 does contain a clause requiring that servicing is carried out with vans. As a result, if larger vehicles were used on a regular basis, this condition could be enforced by officers. Officers also agreed to further negotiate specific hours of servicing to ensure that this took place outside of peak times.

## **Decision**

To approve the application subject to the conditions in the report and a further condition which requires servicing to outside of peak hours.

*(Councillor S Ali declared a prejudicial interest in this item and took no part in the debate or the decision, and left the room while the decision was made)*

**PH/19/4. 121401/FO/2018 - Land Adjacent To Bourdon Street Holland Street Manchester M40 7DB**

The application site is located within the Miles Platting area of the City. The area has been identified as a key regeneration area within the Manchester Core Strategy and a Private Finance Initiative (PFI) has operated in this area since 2006. The PFI seeks to transform the area with the key objective of improving the supply of residential accommodation, particularly homes for sale, together with undertaking key improvements to infrastructure such as public parks and refurbishment of existing homes.

Neither the applicant or any objectors were present at the meeting.

Officers confirmed that the applicant had submitted revised plans in response to issues raised by Citywide Highway Support and the Canal and rivers trust that incorporate additional safety measure and enhancements to the scheme which are considered acceptable. As a result condition 2 has been revised to reflect these changes.

Officers also recognised the Committee's interest in tree replacement, and advised that 81 trees would be planted to mitigate the loss of trees at the development site, which would be a gain of 55 trees and this needs to be seen in the context of the wider PFI area where the applicant has planted a total of 626 trees which is a gain of 395 trees with 44 existing trees retained.

The Committee welcomed the commitment to the replacement tree planting, and welcomed the development overall.

The Committee questioned why the development was to be exempted from the 20% Affordable Housing policy, and officers confirmed that there is no policy requirement for affordable housing as the proposed development meets the exceptions within Council's adopted policy as there is a signed contract in place prior to December 2007 for development of this site.

In addition the Committee asked for clarification as to whether the proposed footpath closures would result in the development becoming in effect a gated community. Officers confirmed that access to the Canal would be retained, and that the approved layout was subject to appropriate conditions. Officers also confirmed that any request to gate this development would require planning permission in it's own right, and did not form part of these proposals.

## **Decision**

To approve the application subject to the conditions and reasons in the report and the amended condition 2 as detailed in the Late Representation.

**PH/19/5. 121721/FO/2018 - Land Bounded By Quay Street And Manchester College To The North, Gartside Street And New Quay Street To The East, Old Granada Studios To The South And The Victoria And Albert Marriot Hotel And Water Street To The West**

The site is part of a larger area bounded by Quay Street, Manchester College, Gartside Street and the Victoria and Albert Marriott Hotel and most of its building have now been cleared. Planning permission was granted in December 2016 (Ref no. 109660) to demolish all existing buildings and structures, including Albert Shed and Globe and Simpson to enable the construction of four buildings comprising:

1. Building 1 would be 52 storeys and incorporate 180 hotel bedrooms on 12 floors and 287 apartments on 35 floors. It would include 1, 2 and 3 bed apartments, with some being duplex, and 4 penthouses.
2. Building 2 would be an 8 storey hotel.
3. Building 3 would be 18 storeys with 88 apartments ranging from 1 to 3 bedrooms.
4. Building 4 would provide 12 apartments over 4 floors ranging from 1 to 3 bedrooms.

This application seeks to replace building 2, with a 9 storey office building. Its height would increase by 8m to accommodate an additional floor and because the mechanical, electrical and ventilation requirements are greater for offices. The footprint of the office building would be more regular to provide efficient space and the remainder of the site would be developed out in accordance with the consented scheme.

The applicants agent spoke to the Committee and explained that the revised proposals relate to the operational requirements of a potential office tenant for Building 2, with a view to it becoming a hub of operations for any business looking to locate within Enterprise City in St Johns. The building has been designed to be fully occupied by a tenant and addresses their specific operational requirements.

St John's is intended to be a design, technology and creative hub, and accommodating this tenant would provide a significant number of jobs, training and development opportunities. In addition, robust testing has indicated that the proposal was consistent with regeneration priorities for St. John's. The proposal would bring the site back into a long-term, viable and active use. It would bring jobs to the area and support the construction sector.

The Committee asked for clarification of the heritage impact of the development, and officers confirmed that the Heritage Assessment related to the previous proposals, which included a 54 storey tower, which this new development would not.

The Committee concluded that the proposal is in accordance with, and positively contributes to, the aims of planning policy at national and local levels, including the National Planning Policy Framework and the adopted Manchester Core Strategy.

## Decision

To approve the application subject to the conditions and reasons in the report.

### **PH/19/6. 121014/FO/2018 & 121015/LO/2018 - 12 - 16 Piccadilly Manchester M1 3AN**

The site measures 0.07 hectares and is bounded by Piccadilly, Gore Street and Chatham Street with the Waldorf Public House (Roby Street) and Indemnity House (no.7 Chatham St) immediately to the rear. It is occupied by the vacant Grade II Listed former Union Bank building at 12 Piccadilly and an adjacent surface level car park (14 -16 Piccadilly). It forms part of a wider island site bounded by Piccadilly, Gore Street, Roby Street and Chatham Street.

The Listed building was built in 1911 and designed by Thomas Worthington and Son. It is constructed of Portland Stone and has a rectangular plan form with a chamfered corner that articulates the main ground floor former bank entrance. The tripartite elevations have channelled rustications to the ground floor, rusticated quoins to all angles of the upper floors and pedimented attic windows articulate the roof. The door at the junction of Chatham Street and Piccadilly is not original and has been replaced. The round-headed doorway on Piccadilly does have its original doors which provided access into office spaces on the upper floors.

The applications propose the erection of a 23 storey building (121m), plus a plant level, and the conversion of the listed building to create a 356 bed hotel comprising 116 single, 44 twin, 175 double, 6 deluxe double rooms and 15 accessible rooms (11 in listed building and 4 in the new building). There would be bedrooms on the first, second, third and fourth floors of the refurbished Listed Building. The hotel entrance would be on Gore Street where a ground floor lobby would link via stairs and a lift to a breakfast area, within the former banking hall of the Listed Building. Ancillary facilities comprising offices, plant space, cycle parking and a laundry would be in the basement of the Listed Building.

The current proposal is an amendment to this most recently submitted scheme and would retain more of the internal fabric of the listed building including stairwell that would previously been removed. The height of the new build element has increased from 22 to 23 storeys as a consequence.

The applicant's agent spoke to the Committee and explained the scope and background to the proposed development. This would be the first UK hotel for this operator, who have recently opened a UK headquarters in Manchester. The proposals have also been designed to retain as much as possible of the internal structure and architecture of the Listed Building, which has been vacant since 2006. After discussion with Historic England, more of the internal fabric and structures will be retained than was planned under the previous permissions, both of which have now expired. He said that Historic England have also described the current proposals as a significant improvement on the previous schemes.

The proposals will support a £90 million investment into the Manchester economy, and will support the creation of 175 jobs in the construction phase, and 58 permanent jobs when operational.

The Committee asked for clarification regarding the retention of heritage assets and the Green infrastructure, and requested clarification of whether planting 3 street trees was sufficient, given the level of pollution in the City Centre. The Committee also asked for further information as to whether the development would have a “Green Roof” as suggested in the report. The Committee also expressed some concern that the scale of the building would lead to overshadowing of neighbouring buildings, including the Listed Building.

Officers advised the Committee that due to the constraints of the site, 3 street trees appeared to be the maximum amount that could fit on the site frontages. Officers agreed that they would take this matter away and seek to negotiate an additional condition to explore the potential for further planting of street trees should this be possible, and reminded the Committee that the development should not contribute to pollution as it was intended to be car free.

Officers also confirmed that the Green Roof will be provided and is included as part of the plans submitted by the applicant.

With regard to overshadowing, officers advised the Committee that an assessment of daylight, sunlight and overshadowing has been undertaken, using specialist software to measure the amount of daylight and sunlight that is available to windows in a number of neighbouring buildings. The assessment made reference to the BRE Guide to Good Practice – Site Layout Planning for Daylight and Sunlight Second Edition BRE Guide (2011). The guidance does not have ‘set’ targets and is intended to be interpreted flexibly. It acknowledges that there is a need to take account of locational circumstances, such as a site being within a town or city centre where higher density development is expected and obstruction of natural light to buildings is sometimes inevitable.

The Committee asked for clarification as to the construction materials to be used, and whether they would merge with the materials of the Listed Building, and officers confirmed that while as much of a match as possible would be made, it was inevitable that there would be a visual difference between Portland Stone aggregate which the development would be constructed with, and 100 year old Portland Stone which the Listed Building was constructed from.

The Committee also asked if the 4% accessible rooms in the proposed Hotel was comparable to other hotels of this size, and expressed some concern that there was no disabled parking provision included in the proposal. Officers confirmed that there is no specific percentage figure that could be applied to this or any other development, but that the level of number of rooms was comparable with other hotels of this size. Officers added that 2 on-street disabled parking bays would be provided as part of the scheme.

The Committee concluded that the proposals would be consistent with a number of the GM Strategy's key growth priorities. There is an important link between economic

growth, regeneration and the provision of new employment opportunities and there is an acknowledged need to provide additional hotel accommodation in the city centre in order to support the sustainable growth of the region's economy.

## **Decision**

To approve the application subject to the conditions and reasons in the report and the late Representations and the further condition regarding street trees.

### **PH/19/7. 121380/FO/2018 - Swan House Swan Street Manchester M4 5DF**

This item was withdrawn from the agenda prior to the meeting, and will be considered at a later date.

### **PH/19/8. 121142/FO/2018 - Allen Hall 281 Wilmslow Road Manchester M14 6HT**

This application relates to a broadly rectangular site of 0.58 hectares, bounded by Wilmslow Road to the west and Cromwell Range to the south. Across Wilmslow Road to the west is the Manchester High School for Girls campus, to the south across Cromwell Grove is the Hollins Building (the Toast Rack) currently being renovated. Abutting the site to the east and fronting Cromwell Grove is the side elevation of Weston Court a three storey building with accommodation in the roof providing two, three and four bedroom flats for students. To the north of the site is Thorne House, a private flat development separated from the application site by a private access road shared by Thorne House and the Allen Hall Site. Thorne House comprises 72 flats with access, both pedestrian and vehicular from the private road which is a cul de sac off Wilmslow Road.

Officers advised that there had been some minor alterations to the proposals that had resulted in changes to conditions 4 and 14, and a typographic error in condition 2. The revised conditions were included in the Late Representations. Officers also proposed an additional condition regarding cycle storage and the number of cycles that could be parked in the garage at the rear of the site.

The applicant's agent spoke to the Committee and explained the background to the proposals. He also explained that the proposals had been subject to detailed discussions with officers since the development was initially proposed. He added that the principle of using Allen hall as student accommodation was well established, and that the premises had been used for this purpose previously. This application was for a change of use of parts of the building to create additional, modern accommodation that would significantly improve the quality of the accommodation on offer.

The Committee asked for clarification as to the size of the rooms to be offered, and whether they would be smaller than currently on offer. The Committee also asked about the proposed travel plan, and whether parking limitations could be put on the private road that is used to access the site.

Officers confirmed that the additional rooms would utilise the space available more effectively, including roof voids, than the current layout, which will easily allow the increased number of bedspaces. Officers also said that it would not be possible to put parking limitations on the private road.

The Committee asked for clarification as to whether there would be an on site Bar selling alcohol, and officers confirmed that the amenity space would not be a licensed premises and there was a condition that this must be ancillary to the accommodation only.

Officers also confirmed that the adjoining school had not made any representations regarding the proposals.

The Committee concluded that that those elements of the proposed development which require planning permission accord with the City Councils policies and that the development will bring back into use a series of vacant buildings which if left vacant will continue to detract from the visual and residential amenity of the area.

### **Decision**

To approve the application subject to the conditions and reasons in the report and the late Representations, and an additional condition regarding cycle storage and the number of cycles that could be parked in the garage at the rear of the site.

#### **PH/19/9. 121302/FO/2018 - Alleyway Between 34 Whiteholme Avenue, 70 Merseybank Avenue And 17-19 And 21 Brandwood Avenue Manchester M21 7PH**

This application relates to the footpath which runs north to south between Whiteholme Avenue and Brandwood Avenue on the Merseybank estate. The footpath is located adjacent to no.'s 32 and 34 Whiteholme Avenue and 70 Merseybank Avenue, running through adjacent to no.'s 17, 19 and 21 Brandwood Avenue. Permission is sought to install fencing to the pedestrian alleyway and change the use of the alleyway to form private gardens.

### **Decision**

To grant the application subject to the conditions and reasons in the report.

*(Councillors Clay and Wilson declared prejudicial interests in this item and took no part in the decision and left the room while the decision was made)*

#### **PH/19/10. 120302/FO/2018 - Heald Green House, Irvin Drive, Manchester, M22 5LS**

The site measuring 0.9 hectares is currently occupied by a two storey residential apartment block known as Heald Green House. Consent is sought for the creation of a 743 space off-airport car park with access road off Styal Road, installation of 2.4m high weld mesh fencing and gates, 45 4.7m high galvanised steel lighting columns



and office cabin with associated landscaping. The car park would be open 24 hours 7 days a week. 16 members of staff would be employed on site.

The application would involve the demolition of Heald Green House which currently accommodates 13 residential units.

The applicant's agent spoke to the Committee and said that the proposed car park would operate on a Park and Ride principle, with passengers being transported to the Airport by mini bus. He said that the principal of the proposed use had been well established, with several other Airport parking facilities in the vicinity. He also explained that the existing entrance to the site on Irvin Drive would be closed, and a new entrance from Styal Road created as part of the development. He added that there was an anticipated increase in demand for Airport parking, and that this development would provide a much needed facility.

The applicant's agent also advised the Committee that there would be comprehensive landscaping undertaken as part of the development, and emphasised the benefits of the creation of jobs and development opportunities.

Councillor Newman spoke in objection to the proposals. He conceded that applications for car parking on this site had been approved in the past, but that these had been for much smaller schemes. He added that past approvals were 13 and 15 years ago, and that it would not be reasonable to consider that these were still extant. Since those proposals were improved, there has been a considerable amount of residential development adjacent to the site, and that consideration of these residents and their amenity must be considered carefully. He added that some properties were just 11 metres away from the site of the proposed car park, and given that the proposals were for hours of operation 24 hours a day and 7 days a week, the associated vehicle movements, floodlights and noise would be unacceptable. He said that the demolition of Heald Green House and the loss of the associated accommodation was unacceptable when there was such a high demand for affordable accommodation across the City.

He said that none of the proposed mitigation measures or conditions were sufficient to address the loss of amenity to residents, and the associated noise, light and air pollution that would result if the development was approved, and questioned the assertion in the report that approval would be in the public interest.

The Committee expressed considerable concerns about the additional vehicle movements, noise and air pollution that would impact on the local community, particularly during the night time hours. The Committee also expressed significant concern about the loss of accommodation to be replaced by car parking, and were of the opinion that this scheme would represent an overdevelopment of car parking in this part of the City.

Officers told the Committee that they did have sympathy with the concerns raised, but that the application had to be considered on the basis of the previous permissions, the extant consent, on its own merits and according to local and national policies. For this reason officers had concluded that the proposals should be approved. Officers added that the principle of the use in this case has already been

approved, at issue is the increase in the number of cars capable of being parked, i.e. from 500 spaces to 743 spaces. On the basis of the scheme as amended to include appropriate landscaping and tree planting, subject to appropriate conditions, officers considered that on balance the proposal would be acceptable.

The Committee considered that concerns regarding the loss of residential amenity, loss of reasonably priced housing and associated vehicle movements, air and light pollution meant it would be supported at this time. The scheme would not make a positive contribution.

## **Decision**

Minded to refuse due to the loss of residential amenity, loss of reasonably priced housing and associated vehicle movements, air and light pollution.

### **PH/19/11. 122025/FO/2018 - 17 Northen Grove Manchester M20 2NL**

*(Councillor N Ali in the Chair)*

The application site is a 2-storey, 5-bedroom semi-detached, double-fronted Victorian house situated on the eastern side of Northen Grove in the Didsbury West ward. The property has accommodation over 4 floors including 3 large cellar chambers, living room, dining room, kitchen and utility room at ground floor, 3 bedrooms and a bathroom at first floor and 2 bedrooms with a further bathroom at second floor. There are modest sized gardens at the front and rear and a tarmac driveway along the northern side of the property. The property is bounded at the front by its original brick dwarf wall with stone copers and original gate posts, and both brick and timber panel fencing at the rear. Within the rear garden there are both an original brick outhouse and a brick garage.

The application proposes the change of use of a dwelling house (Class C3a) to a house in multiple occupation (Class C4). No elevational alterations are proposed; the application is accompanied by a copy of a letting advertisement (which advertises the property as 4-bedroom).

A local resident spoke in objection to the proposals, and said that the existing parking problems would be greatly exacerbated should the permission be granted. She explained that the road was so narrow, an ambulance that had been called to a resident had to park in the middle of the road, completely blocking the road. In addition, the current parking situation made the street dangerous for pedestrians, with pavements regularly blocked by both vehicles and bins, and an HMO would just make this worse.

Officers reminded the Committee that the application had been recommended for refusal, and reiterated the reasons for refusal that had been submitted.

## **Decision**

To refuse the application for the following reasons.

1. The proposed change of use would lead to the loss of a family dwelling which would undermine the aim of achieving an appropriate balance of housing provision in the locality and the objective of achieving a sustainable and cohesive housing offer. The proposal is therefore contrary to the provisions of policies H6, H11, SP1 and DM1 of the Manchester Core Strategy, the Guide to Development in Manchester SPD and to the Manchester Residential Quality Guidance document.
2. The proposed change of use of the property into a House in Multiple Occupation, would lead to an overly intensive use of the site which would be detrimental to the amenities of neighbouring residents leading to increased levels of noise and activity from the general comings and goings which would be detrimental to the amenity of neighbouring occupiers contrary to policies SP1 and DM1 of the Manchester Core Strategy and saved UDP policy DC26.1.
3. The proposed change of use does not include sufficient arrangements for the parking of vehicles within the curtilage of the site and it is considered that the potential requirement for car parking generated by the proposed use would result in on-street parking in the locality which would exacerbate existing car parking difficulties and traffic congestion. This in turn would be detrimental to highway safety and the amenity of nearby residential occupiers, contrary to policies T2, SP1 and DM1 of the Manchester Core Strategy.

*(Councillor Ellison declared a prejudicial interest in this item and took no part in the debate or the decision and left the room while the decision was made)*